

Public Information Centre No. 1

Municipal Class Environmental Assessment Study Mississauga Road Improvements From North of Bovaird Drive to Mayfield Road

November 3, 2008

Peel Regional Police Association

6:00 PM to 8:00 PM

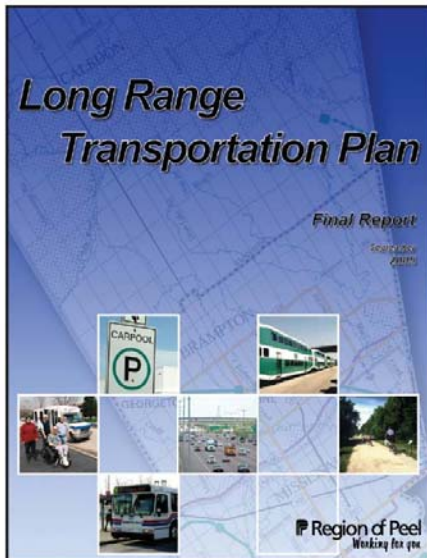
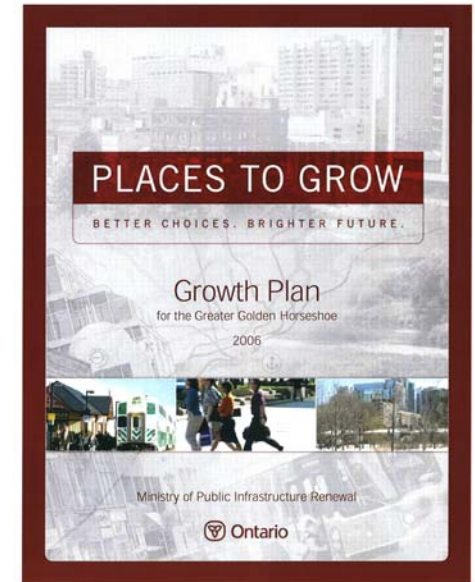
- ❖ Please sign in on the sheet provided.
- ❖ If you have any questions, our representatives will be pleased to discuss the project with you.
- ❖ Comment sheets are provided.
- ❖ Please place your completed comment sheets in the Comment Box or send them to Mr. Hitesh Topiwala by Friday November 21, 2008.



2

Background

- ❖ Mississauga Road is currently a two lane Regional Road with a rural cross section.
- ❖ The Provincial Places to Grow Growth Outlook for the Greater Golden Horseshoe indicated the forecast for the Region of Peel to grow to 1.49 million by 2021 and 1.64 million by 2031.
- ❖ This represents a 59% growth from the 2001 population of 1.03 million and is higher than the Region's currently adopted forecasts used for Official Plan Development Charge purposes.
- ❖ Mississauga Road corridor from Bovaird Drive to Mayfield Road is located in the Northwest Brampton Future Urban Development Area.



- ❖ The Regional Municipality of Peel Long Range Transportation Plan (September 2005), identified the need to widen and improve Mississauga Road (Regional Road No. 1) between Bovaird Drive to Mayfield Road from a two lane section to a four lane section by 2021.
- ❖ The Region's 2007 Development Charges Background Study determined that Mississauga Road between Bovaird Drive and Mayfield Road will need to be widened from a two lane section to a four lane section by 2013 to accommodate the expected development and associated traffic demands in the area.

The purpose of the study is to:

- ❖ Identify the need and feasibility for widening and improving Mississauga Road to address the short term (2011 - 2013) and long term (2031) issues related to:
 - Planned future growth
 - Operational and servicing deficiencies
 - Standard intersection geometrics
 - Road link capacity
 - Storm drainage deficiencies

- ❖ Review opportunities for:
 - Pedestrian and bicycle access
 - Improving intersection operations
 - Streetscaping
 - Possible grade separation at the CN Railway crossing

4 Study Area Limits

The study area is comprised of lands within the northwest quadrant of the City of Brampton and is bounded by Mayfield Road as the north limits and just to the north of the Bovaird Drive intersection as the south limits.

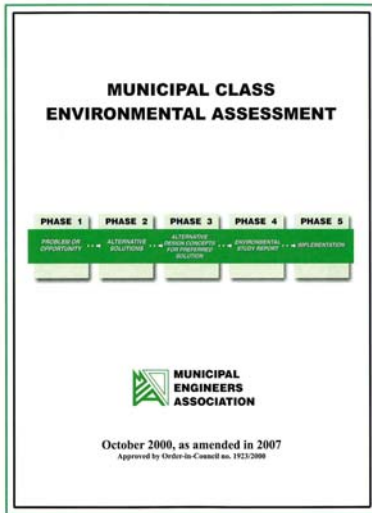


5

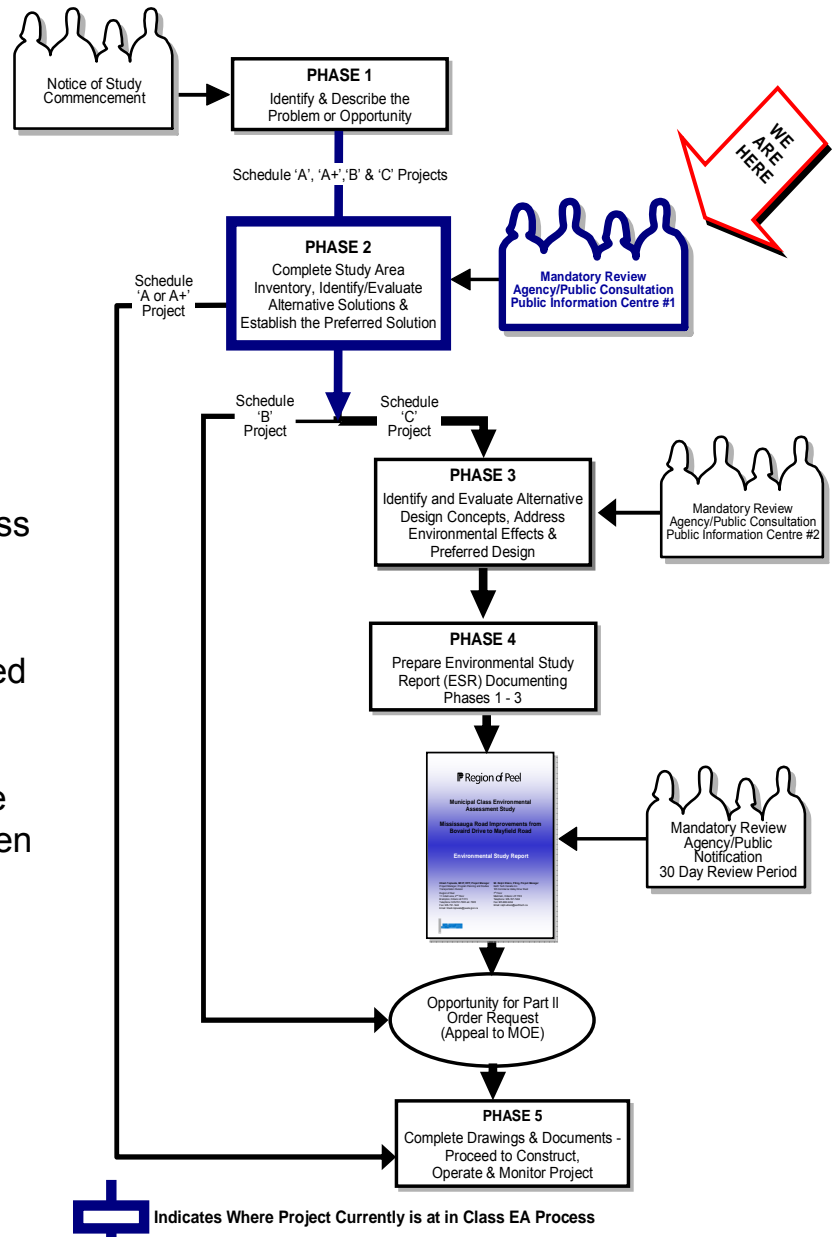
The Problem and Opportunity Statement

- ❖ Approved and planned growth in the study area will contribute to an increase in traffic congestion and deterioration of road conditions over the next 10 to 25 years.
- ❖ The CN Railway crossing currently results in delay for motorists and will worsen over time with the additional traffic in the corridor. Traffic analysis has confirmed the warrants for a grade separation at the CN Railway Crossing.
- ❖ These factors affect the level of service and adequacy of the road resulting in the need for improvements.
- ❖ Alternative solutions to address these problems will consider opportunities to enhance streetscape conditions and facilitate alternative modes of transportation by providing supporting infrastructure (e.g. transit stops, sidewalks or multi-use paths).

