

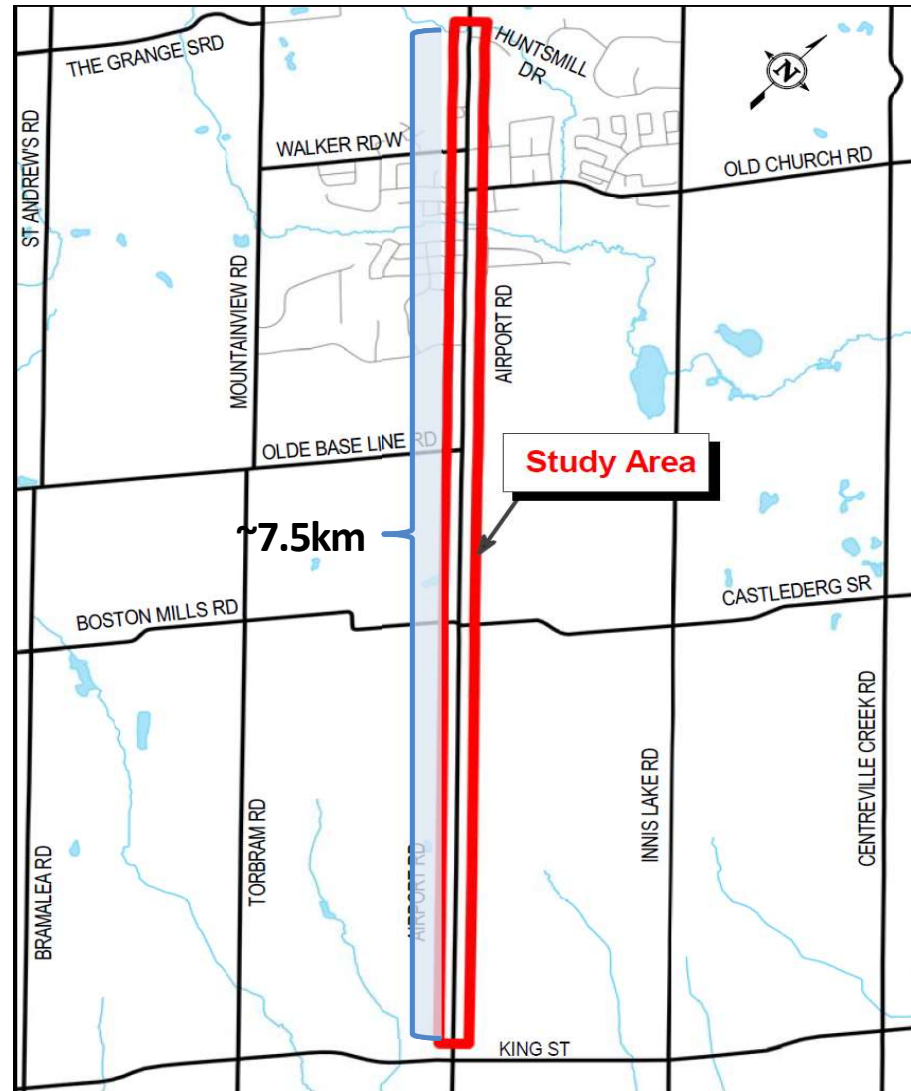
Environmental Assessment

Airport Road from King Street to Huntsmill Drive



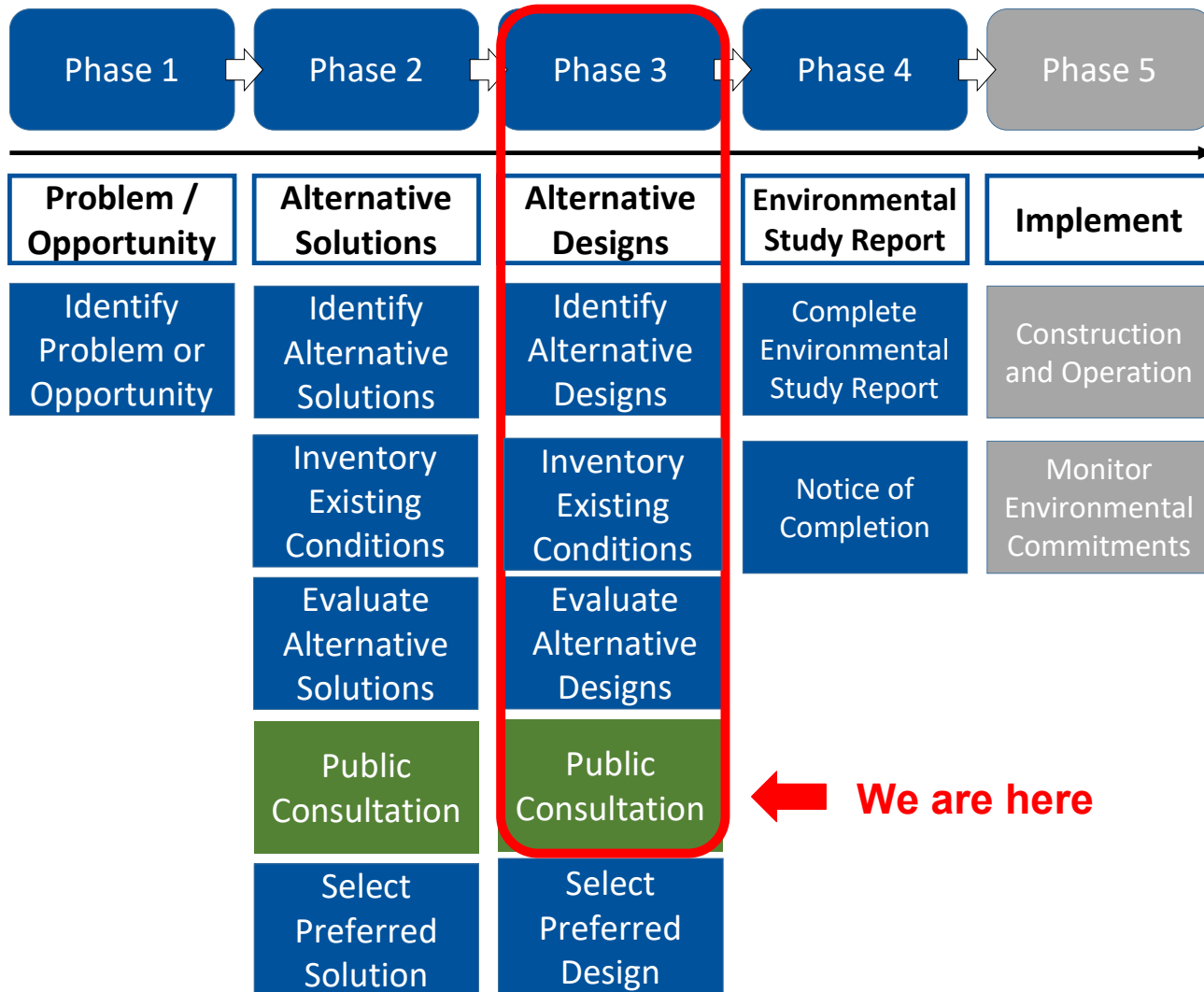
Public Information Centre (PIC) No. 2
Live Online Presentation
September 23, 2020

