

January 23, 2017

«FIRST_NAME» «LAST_NAME»
«MAILING1» «MAILING2»
«CITY_PROVINCE_COUNTRY» «POSTAL_CODE»

Dear Sir/Madam:

**RE: Notice of Public Information Centre No.1 –
Mississauga Road from Financial Drive to Queen Street West
Notice of Public Information Centre – Addendum to the Municipal Class EA
(Completed in 2006) for Mississauga Road from Queen Street West to Bovaird Road West**

The Region of Peel is proceeding with two studies along the Mississauga Road corridor as follows:

1. Class Environmental Assessment (EA) for Mississauga Road from Financial Drive and Queen Street West. The purpose of the study is to examine the need and justification, as well as the feasibility for improvements that may include widening, intersection improvements and new infrastructure to facilitate transit, walking and cycling for the Mississauga Road corridor from Financial Drive to Queen Street West.

2. Addendum to the Municipal Class EA for Mississauga Road from Queen Street West to Bovaird Road West (completed in 2006). An Environmental Assessment study was completed in 2006 for Mississauga Road from Queen Street West to Bovaird Drive West. Due to environmental impacts associated with Huttonville Creek (Redside Dace) the east side will be designed and constructed to support the ultimate 6 lane configuration. To design for the ultimate 6 lane configuration an Addendum is required to the EA for the identification of property requirements.

Both Public Information Centre's will be held on:

- Thursday, February 9, 2017 - 6-8pm
- Lionhead Golf Club & Conference Centre
- 8525 Mississauga Road, Edinburgh Room, Brampton L6Y 0C1

A copy of the Notice of Public Information Centre is attached. If you have any questions or comments on the study please contact don't hesitate to contact me.

Sincerely,



Gino Dela Cruz, P.Eng.

Project Manager

Phone: 905.791.7800 ext. 7805

Email: gino.delacruz@peelregion.ca

Encl.: Notice of Public Information Centre
c.c. David Sinke, Amec Foster Wheeler Environment & Infrastructure

Public Works

10 Peel Centre Dr., Suite B, Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

NOTICE OF PUBLIC INFORMATION CENTRE NO.1

MISSISSAUGA ROAD FROM FINANCIAL DRIVE TO QUEEN STREET WEST

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ADDENDUM TO THE MUNICIPAL CLASS EA FOR MISSISSAUGA ROAD FROM QUEEN STREET WEST TO BOVAIRD DRIVE WEST – COMPLETED IN 2006

An Environmental Assessment study was completed in 2006 for Mississauga Road from Queen Street West to Bovaird Drive West. The original study identified the need for improvements and the Class EA Addendum will re-evaluate the proposed scope of work based on updated traffic projections. As part of the Class EA Addendum process a Public Information Centre is being planned to present the Preliminary Design to the public.

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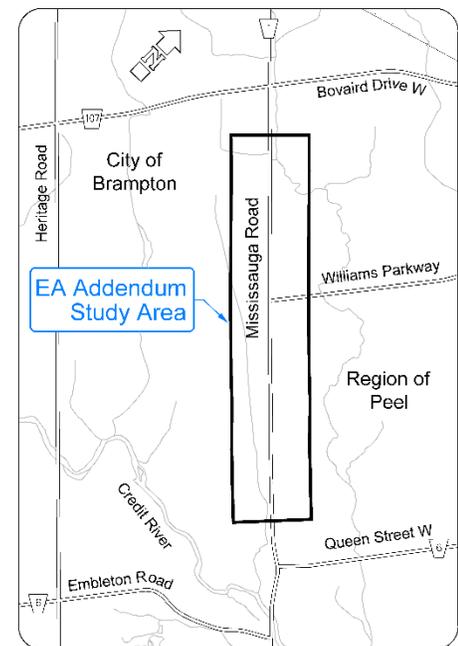
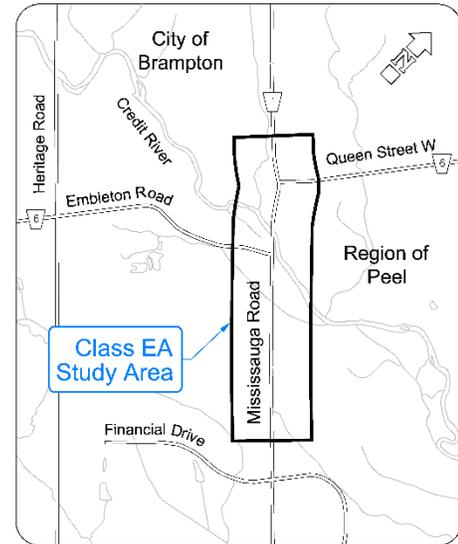
Project Manager
Region of Peel
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Phone: 905.791.7800 ext. 7805
Fax: 905.791.1442
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David Sinke, P. Eng.

Consultant Project Manager
Amec Foster Wheeler
Environment & Infrastructure
3215 North Service Road
Burlington, ON L7N 3G2
Phone: 905.335.2353; Fax: 905.335.1414
Email: david.sinke@amecfw.com

Website: www.peelregion.ca/pw/transportation/enviro-assess/ea-mississauga-rd-2proj.htm

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**Your opinion matters
and we welcome your
participation.**
**Comment deadline is
February 24, 2017**

January 23, 2017

«FIRST_NAME» «SECOND_NAME»
«POSITION»
«AGENCY»
«ADDRESS»

Dear «SALUTATION»:

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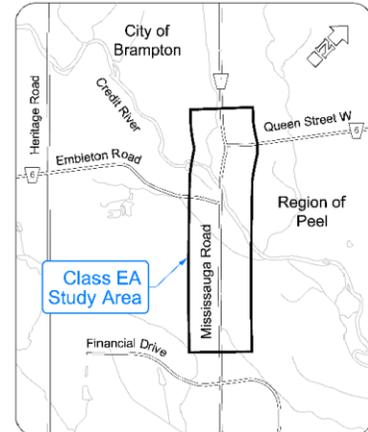
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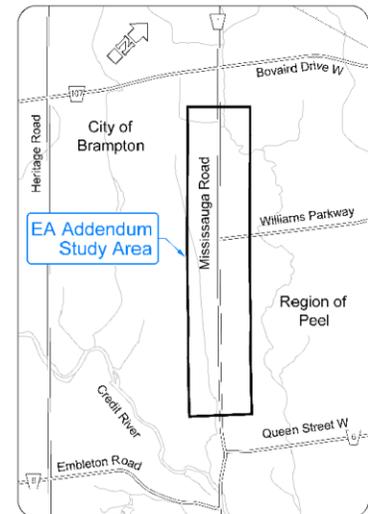
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With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

Public Works

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Tel: 905-791-7800 www.peelregion.ca



amec
foster
wheeler

SUMMARY OF PUBLIC INFORMATION CENTRE No. 1

Subject: Municipal Schedule "C" Class Environmental Assessment - Mississauga Road from Financial Drive to Queen Street West

Addendum to the Municipal Class Environmental Assessment for Mississauga Road from Queen Street to Bovaird Drive West Completed in 2006

Date/Time: Thursday February 9, 2017; 6:00 pm – 8:00 pm

Location: Lionhead Golf and Conference Centre

Written by: Heather Dearlove

File no.: TP115085

Present

Gino Dela Cruz, Region of Peel
Sargon Sifo, Region of Peel
Asha Saddi, Region of Peel
David Sinke, Amec Foster Wheeler
Neal Smith, Amec Foster Wheeler
Jason Stahl, Amec Foster Wheeler
Heather Dearlove, Amec Foster Wheeler

Matters Discussed

1. A Public Information Centre (PIC) for the above projects was held on Thursday February 9, 2017 from 6:00 pm – 8:00 pm at the Lionhead Golf and Conference Centre. Notification of the PIC was sent to stakeholders, local residents and agencies by mail. Notices were placed in the Brampton Guardian on January 30, 2017 and February 2, 2017. Information regarding the PIC was also advertised on the Region of Peels project website.
2. The PIC was hosted by representatives from the Region of Peel along with the consulting team from Amec Foster Wheeler Environment & Infrastructure. The PIC took an open house drop-in format including display boards and maps detailing the progress of the project. There was information presented for both studies including the Class EA and the Addendum Section. Representatives from the Region's Long Range Transportation Master Plan update team were also available at the PIC to discuss this Region of Peel initiative. The PIC had 19 attendees signing the registry.
3. Display boards were prepared to summarize the following:
Class EA – Mississauga Road from Financial Drive to Queen Street West:
 - Purpose of PIC No.1
 - Study Area
 - Region of Peel Context
 - Class Environmental Assessment Process

Matters Discussed

- Existing Traffic Conditions
- Future (2031) Conditions – No Improvements / With Improvements
- Existing and Future Transit Initiatives/Active Transportation
- Environmental Inventories
- Natural Environment
- Hydrology and Hydraulics/Stormwater Management
- Stage 1 Archaeological Assessment (AA) and Built Heritage and Cultural Landscape Assessment
- Problem and Opportunity Statement – Refinement
- Alternative Solutions
- Evaluation Criteria
- Alternative Solutions Assessment
- Preliminary Recommended Alternative Solution
- Constructing for Today and Planning for Tomorrow
- Next Steps
- Existing Conditions drawing with existing land uses and key features

Addendum to the Mississauga Road Class EA from Queen Street to Bovaird Drive West completed in 2006:

- Study Area
 - Class EA Addendum Process
 - Proposed Preliminary Design
 - Next Steps
 - Preliminary Design Drawing
4. Display boards and mapping were located along the perimeter of the room. Participants browsed the display boards and discussed issues with project team members. Specific issues and concerns were raised and discussed amongst the visitors and project team members. Participants were encouraged to provide written comments on a Comment Form.
5. The following comments were noted from the public at the PIC:

Comment from resident living on Heritage Road:

- Would like the Region to focus on widening of other roads like Bramwest Parkway or Winston Churchill Boulevard.
- Concerned about the traffic report – they think it's too focused on Mississauga Road and doesn't look at the bigger picture.