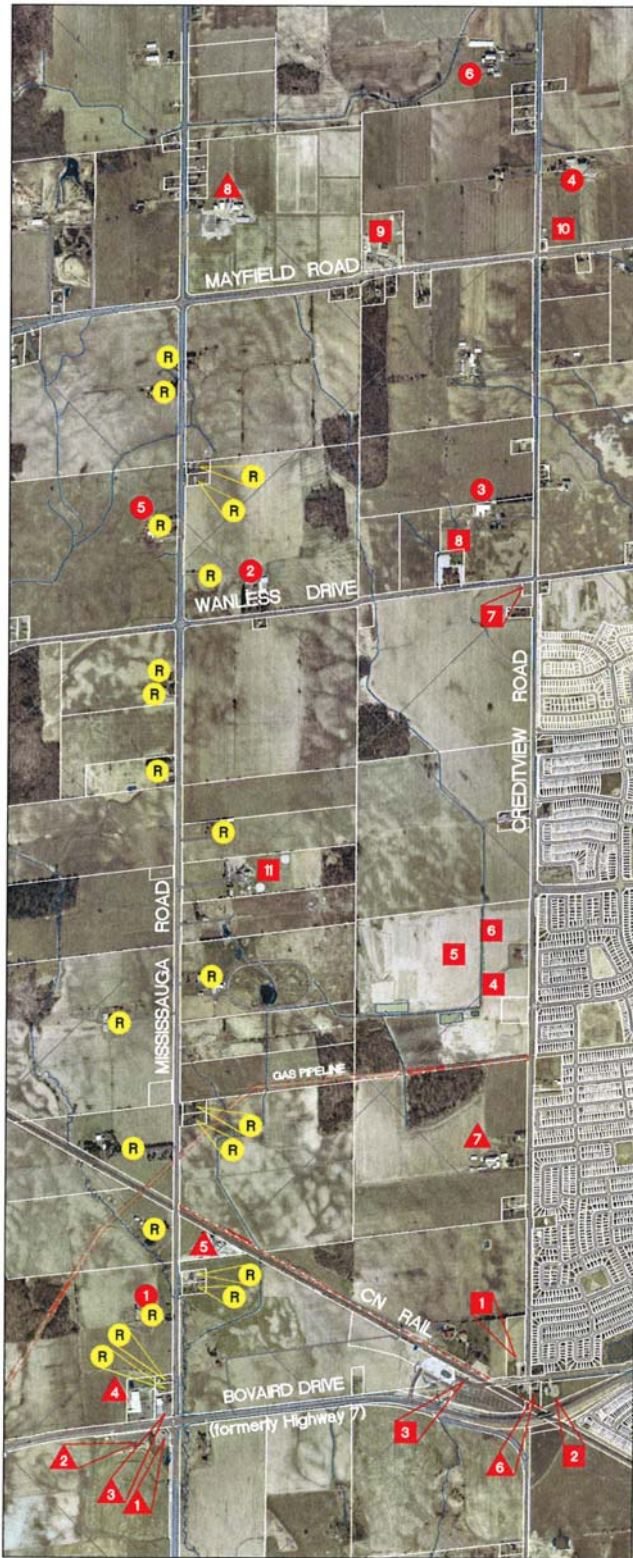
6 Overview of the Class Environmental Assessment (Class EA) Process



- ❖ This project is being undertaken in accordance with the Municipal Class Environmental Assessment (2007) for a Schedule 'C' undertaking.
- ❖ The Municipal Class EA is approved under the *Environmental Assessment Act* and enables the planning of municipal infrastructure projects in accordance with a proven process for protecting the environment.
- ❖ There is an opportunity at selected points in the study for public input (see diagram).
- ❖ Upon completion of the Class EA process, an Environmental Study Report will be prepared and made available for public review (minimum 30 days) which provides an opportunity to resolve issues.



7 Significant Study Area Land Uses



AERIAL PHOTOGRAPHY 2007

LEGEND

● NOTEWORTHY AGRICULTURAL OPERATIONS

- 1 CRAWFLYN FARMS
- 2 ONTARIO CENTURY FARM
- 3 MISTY MORNING MEADOWS
- 4 FRADOL FARMS
- 5 FARM OPERATION
- 6 FARM OPERATION

▲ BUSINESSES

- 1 PETRO CANADA GAS STATION
- 2 OLD PRO DRIVING RANGE
- 3 APPLE FACTORY
- 4 ROYAL LEPAGE OFFICE
- 5 NORVAL FARM SUPPLY
- 6 BECKFORD'S MOTEL
- 7 ABSOLUTE ANGELS CHILD DEVELOPMENT CENTRE
- 8 PIONEER SEED (DUPONT CANADA)

■ COMMUNITY FEATURES

- 1 CANADIAN REFORMED CHURCH OF BRAMPTON
- 2 FAITH GOSPEL TABERNACLE
- 3 MOUNT PLEASANT GO STATION
- 4 BRAMPTON LIBRARY
- 5 SPORTS FIELDS (SOCCER, LACROSSE AND FOOTBALL)
- 6 BRAMPTON FIRE & EMERGENCY SERVICES
- 7 PIONEER CEMETERY
- 8 CHURCH OF JESUS CHRIST OF LATERDAY SAINTS
- 9 ALLOA PUBLIC SCHOOL
- 10 HOME UNITED CHURCH
- 11 REGION OF PEEL POLICE ASSOCIATION

● RESIDENCE







250 500 750m

8 Significant Natural Heritage Features



LEGEND

-  WATERCOURSE
-  LIMITS OF TERRESTRIAL UNITS
-  TERRESTRIAL UNIT NUMBER
-  WATERCOURSE CROSSING NUMBER



9 | Planning Alternative Solutions

Planning Alternative Solutions		Description
Alternative 1	Do Nothing	Maintain the status quo. The transportation system would not change.
Alternative 2	Optimize Existing Infrastructure	Improve the efficiency and safety of the transportation system. Optimize the existing and planned infrastructure through adding auxiliary turn lanes, optimizing signal timings etc.
Alternative 3	Transportation Demand Management (TDM)	Improve the current operation of the transportation system by managing travel demand independent of expanding or constructing new infrastructure (e.g., shift demands to alternative modes of transportation like cycling and walking, carpooling).
Alternative 4	New Transit Services on Mississauga Road	Accommodating new transit services (e.g., reserved bus lanes) on Mississauga Road to help relieve traffic congestion and increase the performance of the transportation network. Requires an urban cross section including curb and gutter and sidewalks for pedestrians.
Alternative 5	Improve Mississauga Road	Reduce congestion, provide grade separation at CN Railway crossing, and improve the performance of Mississauga Road by providing additional capacity. Requires an urban cross section including curb and gutter and sidewalks for pedestrians.
Alternative 6	Hybrid Alternatives	Hybrid elements of Alternatives 2, 3, 4 and 5 with improvements to Mississauga Road (e.g., additional lanes/additional capacity), traffic signal improvements, transit improvements, and providing transportation choices for the commuting public.

