

# WELCOME TO PUBLIC INFORMATION CENTRE #1

## AIRPORT ROAD ENVIRONMENTAL ASSESSMENT

From Braydon Boulevard/Stonecrest Drive to Countryside Drive



**November 23, 2017**  
**6:30 PM – 8:30 PM**

**Please sign in and fill out a comment form**



## Study Purpose

- **Complete** a Municipal Class Environmental Assessment (Schedule 'C') and Preliminary Design for improvements to Airport Road.
- **Identify, define and evaluate** existing and future network capacity, traffic safety, design, and operational needs along the transportation network.
- **Determine improvements** to accommodate the current and future transportation needs of pedestrians, cyclists, transit users and motorists.
- **Identify potential impacts** to the natural environment, cultural heritage and archaeology, and provide mitigation measures.



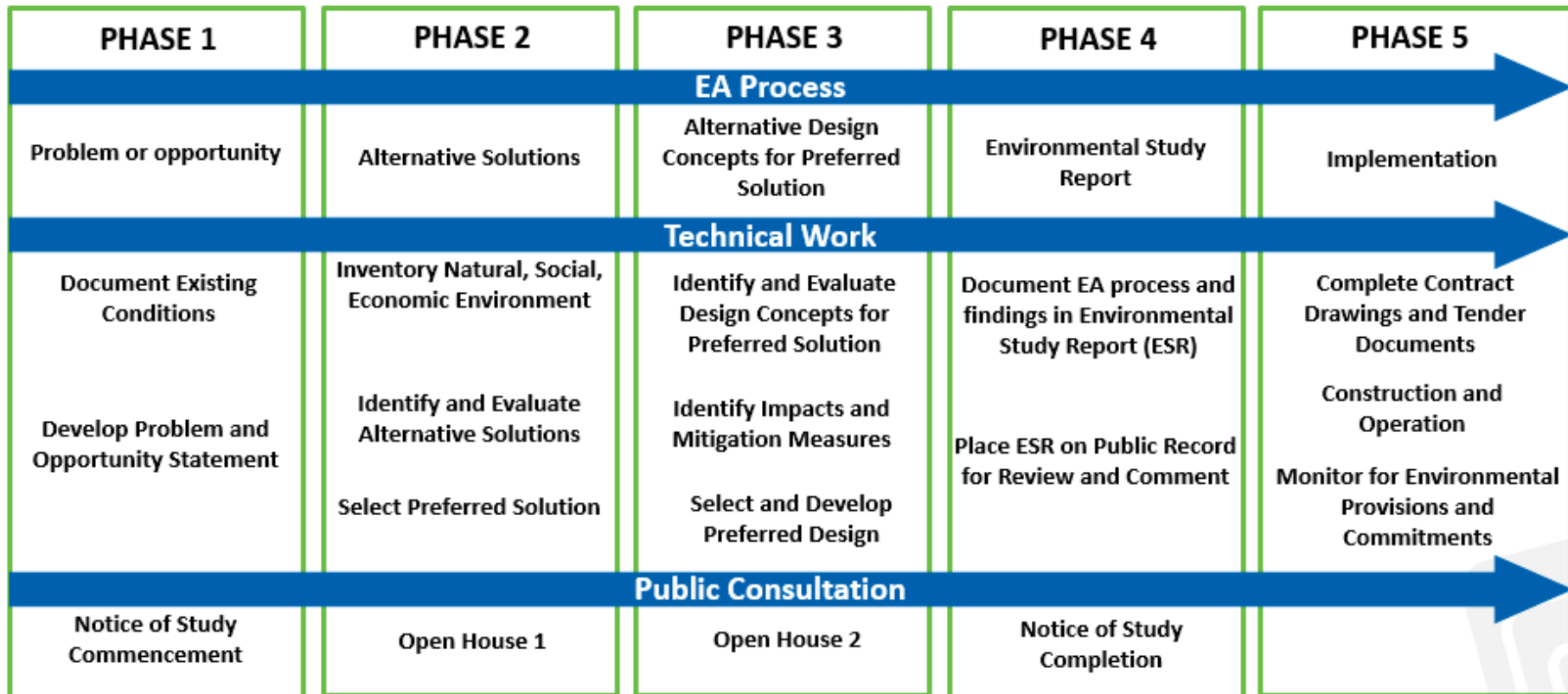
## Objectives of PIC #1



# Overview of the EA Process




## What is an EA?

An **Environmental Assessment (EA)** is a planning and approval process for municipal infrastructure projects, following Ontario's Environmental Assessment Act.


















  
**WE ARE HERE**

## Existing characteristics



- ✓ **2.2** km long (approx.)
- ✓ **70** km/h posted speed
- ✓ **4** travel lanes (2 per direction)
-  **3** signalized intersections
-  **4** schools within 1 km of study area
-  **2** watercourse crossings



The following key planning documents set the framework for the Airport Road EA:

 <p>Provincial Policy Statement (2014)</p>	 <p>Places to Grow Act</p>	Provincial
 <p>The Big Move – Transforming Transportation in the GTHA</p>		
 <p>Peel Region Official Plan</p>	 <p>Region of Peel Road Characterization Study</p>	Regional
 <p>Peel Region Long Range Transportation Plan</p>	 <p>Region of Peel Active Transportation Plan</p>	
 <p>Region of Peel Strategic Goods Movement Network Study</p>	 <p>Region of Peel Sustainable Transportation Strategy (Draft)</p>	
 <p>City of Brampton Official Plan</p>	 <p>City of Brampton Pathways Master Plan</p>	Municipal
 <p>City of Brampton Transportation Master Plan</p>	 <p>City of Brampton Active Transportation Plan (Draft)</p>	
 <p>Previous EA for Airport Road from Bovaird Drive to Mayfield Road (1993, with addendum in 2002)</p>		Other studies
 <p>Detailed design for Airport Road from Bovaird Drive to Mayfield Road (2006)</p>		

