Welcome

to

Public Information Centre No. 2

for the

Burnhamthorpe Road East From Arista Way to Dixie Road Class Environmental Assessment (EA) Study

Oct 1, 2008

You can participate in this study by:

- Signing the attendance register,
- Reviewing the display panels,
- Asking questions and discussing your idea with us,
- Submitting your completed Comment Form by October 17, 2008, and
- Indicating whether you would like to be added to the study mailing list on your Comment Form.

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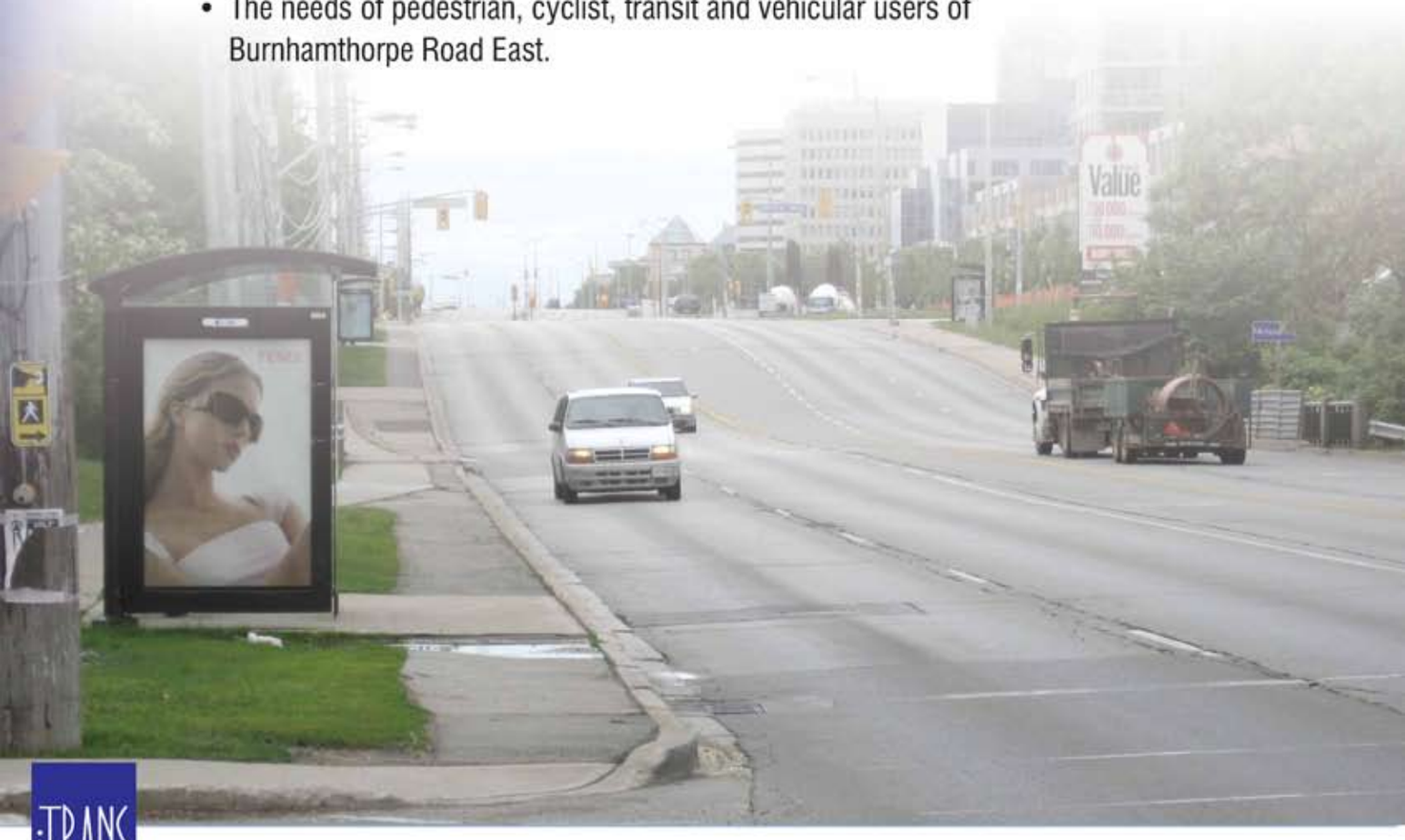
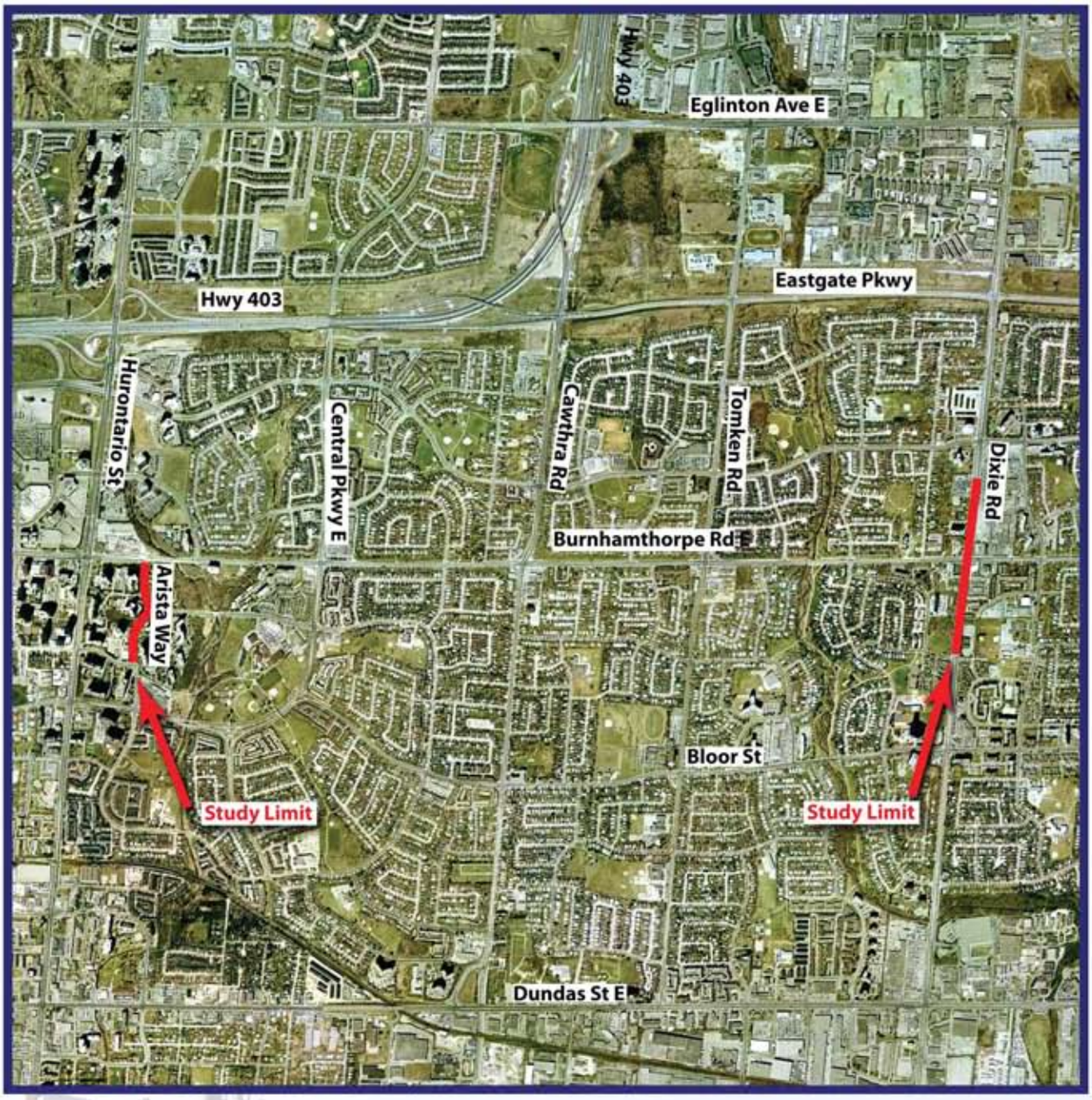
Leading today for tomorrow