Evaluation Criteria to Select the Preliminary Recommended Planning Alternative Solution

NATURAL ENVIRONMENT

- ❖ Potential effects on Water Resources including:
 - Fisheries and aquatic habitat (e.g., stream crossings)
 - Wetlands
- ❖ Potential effects on Natural Heritage Features including:
 - Terrestrial environment (e.g., street trees, vegetation)
 - Environmentally Sensitive Areas (ESAs)
 - Areas of Natural and Scientific Interest (ANSIs)
 - Sensitive species habitat (e.g., vulnerable/threatened/endangered or locally/regionally rare amphibians, birds and other wildlife)

SOCIAL ENVIRONMENT

- ❖ Potential effects on the Social Environment including:
 - Temporary disruption impacts during construction (e.g., dust, noise, vibration, access to property, maintain existing operations, traffic management)
 - Property acquisition
 - Permanent and/or temporary easement requirements
 - Compatibility with existing and future land uses (agricultural, residential, commercial)

ECONOMIC ENVIRONMENT

- ❖ Potential effects on the Economic Environment including:
 - Permanent and/or temporary disruption to farming operations and activities

CULTURAL ENVIRONMENT









- ❖ Potential effects on the Cultural Environment including:
 - Potential effects on cultural and heritage resources (e.g., archaeological and built heritage features)

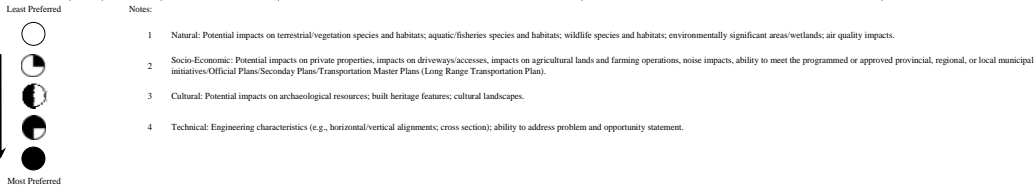
TECHNICAL CONSIDERATIONS

- ❖ Traffic Capacity
- ❖ Right-of-way requirements
- ❖ Traffic signals and illumination
- ❖ Safety
- ❖ Drainage and stormwater management
- ❖ Utilities
- ❖ Cost (screened out because it does not address the problem and opportunity statement)









Evaluation of Planning Alternative Solutions

PROBLEM AND OPPORTUNITY STATEMENT: Approved and planned growth in the study area will contribute to an increase in traffic congestion and deterioration of road conditions over the next 10 to 25 years. Further, the CN Railway crossing currently results in delay for motorists and will worsen overtime with the additional traffic in the corridor. Traffic analysis has confirmed the warrants for a grade separation at the CN Railway Crossing. These factors affect the level of service and adequacy of the road resulting in the need for improvements. Alternative solutions to address these problems will consider opportunities to enhance streetscape conditions and facilitate alternative modes of transportation by providing supporting infrastructure (e.g., transit stops, sidewalks or multi-use paths).









Planning Alternative Solutions		Description	Potential to Address the Problem / Provide an Opportunity with the Least Environmental Impacts and Most Technical Benefits				Evaluation Summary
			Natural ¹	Socio-Economic ²	Cultural ³	Technical ⁴	
Alternative 1	Do Nothing	Maintain the status quo. The transportation system would not change.	 <ul style="list-style-type: none"> No impacts on known terrestrial/vegetation, aquatic/fisheries, or wildlife species and habitats. Increased congestion may cause increased air emissions due to idling. Potential impacts can be mitigated. 	 <ul style="list-style-type: none"> No impacts on private property. No temporary disruption to driveways/access. Driver frustration and travel time delay may increase as a result of traffic congestion and potentially impact business operations (e.g., difficulty entering property). Does not meet the programmed or approved provincial, regional, or local municipal initiatives (e.g., Official Plan, Long Range Transportation Plan, Development Charges Road Program, etc.) for additional capacity on Mississauga Road. 	 <ul style="list-style-type: none"> No known archaeological resources within the right-of-way. No impacts on known built heritage and cultural landscape features (e.g., 19th century homes, churches, farm complexes). These features are distant from the right-of-way. 	 <ul style="list-style-type: none"> No change to the horizontal and vertical alignment. No change to the existing rural two lane road cross section. Does not address the problem and opportunity statement. Maintaining the existing operational and capacity on Mississauga Road will cause the road to lose its ability to handle traffic flow demands at acceptable operational level of service. Congested conditions on Mississauga Road are more likely to produce undesirable consequences and generate traffic spill over to adjacent roadways and further reduce intersection level of service, particularly at Bovard Drive. 	<p>2 Circles</p> <ul style="list-style-type: none"> Does not address the Problem and Opportunity Statement. Despite not having physical impacts on the natural and social environments, this alternative could have intangible impacts such as loss of business due to less favourable access opportunities, increased congestion may cause increased air emissions and traffic noise due to idling. Technically, this alternative will not address the capacity issues over the next 10 – 25 years nor will it address the operational deficiencies of the road. Therefore, this road will operate at a poor level of service. <p>Not carried forward for further consideration.</p>
Alternative 2	Optimize Existing Infrastructure	Improve the efficiency and safety of the transportation system. Optimize the existing and planned infrastructure through adding auxiliary turn lanes, optimizing signal timings etc.	 <ul style="list-style-type: none"> Potential impacts on known terrestrial/vegetation, aquatic/fisheries, or wildlife species and habitats, especially at the intersections to accommodate auxiliary turn lanes outside of the Region's right-of-way. Potential impacts can be mitigated. 	 <ul style="list-style-type: none"> Potential impacts on private property at the intersections to accommodate auxiliary turn lanes. Temporary disruption to driveways/access. Potential impacts can be mitigated. Provides limited or no opportunities for additional capacity on Mississauga Road. Does not completely meet the objectives outlined in the programmed or approved provincial, regional, or local municipal initiatives (e.g., Official Plan, Long Range Transportation Plan, Development Charges Road Program, etc.). 	 <ul style="list-style-type: none"> No known archaeological resources within the right-of-way. No impacts on known built heritage and cultural landscape features (e.g., 19th century homes, churches, farm complexes). These features are distant from the right-of-way. 	 <ul style="list-style-type: none"> No change to the horizontal and vertical alignment. No change to the existing rural two lane road cross section. Does not fully address the problem and opportunity statement. Existing infrastructure upgrades (e.g., traffic signals) will only address the short term improvements to Mississauga Road. This type of improvement will not address the long term road capacity issues anticipated from the continued growth in the study area. Auxiliary turn lanes and traffic signal improvements do not provide opportunities for improved public facilities (e.g., sidewalks, bike lanes) to promote Active Transportation (e.g., walking, cycling). 	<p>2 ¼ Circles</p> <ul style="list-style-type: none"> Does not fully address the Problem and Opportunity Statement. May have minor impacts on the natural and social environments but can be mitigated. Technically, this alternative will not address the capacity issues over the next 10 – 25 years. Furthermore, there are no opportunities for pedestrian facilities or transportation choices other than vehicle use. <p>Independently not carried forward for further consideration.</p>