**LEGEND**

 **Natural Environment**  
 **Road Improvement**

 **Transit**  
 **Active Transportation**

 **New Development**  
 **Economic Development**

# Long Range Transportation Plan (LRTP)

## How does the LRTP (2012) relate to the Airport Road EA?

The LRTP identified the need to:

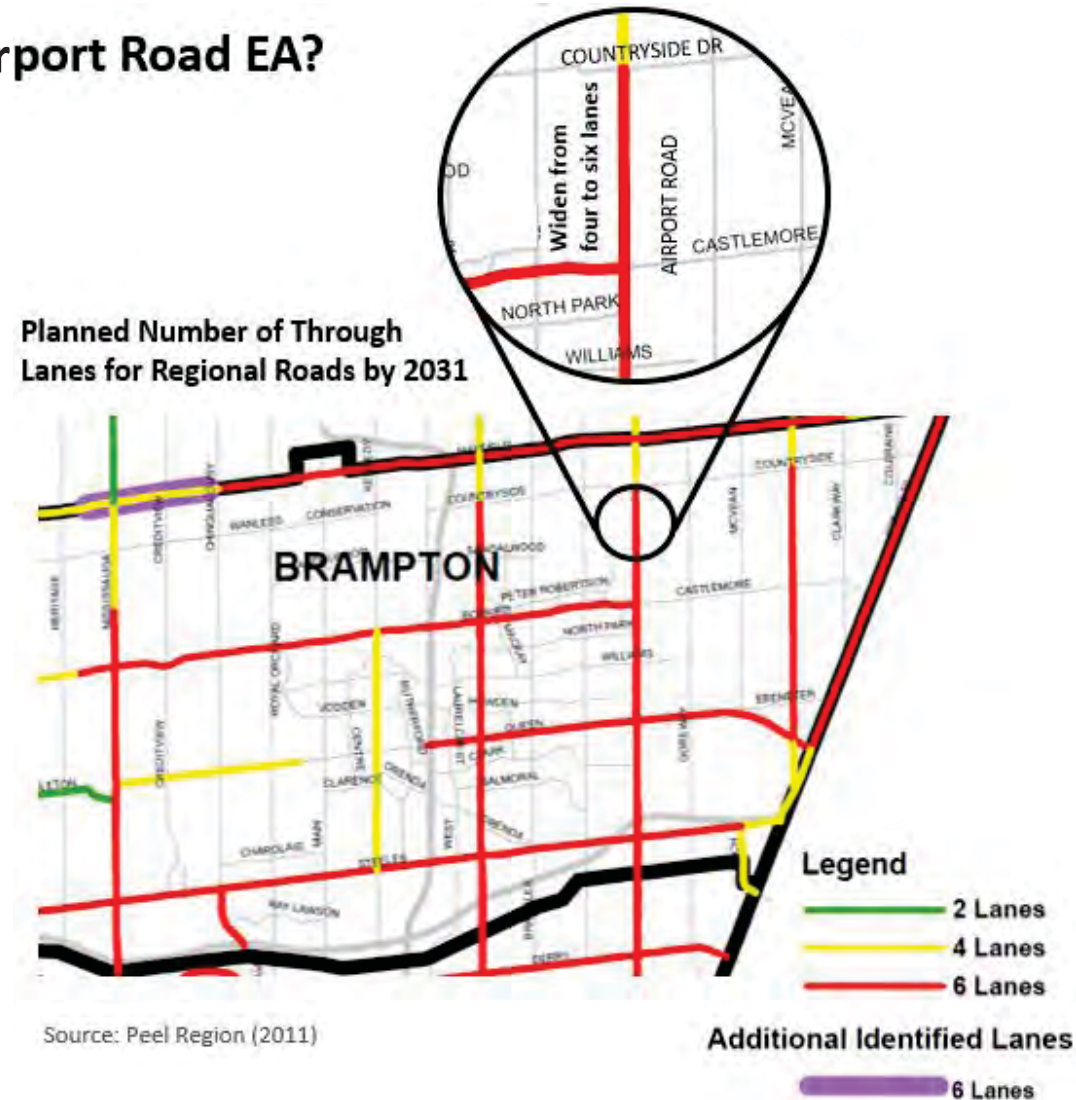


**Widen Airport Road** within the study limit from the existing four lanes to an ultimate six lanes to meet existing and future needs for the movement of people and goods.

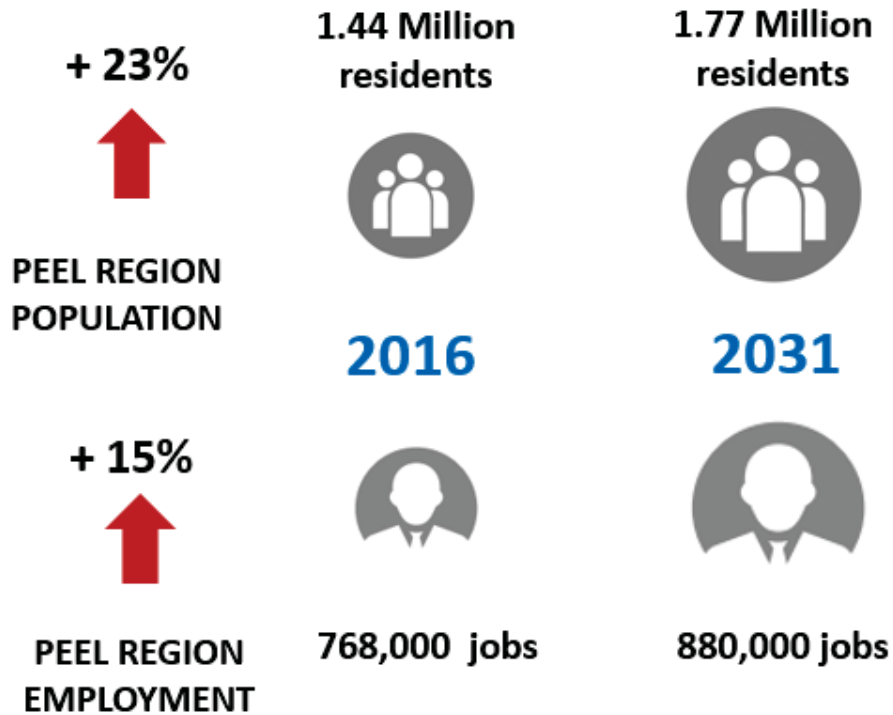


**Improve other infrastructure** such as transit and active transportation facilities to provide efficient multi-modal transportation choices

Analysis conducted as part of the EA **confirmed the LRTP findings** that Airport Road requires widening to accommodate traffic growth into 2031.



