

MISSISSAUGA ROAD / OLD MAIN STREET AND BUSH STREET

Class EA Study

Public Information Centre No. 1

Thursday, April 8, 2010

6 p.m. to 9 p.m.

Belfountain Community Centre

17204 Old Main Street

Belfountain



Mississauga Road/Old Main Street and Bush Street
Environmental Assessment
from Olde Base Line Road to Winston Churchill Boulevard
Project 09-4370

 **Region of Peel**
Working for you

WELCOME

to

Public Information Centre No. 1

Thursday, April 8, 2010

6 p.m. to 9 p.m.

You can participate in this study by:

- ❖ Signing the attendance register
- ❖ Reviewing the display panels
- ❖ Asking questions and discussing your ideas with us
- ❖ Submitting your completed questionnaire/comment sheet tonight or by April 29, 2010 via mail or email



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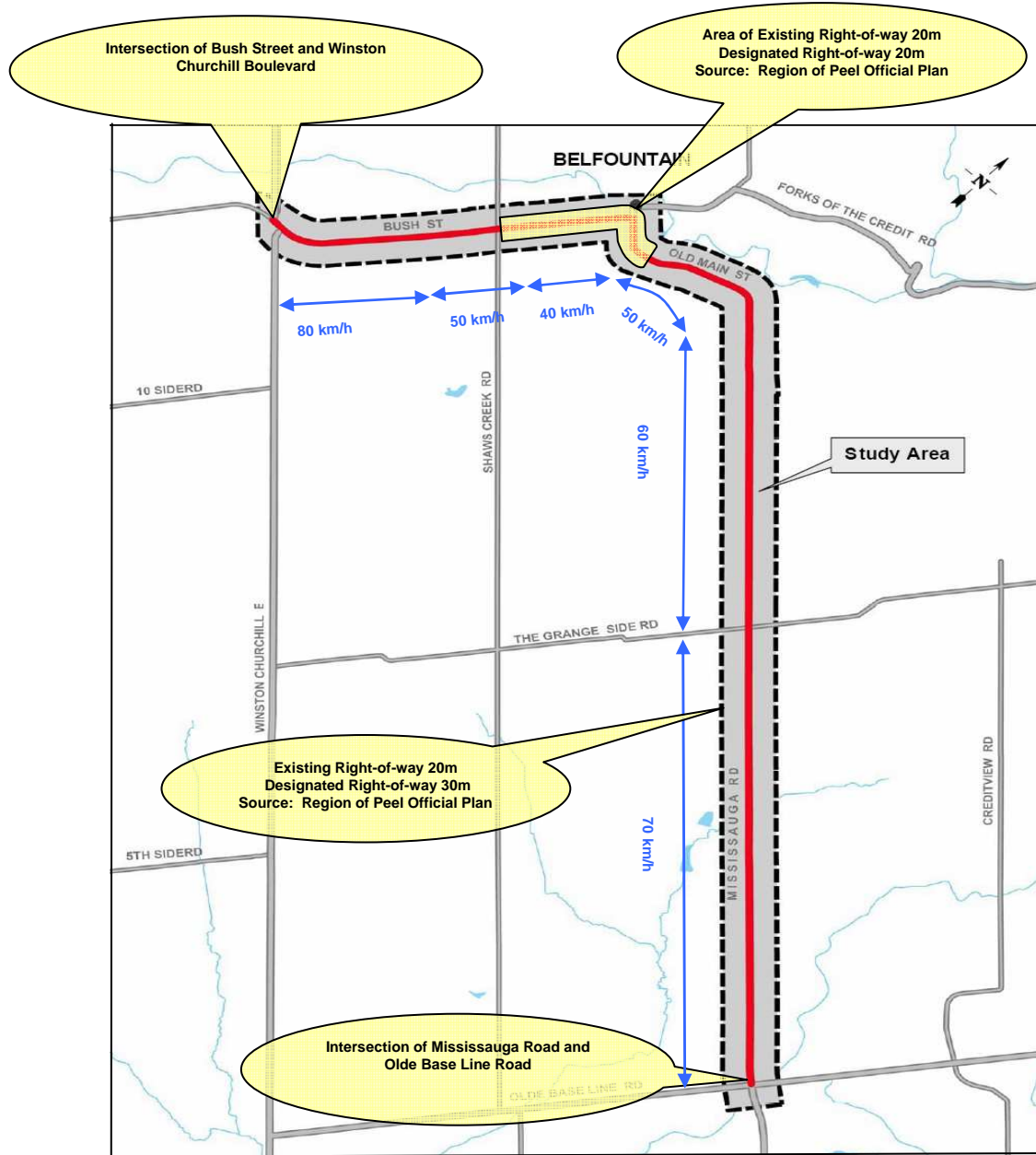
1 Purpose of PIC#1