Study Area



2-lane Major Regional Road serving local, through and truck traffic

Environmental Assessment



Summary of Phase 1 and 2

Problem and Opportunity:

- Busy arterial road provides access to Caledon East and Mono Road community
- Community concerns with through traffic, heavy trucks and high traffic speeds
- Traffic volumes expected to increase due to growth and local developments
- Limited space available for road widening
- Need to better accommodate all uses in the corridor (traffic, goods movement, walking and cycling) to improve safety and support local communities



Preferred Solution:

- Provide for active transportation by adding or enhancing facilities that accommodate walking and cycling
- Improve traffic operations (e.g., add traffic calming measures, traffic signals or roundabouts, turn lanes; realign intersections; and/or improve road geometrics)
- Encourage goods movement travelling northwest to use alternatives to Airport Road through Caledon East



What we heard...

Concerns:

- Additional Traffic Capacity
- Increased Truck Traffic
- High Speeds
- Difficult Turning to and from Airport Road
- Lack of Parking in Caledon East
- Roundabouts (Space and Access)
- Pedestrian and Cyclist Safety
- Property Impacts
- Flooding Issues
- Noise and Air Pollution

Suggestions:

- Support Economic Development
- Consider Small Town Feel
- Beautify Caledon East
- Consider Wildlife Passage and Wetlands
- Widen from King Street to Olde Base Line Road
- Bypass Mono Road Community
- Improve Sidewalk Conditions

Community Working Group Walking Audit (2018):



- Maintain sidewalks with curb ramps
- Maintain sidewalks on both sides of the street
- Reduce distance between intersections
- Improve sidewalks with uneven pavement
- Separate sidewalks from street traffic
- Clear snow on walkways



9/23/2020

What we did...

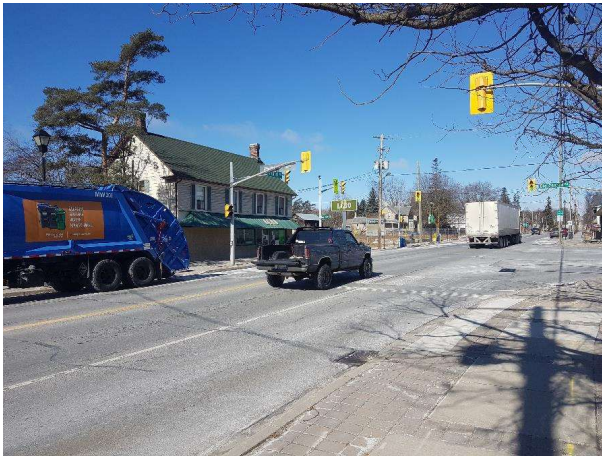
- ❑ Requested Provincial **Mobile Inspection Unit** to weigh and examine trucks on Airport Road between Olde Base Line and Old Church Road (1 day in February, 2020)
- ❑ Assessed the **feasibility of upgrading Olde Base Line Road** between Highway 10 and Airport Road to accommodate truck traffic
- ❑ Monitored Airport Road in Caledon East as part of an **annual inspection program** to identify and address sidewalk issues
- ❑ Considered public comments in the assessment of Alternative Design Concepts for the Preferred Solution...



Old Church Road Intersection



Sightline, safety and operational concerns...



...Opportunity to provide signalized access to Airport Road for West Neighbourhood

Old Church Road Intersection



Alternatives		Evaluation Summary	Recommendation
Do Nothing	No improvements	Does not address problem & opportunity	Not carried forward
Modify Driveway Access	Restrict Access to Right-In and Right-Out	Not geometrically feasible with raised curb and not effective through signage alone	Not carried forward
	Restrict Access to One-Way	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access (without land acquisition)	Not preferred due to potential traffic and economic impacts	Not Preferred
	Close Access (with land acquisition)	Not preferred due to limited benefits to road network	Not Preferred
	Relocate Access to the North (on adjacent properties)	Not preferred due to potential access restrictions and land development constraints	Not Preferred
	Signalize Driveway Access with Split Phasing	Not preferred due to increase in traffic delay / congestion at intersection	Not Preferred
	Extend Old Church Road & Relocate/Remove Building at 16000 Airport Road	Extend Old Church Road to Ivan Avenue and Relocate Building	Transportation and safety benefits with heritage preservation through built heritage relocation at higher cost than removal
Extend Old Church Road to Ivan Avenue and Remove Building		Transportation and safety benefits with heritage preservation primarily through re-use and/or record-keeping of heritage features at lower cost than relocation	(heritage mitigation subject to further analysis)