# Regional Context and Anticipated Growth



## What does this mean?

Road improvements to increase capacity and improve connectivity on the existing road network are important parts of planning for the Region's future.

## STUDY AREA

Airport Road within the study area plays a key role in Peel Region's north-south connectivity.



# Existing Land Use & Future Development

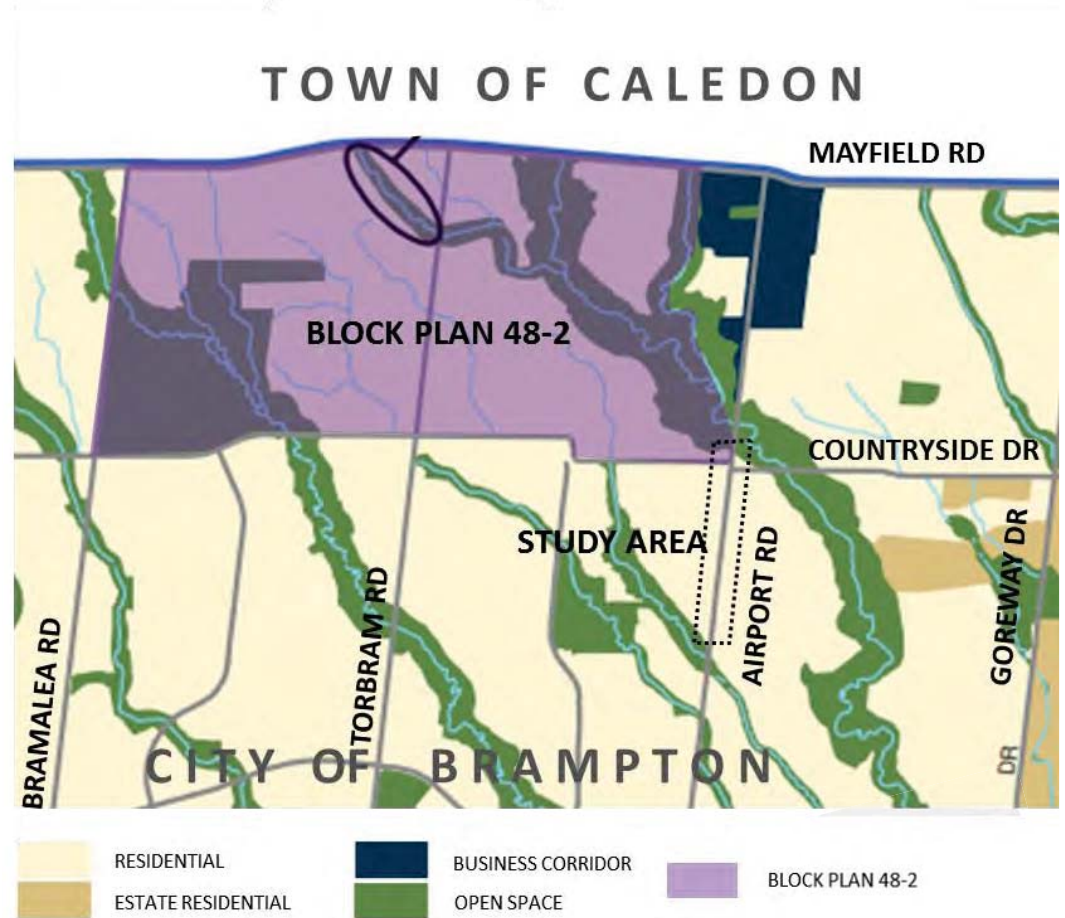
The study area is **predominantly low and medium density residential.**



Main intersections such as Airport Road at Braydon Boulevard, Yellow Avens Boulevard and Countryside Drive provide **neighbourhood retail and other commercial uses.**



**North and west** of Airport Road and Countryside Drive (currently a greenfield) is planned to be developed into a mixed-use **community** containing retail, office and residential uses, per **Block Plan 48-2.**



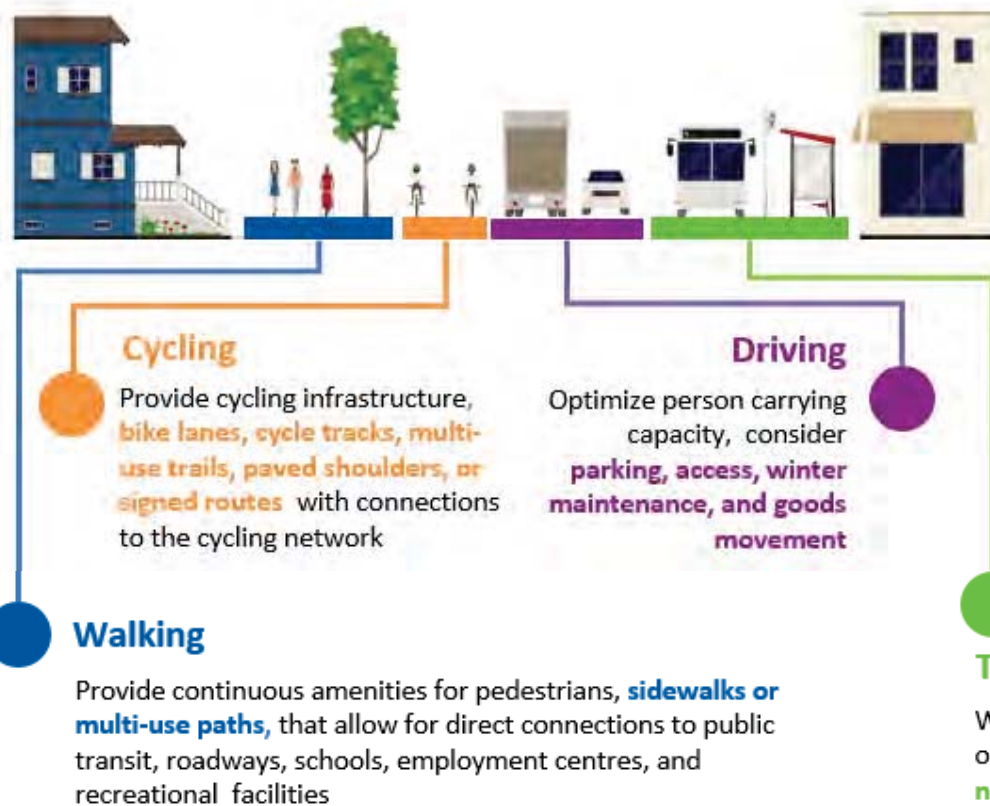
Block Plan 48-2 is estimated to house **11,600 persons** and provide **1,800 jobs**, for a total of **13,400 persons and jobs.**