The purpose of this public information centre is to:

- ❖ **introduce the project limits and study area profile;**
- ❖ **provide information on the Municipal Class Environmental Assessment Process;**
- ❖ **provide traffic information;**
- ❖ **present corridor deficiencies;**
- ❖ **consult with the public and validate the problems and opportunities;**
- ❖ **review opportunities for enhancing pedestrian movements;**
- ❖ **present preliminary alternative solutions to be evaluated; and**
- ❖ **gather public input.**



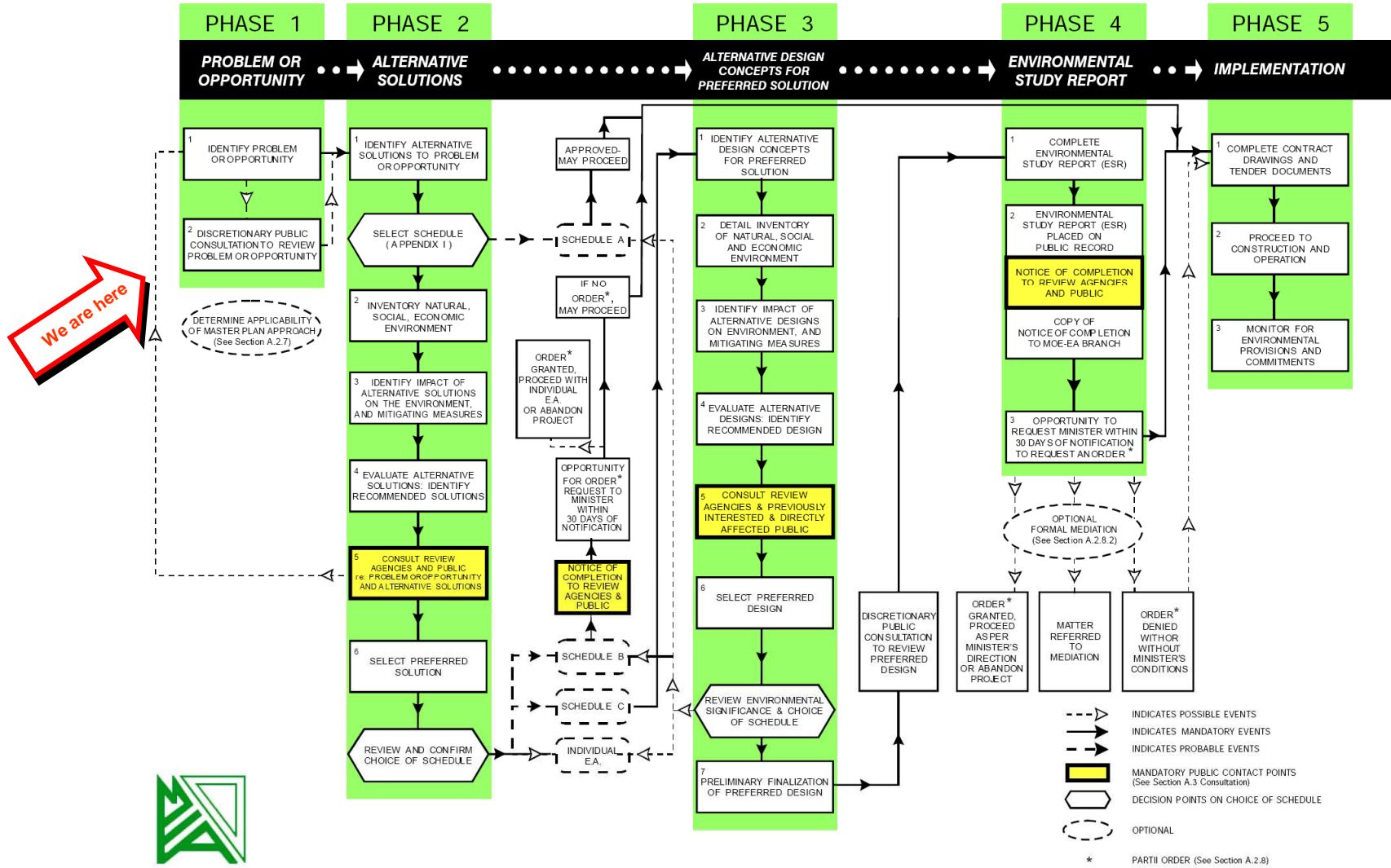
2 Project Limits & Study Area Profile



Mississauga Road is a two-lane rural road and is known as Old Main Street 150 metres north of Caledon Mountain Drive.
 Bush Street is a two-lane rural road.
 The study area is located within the Greenbelt Plan Area, including lands subject to the Niagara Escarpment Plan.