Evaluation of Planning Alternative Solutions

Planning Alternative Solutions		Description	Potential to Address the Problem / Provide an Opportunity with the Least Environmental Impacts and Most Technical Benefits				Evaluation Summary
			Natural ¹	Socio-Economic ²	Cultural ³	Technical ⁴	
Alternative 3	Transportation Demand Management (TDM)	Improve the current operation of the transportation system by managing travel demand in dependent of expanding or constructing new infrastructure (e.g., shift demands to alternative modes of transportation like cycling and walking, construct car pool commuter lots).	 <ul style="list-style-type: none"> Potential impacts on known terrestrial/vegetation, aquatic/fisheries, or wildlife species and habitats to accommodate pedestrian facilities (e.g., sidewalks) and commuter parking lots outside of the Region's right-of-way. Potential impacts can be mitigated. 	 <ul style="list-style-type: none"> Potential impacts on private property to accommodate pedestrian facilities (e.g., sidewalks) and commuter parking lots outside of the Region's right-of-way. Temporary disruption to driveways/access. Potential impacts can be mitigated. Provides limited or no opportunities for additional capacity on Mississauga Road. Provides users of the road with transportation choices but does not completely meet the objectives outlined in the programmed or approved provincial, regional, or local municipal initiatives (e.g., Official Plan, Long Range Transportation Plan, Development Charges Road Program, etc.). 	 <ul style="list-style-type: none"> No known archaeological resources within the right-of-way. No impacts on known built heritage and cultural landscape features (e.g., 19th century homes, churches, farm complexes). These features are distant from the right-of-way. 	 <ul style="list-style-type: none"> No change to the horizontal and vertical alignment. No change to the existing rural two lane road cross section. Some of the TDM strategies address components of the problem and opportunity statement. TDM strategies are good at reducing the overall traffic volumes Region-wide but will not alone address the long term road capacity issues anticipated from the continued growth in the study area. Therefore, in areas where the road results in poor levels of service, additional capacity via road widening is required. Provide opportunities for improved public facilities (e.g., sidewalks, bike lanes) to promote Active Transportation (e.g., walking, cycling). 	<p>2 ½ Circles</p> <ul style="list-style-type: none"> Does not fully address the Problem and Opportunity Statement. May have minor impacts on the natural and social environments but can be mitigated. Technically, this alternative can provide opportunities for transportation choices and pedestrian facilities, but will not address the capacity issues over the next 10 – 25 years. <p>Independently not carried forward for further consideration.</p>
Alternative 4	New Transit Services on Mississauga Road	Accommodating new transit services (e.g., reserved bus lanes) on Mississauga Road to help relieve traffic congestion and increase the performance of the transportation network. Requires an urban cross section including curb and gutter and sidewalks for pedestrians.	 <ul style="list-style-type: none"> Potential impacts on known terrestrial/vegetation, aquatic/fisheries, or wildlife species and habitats to accommodate additional lanes for transit and pedestrian facilities (e.g., sidewalks) outside of the Region's right-of-way. Potential impacts can be mitigated. 	 <ul style="list-style-type: none"> Potential impacts on private property to accommodate transit and pedestrian facilities. Temporary disruption to driveways/access. Potential impacts can be mitigated. Provides no opportunities for additional capacity on Mississauga Road. Provides users of the road with transportation choices but does not completely meet the objectives outlined in the programmed or approved provincial, regional, or local municipal initiatives (e.g., Official Plan, Long Range Transportation Plan, Development Charges Road Program, City of Brampton Transportation and Transit Master Plan). 	 <ul style="list-style-type: none"> No known archaeological resources within the right-of-way. No impacts on known built heritage and cultural landscape features (e.g., 19th century homes, churches, farm complexes). These features are distant from the right-of-way. 	 <ul style="list-style-type: none"> No major improvement to the horizontal and vertical alignment. Change the existing rural two lane road cross section to an urban cross section including curb and gutter and sidewalks for pedestrians. Does not fully address the problem and opportunity statement. This section along Mississauga Road is not in the planning horizon (2011-2031) for transit services and strictly a new transit corridor through the study area would be under utilized. 	<p>2 ¼ Circles</p> <ul style="list-style-type: none"> Does not fully address the Problem and Opportunity Statement. May have minor impacts on the natural and social environments but can be mitigated. Technically, this alternative can provide opportunities for transportation choices and pedestrian facilities, but will not address the capacity issues over the next 10 – 25 years. The Region and City are promoting transit use in urban areas, however this section along Mississauga Road is not in the planning horizon (2011-2031) for transit services and strictly a new transit corridor through the study area would be under utilized. <p>Independently not carried forward for further consideration.</p>

