

# WELCOME

## Public Information Centre

### Second Line W. Neighbourhood Traffic Study

Thursday, June 5, 2014 | 5:30 – 8:00pm

Please sign in and fill in a comment sheet.  
Direct any questions/comments to Study Team  
Members.

# Study background and purpose

## BACKGROUND:

- In 1982, City of Mississauga Council adapted a recommendation for the removal of Second Line W. vehicular crossing over Highway 401 to accommodate the Ministry of Transportation Ontario (MTO)'s Highway 401 widening project.
- In 2005, the MTO documented the need for the removal of the crossing in a Transportation Environmental Study Report for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River.
- On November 16, 2011, City of Mississauga staff met with the members of the public to discuss updates on Highway 401 widening project including the permanent removal of Second Line W. vehicular crossing.
- On April 16, 2014 the City met with members of the public to:
  - provide updates on the Municipal Class Environmental Assessment for cyclist/pedestrian crossing over Highway 401,
  - review existing transportation inquiries and introduce a mitigation plan.

## PURPOSE:

- To provide an updated summary of public comments received and responses since the April 16, 2014 meeting
- To provide an update on the work completed to address deficiencies in traffic operations in the Second Line W. neighborhood.

# Comments Received and Responses

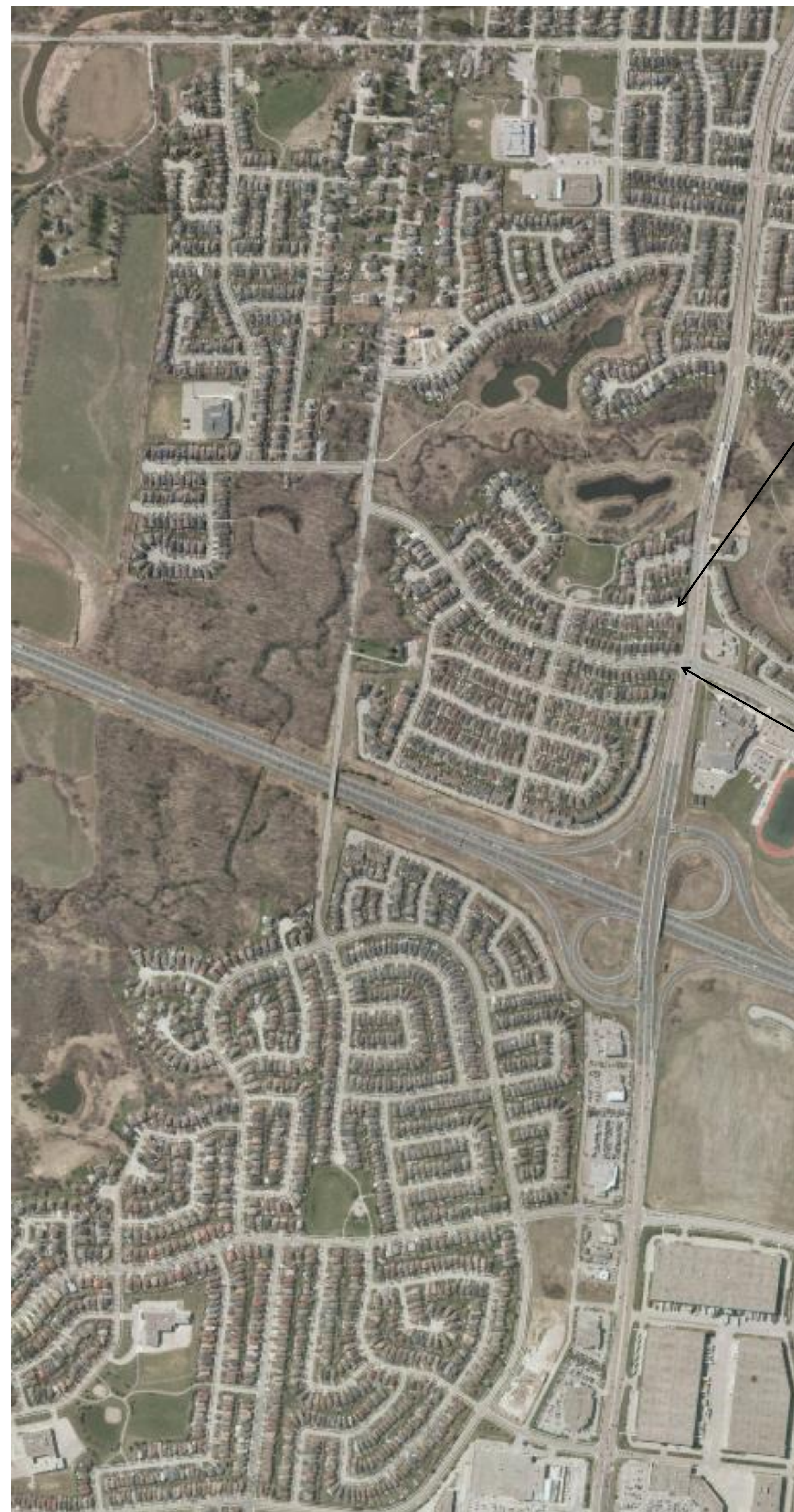
Comments	Responses
<b>Mavis Road / Sombrero Way Intersection</b>	
Heavy eastbound right turn movement and limited storage	<ul style="list-style-type: none"> <li>- Heavy right turn traffic and limited auxiliary lane storage have been observed to be the main contributors to queuing eastbound on Sombrero Way.</li> <li>- A plan has been developed to provide additional right turn storage.</li> <li>- See conceptual design on the 'Potential Geometric Improvements' slide (For Discussion Purposes ONLY).</li> </ul>
Inadequate signal timing for the eastbound right turn movement	<ul style="list-style-type: none"> <li>- The existing signal timing plan meets standards; however, as part of a recent arterial review program for Mavis Road, an increase to the split time for eastbound movement was implemented.</li> </ul>
Inadequate signal timing for pedestrians to cross east/west across Mavis Rd.	<ul style="list-style-type: none"> <li>- Further adjustments have been made to allow for a longer pedestrian crossing time, provided pedestrians press the push button before crossing.</li> </ul>