Comment from a resident on Mississauga Road:

- Difficult for homeowners to turn into/out of driveway – they requested a sign be put warn motorists of driveway movements.
- Requested a turning lane into their driveway (left turns).
- Requested consideration of a noise wall along the front of their home (quoted Steeles Avenue as an example).
- Questioned if widening of Winston Churchill Boulevard could be a better alternative.

Matters Discussed

Comment from a resident on Queen Street:

- Requested more clarity for plans in area.
- Interested in obtaining any surplus property from the Region.
- Interested in seeing plans at PIC #2 to show more clearly the plans for the study area.

6. Comment Forms were provided to provide the opportunity for input/comments by members of the public and the agencies. They were encouraged to provide feedback on the project by submitting their comments on site, via mail, fax, website or email. All comments were requested to be returned by February 24, 2017. There were 10 comments submitted for PIC No.1.

All information is available on the Region of Peel's website.

Minutes prepared by:

Amec Foster Wheeler Environment & Infrastructure,
a Division of Amec Foster Wheeler Limited

Per: Heather Dearlove
Environmental Planner

cc: All Present

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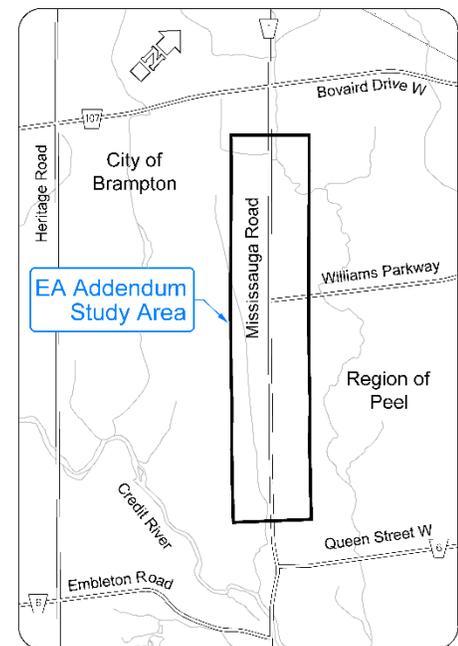
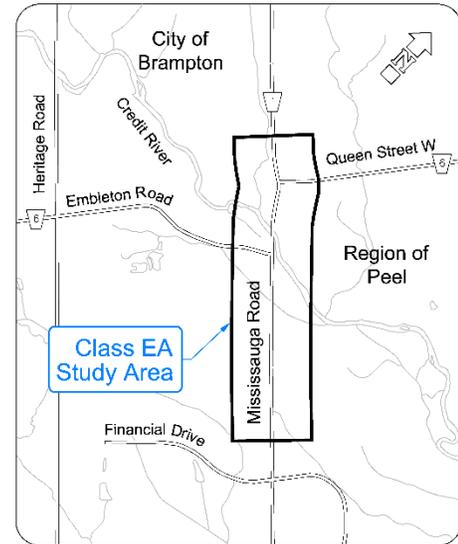
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**Comment deadline is
February 24, 2017**

Public Information Centre No. 1

Municipal Class “C” Environmental Assessment Mississauga Road From Financial Drive to Queen Street West



Thursday, February 9, 2017 – Lionhead Golf and Conference Centre

Purpose of PIC No.1

Tonight we invite you to....

- ✓ Sign-in and take a comment sheet
- ✓ Learn about the Environmental Assessment Process
- ✓ Review the work completed to date, including the:
 - Traffic study
 - Problems and opportunities
- ✓ Review and comment on the preliminary alternative solutions

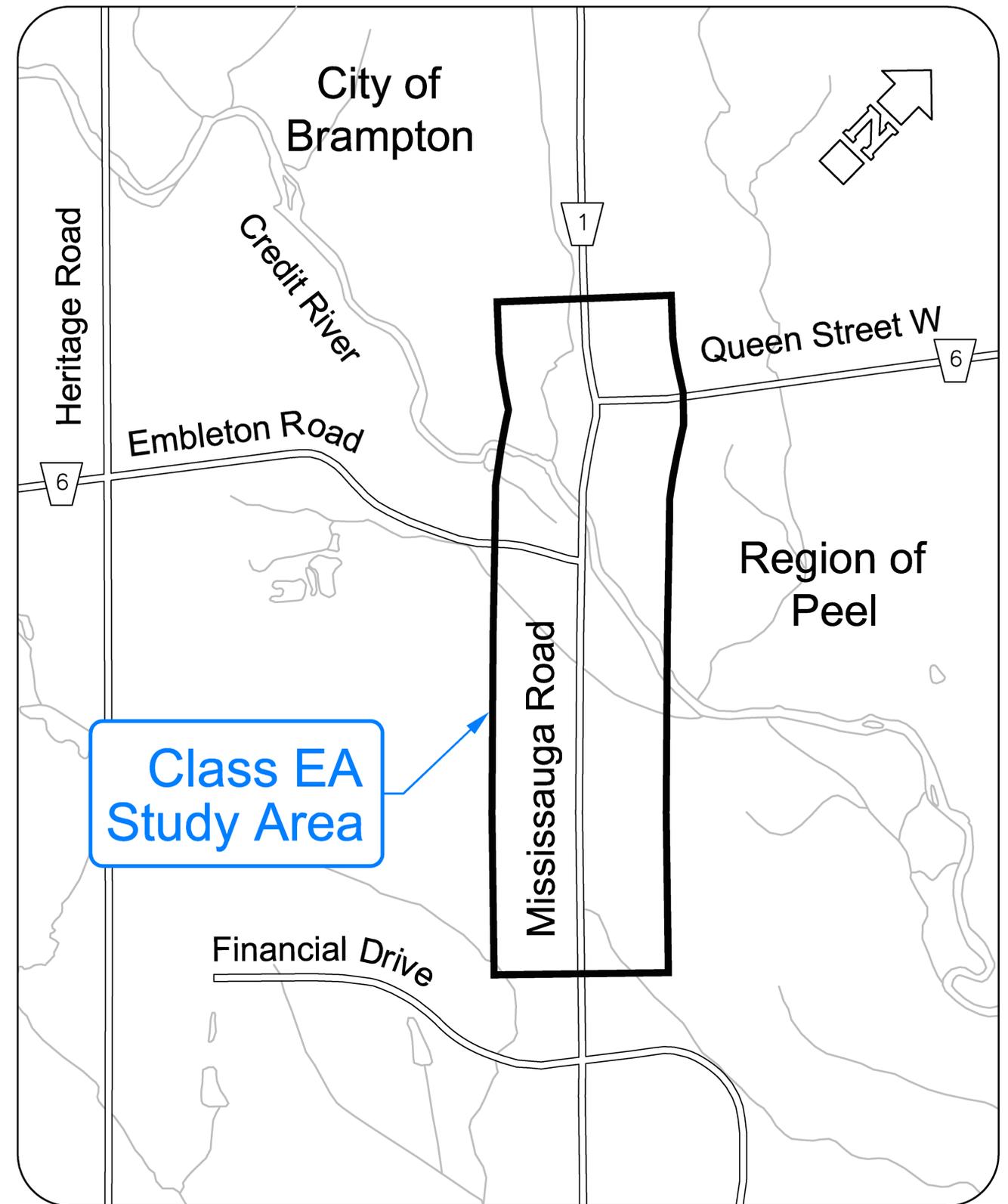
Your feedback is important and will be considered and incorporated in the preferred alternative selection process!

**Comment
Deadline is
February 24,
2017**

Study Area

Class EA Study Area

The study area is on Mississauga Road located within the City of Brampton from just north of Financial Drive to just north of Queen Street West.



Region of Peel Context

This Environmental Assessment supports the Region's 2015-2035 Strategic Plan and Term of Council Priorities.

Working with You to...

- ✓ Create a community where the built environment promotes healthy living;
- ✓ Promote mobility, walkability and various modes of transportation, and;
- ✓ Promote healthy and age-friendly built environments.
 - improving active transportation facilities and connectivity through adding multi-use trails.
 - improving access to transit by working with the City of Brampton to enhance existing and future services.
- ✓ Improve goods movement
 - Mississauga Road is identified as a Primary Truck Route in the Region's Strategic Goods Movement Network.
- ✓ Adapt to and mitigate the effects of climate change
 - improving stormwater management through Low Impact Development strategies.
 - reducing greenhouse gas emissions by reducing delay times for vehicle idling.



See <https://peelregion.ca/strategicplan/index.htm> for more information on the Region's Strategic Plan.

Region of Peel Context

This Environmental Assessment supports the Region's 2015-2035 Strategic Plan and Term of Council Priorities.



Working with You...

- ✓ The community voice and participation is welcome
 - Your feedback is important and will be considered in the preferred alternative selection process.
 - We want to hear your questions today. Share your ideas and provide your input with us.

- ✓ Coordination and partnerships occur
 - Transportation has partnered with Public Health to develop the Environmental Assessment Health Criteria which includes the alternative impacts on active transportation, accessibility and air quality.
 - Transportation has partnered with the Credit Valley Conservation to look at improvements for stormwater management in the study area.

See <https://peelregion.ca/strategicplan/index.htm> for more information on the Region's Strategic Plan.