# A Road Network Fit for the Future

## Improving the way people travel

The Region's long term vision is to design and operate streets to optimize road capacity and to provide alternatives for all ways people travel



## Changing current trends

The Region's draft Long Range Transportation Plan Update and Sustainable Transportation Strategy envisions a significant shift in the operation of the transportation system by 2041.

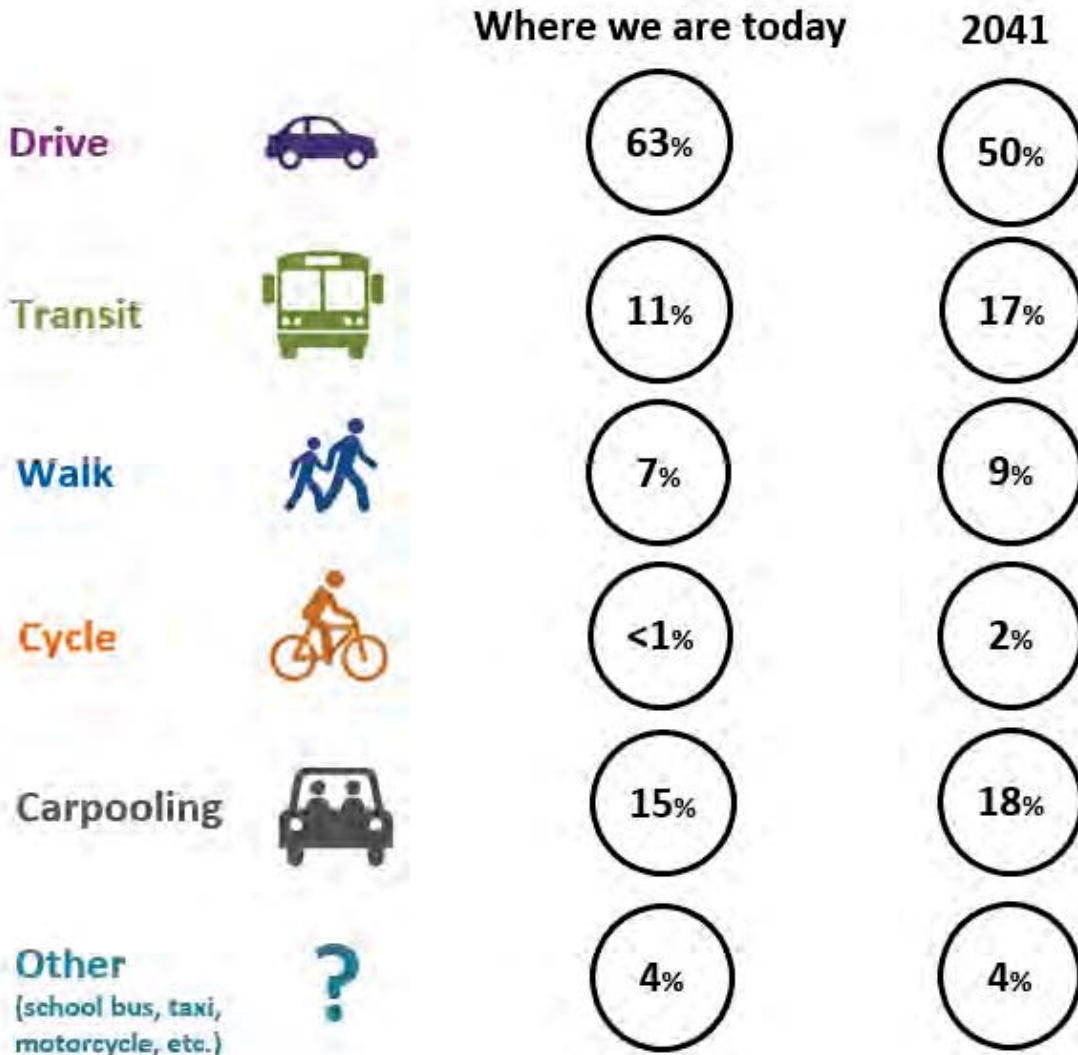
## Why reduce our reliance on cars?