9/23/2020

Extend Old Church Road to Ivan Avenue



16000 Airport Road

- Retains cultural heritage value (eligible for designation)
- Realignment of proposed extension to avoid heritage attributes not technically feasible

Options to mitigate heritage impact:

1. Relocate structure, or
2. Remove building, and
 - i. Salvage or document heritage attributes
 - ii. Consider a commemorative plaque nearby

9/23/2020



LOOKING SOUTHWEST FROM OLD CHURCH RD

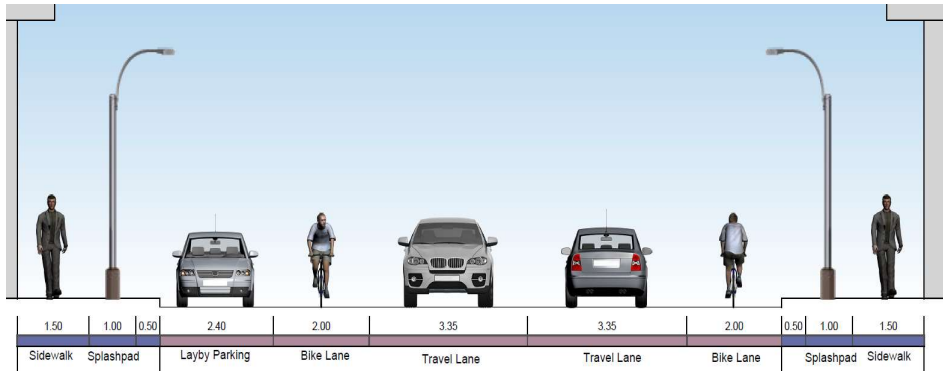


LOOKING NORTHEAST FROM IVAN AVE

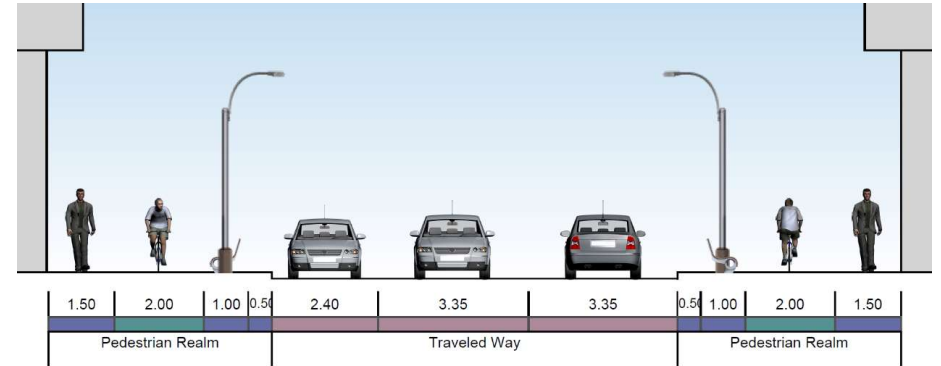
Caledon Trailway to Walker Road Active Transportation Alternatives