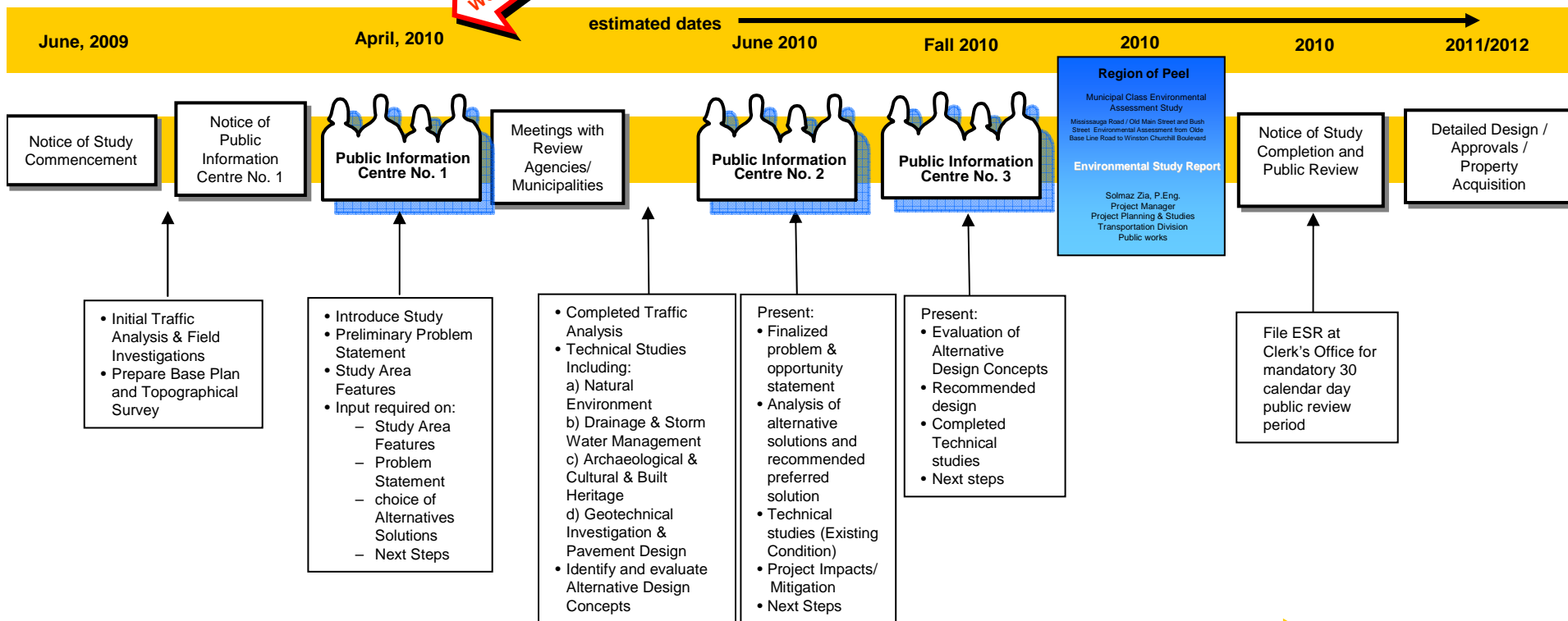


3 Municipal Class EA Process in Ontario