Class Environmental Assessment Process

Phase 1

- Identify Problems and Opportunities
- Issue Notice of Study Commencement

Phase 2

- Identify and Evaluate Alternative Solutions
- Identify Preferred Solution

Phase 3

- Identify and Evaluate Alternate Design for Preferred Solution
- Complete Environmental Inventory and Impact Assessment
- Identify Preferred Design

Phase 4

- Project Documentation (Environmental Study Report)
- Issue Notice of Study Completion

Phase 5

- Phase Project Implementation (Design and Construction)

**Phase 1 and 2 completed
as part of Peel's Long
Range Transportation
Master Plan**

PIC No.1
February 9, 2017

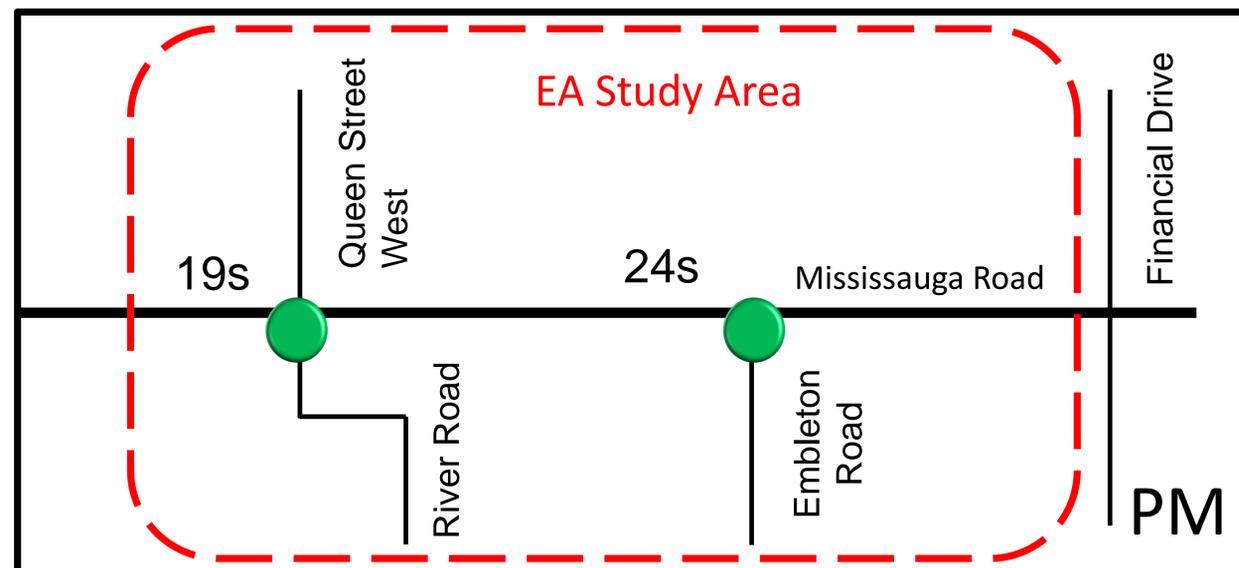
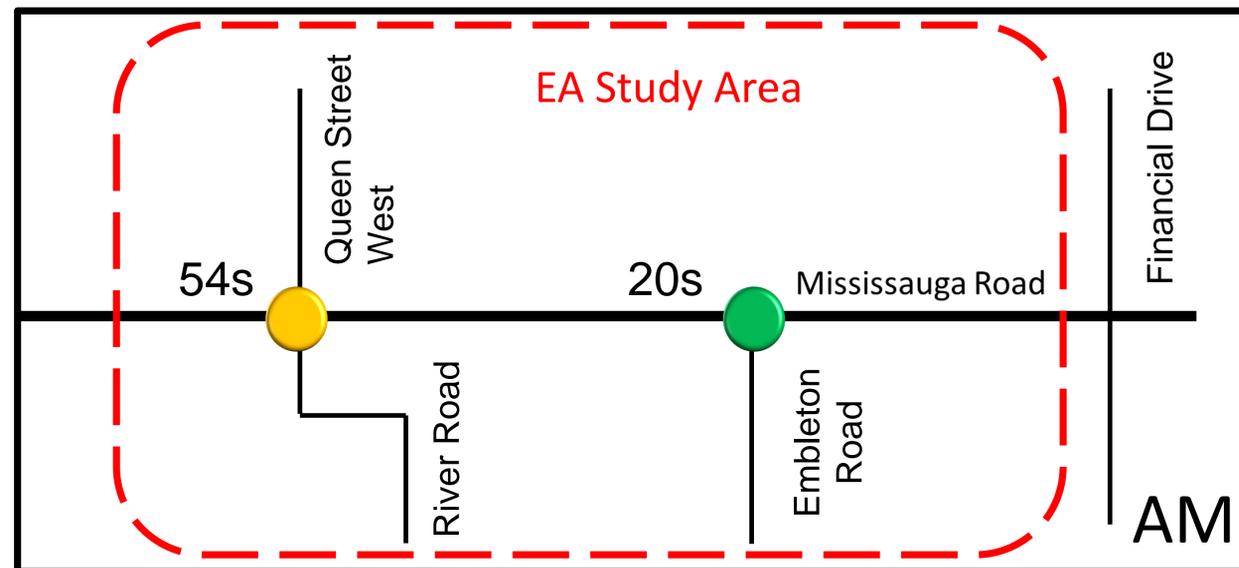
PIC No.2
Fall 2017

Existing* Traffic Conditions

- ➔ Midblock traffic volumes approach or exceed capacity at some locations.
- ➔ Intersections operate well during peak hours with delays for some turning movements.
- ➔ Potential safety concerns – discontinuous active transportation facilities, some pavement markings not visible under dark and wet condition, poor visibility of street name signs, gaps for unsignalized intersections.



Traffic Congestion



* Based on 2015 traffic data

Legend

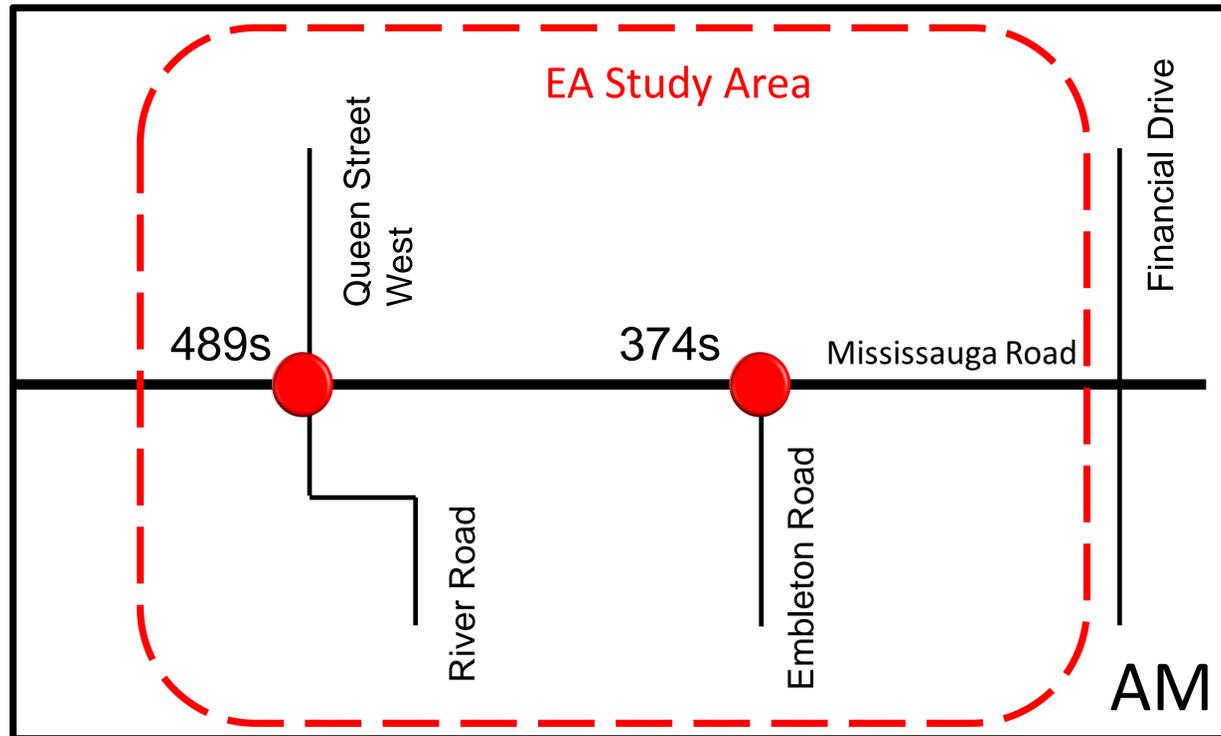
S Represents the number of seconds that a driver is delayed at the signalized intersection

Represents congested conditions with slow operating speeds, high delays, and extensive queues at intersections

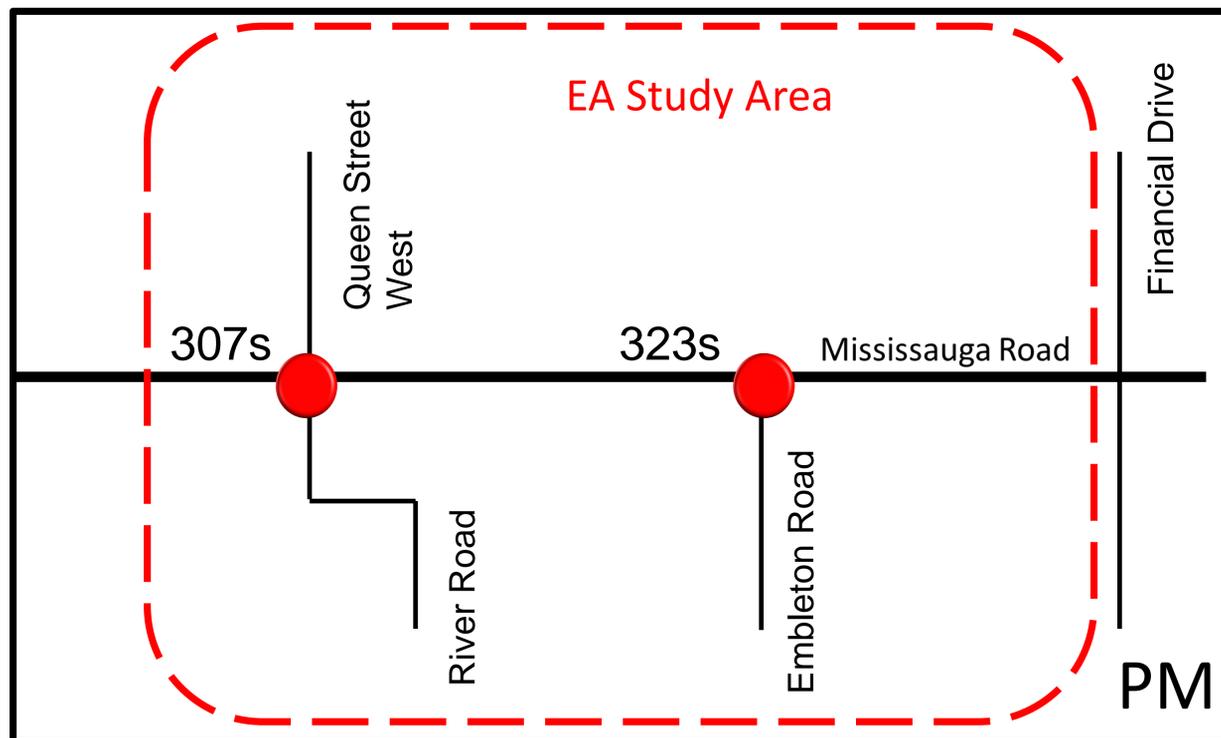
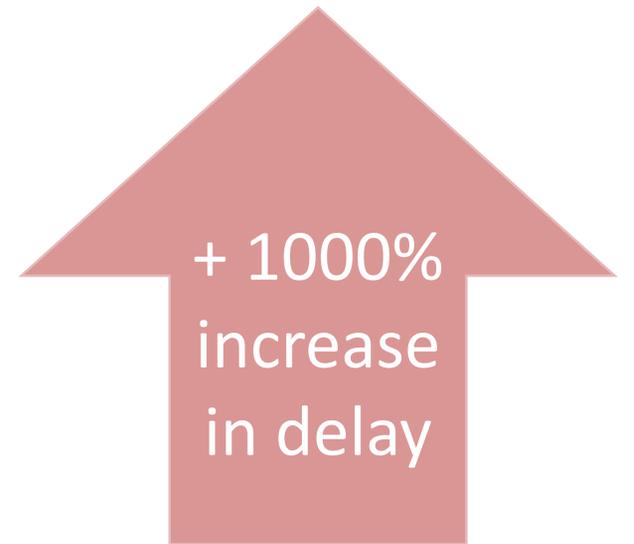
Represents moderate congestion where small increases in volume can reduce operating speeds and increase delays and queues at intersections