Evaluation of Planning Alternative Solutions

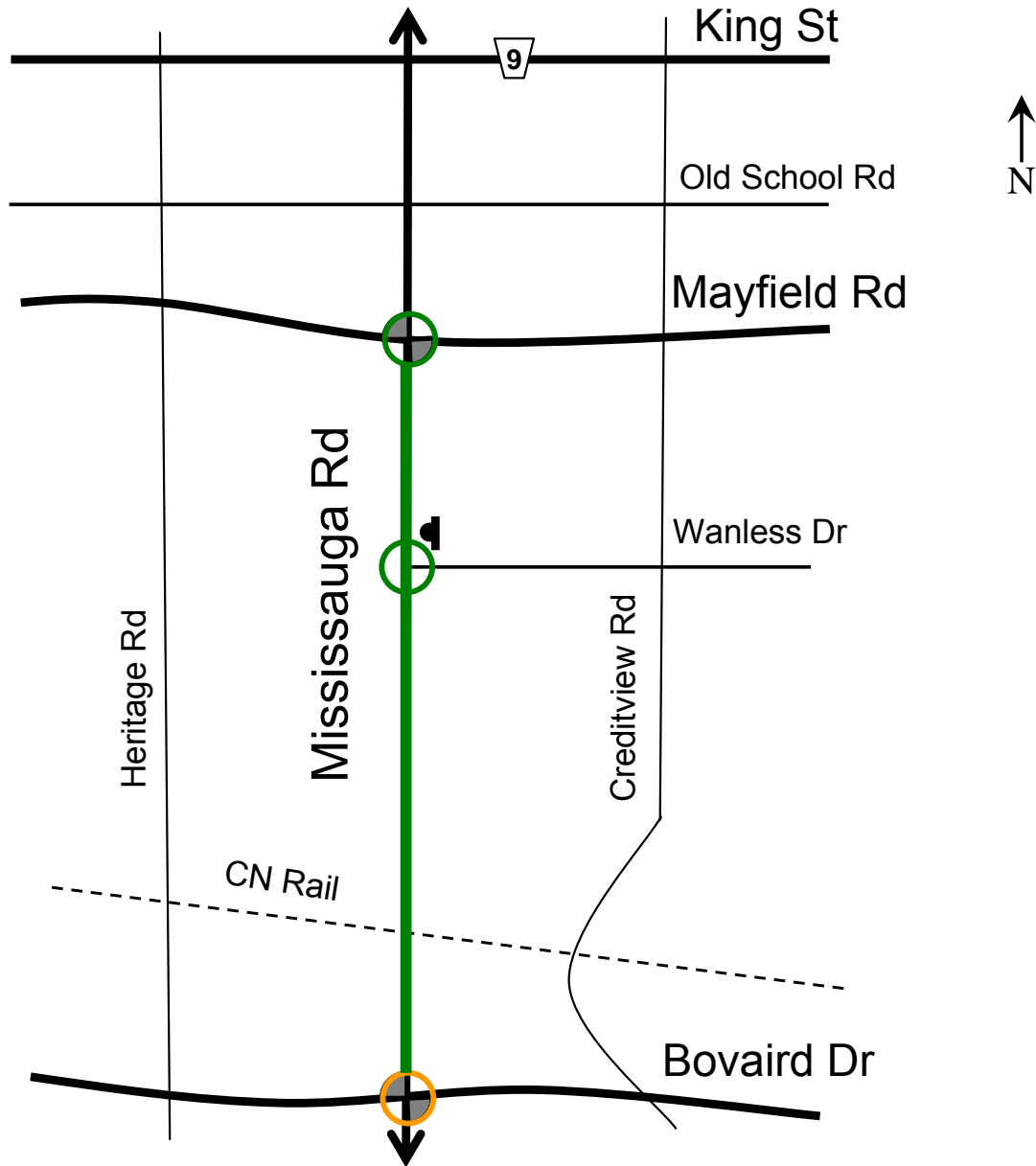
Planning Alternative Solutions		Description	Potential to Address the Problem/ Provide an Opportunity with the Least Environmental Impacts and Most Technical Benefits				Evaluation Summary
			Natural ¹	Socio-Economic ²	Cultural ³	Technical ⁴	
Alternative 5	Improve Mississauga Road	Reduce congestion, provide grade separation at the CN Railway crossing, and improve the performance of Mississauga Road by providing additional capacity (e.g. new four lane cross section). Requires an urban cross section including curb and gutter and sidewalks for pedestrians.	 <ul style="list-style-type: none"> Potential impacts on known terrestrial/vegetation, aquatic/fisheries, or wildlife species and habitats to accommodate the additional lanes outside of the Region's right-of-way. Potential impacts can be mitigated. 	 <ul style="list-style-type: none"> Potential impacts on private property to accommodate the additional right-of-way requirements for additional lanes and pedestrian facilities. Temporary disruption to driveways/access. Potential impacts can be mitigated. Provides opportunities for additional capacity on Mississauga Road. Does not completely meet the objectives outlined in the programmed or approved provincial, regional, or local municipal initiatives (e.g., Official Plan, Long Range Transportation Plan, Development Charges Road Program, etc.). 	 <ul style="list-style-type: none"> No known archaeological resources within the right-of-way. No impacts on known built heritage and cultural landscape features (e.g., 19th century homes, churches, farm complexes). These features are distant from the right-of-way. 	 <ul style="list-style-type: none"> Improved horizontal and vertical alignment. Change the existing rural two lane road cross section to an urban four lane cross section including curb and gutter and sidewalks for pedestrians. Does address the problem and opportunity statement. Widening Mississauga Road will improve the short and long term traffic congestion issues over the next 10 – 25 years and at the CN Railway crossing with the possible grade separation. The overall performance of the transportation network will improve with the additional road capacity. Provides opportunities for improved public facilities (e.g., sidewalks, bike lanes) to promote Active Transportation (e.g., walking, cycling). 	<p>2 ½ Circles</p> <ul style="list-style-type: none"> Does address the Problem and Opportunity Statement. May have minor impacts on the natural and social environments but can be mitigated. Technically, this alternative will improve the short and long term traffic congestion issues over the next 10 – 25 years and at the CN Railway crossing with the possible grade separation. The overall performance and level of service of Mississauga Road will improve with the additional road capacity. Provides opportunities for pedestrian facilities. <p>Independently not carried forward for further consideration.</p>
Alternative 6	Hybrid Alternatives	Hybrid elements of Alternatives 2, 3, 4 and 5 with improvements to Mississauga Road (e.g., additional lanes/additional capacity), traffic signal improvements, transit improvements, and providing transportation choices for the commuting public.	 <ul style="list-style-type: none"> Potential impacts on known terrestrial/vegetation, aquatic/fisheries, or wildlife species and habitats to accommodate additional lanes and pedestrian facilities outside of the Region's right-of-way. Potential impacts can be mitigated. 	 <ul style="list-style-type: none"> Potential impacts on private property to accommodate the additional right-of-way requirements for additional lanes and pedestrian facilities. Temporary disruption to driveways/access. Potential impacts can be mitigated. Provides opportunities for additional capacity on Mississauga Road. Meets all of the programmed or approved provincial, regional, or local municipal initiatives (e.g., Official Plan, Long Range Transportation Plan, Development Charges Road Program, City of Brampton Transportation and Transit Master Plan, etc.). 	 <ul style="list-style-type: none"> No known archaeological resources within the right-of-way. No impacts on known built heritage and cultural landscape features (e.g., 19th century homes, churches, farm complexes). These features are distant from the right-of-way. 	 <ul style="list-style-type: none"> Improved horizontal and vertical alignment. Change the existing rural two lane road cross section to an urban four lane cross section including curb and gutter and sidewalks for pedestrians. Does address the problem and opportunity statement. Widening Mississauga Road will improve the short and long term traffic congestion of the road and at the CN Railway with the possible grade separation as well as the overall performance of the transportation network with the additional road capacity. Provides opportunities for improved public facilities (e.g., sidewalks, bike lanes) to promote Active Transportation (e.g., walking, cycling). Provides opportunities for transportation choices other than vehicle use. 	<p>3 Circles</p> <ul style="list-style-type: none"> Does address the Problem and Opportunity Statement. May have minor impacts on the natural and social environments but can be mitigated. Technically, this alternative will improve the short and long term traffic congestion issues over the next 10 – 25 years and at the CN Railway crossing with the possible grade separation. The overall performance and level of service of Mississauga Road will improve with the additional road capacity. Provides opportunities for pedestrian facilities as well as transportation choices other than vehicle use. <p>Carried forward for further consideration.</p>

Rationale for the Preliminary Recommended Planning Solution

Alternative 6 (Hybrid Alternatives) will address the problem and opportunity statement by:

- ❖ Improving the level of service and correcting the intersection operational servicing deficiencies along Mississauga Road.
- ❖ Addressing the short and long term traffic congestion issues by providing additional road capacity.
- ❖ Improving the flow of traffic at the CN Railway Crossing with a grade separation.
- ❖ Improving streetscape conditions and facilitating alternative modes of transportation by providing supporting infrastructure (e.g. transit stops, sidewalks or multi-use paths).