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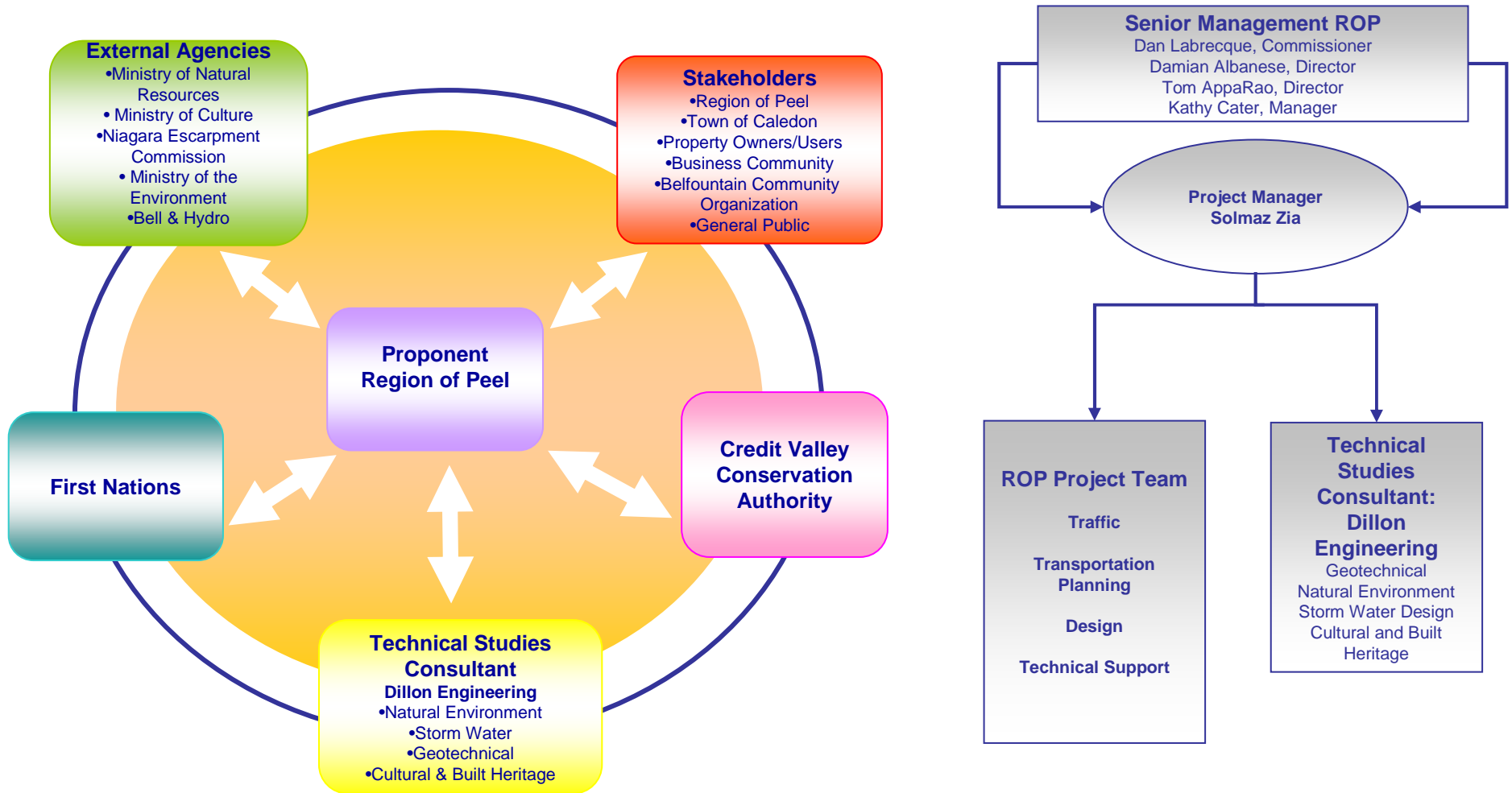
4 Class EA Timeframe