Represents stable traffic flow conditions with modest reduction in operating speeds and minimal delays at intersections

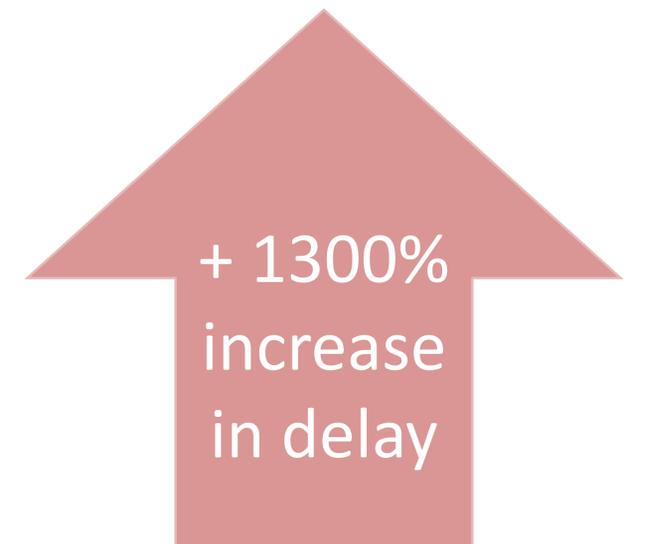
Future (2031) Conditions – No Improvements



→ Delay from Queen Street West to Financial Drive would be **over 14 minutes** in the morning peak hour.



→ Delay from Queen Street West to Financial Drive would be **over 10 minutes** in the afternoon peak hour.



Legend

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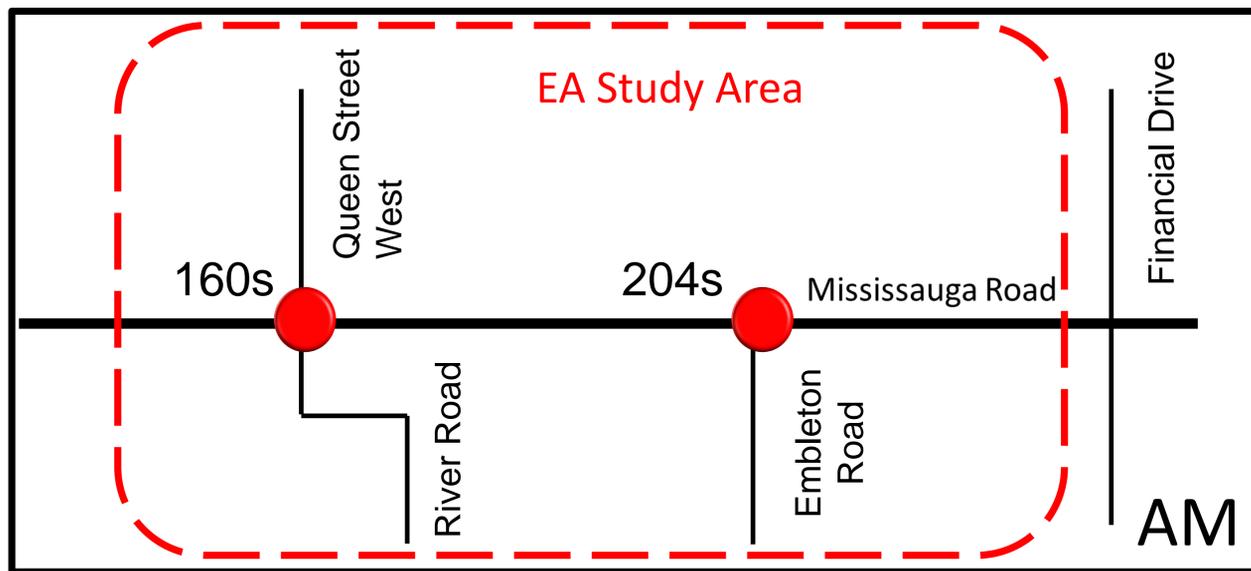
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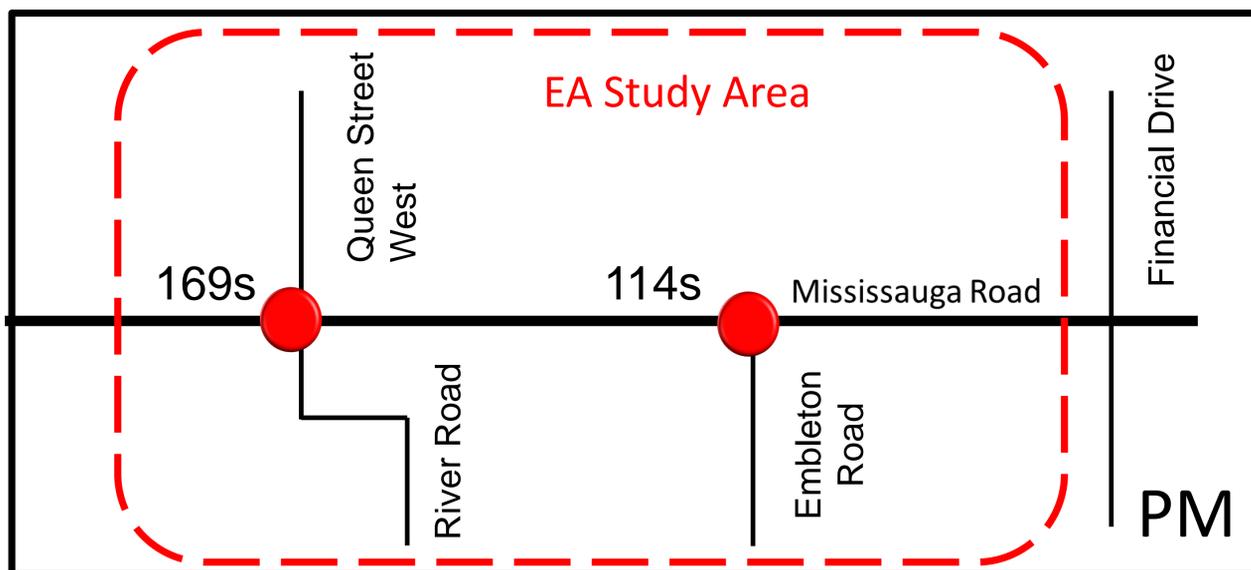
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Future (2031) Conditions – With Improvements

- Findings consistent with 2012 Long Range Transportation Master Plan.
- Midblock traffic volumes forecast to exceed capacity, even with six (6) lanes.
- Significant reduction in driver delays at intersections with widening to 6 lanes.
- Retaining four (4) lane crossing over Credit River would significantly deteriorate operations.



→ With improvements delay in the **morning peak hour would be decreased by over 8 minutes.**



→ With improvements delay in the **afternoon peak hour would be decreased by over 5 minutes.**

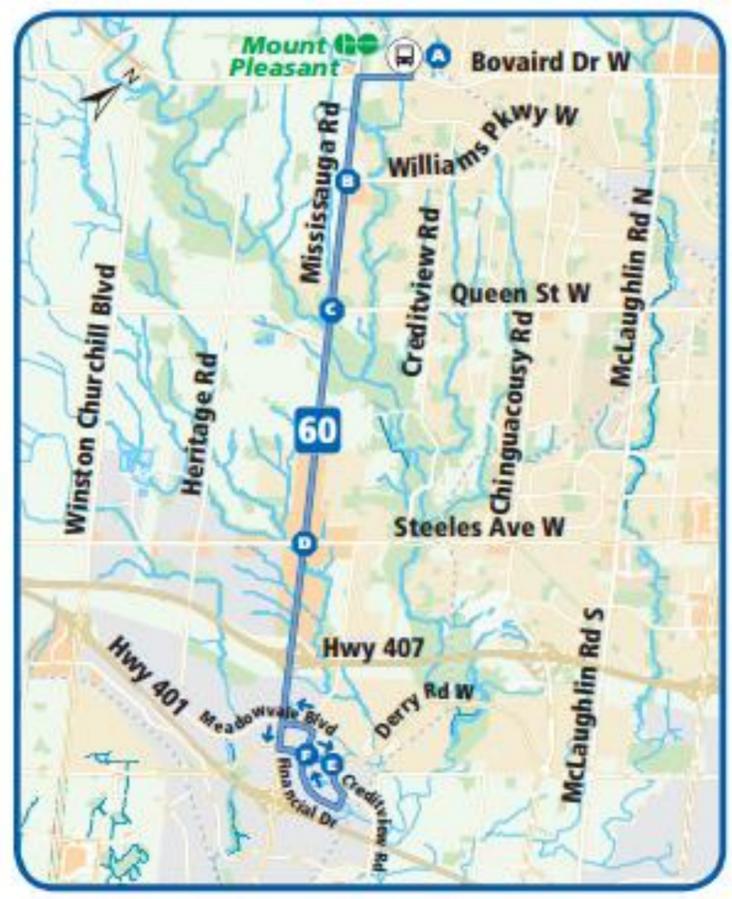


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Existing and Future Transit Initiatives

- Brampton Transit currently operates one bus route that extends through the study area - Route 60 Mississauga Road.