13.1 Existing Traffic Conditions



Not to Scale

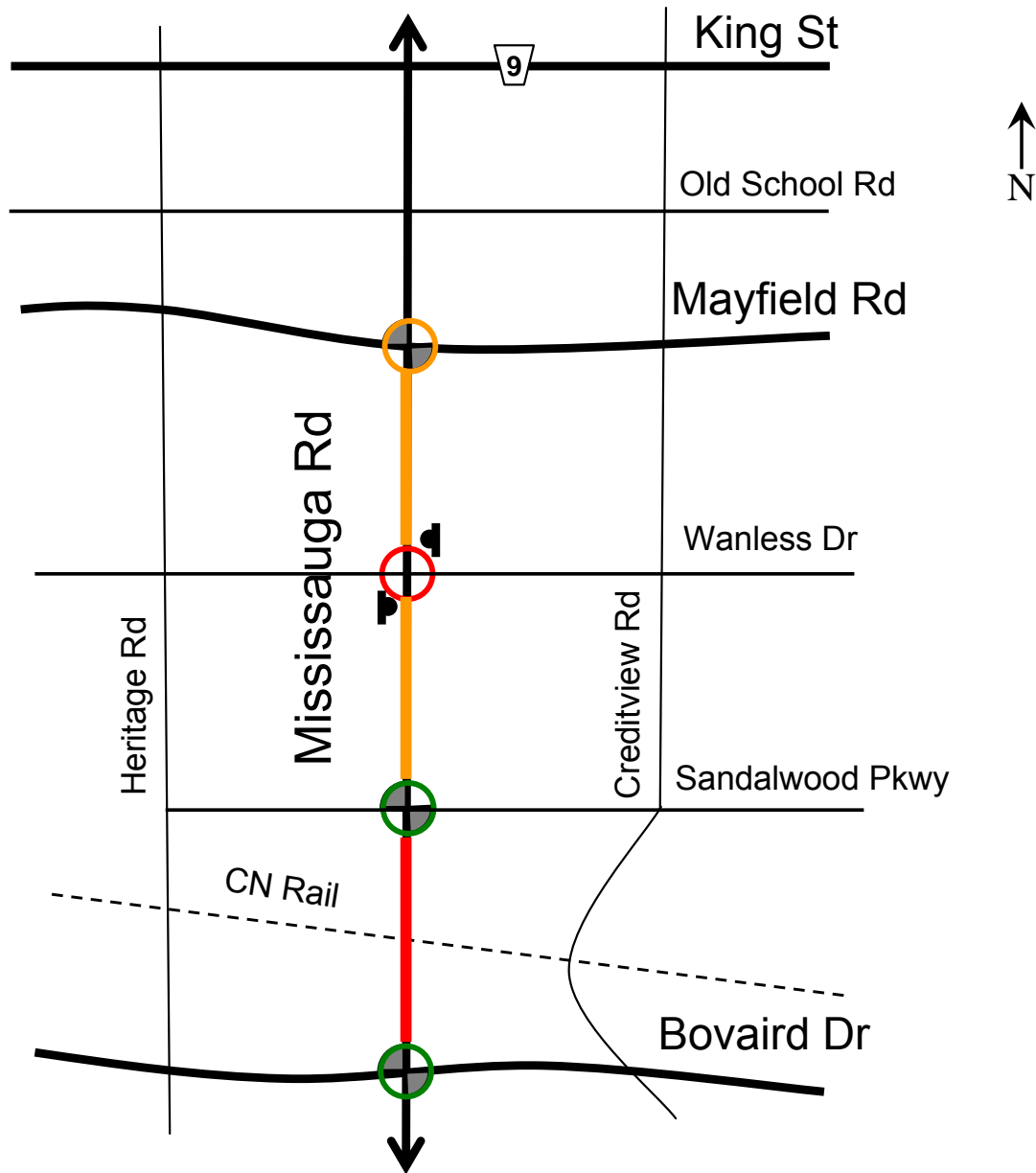
Legend

Capacity Level Definition

- Volume / Capacity Ratio ≥ 1.00 Over Capacity
- $0.85 \leq$ Volume / Capacity Ratio < 1.0 Approaching Capacity
- $0.0 \leq$ Volume / Capacity Ratio < 0.85 Sufficient Capacity

- Signalized intersection
- Stop Sign
- Intersection that is over capacity
- Intersection that is approaching capacity
- Intersection with sufficient capacity
- Link that is over capacity
- Link that is approaching capacity
- Link with sufficient capacity

13.2 Traffic Condition 2018 (Do Nothing)



Not to Scale









Legend

Capacity Level Definition

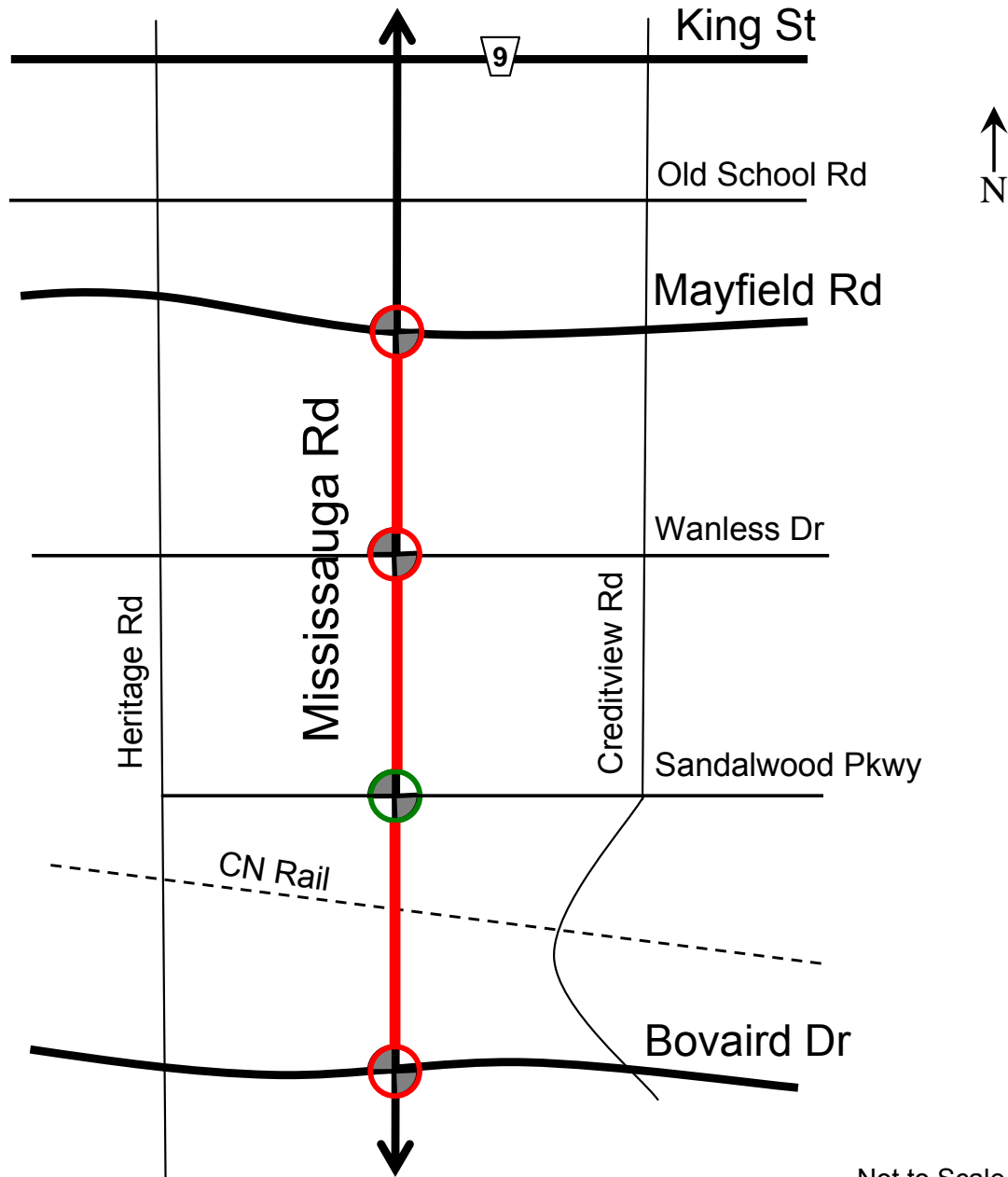
Volume / Capacity Ratio ≥ 1.00 Over Capacity

$0.85 \leq$ Volume / Capacity Ratio < 1.0 Approaching Capacity

$0.0 \leq$ Volume / Capacity Ratio < 0.85 Sufficient Capacity

-  Signalized intersection
-  Stop Sign
-  Intersection that is over capacity
-  Intersection that is approaching capacity
-  Intersection with sufficient capacity
-  Link that is over capacity
-  Link that is approaching capacity
-  Link with sufficient capacity