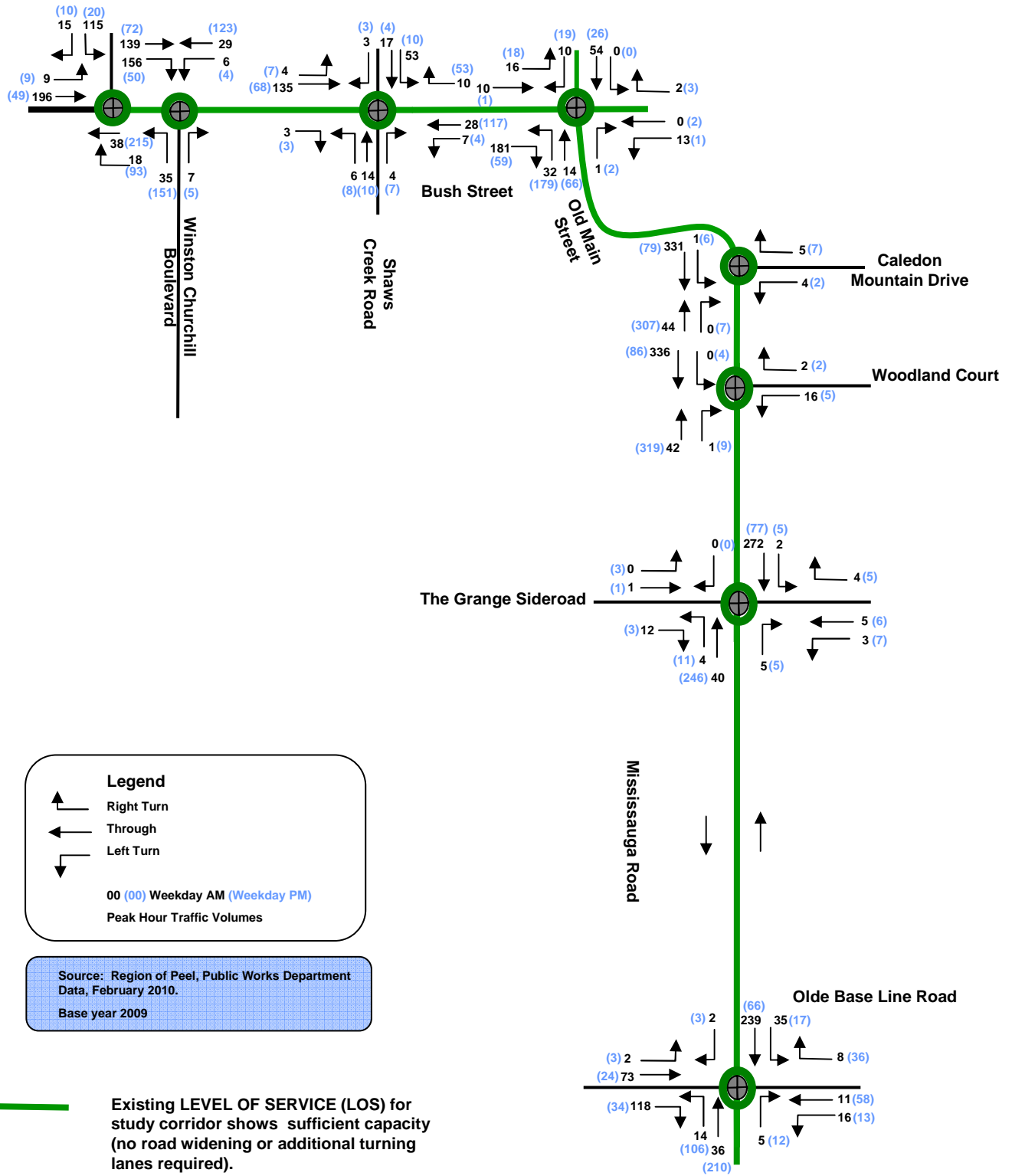
Ongoing Public Consultation Phases 1-4



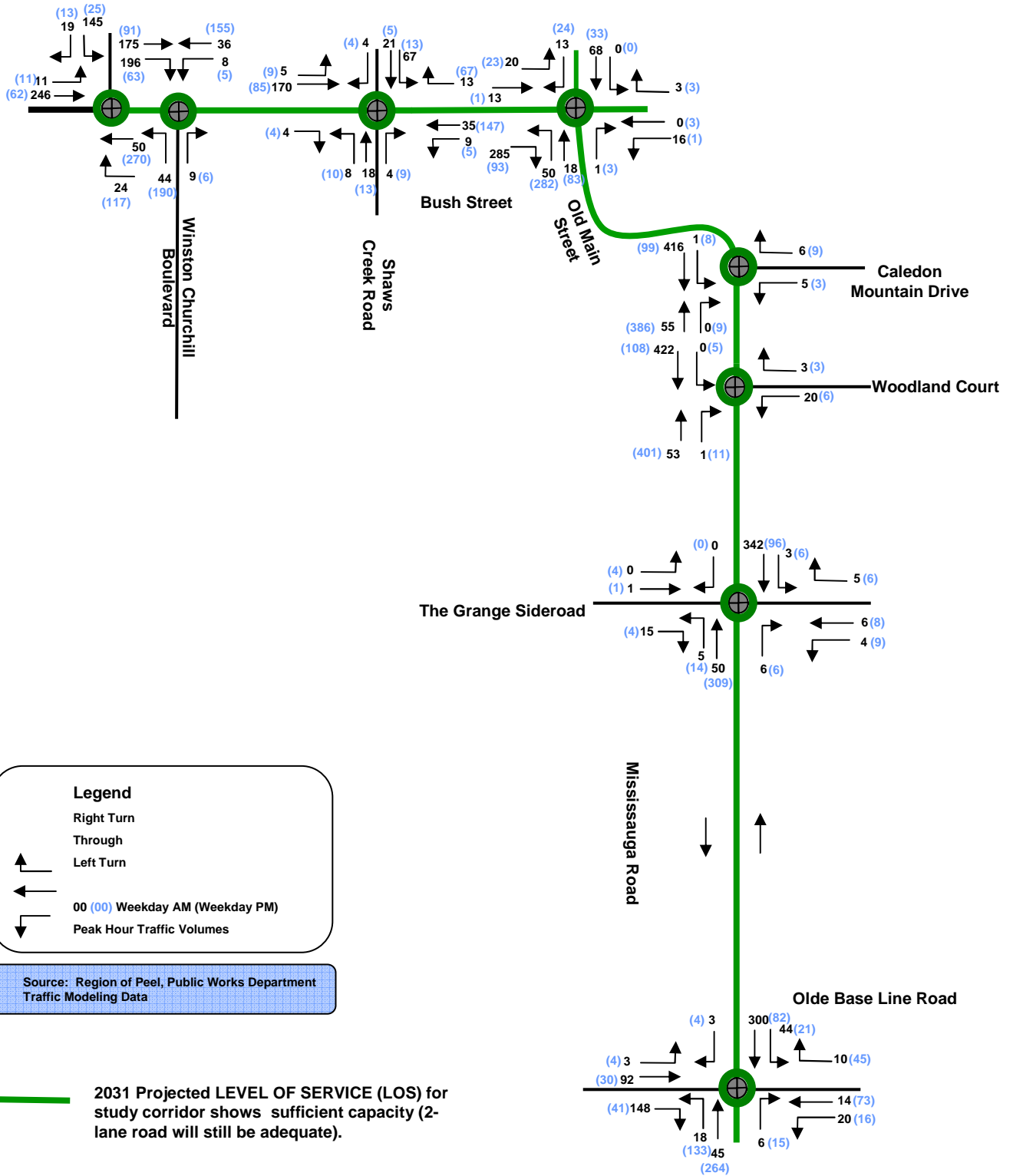
5 Study Organization & Project Team



6 Existing AM/PM Traffic & Turning Movements