Active Transportation

- The Region of Peel Active Transportation Master Plan recommends pedestrian and cycling facilities throughout the corridor in the form of sidewalks, multi-use trails, and/or segregated bike lanes.

Promotes mobility, walkability and various modes of transportation



Environmental Inventories

The following environmental inventories are being completed for the Mississauga Road Corridor:



Natural Environment

Aquatic Environment

- Two Watercourses in the study area:
 - ➔ Credit River main branch – Cool/warmwater watercourse
 - ➔ Unnamed Intermittent Tributary – Does not provide fish habitat
- Fish Species: 62 species are reported in the Credit River watershed including:
 - ➔ American Brook Lamprey
 - ➔ American Eel
 - ➔ Atlantic Salmon
 - ➔ Salmonidae family including Rainbow Trout, Brown Trout, and Coho Salmon



Credit River Crossing



Unnamed Tributary

Review Existing Conditions drawing which highlights the natural environment constraints

Natural Environment

Natural Sciences

- Breeding Bird Study was completed:
 - ➔ 33 species were identified.
 - ➔ Barn Swallow and Chimney Swift were reported.
 - ➔ Nests reported under the Credit River Bridge – 11 Cliff Swallow and 1 Barn Swallow.
- An Ecological Land Classification analysis was completed:
 - ➔ No Species At Risk plants were identified.
- Significant Natural Areas
 - ➔ Provincially Significant Wetland identified within study area.



Barn Swallow



Cliff Swallow



Chimney Swift

Natural Sciences

- Ministry of Natural Resources and Forestry (MNR) reported the following confirmed Species At Risk in the study area - 2 plant species, and 4 birds species:
 - Butternut – endangered
 - American chestnut – endangered
 - Eastern Meadowlark – threatened
 - Bobolink – threatened
 - Chimney Swift – threatened
 - Barn Swallow – threatened
- MNR also lists an additional 3 mammal species, 2 bird species and one invertebrate could potentially occur in the study area:
 - Eastern Small-footed Myotis – threatened
 - Little Brown Myotis – endangered
 - Northern Myotis – endangered



Eastern Meadowlark



Eastern Small-footed Myotis

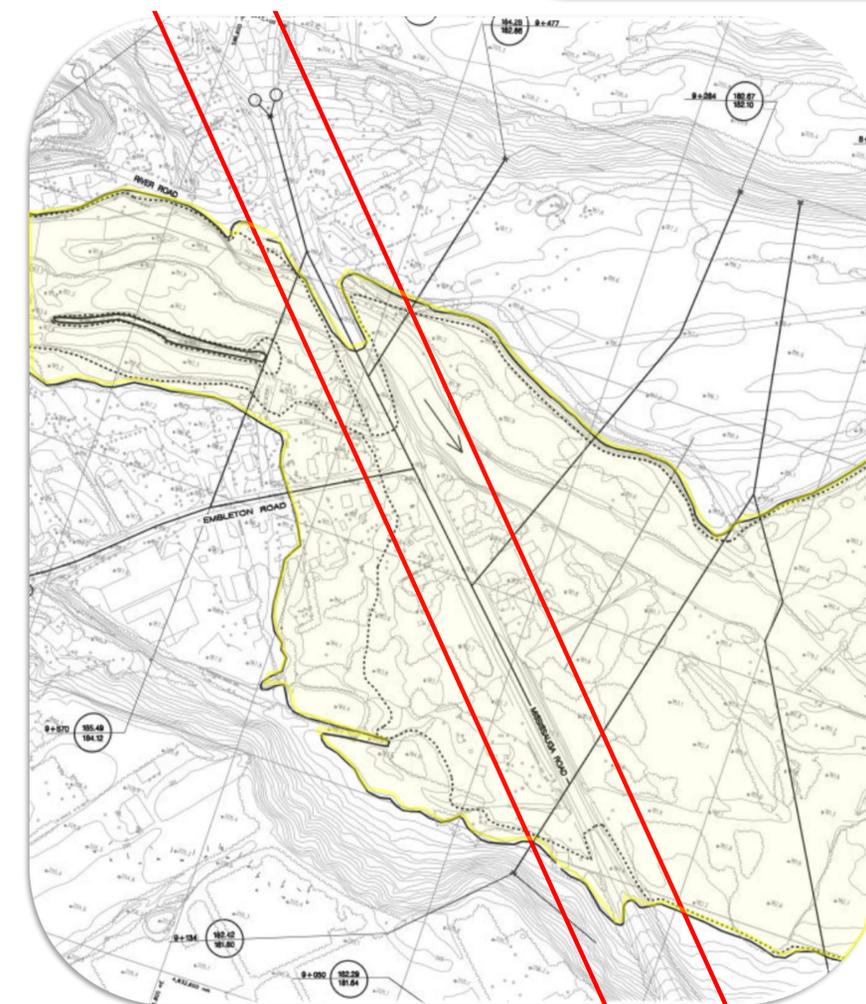
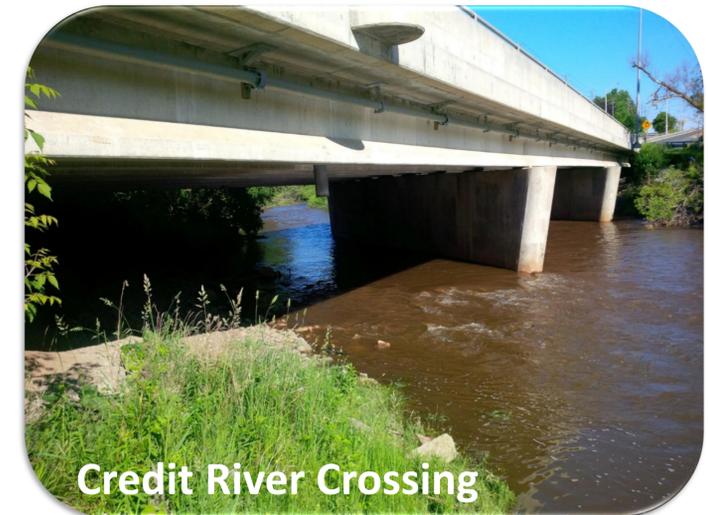


Little Brown Myotis

Hydrology and Hydraulics / Stormwater Management



- ➔ The Credit River meander belt (the movement of the river) width was determined to be 140m.
- ➔ Mississauga Road drains to both the Credit River and Levi Creek.
- ➔ Existing road storm sewer system will be utilized with upgrades as required.
- ➔ Credit River bridge floods during large storm events (e.g. Regulatory Storm - Hurricane Hazel).
- ➔ The Credit Valley Conservation Authority requires the following stormwater management design criteria to be achieved:
 - ➔ Water quality treatment of road runoff; and
 - ➔ Infiltration of some road runoff to contribute to groundwater recharge.



-  Study Limits
-  Flood lines

**Credit River
Flood Limits**

Stage 1 Archaeological Assessment (AA)

A Stage 1 AA was completed for the study corridor, some locations were identified requiring a Stage 2 AA.



No potential for archaeological resources due to slope and ditch – looking north adjacent to the Lionshead Golf Course.



No potential for archaeological resources due to road, paved shoulder and slope – looking north at Embelton Road.



Area of archaeological potential - looking south, south of Embelton Road.

Built Heritage and Cultural Landscape Assessment

The Built Heritage and Cultural Landscape Assessment determined that there were 10 built heritage properties and 1 cultural landscape along the study corridor.



Designated Built Heritage Resources
McMurchy Woolen Mill.



Listed Cultural Heritage
Landscape River Road



Designated Built Heritage Resources
Huttonville United Church.

Problem and Opportunity Statement – Refinement



Based on a review of existing and future conditions, as well as preliminary consultation with stakeholders, it has been determined that improvements are needed along the Mississauga Road corridor. The specific problems and opportunities to be addressed are as follows:

- existing and future traffic congestion;
- accommodation of transit;
- roadway geometrics;
- pavement condition;
- pedestrian and cyclists facilities,
- intersection operations;
- traffic, pedestrian and cyclist safety;
- drainage deficiencies and opportunities for stormwater management; and
- accommodation of future municipal services and utilities within the ultimate right-of-way.

Alternative Solutions

Seven alternative solutions were developed to address the problem statement

1. DO NOTHING

- No improvements
- Continue regular maintenance

2. IMPROVE OTHER ROADS

- Add capacity to adjacent parallel roads to accommodate traffic

3. TRANSIT INFRASTRUCTURE IMPROVEMENTS

- Improve transit infrastructure to support Brampton Bus Rapid Transit Services and address capacity requirements

4. ACTIVE TRANSPORTATION (AT) INFRASTRUCTURE IMPROVEMENTS

- Improve AT infrastructure to support Region of Peel's Active Transportation Master Plan

5. TRAVEL DEMAND MANAGEMENT

Encourage and support change in travel behaviour to reduce peak travel demand by:

- Promoting car-pooling and possible HOV
- Promoting flexible work hours, increasing active transportation trips (biking/walking)

6. WIDEN MISSISSAUGA ROAD

- Addition of through traffic lanes including intersection improvements, to increase traffic capacity of the corridor

7. COMBINATION

Combination of:

- Improve transit services
- Improve AT
- Travel Demand Management
- Widen Mississauga Road

Note: Alternatives 1 and 2 were eliminated as part of Peel's Long Range Transportation Plan Master Plan process as well as the traffic analysis completed and were subsequently not assessed.