- ✓ Reduce congestion
- ✓ Mitigate environmental damage
- ✓ Prevent chronic diseases such as diabetes and heart disease
- ✓ Offer travel options for everyone



# Region of Peel Transportation Vision

## How are people traveling in Peel Region?



## The Vision



Peel Region is aiming for a **50%** sustainable mode share by 2041



Providing infrastructure and programs to shift travel behaviour away from driving is a priority

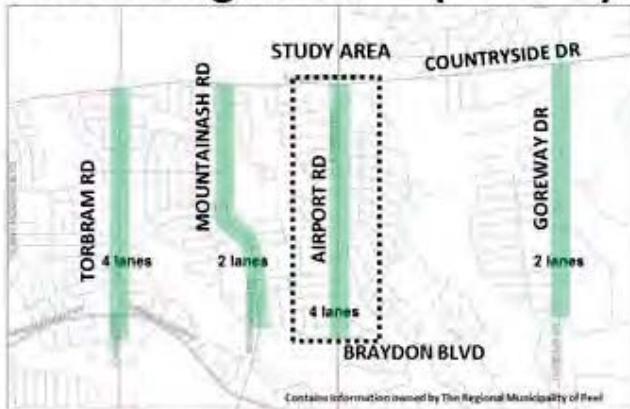


Sustainable modes of travel allow us to build physical activity back into our lives, and reduce vehicle emissions and its associated health impacts.

# Transportation Conditions

## Vehicular Traffic

### Do Nothing Scenario (Current)

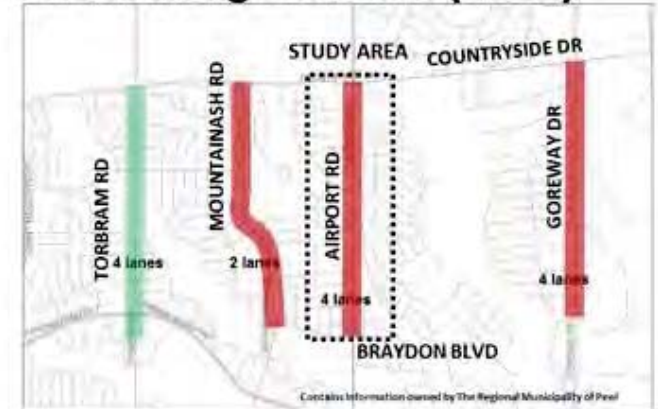


What does this mean?

- There is sufficient capacity on the road
- There is insufficient capacity on the road

In 2011, traffic conditions are **acceptable** in the AM peak periods.

### Do Nothing Scenario (2031)



In 2031, overall traffic conditions are **not acceptable** in the AM peak period.

If no improvements are made to Airport Road, traffic operations will deteriorate over time and by 2031, there will be **insufficient** capacity in the study area and on adjacent north-south roads.

## Safety



The most common impact type was **rear-end collisions**.

39%

Of collisions occurred at Braydon Boulevard/Stonecrest Drive



Higher than average rates of **night-time collisions** are observed in the study area.



Eagle Plains Drive experiences a higher instance of **Non-Fatal Injury collisions** compared to other intersections

98

Collisions occurred in the study area between January 2012 and December 2016.

77 Property Damage

21 Non-Fatal Injury

0 Fatal

# Transportation Conditions

**42%** of all daily car trips made by people residing along Airport Road are **5 km or shorter**.

These are trips that can be shifted to other modes such as **cycling, walking and transit**, provided the necessary infrastructure is in place.



## Cycling

Currently, there are **no cycling facilities** on Airport Road.



The Peel Active Transportation Plan (2012) recommends a **multi-use path** on one side of Airport Road by 2031.

What is a **multi-use path**?

It is a shared-use path that supports multiple recreation and transportation opportunities, such as walking, bicycling and people in wheelchairs.



Source: bikebrampton.ca (Bovaird Drive)



## Transit

Only one bus route serves the study area.

### 30 Airport Road bus



**How often does the bus run?**



**8 min (peak) 30 min (off peak)**



Bus stops are spaced **520 m** apart on average in the study area.

The largest separation distance is between the bus stops at Braydon Blvd/Stonecrest Drive and Yellow Avens Blvd/Brock Drive (**920m**).



## Walking



There are **continuous sidewalks** on the east and west side of Airport Road.

At 1.5m wide, **sidewalks are compliant** with the Accessibility for Ontarians with Disabilities Act (AODA).

Sidewalks are separated from Airport Road by **grass boulevards**.

# Physical & Environmental Considerations

## Overhead Hydro Line

West side of Airport Road along the entire length of the study corridor



## Access to Commercial Properties

Potential impact to driveways if widening is chosen



## Watercourse Impacts

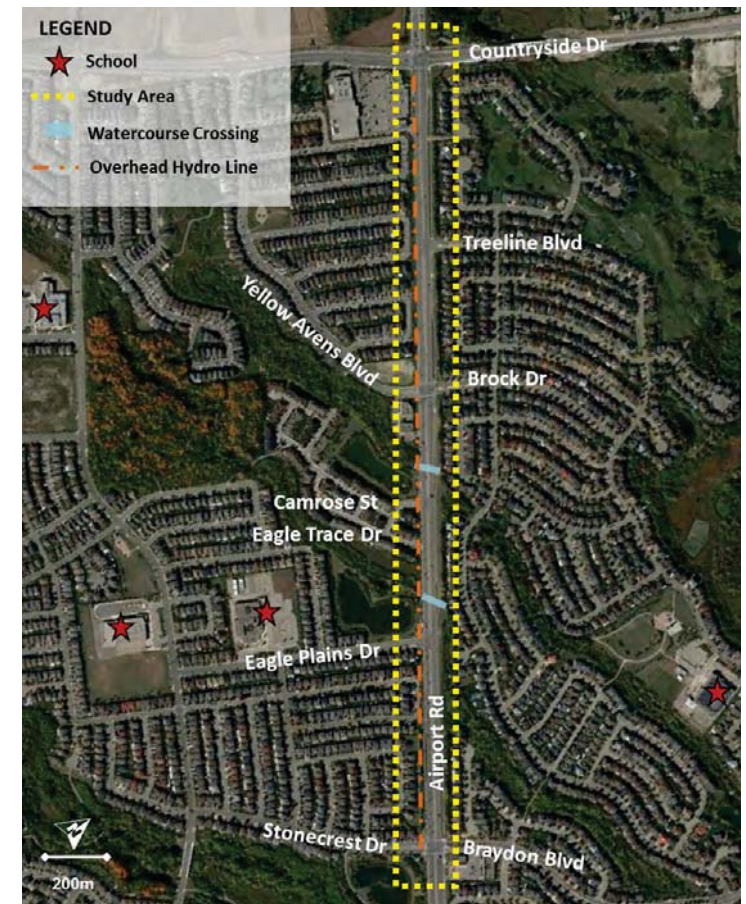
Culvert extensions may be required  
Potential impacts to fish habitat (potential species at risk)