7 Projected AM/PM 2031 Traffic & Turning Movements



8 Examples of Deficiencies along Study Corridor

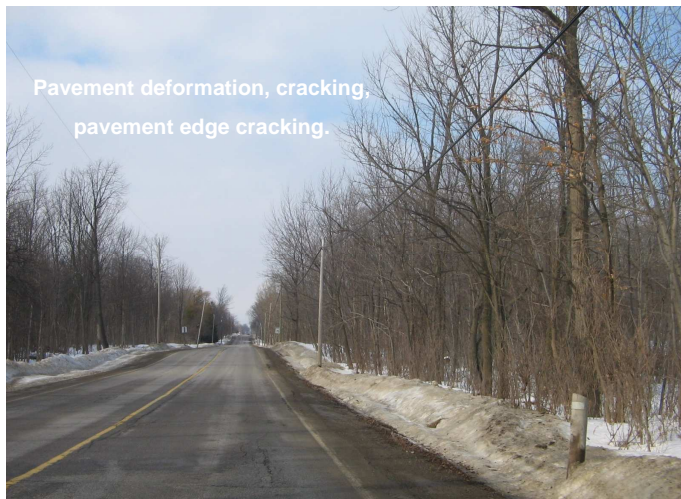
Structural Deficiencies – Deteriorating Pavement Condition