Pedestrian conflict with eastbound right turning traffic. High risk of collisions.	<ul style="list-style-type: none"> <li>- Enhanced crosswalk pavement markings are now scheduled for implementation by the end of June 2014.</li> <li>- A preliminary review using 5-year collision history illustrates no major issues; however, further safety review of the intersection will be undertaken.</li> </ul>
Line of sight – NW corner bus shelter	<ul style="list-style-type: none"> <li>- Under review.</li> </ul>
<b>Sombrero Way</b>	
High risk of collision	<ul style="list-style-type: none"> <li>- 5-year collision history has been reviewed. A total of 16 Property Damage Only collisions have been observed, with 47% rear end collisions. This is a typical frequency for a minor collector road.</li> </ul>
Long queues: difficulty for motorists exiting driveways in the AM peak hour	<ul style="list-style-type: none"> <li>- Enhanced pavement markings and other improvements (as identified above) is expected to enhance driveway operation and safety along the road.</li> <li>- Continuous monitoring of operations upon removal of the vehicular structure.</li> </ul>
School buses stop for passenger pick up on Sombrero – relocate pickup/drop-off	<ul style="list-style-type: none"> <li>- On-going discussions with Student Transportation of Peel Region</li> <li>- the bus stops at Sombrero Way &amp; Nimbus for the two schools with highest load counts (St. Julia &amp; Meadowvale Village) will be relocated to side streets – effective September 2014.</li> <li>- There will be two other buses which continue picking up on Sombrero Way, however, those are for specialized programs and only pick up a limited number of students (one to five students).</li> </ul>
Parking challenges the northwest corner Parking restrictions along Sombrero Way (no stopping no parking)	<ul style="list-style-type: none"> <li>- Recommendation to extend parking restrictions on Sombrero Way, west of Mavis Road.</li> <li>- See conceptual design on the 'Potential Geometric Improvements' slide (For Discussion Purposes ONLY).</li> </ul>
Roundabouts/traffic circles at all intersections	<ul style="list-style-type: none"> <li>- Implementation of roundabouts requires extensive property implications which could be challenging or impossible considering the built-out residential conditions along Sombrero Way.</li> </ul>
Remove sidewalk on the south side to make more room for additional travel lanes	<ul style="list-style-type: none"> <li>- Pedestrian sidewalks need to be maintained on both sides for safety purposes. Additional right turn storage is proposed by other means.</li> </ul>