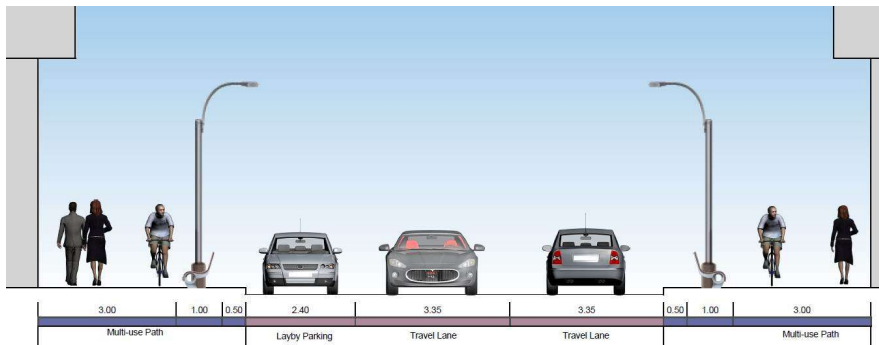
Buffered Bike Lanes and Sidewalks



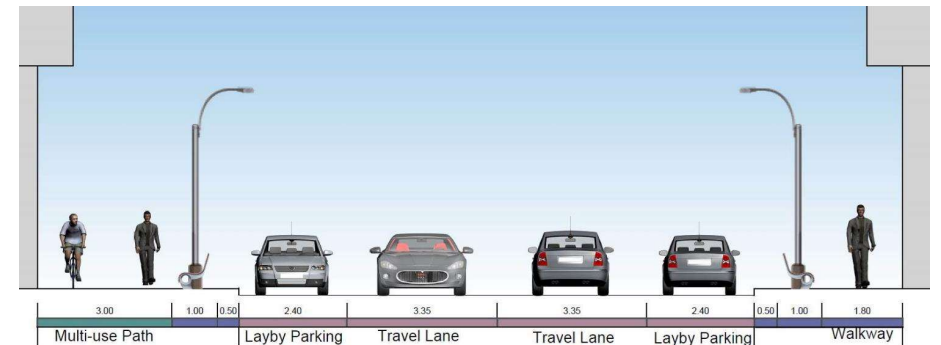
Cycle Tracks and Sidewalks



Multi-use Paths



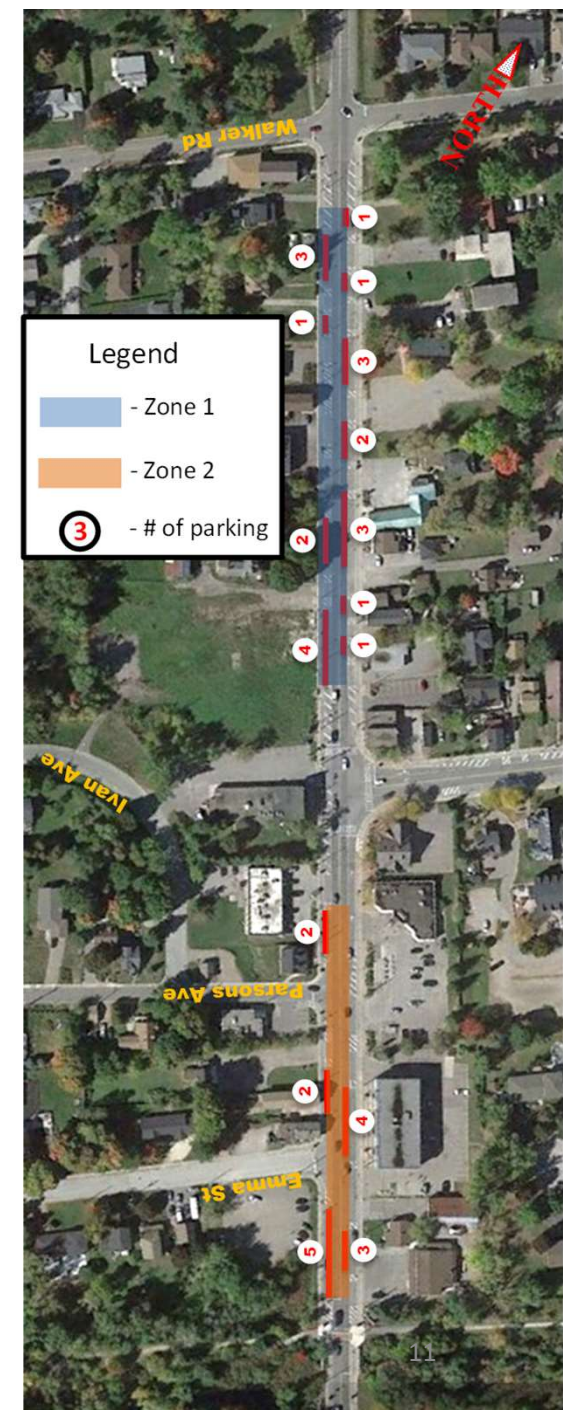
Multi-use Path and Sidewalk



Parking Study

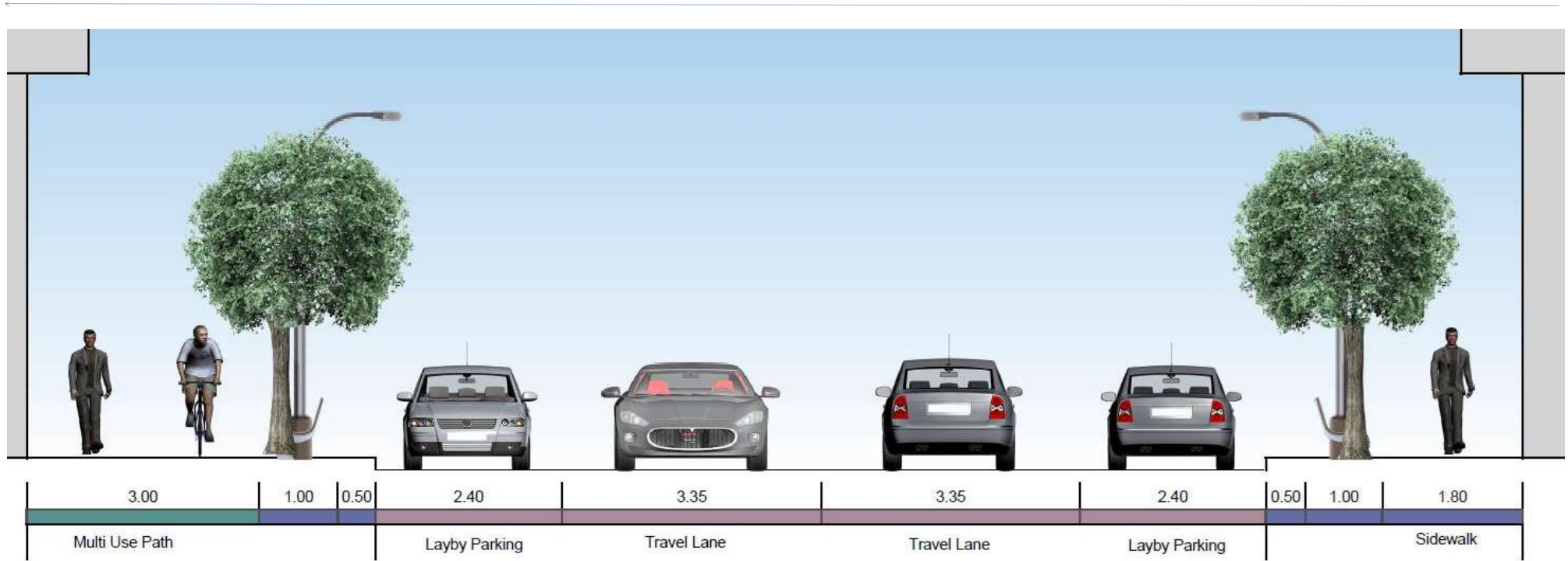
Findings:

- On weekdays, on-street parking on east side is fully used while parking on west side is regularly used with slight oversupply
- On weekends, on-street parking on east and west side is under-used
- On a net basis, on-street parking is under-used
- Most on-street parking is convenience-based:
 - Mapping indicates off-street business-related parking is present (except one business with no off-street parking and one business with one parking space)



Reduced Lane Widths with Multi-use Path on West Side and Improved Sidewalk on East Side (Streetscaping included)