9

Examples of Deficiencies along Study Corridor

Structural Deficiencies – Deteriorating Pavement Condition



10 Examples of Deficiencies along Study Corridor

Shoulder deficiencies



11 Examples of Deficiencies along Study Corridor

Sightline deficiencies



12 Examples of Deficiencies along Study Corridor

Inadequate ditches and storm drainage



13 Examples of Deficiencies along Study Corridor

Lack of sidewalks within Belfountain



14 Problems and Opportunities

Problems / Issues		Potential Opportunities	
Technical & Engineering	<ul style="list-style-type: none"> Deterioration of pavement structure, structural cracking, failing foundation Drainage deficiencies; frost heaving; insufficient subsurface drainage; poor roadside drainage Insufficient shoulders Inadequate stopping sight lines 	Technical & Engineering	<ul style="list-style-type: none"> Rehabilitate/reconstruct pavement to strengthen road base Provide positive drainage Provide shoulders for safe stopping; sidewalks and bicycle lanes where feasible for improved service for pedestrians and cyclists Improve site lines and enhance road signage as per Traffic Safety Report
Natural Environment	<ul style="list-style-type: none"> Wildlife conflicts Identified Species at Risk (SARs) 	Natural Environment	<ul style="list-style-type: none"> Protect Natural Environment Undertake Amphibian Study to protect their habitat
Cultural Environment	<ul style="list-style-type: none"> Location of stone fences and heritage buildings 	Cultural Environment	<ul style="list-style-type: none"> Ensure there is no impact to stone fences and heritage buildings
Social Environment	<ul style="list-style-type: none"> Pedestrians walking on road Street racing/motorcycle noise* Concern about commuter traffic increase Maintain the character of the Hamlet Lack of bike lanes Safety concerns 	Social Environment	<ul style="list-style-type: none"> Sidewalks to create a pedestrian friendly environment where feasible Traffic calming and enforcement* Conduct traffic analysis (Boards 6&7) Improvements to corner gardens at Bush Street & Mississauga Road Provide facilities for cyclists Improve safety along the corridor
Economic Consideration	<ul style="list-style-type: none"> High road maintenance cost 	Economic Consideration	<ul style="list-style-type: none"> Lower maintenance costs

Problems and opportunities have been developed based on review of the study area by the project team and input/feedback received from review agencies and the public.

* Problem falls outside the scope of the Environmental Assessment and has been discussed with the appropriate authorities.



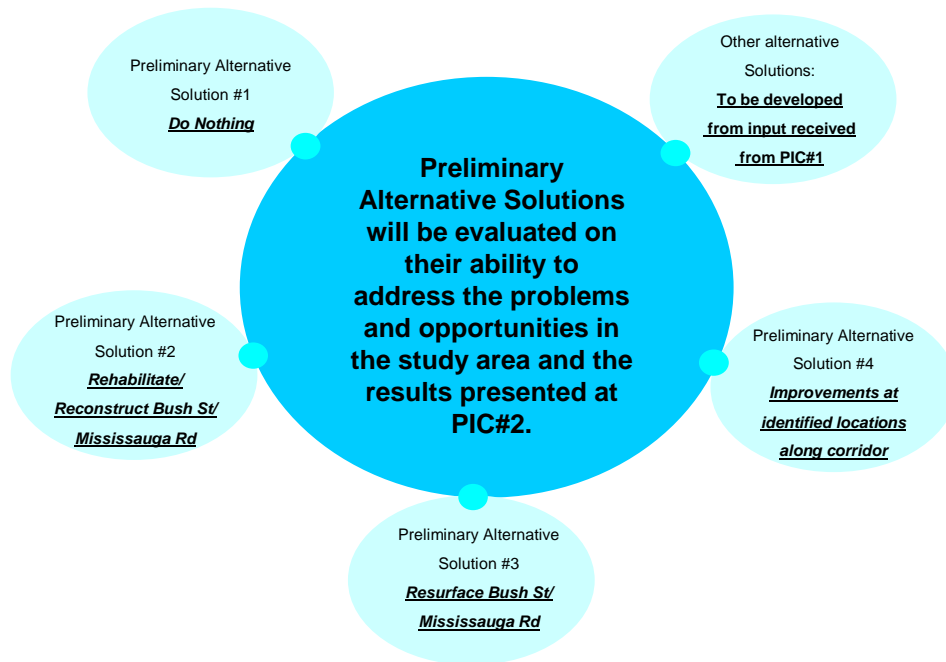
15 Evaluation Criteria for Alternative Solutions