# Comments Received and Responses

Comments	Responses
<b>Second Line West</b>	
Second Line is a speedway north and south of the bridge - can speed studies be arranged?	- Speed studies have been scheduled. We will continue to monitor operating speeds and request police enforcement when required.
Request for weekend traffic counts on Second Line W.	<ul style="list-style-type: none"> <li>- Recent counts have been collected. AM Peak Hour traffic volume is significantly higher than weekend peak hour; thus analysis was undertaken for AM Peak Hour only.</li> <li>- Internal intersections show typical volumes, much more consistently spread out throughout the day, with significantly less on weekends.</li> </ul>
Request for weekend traffic counts on Mavis Road in vicinity of Heartland Centre.	<ul style="list-style-type: none"> <li>- Recent counts have been collected. Weekend traffic volumes tend to be identical to weekdays.</li> <li>- Industrial side streets show significant volume decreases compared to weekdays, while residential side streets show similar traffic volumes compared to weekdays.</li> <li>- Regardless of volume increases along Mavis Road on weekends, traffic volumes on residential side streets are typical and are consistent with other similar neighbourhoods in the City.</li> </ul>
<b>Donway Drive</b>	
Excessive speeding on Donway - can this be monitored?	- Speed studies have been scheduled. We will continue to monitor operating speeds and request police enforcement when required.
<b>Bancroft Drive</b>	
Heavy left turn volume and long delays on Bancroft E/B left to N/B Mavis - can signal timing be reviewed – need for a second left turn lane.	<ul style="list-style-type: none"> <li>- A second left turn lane is not recommended as it requires a fully protected left turn phase – benefits 2 hours a day only – leads to disadvantages during the off-peak hours.</li> <li>- Additional green time has been allocated to the eastbound left turn phase during all time periods.</li> </ul>
Staff have earlier investigated traffic infiltration in the Bancroft / Donway neighbourhood south of the highway – results and mitigation measures (if any required)	<ul style="list-style-type: none"> <li>- There are a number of destinations within the subject neighbourhoods i.e. schools, churches, conservation centres, parks, etc. which attract trips from the outside boundary of these neighbourhoods. These are not considered cut through trips.</li> <li>- The long and circuitous route through the neighbourhoods would not offer a faster alternative compared to the arterial roads.</li> </ul>
<b>Boyer Boulevard / Mavis Road Intersection</b>	
Is there capacity on Boyer for the left turn E/B to N/B Mavis Rd?	<ul style="list-style-type: none"> <li>- The existing signal timing plan meets current traffic needs.</li> <li>- A second left turn lane is not recommended as it requires a fully protected left turn phase – benefits 2 hours a day only – leads to disadvantages during the off-peak hours.</li> <li>- With the removal of the bridge structure on Second Line West over Highway 401, traffic patterns will change. As a result, certain movements can expect to see an increase in volume. Staff will monitor the surrounding signalized intersections and optimize the signal timing plans as well as implement, if warranted, any left turn phasing.</li> </ul>
<b>Brass Winds Place / Sombrero Way Intersection</b>	
Request for an all-way stop.	- A study will be undertaken to determine if an all-way stop control is justified.

# Potential Geometric Improvements

The presented conceptual designs are for information purposes only and subject to further review. Some of the proposals could be implemented prior to the bridge removal.



Brass Winds Place – Right-out ONLY  
- Under review – could be problematic.

- Sombrero Way/Mavis – Improved eastbound RT lane
- A high level feasibility review was completed.
  - Additional eastbound right turn storage can be achieved.
  - The improvements should allow better handling of large right turning volumes, leading to a reduction in vehicle queuing and improved driveway access/egress.
  - The shifting of the road centre line slightly to the north would lead to some loss of parking spaces.
  - To allow for this improvement, the EB LT lane was reduced by 10m. This change would not impose an operational impact, due to the low LT vehicle volumes.