13.3 Traffic Conditions 2031 (Do Nothing)



Not to Scale

Legend

Capacity Level Definition

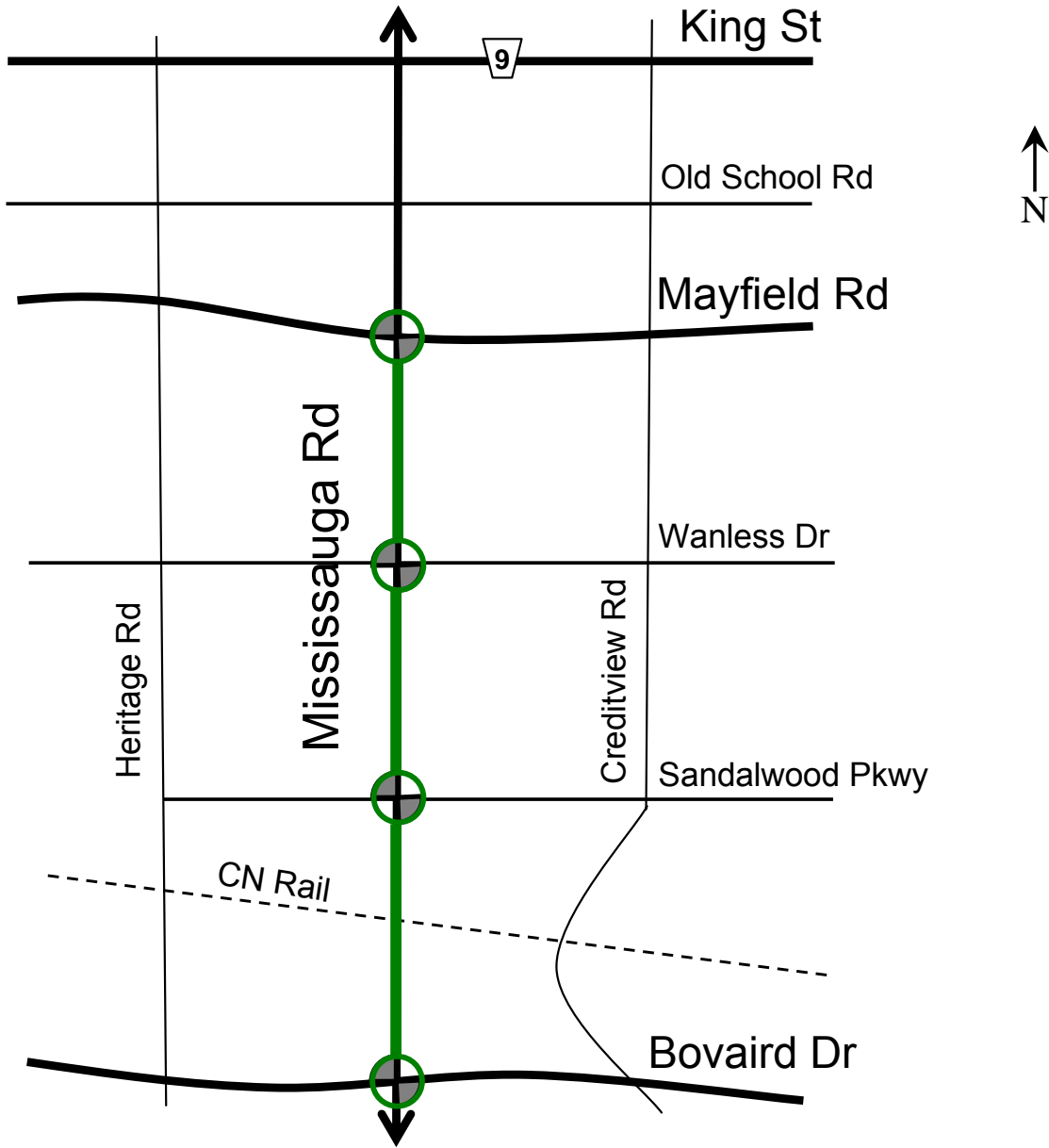
Volume / Capacity Ratio ≥ 1.00 Over Capacity

$0.85 \leq$ Volume / Capacity Ratio < 1.0 Approaching Capacity

$0.0 \leq$ Volume / Capacity Ratio < 0.85 Sufficient Capacity

- Signalized intersection
- Stop Sign
- Intersection that is over capacity
- Intersection that is approaching capacity
- Intersection with sufficient capacity
- Link that is over capacity
- Link that is approaching capacity
- Link with sufficient capacity

Traffic Conditions Preliminary Recommended Solution (2018)



Widen Mississauga Road to 4 lanes and Grade Separation at CN Rail crossing (6 lanes)