## Gateway Features



## Natural Environment



# Key Technical Studies

The following technical studies are undertaken to inform the evaluation of alternatives and provide input into identification of impacts and mitigation measures:



Natural Heritage Impact Assessment



Structural Assessment



Drainage and Stormwater  
Management Report



Contamination Overview Study



Archaeological Assessment



Noise Impact Study



Cultural Heritage Resource Assessment



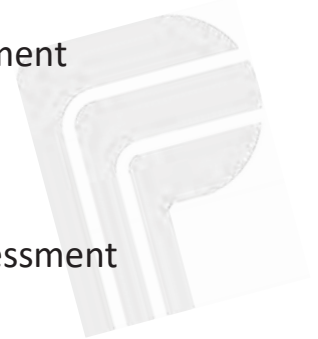
Hydrogeological Assessment



Geotechnical and Pavement Assessment



Fluvial Geomorphic Assessment



# Problem and Opportunity Statement

Problem		Opportunity
Existing roads within study limits cannot accommodate projected traffic volumes by 2031.	→	Improve Airport Road to accommodate projected traffic demand and provide sufficient north-south transportation capacity through the northern part of Peel Region.
With regional roads at capacity by 2031, there is the potential for increased traffic on local roads.	→	Improve Airport Road to provide sufficient capacity to mitigate potential traffic infiltration and traffic increases on local roads.
Lack of cycling facilities along the corridor.	→	Provide cycling facilities to accommodate existing users and growth as a result of future development.
Walking and cycling are uncommon for short and local trips.	→	Improve streetscape to promote walking and cycling. Enhance both safety and overall experience for cyclists, pedestrians, and transit users along the study corridor.
Bus stop spacing on east side between Braydon Boulevard/Stonecrest Drive and Yellow Avens/Brock Drive is a concern.	→	Review bus stop location in consultation with Brampton Transit.
Higher than average rate of collisions at night-time. Certain locations along the corridor experience non-fatal collisions more frequently.	→	Evaluate intersection-related improvements to enhance safety and accessibility.



# Alternative Solutions – Long List

The following potential solutions were considered for Airport Road within the study limits

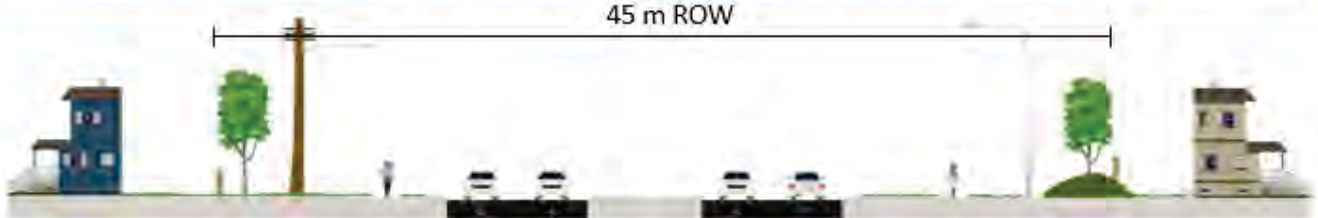
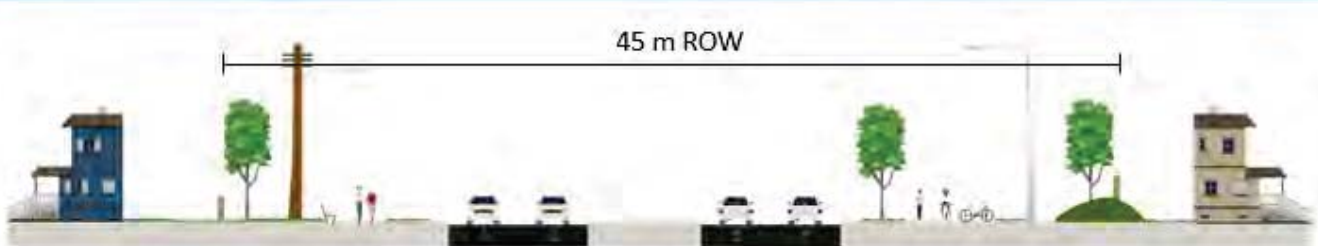
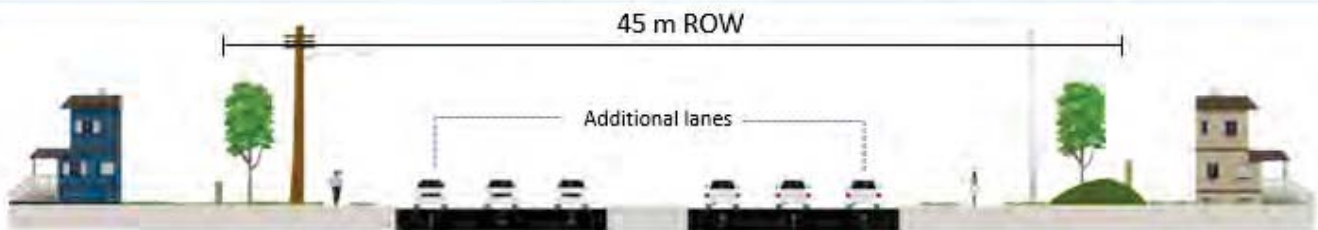