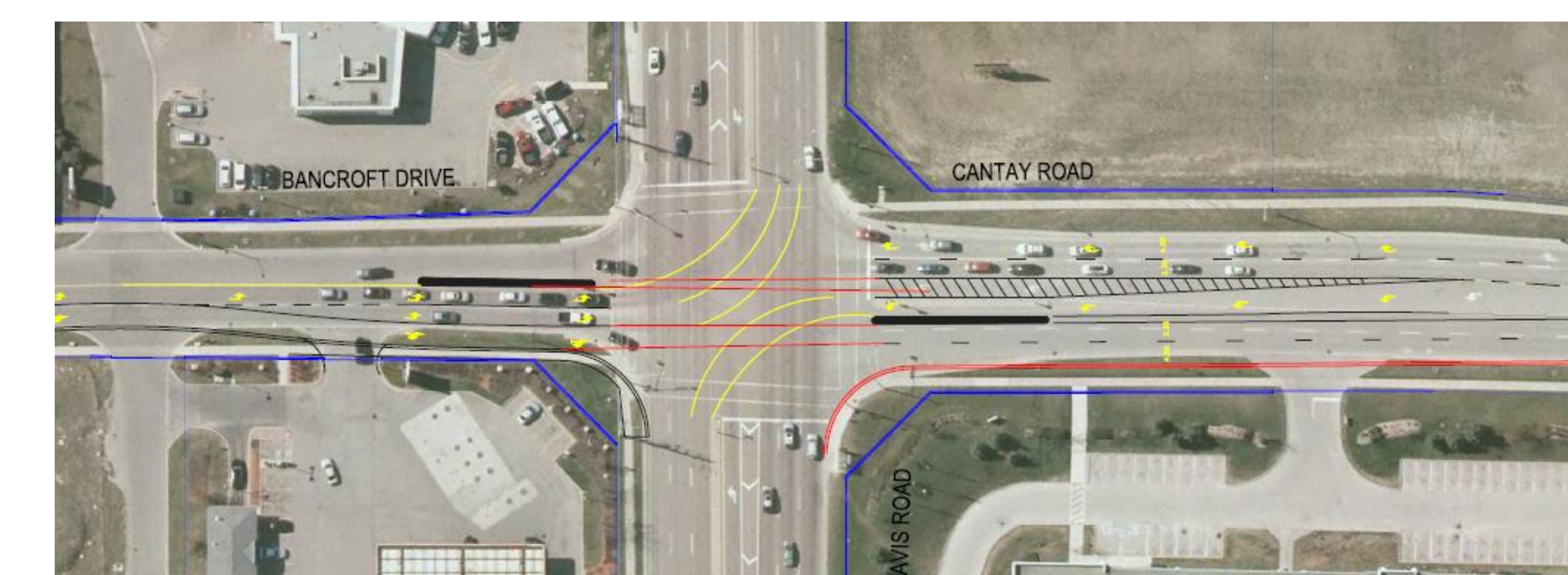


## No further consideration

Old Derry Road/Mavis – Right-out ONLY  
A high level feasibility review was completed. Due to the significant grading challenges and utility relocations, this access will not be pursued.

A second left turn lane is not recommended at the following locations as it requires a fully protected left turn phase – benefits 2 hours a day only – leads to disadvantages during the off-peak hours.

Bancroft/Mavis – Eastbound dual left-turn movement



Boyer/Mavis – Eastbound dual left-turn movement



# Next Steps

- Some of the proposed improvements could be implemented prior to the bridge removal – residents will be consulted.
- Speed data will be collected and police enforcement will be requested to address any speeding concerns.
- Drivers' behavioral adjustments to road network changes take time (~ 6 months). The City will monitor traffic operations after the removal of the vehicular crossing.
- Additional improvements will be considered in the future to address potential post bridge removal traffic operation deficiencies.

Thank you for participating in the study process. We encourage you to fill out the comment sheet provided and drop it off in the comment box. Alternatively, you can mail or email your comments by **June 20, 2014** to:

**Farhad Shahla, M. Eng., P. Eng., PTOE**

**Project Manager**

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