Evaluation Criteria



Natural Environment

- Wetlands and Vegetation
- Wildlife Habitat
- Species at Risk
- Groundwater
- Fisheries and Water Quality
- Flooding, Erosion and Water Quality

Social Environment

- Land Use
- Noise
- Archaeology and Cultural Heritage Resources
- Agricultural Access Considerations
- Utilities
- Construction Disruptions

Health*

- Active Modes of Transportation
- Accessibility (AODA)
- Air Quality

Transportation

- Safety
- Travel Delay/ Traffic Capacity
- Transit

Cost

- Capital Cost

Technical

- Constructability
- Adherence to Applicable Design Standards

Transportation Plans and Policies

- Compatibility with Regional and City Transportation Plans and Policies

*Utilizes the Environmental Assessment Health Criteria, developed in partnership with Peel Health.

Alternative Solutions Assessment

	3. TRANSIT INFRASTRUCTURE IMPROVEMENTS	4. ACTIVE TRANSPORTATION (AT) INFRASTRUCTURE IMPROVEMENTS	5. TRAVEL DEMAND MANAGEMENT	6. WIDEN MISSISSAUGA ROAD	7. COMBINATION
Natural Environment	<ul style="list-style-type: none"> Minor impacts dependent on the scope of the transit improvements implemented 	<ul style="list-style-type: none"> Minor impacts dependent on the scope of the transit AT improvements implemented 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> Potential for minor impacts but can be mitigated with established practices and guidelines 	<ul style="list-style-type: none"> Potential for minor impacts but can be mitigated with established practices and guidelines
Social Environment	<ul style="list-style-type: none"> Potential for minor impacts dependent on the scope of the transit improvements implemented 	<ul style="list-style-type: none"> Potential for minor impacts dependent on the scope of the AT improvements implemented 	<ul style="list-style-type: none"> Limited impacts to land use and other social factors 	<ul style="list-style-type: none"> Potential for minor impacts associated with widening and property acquisition 	<ul style="list-style-type: none"> Potential for minor impacts associated with widening and property acquisition
Health	<ul style="list-style-type: none"> Minor improvements to AT infrastructure, AODA requirements, and air quality 	<ul style="list-style-type: none"> Significant opportunity to improve AT infrastructure, AODA requirements, and air quality 	<ul style="list-style-type: none"> No opportunity for improvements to AT infrastructure, AODA requirements, and air quality 	<ul style="list-style-type: none"> Opportunity to improve AT infrastructure, AODA requirements, and air quality 	<ul style="list-style-type: none"> Significant opportunity to improve AT infrastructure, AODA requirements, and air quality

Most Preferred



Neutral



Least Preferred

Alternative Solutions Assessment

	3. TRANSIT INFRASTRUCTURE IMPROVEMENTS	4. ACTIVE TRANSPORTATION (AT) INFRASTRUCTURE IMPROVEMENTS	5. TRAVEL DEMAND MANAGEMENT	6. WIDEN MISSISSAUGA ROAD	7. COMBINATION
Transportation	<ul style="list-style-type: none"> Increase in traffic congestion associated with increase in traffic volume but potential to improve transit 	<ul style="list-style-type: none"> Increase in traffic congestion associated with increase in traffic volume but not potential to improve transit 	<ul style="list-style-type: none"> Increase in traffic congestion associated with increase in traffic volume but not potential to improve transit 	<ul style="list-style-type: none"> Opportunity to improve traffic congestion, corridor capacity and transit infrastructure 	<ul style="list-style-type: none"> Significant opportunity to improve traffic congestion, corridor capacity and can greatly improve transit infrastructure
Cost	<ul style="list-style-type: none"> Moderate capital cost 	<ul style="list-style-type: none"> Moderate capital cost 	<ul style="list-style-type: none"> Minimal capital cost 	<ul style="list-style-type: none"> Higher capital cost associated with improvements 	<ul style="list-style-type: none"> Higher capital cost associated with improvements
Technical	<ul style="list-style-type: none"> Some constructability concerns and unable to upgrade corridor to new standards 	<ul style="list-style-type: none"> No constructability concerns and able to upgrade some aspects of corridor to new standards 	<ul style="list-style-type: none"> No constructability concerns and unable to upgrade corridor to new standards 	<ul style="list-style-type: none"> Many constructability concerns and able to upgrade some aspects of corridor to new standards 	<ul style="list-style-type: none"> Many constructability concerns and able to upgrade some aspects of corridor to new standards
Transportation Plans and Policies	<ul style="list-style-type: none"> Complies with some aspects of City and Region planning documents 	<ul style="list-style-type: none"> Complies with some aspects of City and Region planning documents 	<ul style="list-style-type: none"> Complies with some aspects of City and Region planning documents 	<ul style="list-style-type: none"> Complies with of City and Region planning documents 	<ul style="list-style-type: none"> Complies with of City and Region planning documents

Most Preferred

Neutral

Least Preferred

Preliminary Recommended Alternative Solution



The preliminary recommended alternative solution, developed in consultation with Agencies, is Alternative 7: A combination of alternatives 3-6, as follows:

- 3. Transit Infrastructure Improvements**
- 4. Active Transportation Improvements**
- 5. Travel Demand Management**
- 6. Widen Mississauga Road including additional through lanes and intersection improvements**

A combination of Alternative 3 - 6 will address the problem statement developed for the Mississauga Road corridor, while minimizing environmental impacts and supporting the **Region's 2015-2035 Strategic Plan and Term of Council Priorities.**

The Preliminary Recommended Alternative is in support of the Region's commitment to a multi-modal approach.

Constructing for Today and Planning for Tomorrow

Road Widening and Reconstruction:

- Mississauga Road: 300m north of Williams Parkway to 330m north of Bovaird Drive.
- Bovaird Drive 300m west of Mississauga Road to 530m east of Mississauga Road.
- Low Impact Development system along east side of Mississauga Road Geotextile reinforced retaining wall along Huttonville Creek.

Anticipated Construction Timelines:

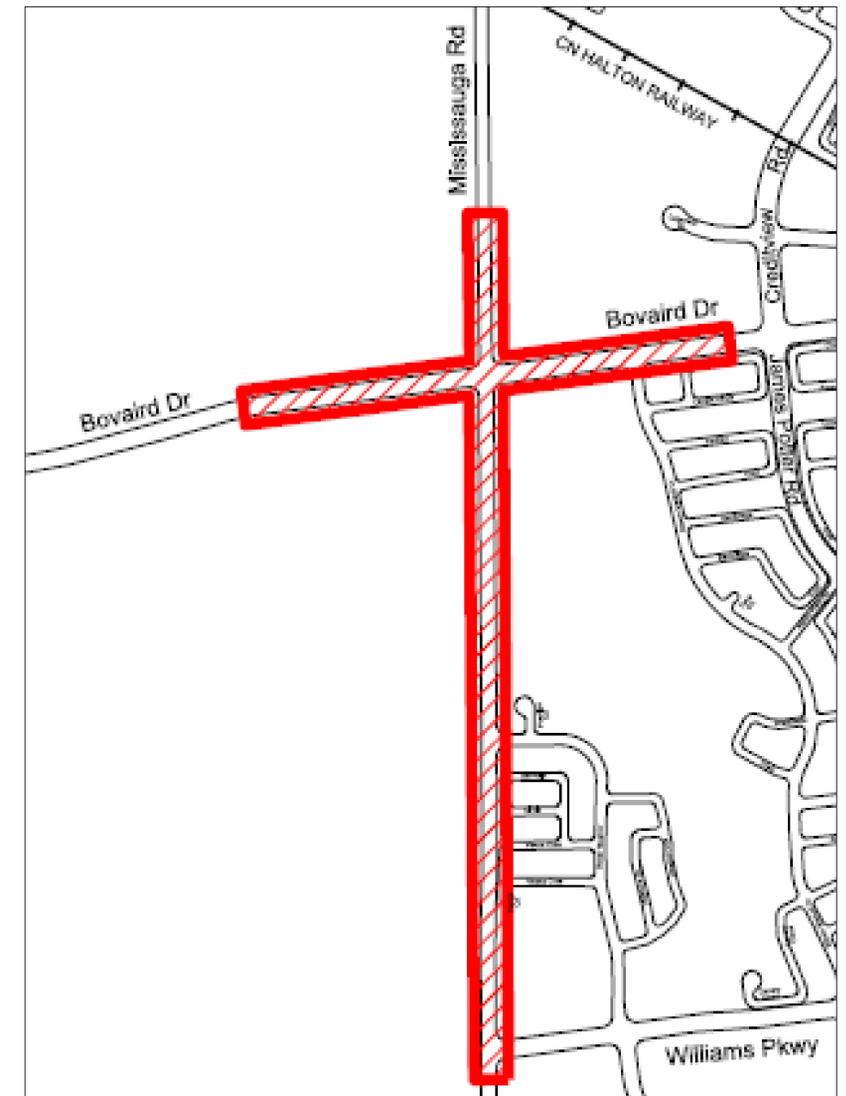
- Start: June 2016
- Finish: Winter 2017

Living
People's lives are improved in their time of need

Thriving
Communities are integrated, safe and complete

Leading
Government is future-oriented and accountable

VISION:
Community for life
MISSION:
Working with You to create a healthy, safe and connected community



Next Steps

- Review and confirm preferred planning alternatives and assessment in light of comments received from the public and other stakeholders.
- Complete Environmental Inventory.
- Develop alternative design concepts.
- Complete detailed impact analysis.
- Public Information Center # 2 - to be held in Fall 2017.
- Prepare and File Environmental Study Report.