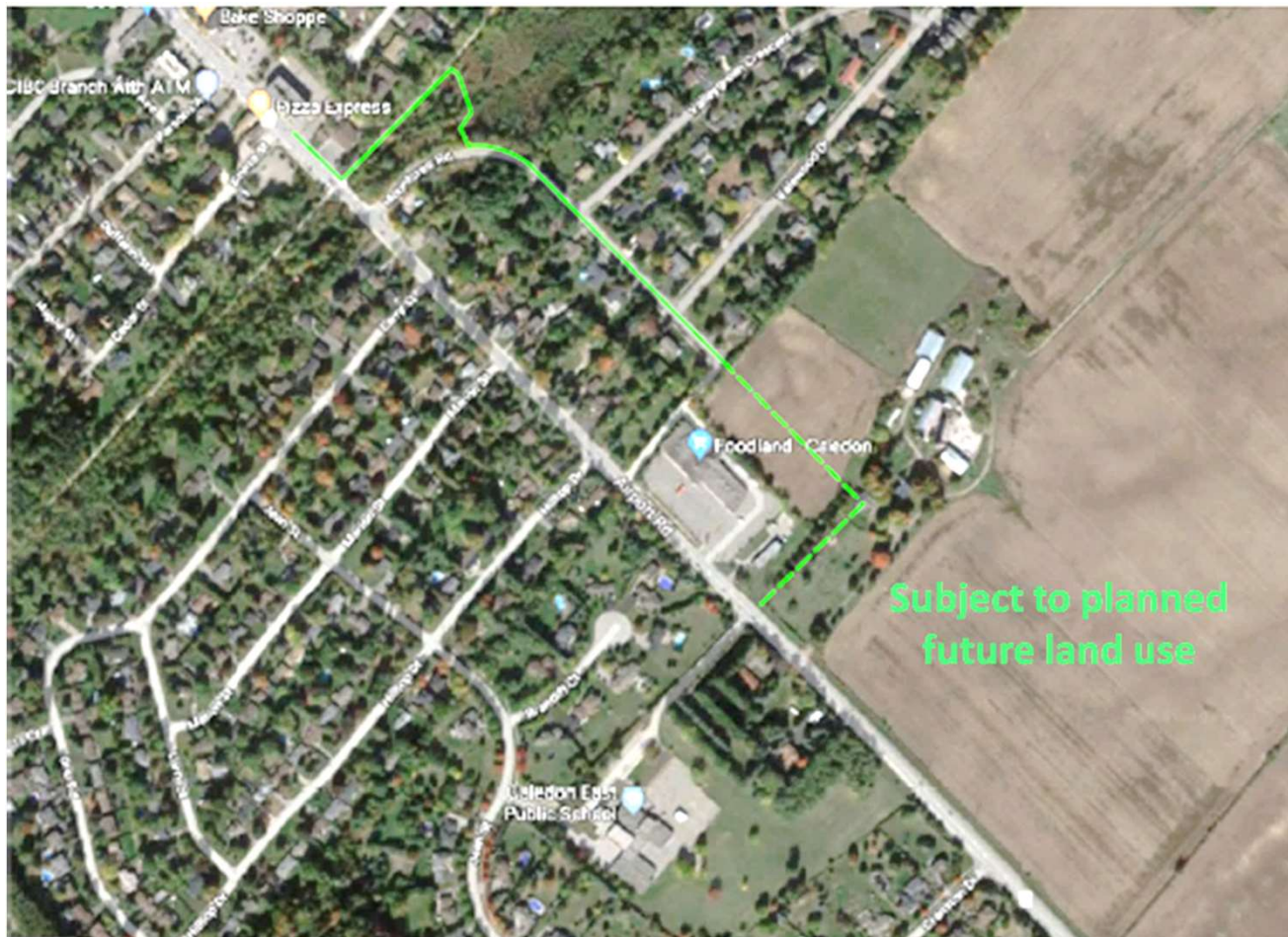
Designated Right-of-Way: 26m



Rest area benches within the right-of-way in Caledon East, where possible.

South of Hilltop Drive to Caledon Trailway

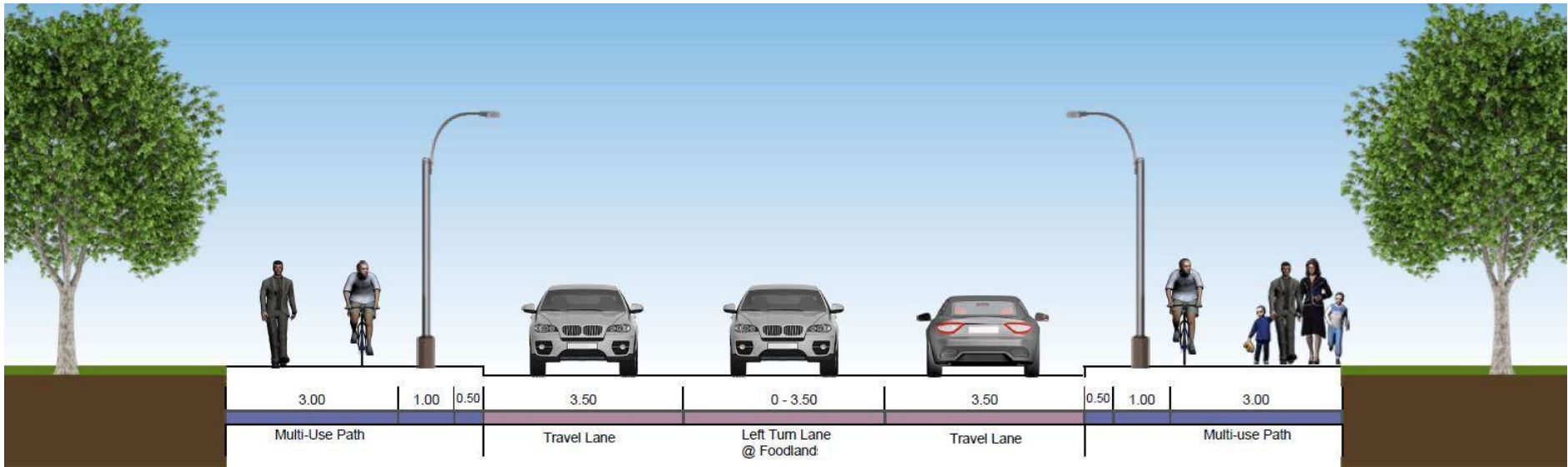
Signed bike route through East Neighbourhood south of Caledon Trailway