Study Element	Criteria used to review alternatives.
Technical and Engineering	
Pavement Structure	<i>Will the alternative address pavement structure condition?</i>
Drainage Structures & Storm Water Management	<i>Will the alternative address improving drainage structures and storm water management controls?</i>
Shoulders	<i>Will the alternative address shoulder width in relation to providing safe stopping?</i>
Geometric Elements (existing horizontal and vertical centreline)	<i>Will the alternative address identified vertical and horizontal alignment problems, sight line and safety issues along the corridor or at specific locations?</i>
Natural Environment	
Natural Environment (including Areas of Natural Scientific Interest (ANSIs), natural heritage systems, wetlands, woodlands, wildlife habitat and Species at Risk (SARs))	<i>Will the alternative impact the existing environmental conditions. What will be the impact and are mitigation measures available if necessary? Are there opportunities to improve the existing conditions?</i>
Cultural Environment	
Archaeological Resources	<i>Will the alternative impact existing archaeological resources? What will be the severity of the impact and are mitigation measures available?</i>
Cultural & Built Heritage Resources	<i>Will the alternative impact existing cultural and built heritage resources? What will be the severity of the impact and are mitigation measures available?</i>
Social Environment	
Property & Driveways	<i>Will the alternative affect access to property and driveways.</i>
Construction Impacts	<i>Will construction of the alternative impact property?</i>
Pedestrian & Cycling Opportunities	<i>Will the alternative address pedestrian and cycling needs?</i>
Safety	<i>Will the alternative address traffic safety along the corridor?</i>
Economic Consideration	
Roadway Construction cost	<i>What will be the cost to implement the alternative?</i>
Roadway Maintenance cost	<i>Will the alternative reduce roadway maintenance costs?</i>



16 Preliminary Alternative Solutions

Region staff have developed four preliminary alternative solutions which we will modify or carry forward in our evaluations based on the input we receive from this Public Information Centre and the finalized problem and opportunity statement. They are presented below.



Examples of rural road reconstruction/rehabilitation within the Region of Peel,

We encourage you to provide comments on the presented alternative solutions and/or suggest new alternatives for evaluation by completing the questionnaire/comment sheet.



17 Next Steps

- ❖ *Review input from public on problems and opportunities in the study corridor. Region staff will create a final problem and opportunity statement which will be presented at PIC#2.*
- ❖ *Review input from the public on alternative solutions developed by the Region and any additional solutions received during PIC#1. All alternative solutions will be presented and evaluated at PIC#2.*
- ❖ *Evaluate preliminary alternative solutions (including those received from the public) based on Technical & Engineering, Economic, Social, Natural Environment and Cultural criteria to develop a preferred alternative solution.*
- ❖ *Complete the environmental and technical studies (i.e. Archaeological, Natural Environment, Culture & Built Heritage and Drainage).*
- ❖ *Hold the second Public Information Centre, early Summer 2010*

We encourage you to comment on the study and the work that has been completed to date by either writing to us, filling out the comment sheet, emailing or calling. Please contact:

*Solmaz Zia, P. Eng.
Project Manager
Transportation Planning
Public Works, Region of Peel
9445 Airport Road
Brampton, ON L6S 4J3
905-791-7800 x7845
Fax – 905-791-1442
solmaz.zia@peelregion.ca*

Thank you for your participation in this study.