Please complete a comment sheet:

By Mail: **Gino Dela Cruz, P. Eng.**
Project Manager, Infrastructure
Programming & Studies
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, On L6T 4B9

By Phone: Tel.: 905-791-7800 ext. 7805
1-888-919-7800 ext. 7805

By Email: E-mail: gino.delacruz@peelregion.ca

Website : www.peelregion.ca/pw/transportation/environ-assess/ea-mississauga-rd-2proj.htm

**Comment
Deadline is
February 24,
2017**

**Thank you
for your
participation!**

David Sinke, P. Eng.
Consultant Project Manager
Amec Foster Wheeler
3215 North Service Road
Burlington ON L7N 3G2

Tel.: 905-335-2353

E-mail: david.sinke@amecfw.com

Dearlove, Heather

From: Smith, Neal
Sent: February-14-17 1:21 PM
To: [REDACTED]
Cc: Sinke, David; gino.delacruz@peelregion.ca; Dearlove, Heather
Subject: RE: Comments - Public Information Centre #1, Feb 9.2017

Thank you [REDACTED] for attending the public information centre for the Mississauga Road project, held on February 9, 2017, at the Lionhead Golf and Country Club. It was also my pleasure meeting you and discussing Mississauga Road with you.

Thank you for taking the time to send us your comments, which will be considered carefully as we move forward into the next phase of this project in which we generate and evaluate alternative design concepts.

Your comments will become part of the project report.

Should you have any further questions or comments, please feel free to contact me.

Thank you.

Neal Smith, C.E.T

Senior Technologist, Transportation, Amec Foster Wheeler Environment and Infrastructure
3215 North Service Road, Burlington, ON L7N 3G2, Canada
T +1 (905) 335 2353 X 1223 F + 1 (905) 335 1414 M +1 (905) 220-1322
neal.smith@mecfw.com

Be more sustainable - think before you print.

From: [REDACTED]
Sent: February-09-17 9:19 PM
To: gino.delacruz@peelregion.ca
Cc: Sinke, David <David.Sinke@amecfw.com>; Smith, Neal <neal.smith@amecfw.com>; [REDACTED]
Subject: Comments - Public Information Centre #1, Feb 9.2017

Mississauga Rd from Financial Drive to Queen Section – Municipal Class EA

Hi Gino & Neal,

Thank you for spending time this evening with us to address our questions and concerns regarding the future development plans for Mississauga Rd.

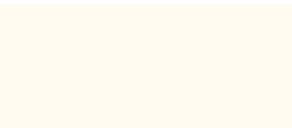
As requested below please find our comments for consideration moving forward :

- We want it noted we are not in favour of expanding Mississauga Rd to 6 lanes for many reasons including but not limited to and in no order:
- Traffic noise
- Heritage trees and wild life preservation and safety concerns
- Protection of the credit river eco system and nature
- Personal safety regarding crossing the road to the other side of the street

- Speed limit safety while waiting to turn into our driveway or onto Mississauga Rd – road use to be 50km and now we have vehicles travelling 70-80km in front of our home due to increase speed limit of 60km (lots of speeders)
- Concerns about more lanes reducing safety & usage of bikes and other recreation trails/paths proposed
- Middle crossing lane required forever but still safety concerns due to speeders & increased volumes of traffic already in place
- Ugly ditches not required – grass is dead and no water has ever been seen in them (never use to have them and there was never an issue with water in the past due to very sandy ground here)
- If road is ripped up again... have courtesy to include/install homeowner sewer pipeline for future needs which was deleted without consent from last road construction from our section of Mississauga Road due to all current homeowners having septic systems already pre-existing

We appreciate your time and consideration

Best regards



Dearlove, Heather

From: Smith, Neal
Sent: February-22-17 6:58 AM
To: [REDACTED]
Cc: Dela Cruz, Gino; Dearlove, Heather; Stahl, Jason
Subject: RE: Mississauga Road environmental assessment

Hi [REDACTED], my apologies, the meeting was held on February 9, 2017. I will confirm March 2nd or 3rd and send out a meeting request.

Thank you

Neal Smith, C.E.T

Senior Technologist, Transportation, Amec Foster Wheeler Environment and Infrastructure
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neal.smith@mecfw.com

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From: Smith, Neal
Sent: February-21-17 9:09 PM
To: [REDACTED]
Cc: Dela Cruz, Gino <gino.delacruz@peelregion.ca>; Dearlove, Heather <Heather.Dearlove@amecfw.com>; Stahl, Jason <Jason.Stahl@amecfw.com>
Subject: Re: Mississauga Road environmental assessment

Sent from my iPhone

On Feb 21, 2017, at 8:20 PM, [REDACTED] wrote:

Sorry not September 9th. The meeting that was on Feb 9th of this year for Mississauga Road.

Is it possible to meet on March 2nd or 3rd at our location?

Cheers

[REDACTED]

From: Smith, Neal [<mailto:neal.smith@amecfw.com>]
Sent: February 21, 2017 8:29 AM
To: [REDACTED]
Cc: Dela Cruz, Gino <gino.delacruz@peelregion.ca>; Dearlove, Heather <Heather.Dearlove@amecfw.com>; Stahl, Jason <Jason.Stahl@amecfw.com>
Subject: Mississauga Road environmental assessment

Good morning [REDACTED]

Thank you for your email. Sorry you were unable to attend the Public Information Center help on September 9th. The material that was presented at the meeting is available for your viewing on the Peel website, <https://www.peelregion.ca/pw/transportation/envirom-assess/ea-the-gore-road.htm> .

Please provide us a date and time that is convenient for you and we will arrange to meet with you.

We look forward to meeting with you.

Thanks

Neal Smith, C.E.T

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neal.smith@mecfw.com

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From: [REDACTED]
Date: February 17, 2017 at 2:08:39 PM EST
To: <gino.delacruz@peelregion.ca>

Hi Gino

I want to introduce myself and set up a time to meet if possible. [REDACTED]

[REDACTED] I was away when you had a meeting at Lionhead Golf Club on Thursday Sept 9th.

I would like to get together to discuss the impact of the road [REDACTED] and our current concerns.

Is this possible?

Cheers

[REDACTED]

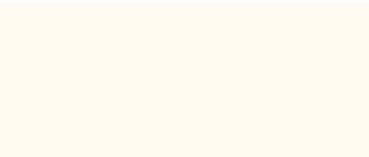
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Dearlove, Heather

From: Smith, Neal
Sent: February-22-17 12:10 PM
To: Dearlove, Heather
Subject: FW: Mississauga Road EA

Follow Up Flag: Follow up
Flag Status: Flagged

Heather, the gentlemen's information is:



Can you please check the mailing list, he doesn't recall getting an notice of PIC#1

Thanks

Neal Smith, C.E.T

Senior Technologist, Transportation, Amec Foster Wheeler Environment and Infrastructure
3215 North Service Road, Burlington, ON L7N 3G2, Canada
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neal.smith@mecfw.com

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From: Smith, Neal
Sent: February-22-17 12:06 PM
To: [Redacted]
Cc: Heather Dearlove (Heather.Dearlove@amecfw.com) <Heather.Dearlove@amecfw.com>
Subject: Mississauga Road EA

Hi [Redacted]

Was a pleasure chatting with you. Please feel free to contact me anytime if you have any questions or comments. As I mentioned I will confirm you are on the mailing list so you will receive the notice of the next Public Meeting. Also, please find below the link to the Region of Peel's website where you can review the information presented on February 9, 2017.

<https://www.peelregion.ca/pw/transportation/enviro-assess/ea-mississauga-rd-2proj.htm>

Thanks

Neal Smith, C.E.T

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neal.smith@mecfw.com

Smith, Neal

From: Smith, Neal
Sent: Monday, March 13, 2017 2:22 PM
To:
Cc: Dela Cruz, Gino; Dearlove, Heather; Stahl, Jason; Sinke, David;
Subject: RE: Mississauga Road EA Queen to Financial

Good afternoon

Thank you for your email regarding the Mississauga Road EA.

As you noted, we just completed the first Public Information Center (PIC) on February 9, 2017 for this project, where we received many responses. Moving forward from the PIC, the next phase of the EA process is to develop a number of alternative design concepts and select a preferred design. Based on the traffic analysis completed, it supports the Region's Long Range Transportation Plan which identified the need for 6 lanes on Mississauga Road from Financial Drive to Queen Street by 2031.

We will be looking at the options for the bridge structure that crosses the Credit River as well as alignment options for the widening of Mississauga Road to a 6 lane cross-section along with pedestrian infrastructure (sidewalk and multi-use trail). The intersections of Lionhead Golf Course, Embleton and Queen Street will be redesigned to support 6 through lanes and the necessary turning lanes as identified in the traffic report.

The pedestrian infrastructure to Huttonville School is outside the scope of this EA, however, the Region's Active Transportation group looks into these requests. Further, modelling property values is not part of this EA.

We will keep you updated throughout the EA study, and we have your contact information on the project mailing list for future notices. Please let us know if you have any other questions at this time.

Thanks

Neal Smith, C.E.T

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T +1 (905) 335 2353 X 1223 F + 1 (905) 335 1414 M +1 (905) 220-1322
neal.smith@amecfw.com

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From:
Sent: March 11, 2017 10:40 AM
To: Dela Cruz, Gino; david.sinke@amecfw.com
Cc:
Subject: Mississauga Road EA Queen to Financial

Hello,

I was unable to attend your public information session on the environmental assessment for Mississauga Road between Financial Drive and Queen Street West as I was out of the country. Though I am more than tardy in following up, I was hoping you could enlighten me as to the specifics you are considering for the project and what the preferred option is. I have been to the webpage regarding the EA and the PowerPoint slides on this study are ok, but I'm still not clear as to the desired outcome.

So, please, more specifically, will the bridge over the credit river be widened to 6 lanes? how will the intersections at Queen and Embleton be remodelled? Why wouldn't more traffic coming from Embleton be pushed onto Financial Road through the new development? What bike and pedestrian infrastructure will be created (a sidewalk to Huttonville School would certainly be nice, but that's outside your scope I assume).

and deal with the backup of traffic from people driving in from Halton region every day. You report it currently stands at half-a-minute but will increase above 5 minutes in the next 15 years. Do you model property values in your study as well?

Thanks,

Smith, Neal

From: Dela Cruz, Gino
Sent: February 28, 2017 3:41 PM
To:
Cc: Palleschi, Michael
Subject: RE: Mississauga Rd widening, Public Info Centre #1

Hi ,

The cross-section north and south of Ostrander along Mississauga Road is already at 6 lanes, as such this section of road will not require widening and will be tie-in points for the widening to the north and south. This is already confirmed for the north section, as shown in the plan that was presented at the PIC on Feb 9 – see attached. The north section ties in to the existing 6 lane cross section north of Ostrander. For the south section, a plan is still to be developed but I don't foresee that will require tie-ing in much further north than the Queen St intersection. As such there are limited opportunities for widening north and south of Ostrander.