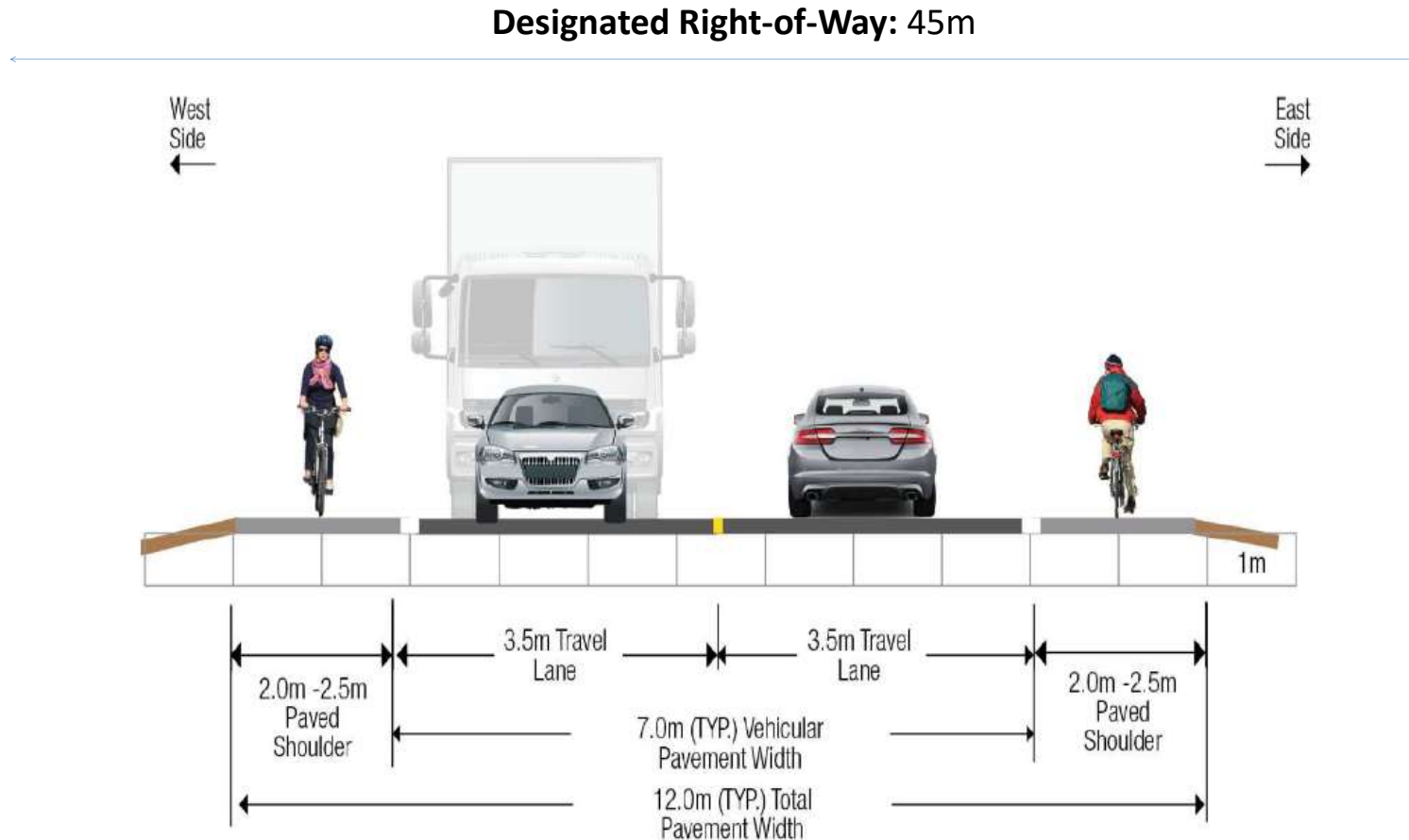
Provides connectivity, bypassing narrow portion of corridor