Alternative	Description	Recommendation	Reasoning
<b>Alternative 1: Do Nothing</b>	Maintain existing conditions, including the number of lanes.	<b>Carry Forward for Consideration</b>	<ul style="list-style-type: none"> <li>The Do Nothing scenario is carried forward as it provides a baseline for comparison with other alternative solutions.</li> </ul>
<b>Alternative 2: Implement Active Transportation Improvements Only</b>	Provide continuous space for cyclists and pedestrians.	<b>Carry Forward for Consideration</b>	<ul style="list-style-type: none"> <li>Addresses concerns regarding lack of active transportation facilities in the study area.</li> <li>Is consistent with Peel Region's vision to increase the mode share of sustainable transportation options.</li> </ul>
<b>Alternative 3: Widen Airport Road from four to six lanes Only</b>	Provide additional capacity for vehicular traffic.	<b>Carry Forward for Consideration</b>	<ul style="list-style-type: none"> <li>Addresses impending roadway capacity shortfall in the study area.</li> <li>Supports Peel Region's growth and economic competitiveness.</li> </ul>
<b>Alternative 4: Implement Intersection Improvements Only</b>	Provide right and/or left turn lanes where warranted, signal optimization.	<b>Carry Forward for Consideration</b>	<ul style="list-style-type: none"> <li>Has the potential to improve localized traffic operations in the study area.</li> <li>Supports Peel Region's growth and economic competitiveness.</li> </ul>
<b>Alternative 5: Limit Development Only</b>	Limit growth to relieve road traffic.	<b>Do Not Carry Forward</b>	<ul style="list-style-type: none"> <li>Is not in line with provincial, regional and municipal growth policies.</li> </ul>
<b>Alternative 6: Improve Other Roads Only</b>	Widen other roads to divert traffic away from Airport Road.	<b>Do Not Carry Forward</b>	<ul style="list-style-type: none"> <li>The 2012 Long Range Transportation Plan demonstrates that widening other roads alone will not be sufficient to address the capacity constraints on Airport Road by 2031.</li> </ul>
<b>Alternative 7: Transportation Demand Management (TDM) Only</b>	Apply strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. TDM could include telecommuting, carpooling and peak hour spreading.	<b>Do Not Carry Forward</b>	<ul style="list-style-type: none"> <li>TDM policies provide added benefits as supplementary /additional strategies , but not as a standalone solution. Any physical solutions carried forward as part of the Airport Road EA will not preclude the implementation of TDM initiatives.</li> </ul>



# Alternative Solutions Carried Forward

The following alternative solutions were identified for Airport Road within the study limits

Place a dot beside your preferred image(s)

<p><b>Alternative 1: Do Nothing</b></p> <p>Maintain existing conditions, including the number of lanes.</p>	 <p>45 m ROW</p>	
<p><b>Alternative 2: Implement Active Transportation Improvements Only</b></p> <p>Provide continuous space for cyclists and pedestrians.</p>	 <p>45 m ROW</p>	
<p><b>Alternative 3: Widen Airport Road from four to six lanes Only</b></p> <p>Provide additional capacity for vehicular traffic.</p>	 <p>45 m ROW</p> <p>Additional lanes</p>	
<p><b>Alternative 4: Intersection Improvements Only</b></p> <p>Includes provision of right and/or left turn lanes where warranted, signal optimization, etc.</p>	 <p>45 m ROW</p> <p>Right-turn lane</p>	

Alternative solutions were developed and evaluated based on the following criteria. The impacts and benefits of each option were studied and discussed with stakeholders and agencies.



## Transportation Service

- Improve Public Transit Service
- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Facilitates Goods Movement
- Improve Safety for All Travel Modes
- Improve Mode Choice
- Meets Region's Long Range Transportation Plan Objectives



## Social Environment

- Minimize Impacts on Existing Residential, Institutional and Recreational Dwellings / Properties
- Improve Access to Residential Areas, Institutional and Recreational Facilities
- Mitigate Traffic on Local Streets
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics
- Improve Community Character



## Natural Environment

- Protect Designated Natural Areas
- Protect Vegetation
- Protect Wildlife
- Protect Aquatic Habitat
- Protect Surface Water and Ground Water



## Economic Environment and Cost Effectiveness

- Accommodate Planned Development and Growth
- Minimize Impacts on Business Properties
- Improve Access to Businesses and Key Employment Areas
- Maximize Construction Value
- Minimize Operating Costs
- Minimize Property Requirements



## Infrastructure Design

- Minimize Utility Relocation
- Minimize Constructability Complexity
- Minimize Disruption due to Construction



## Public Health

- Improve Air Quality
- Support Age-Friendly Living and Accessibility
- Promotes Healthy Living by Encouraging Active Transportation such as Cycling and Walking