A 5.5m centre median turn lane should be suffice based on our review of turning analysis based on a design vehicle that is 5.6m long – see attached turning simulation. As you can see, the centre median is designed for a vehicle to be more parallel to the NB and SB traffic when sitting there waiting for the NB traffic to clear.

And I also touched base with Barry about the LID work he is undertaking and these only involve minor works for the LID and streetscaping in the median planters south of Ostrander and no major changes to the cross-section.

If you would like, please give me a call to discuss further or alternatively we can meet on site to review.

Thanks,
Gino

From:
Sent:
To: Dela Cruz, Gino
Cc: Palleschi, Michael
Subject: Re: Mississauga Rd widening, Public Info Centre #1

Hi Gino

Thanks for following up on these points. See my comments inserted below, FYI.

Best

On 28/02/2017 1:24 PM, Dela Cruz, Gino wrote:

Hi

I have been in touch with the Region's Traffic group and note the following:

1. There is a progression signal plan on Mississauga Road for the intersections at Queen, Embleton, Walmart entrance, and Williams Parkway that work in the morning and afternoon peak periods. Typically the progression plan involves calculating offsets between intersections depending on the speeds. And as you experienced, the goal is to have a green light for as much

vehicles going along the corridor. **Great to hear that a progressive system is in use during peak hours!**

2. As I noted previously, I understand your concern about making a left turn from Ostrander onto Mississauga Rd northbound (NB), and I have discussed this with our traffic group and offer the following notes:
 - a. To confirm, the intersection of Mississauga Road and Ostrander/Adamsville is not warranted to have a traffic signal at this time, and not warranted in the near future according to our EA study. Signalizing an intersection when it is not warranted is not generally practised at Peel and can potentially increase delays at the intersection. The Region will continue to monitor this intersection and should anything change with the turning volumes and a signal is warranted we will consider the installation. **Pleased to hear that a traffic signal is not warranted or planned of at this time.**
 - b. In terms of using that middle section between the opposing left turns, I am told that the section of road is not intended to be used as refuge for two-stage left turns onto Mississauga Road. Although I understand you and your neighbours are making this move out of necessity. I'm unsure about the problem you have with your vehicle sticking out onto the NB or SB lanes when you stop at the middle of the intersection, given that there is at least 4m (maybe 5m) - 3.5m left turn lane + median – for a vehicle to occupy between the two opposing lefts. Is it an issue of the angle of entry into the middle section or perhaps just a very large vehicle that this issue is related to? **I drive a BMW 5 series which is 4.9 m long. If I try to stay perpendicular to Miss Rd NB and SB I nearly always get a protest from either NB or SB traffic because one end or the other is sticking out. drives a Ford F150 and he can't use the centre median at all as a half way stage. Ford F150s are between 5.38 m and 5.84 m depending on model.**
 - c. There is an alternative available if you really find the Ostrander/Mississauga Rd intersection too cumbersome, you can use the signalized intersection at River Road, 500m south of Ostrander. I understand this is going out of the way if you are wanting to go NB on Mississauga Road but it may be an option that may work for some folks. **Yes, we all use this method or work around when turning NB from Ostrander when traffic does not have breaks in NB and SB. I try for about 5 min in peak morning traffic and then turn right and use River Rd to go north bound. It is a work around, not a solution.**

Hopefully, this answers some of the questions and concerns you have. Do let me know if you have further questions.

I appreciate your feedback to all these points. My request remains, if you are widening to the west of Ostrander and moving curbs to add extra lanes and you will be back to do more centre median LID work south of Ostrander, use the free city land of the former volunteer fire station south of Ostrander to extend the lane widening south of Ostrander and provide a 6 m wide centre turning median for traffic turning out from Ostrander and Adamsville. It is an incremental cost that avoids a traffic light any time soon and adds safety at a time when significant Regional tax dollars are being invested either side of Ostrander/Adamsville!

Thanks,
Gino

From:
Sent: February 24, 2017 4:32 PM
To: Dela Cruz, Gino
Subject: Re: Mississauga Rd widening, Public Info Centre #1

Hi Gino

Thanks for the quick acknowledgement!

Incidentally, I came north yesterday evening on Mississauga Road from the 403 and every traffic light turned green before I got to it until I got to the 401. Are the lights synced or was I just very lucky?

On Fri, Feb 24, 2017 at 1:42 PM -0500, "Dela Cruz, Gino" <gino.delacruz@peelregion.ca> wrote:

Hi – thanks for your email, and it was nice talking to you on Feb 9th. I have inquired with our Traffic Operations group here at the Region about your comments. With regards to the coordinated signals, I did find out that Peel does utilize this technology and I am waiting to get confirmation if this is something that is in use or is planned to be installed in the future for the Mississauga Rd corridor.

Thank you for sharing the background and history of correspondence regarding your other inquiry about your left turn concerns coming out of Ostrander onto Queen St northbound. Again this is something I need follow up with our Traffic Operations group and provide a response for you.

Kind regards,
Gino

P. Gino Dela Cruz, P.Eng.

Project Manager, Infrastructure Programming & Studies
Transportation Division, Public Works, Region of Peel
10 Peel Centre Dr., Suite B 4th Floor, Brampton, ON L6T 4B9
Tel: (905)791-7800, ext. 7805 Fax: (905)791-1442

From:
Sent: February 23, 2017 3:50 PM
To: Dela Cruz, Gino
Cc: neal.smith@amecfw.com; barry.mulcahy@peelregion.ca; Palleschi, Michael
Subject: Fwd: FW: Mississauga Rd widening, Public Info Centre #1

Hi Gino

It was good to meet you on Feb 9, 2017 at your Lionhead Golf Club PIC #1 meeting.

The only feedback directly to this PIC meeting is that the many traffic lights along Mississauga Rd are linked and sequenced, such that if you drive at the posted speed, you reach the next light at green. This is a system we had in Germany. It saves on stop start driving with pollution consequences and dissuades speeding. I mention speeding in the correspondence with and from Neal Smith below, which killed a "racing" motorcyclist and wrote off my neighbour's car. The left turn filter for south bound traffic turning onto Queen St West is greatly appreciated.

Avoiding additional traffic lights on a regional road is another point I brought up earlier. In the Huttonville Estates we received a notice dated Nov 18, 2016 that LID work would be carried out between Queen St and Adamsville Drive, hence I've copied Barry in on this email. If this LID work and your road widening to 6 lanes north of this intersection could be combined with widening the Ostrander/Adamsville intersection to permit a wider turning median in the centre of Mississauga Rd, we could safely cross to the median and wait for a break

in the traffic coming the other way. At the moment it is too narrow. There is no voluntary fire hall on Ostrander, which would allow the lanes to be moved on the west side of Miss Rd and with that avoid another traffic light.

Most of my neighbours would love to see this happen during the eventual road construction work.

Best regards

----- Forwarded Message -----

Subject:FW: Mississauga Rd widening EA, notice from Oct 27, 2015

Date:Wed, 23 Mar 2016 17:12:17 +0000

From:Stahl, Jason <jason.stahl@amecfw.com>

To

CC:Smith, Neal <Neal.Smith@peelregion.ca>, Rook, Sally <Sally.Rook@peelregion.ca>, Sinke, David <david.sinke@amecfw.com>, Dearlove, Heather <heather.dearlove@amecfw.com>

Mr.

Our apologies for the delay in responding to the below. On behalf of the Region of Peel, a response to your comments is attached.

Regards,

Jason Stahl, P.Eng.

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From:

Date: February 13, 2016 at 4:00:20 PM EST

To: <sally.rook@peelregion.ca>

Subject: Mississauga Rd widening EA, notice from Oct 27, 2015

Hi Sally

Your notice from last October ended up in a file that I deal with once a year in March. However, I expect sending you our input can still be filtered into your studies.

From 2000 - to about 2010 we had the _____ and I was secretary of this association. Even though the association is not formally active, I still receive feedback from my neighbours on different issues. Here are two safety issues that pertain to Mississauga Road either side of Queen St.

1. Five of my neighbours, plus myself, who live in the _____ have the same request. When we drive south to Queen St and want to turn left to go east on Queen St we enter the left turn lane and wait for traffic coming north on Miss Rd to clear. This traffic coming north on Miss Rd from Embelton Rd comes over a brow in the hill before it becomes visible to us turning left. The road at this point coming north is just turning into 4 lanes, which curve to the

left. This means if we start our left turn onto Queen St and traffic is faster than the posted speed limit, your heart beats a little faster as you hit the brake or the gas to clear the intersection. Changing the speed limit is not the answer. Changing the road position and removing the brow would be the better solution.

Why do we say changing the speed limit is not the preferred solution? Mainly in the evening and early hours of the night, Miss Rd north of Queen St becomes a "raceway" for motorcycles. This is what happened on October 22nd, 2015 at about 7:30 pm. [redacted] was using his [redacted] car to make this left turn onto Queen St, when a motorcycle came over the brow of the hill at high speed and went into the side of the car, killing the motorcyclist. Changing the speed limit sign would not have saved this life!

2. When we drive out of Ostrander Blvd to go north on Miss Rd the only safe way to do this is to wait until traffic is clear, both north and south on Miss Rd. If you try to go halfway and wait for an opportunity to fit into north bound traffic, your truck area is still in south bound traffic or your nose end is in part of the north bound stream. The two opposing left turn lanes on Miss Rd don't allow to turn north and use our mirrors to blend in, as you would with an open central median.

A traffic light would correct this but it is otherwise not necessary with the current traffic flows. Another traffic light just slows the flow on Miss Rd, which is not what you want to do on a regional road.

I recollect the road widening study of [2006 prepared Miss Rd](#) and planned for an eventual 6 lanes, but installed 4 lanes initially, north of Queen St. If your study justifies this addition of two lanes, it would be great to rectify both these road design problems.

I hope this helps you. If you need further support, just ask.

Regards

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