Reduced Lane Widths with Multi-Use Paths

Designated Right-of-Way: 45m

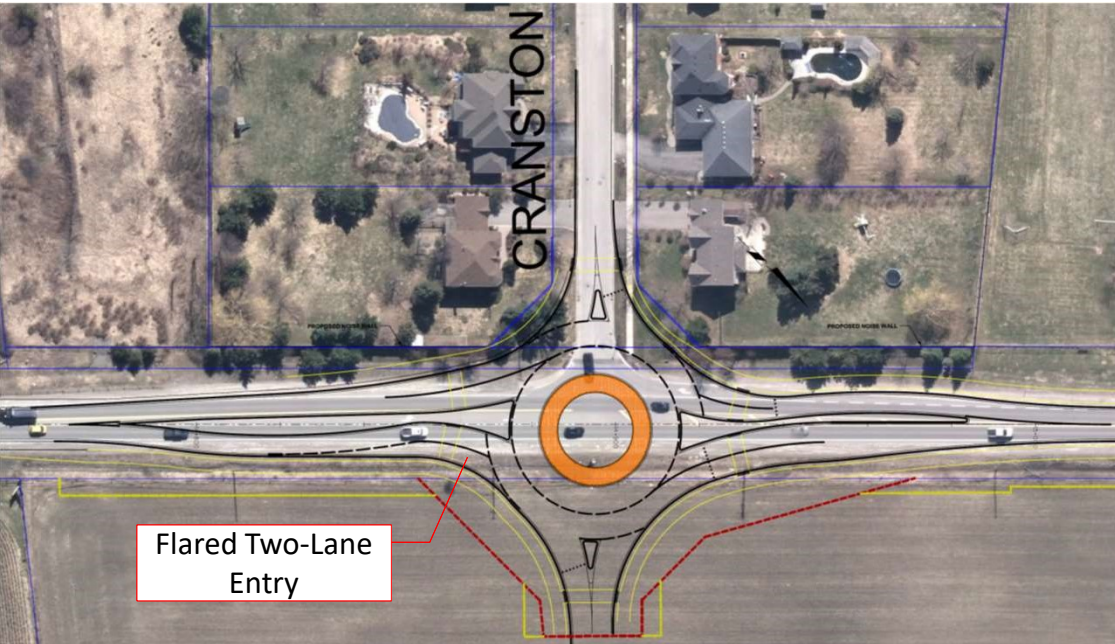


Reduced Lane Widths and Paved Shoulders with Rumble Strips



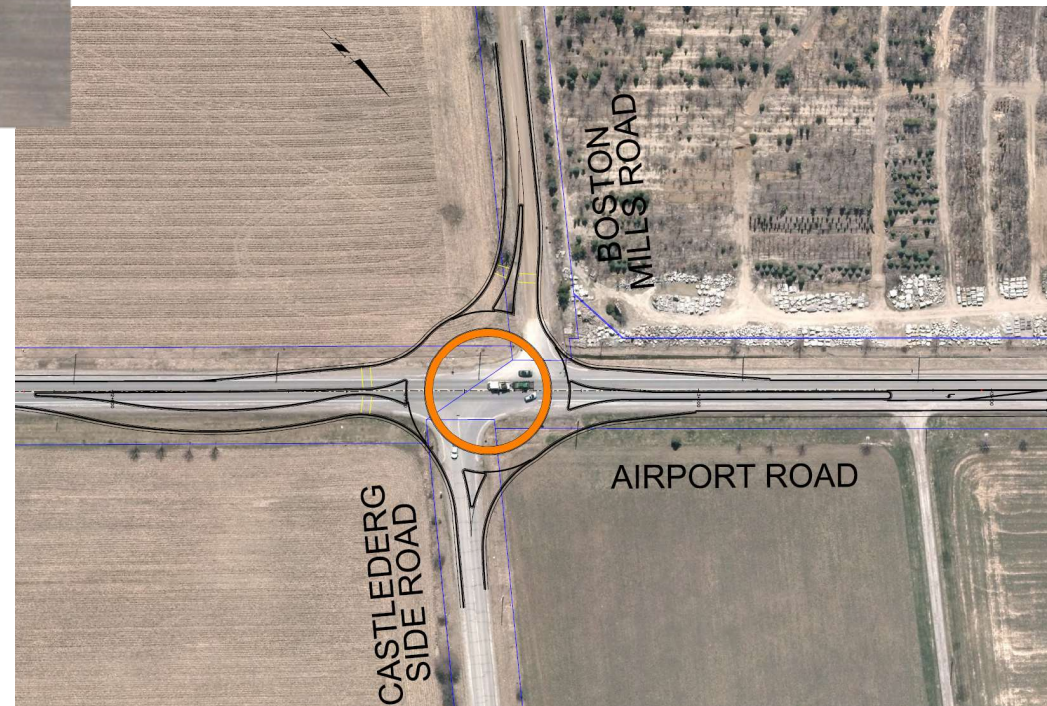
(King Street to Cranston Drive and Leamster Trail to Huntsmill Drive)

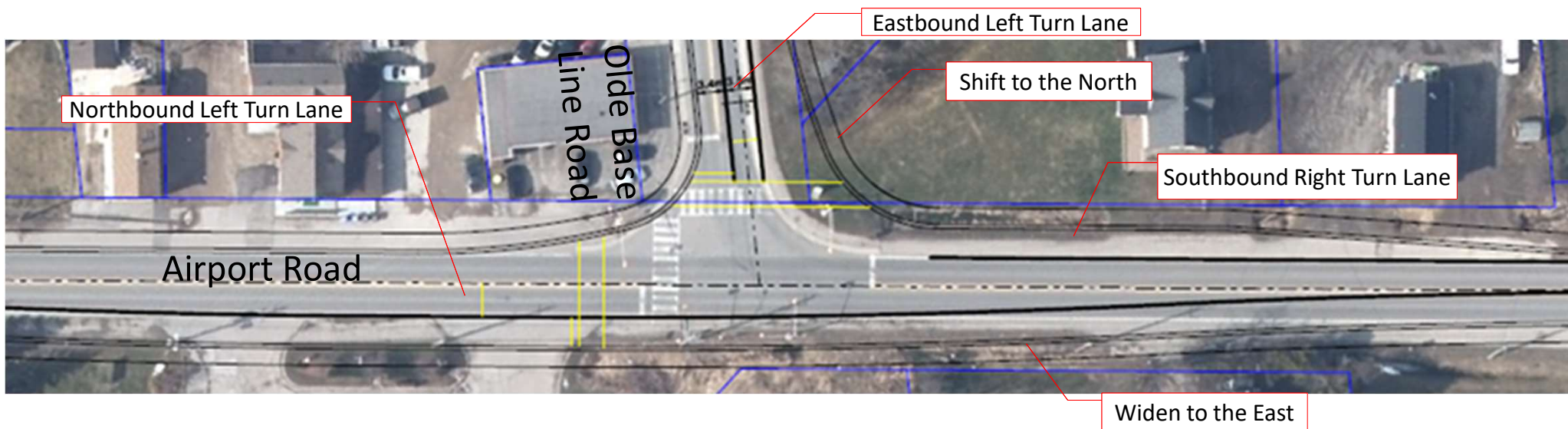
Roundabouts



- Opportunity for gateway feature at Cranston Drive
- Combined with pedestrian crossing to the north of Cranston Drive
- Eliminates offset intersection at Castlederg / Boston Mills Side Road