# Evaluation of Alternative Solutions

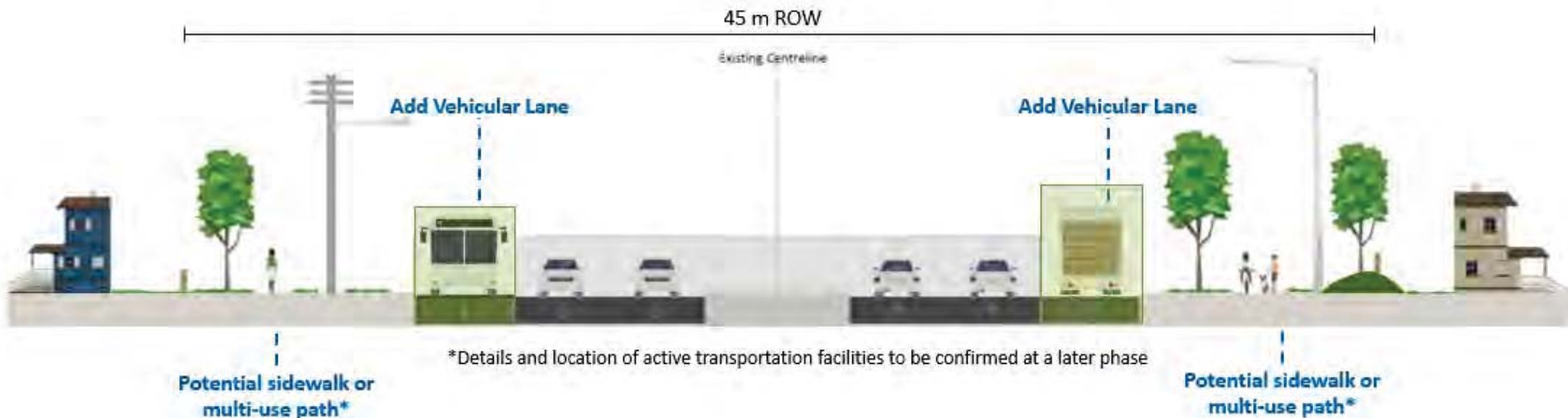
Legend	Alternative 1 Do Nothing	Alternative 2 Implement Active Transportation Improvements Only	Alternative 3 Widen Airport Road from four to six lanes Only	Alternative 4 Intersection Improvements Only
<p>Preferred Less Preferred Not Preferred</p>				
Transportation Service				
Natural Environment				
Public Health				
Social Environment				
Infrastructure Design				
Economic Environment and Cost Effectiveness				
Comments	<ul style="list-style-type: none"> <li>The current configuration of Airport Road is insufficient to achieve economic, social, and transportation objectives.</li> <li>With future growth planned in the vicinity of the study area, corridor improvements must be made.</li> </ul>	<ul style="list-style-type: none"> <li>Balanced approach that <b>minimizes impacts to the natural and social environment.</b></li> <li>Improvements to cycling and walking are insufficient to achieve economic, social, and transportation objectives.</li> <li><b>Additional corridor improvements must be made.</b></li> </ul>	<ul style="list-style-type: none"> <li>This alternative results in <b>moderate impacts</b> to the natural environment, while achieving economic and transportation objectives.</li> <li>The additional roadway capacity <b>improves level of service for auto travel and goods movement.</b></li> </ul>	<ul style="list-style-type: none"> <li>This alternative results in <b>localized impacts only.</b></li> <li>Intersection analysis will determine improvements to road operations at specific locations.</li> <li>Provides the opportunity to improve public realm at intersections.</li> </ul>
RECOMMENDATION				

**PREFERRED SOLUTION: HYBRID OF OPTIONS 2, 3 AND 4**

# Input on the Preferred Solution

## Combination of Alternatives 2, 3 and 4

Implement Active Transportation Improvements, Widen Airport Road, and Implement Intersection Improvements



**Please let us know your thoughts by filling out a comment form or marking up the Roll Plan.**

## What we've heard



Concerns about pedestrian safety at Eagle Plains Drive intersection

### Walking



There is a lack of cycling facilities along Airport Road

### Cycling



The spacing between bus stops is too large

### Taking Transit

## Who we are consulting with

General Public

Indigenous Communities

Ratepayers Associations

Residential Property Owners

Commercial Property Owners

Toronto and Region Conservation Authority (TRCA)

City of Brampton

Ministry of Natural Resources and Forestry

Ministry of the Environment and Climate Change

Hydro One Brampton

Rogers Cable (Brampton)

Telus Network

## How you can stay involved



**Joining** the mailing list or email mailing list



**Visiting** the website regularly  
[www.peelregion.ca/pw/transportation/environmental-assess/ea-airport-road-bray-countryside](http://www.peelregion.ca/pw/transportation/environmental-assess/ea-airport-road-bray-countryside)



**Following** Peel Region's social media channels



Twitter: @regionofpeel



**Emailing** the project team at any time



**Attending** future Open Houses



**Completing** a comment form



**Responding** to Direct Mail Notices

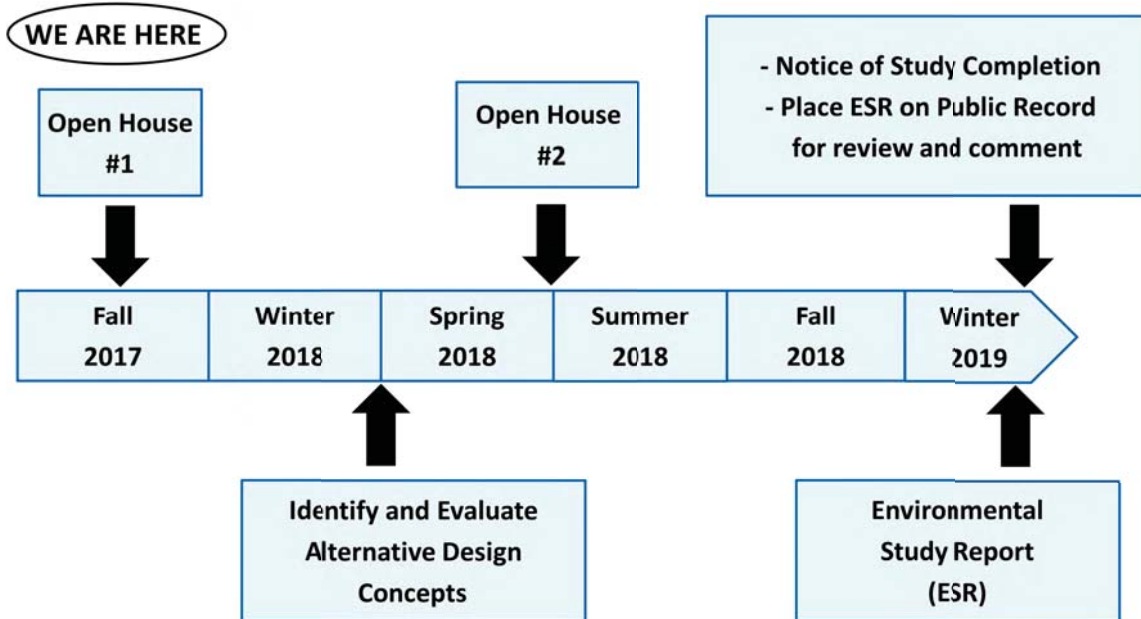


**Keeping up** with Newspaper Notices



**Calling** the project team at any time

## Next Steps



Your input is very valuable to us!



Please fill out the feedback form  
and return it to us today

OR

Send us your comments  
within 2 weeks,  
**by December 7, 2017**

## For More Information

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