Not to Scale

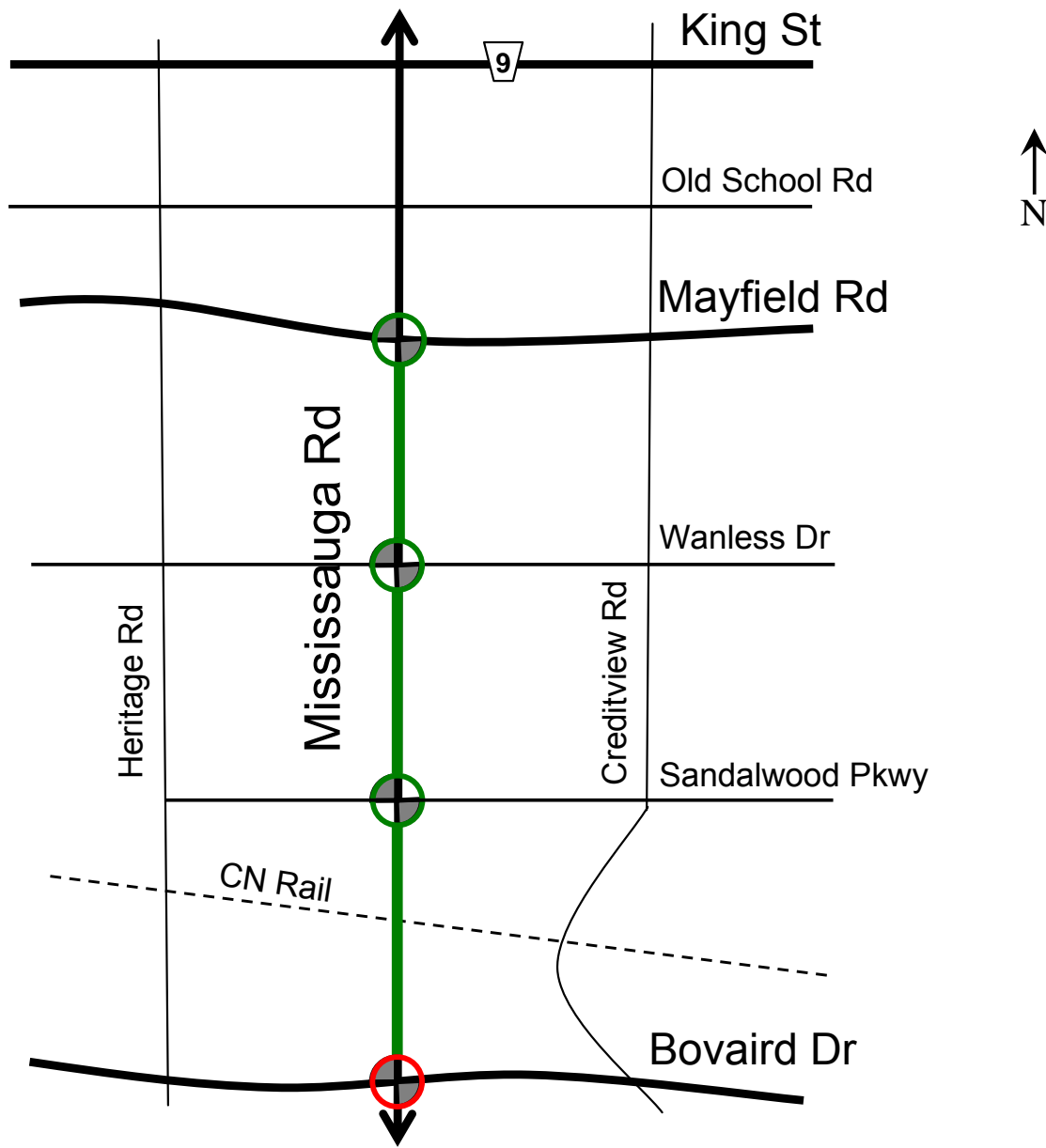
Legend

Capacity Level Definition

- Volume / Capacity Ratio ≥ 1.00 Over Capacity
- $0.85 \leq$ Volume / Capacity Ratio < 1.0 Approaching Capacity
- $0.0 \leq$ Volume / Capacity Ratio < 0.85 Sufficient Capacity

- Signalized intersection
- Stop Sign
- Intersection that is over capacity
- Intersection that is approaching capacity
- Intersection with sufficient capacity
- Link that is over capacity
- Link that is approaching capacity
- Link with sufficient capacity

Traffic Conditions Preliminary Recommended Solution (2031)



Widen Mississauga Road to 6 lanes and Grade Separation at CN Rail crossing (6 lanes)

Not to Scale

Legend

Capacity Level Definition

Volume / Capacity Ratio ≥ 1.00 Over Capacity

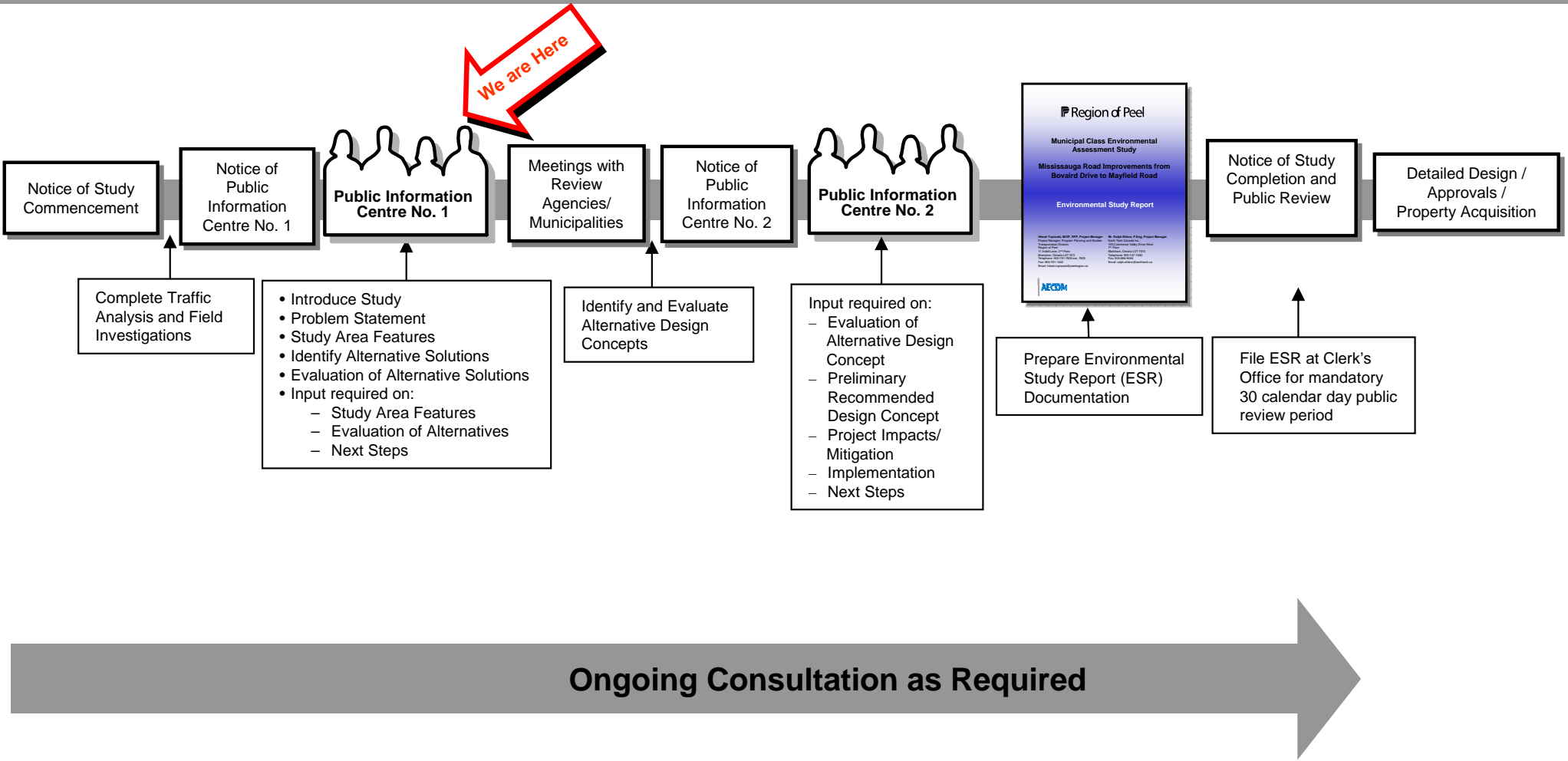
$0.85 \leq$ Volume / Capacity Ratio < 1.0 Approaching Capacity

$0.0 \leq$ Volume / Capacity Ratio < 0.85 Sufficient Capacity

- Signalized intersection
- Stop Sign
- Intersection that is over capacity
- Intersection that is approaching capacity
- Intersection with sufficient capacity
- Link that is over capacity
- Link that is approaching capacity
- Link with sufficient capacity

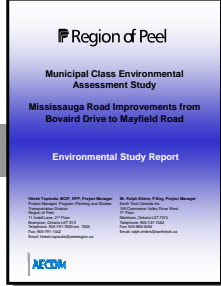
Class EA Planning Timeframe

JULY 2008 FALL 2008 SPRING 2009 SUMMER 2009 2010



We are Here

Ongoing Consultation as Required



How Can You Provide Input

- ❖ All comments collected during the course of this EA will be considered as part of the project's next stages.
- ❖ Fill out a comment sheet tonight or send it to:



Mr. Hitesh Topiwala, MCIP, RPP
Project Manager
Region of Peel
11 Indell Lane, 2nd Floor
Brampton, ON L6T 3Y3
Tel: 905-791-7800 ext. 7805
Fax: 905 791-1442
Email: hitesh.topiwala@peelregion.ca

- ❖ Visit the project website at: <http://www.peelregion.ca/pw/roads/environ-assess>
- ❖ Ask to be added on the mailing list.

- ❖ Review PIC No. 1 comments
- ❖ Select Preferred Solution
- ❖ Develop Alternative Design Concepts
- ❖ Evaluate Alternative Design Concepts
- ❖ Hold PIC No. 2 in the spring 2009