- Encourages slower traffic speeds
- Reduces severity of collisions, although may increase non-fatal collisions
- May require roundabout driver education

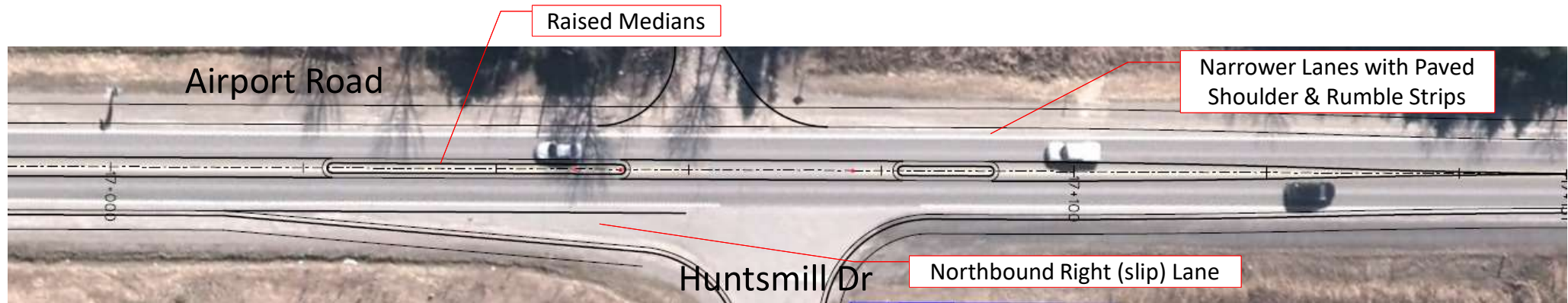
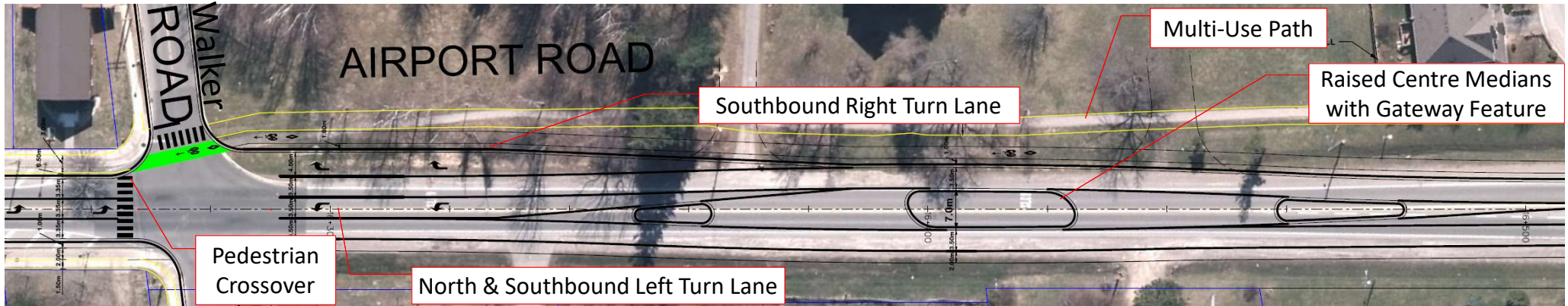




Accessibility features at intersections, such as:

- Tactile walking surface indicators to warn people with visual disabilities at intersections and crosswalks.
- Accessible Signal Control at crosswalks with tactile directional arrows, high contrast push buttons, letterings and pictogram.
- Audible and vibro-tactile walk indicators at crosswalks.

Intersections



Traffic Calming Measures

- Raised centre medians at Huntsmill Drive and north of Walker Road
- Layby parking with streetscaping from Walker Road to Caledon Trailway
- Roundabouts at Cranston Drive and Castleberg / Boston Mills Side Road
- Reduced lane widths throughout corridor

Other Improvements

- Multi-use path on Old Church Road from Airport Road to Marilyn Street
- Additional turn lanes north of Boston Mills Road
- Improved storm sewers and water crossings throughout

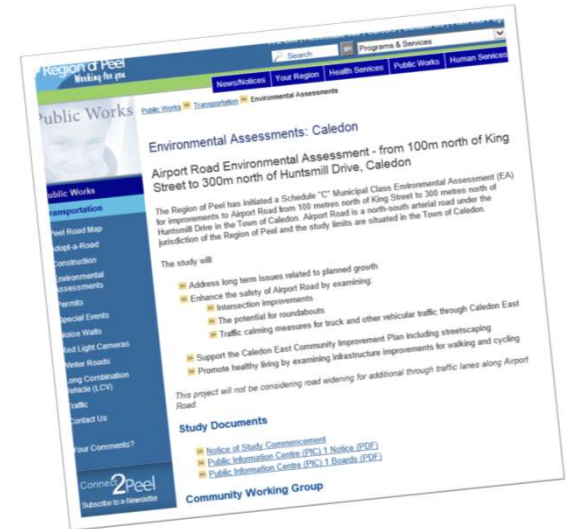


Old Church Road

Next Steps



- On-line Review Package (September 17 to October 14)
 - Summary of Community Input
 - Summary of Technical Study Findings
 - Summary of Olde Base Line Road Feasibility Study
 - Preliminary Assessment of Alternative Design Concepts
 - Preliminary Preferred Design
 - Survey and Comment Sheet
- Live Presentation (September 23)
- Review and address comments
- Select Preferred Design Concept
- Prepare Environmental Study Report for minimum 30-day public review period



...Thank you