Introduction

- The City of Mississauga initiated a Class Environmental Assessment (Class EA) Study, 'Schedule C.'
- The study limits on Burnhamthorpe Road East are from Arista Way (just east of Hurontario Street) to Dixie Road.
- Within the study area, Burnhamthorpe Road East generally consists of a four lane urban cross section with a posted speed limit of 60 km/hr.
- On the north side of Burnhamthorpe Road East, between Little Etobicoke Creek and Dixie Road, there is a multi-use recreational trail (Burnhamthorpe Trail).
- Burnhamthorpe Road East crosses over the east and west branches of Cooksville Creek and Little Etobicoke Creek.
- The study will determine future transportation needs to accomodate:
  - The anticipated growth in the City Centre and future employment development around the Lester B. Pearson Airport and in the South Dixie Road area, and
  - The needs of pedestrian, cyclist, transit and vehicular users of Burnhamthorpe Road East.



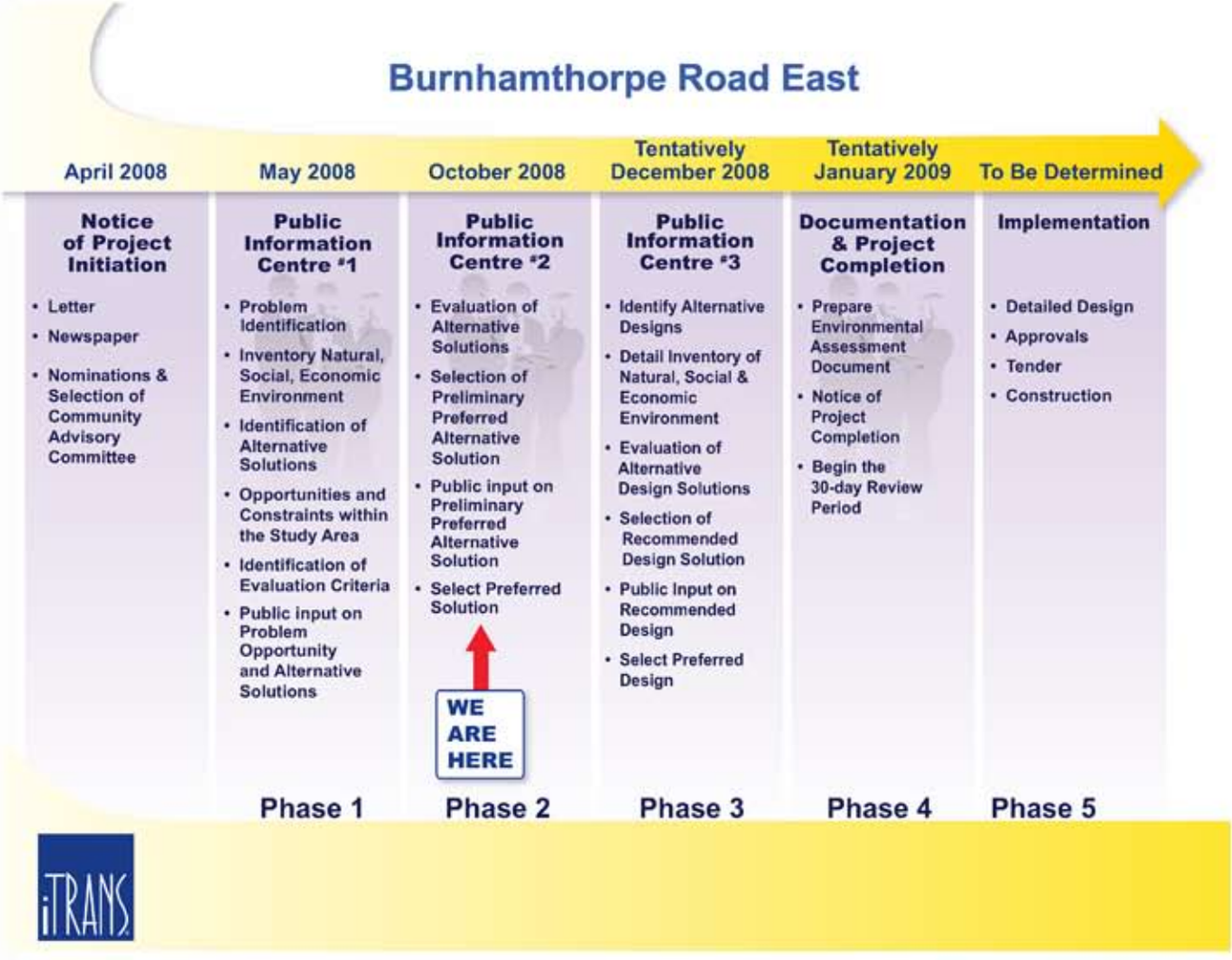
Study Area


Hwy 403
Eglinton Ave E
Hwy 403
Eastgate Pkwy
Hurontario St
Central Pkwy E
Cawthra Rd
Tomken Rd
Dixie Rd
Burnhamthorpe Rd
Arista Way
Bloor St
Study Limit
Study Limit
Dundas St E

Purpose of Study

1. Establish this section of Burnhamthorpe Road East as an important public place and access to the City Centre.
2. Implement a transportation improvement strategy that allows for effective access and traffic operations, and balances the needs of all users of Burnhamthorpe Road East.
3. Preserve and enhance the character of existing community on Burnhamthorpe Road East, and enhance the urban and the pedestrian environment.
4. Continue Burnhamthorpe Trail from Little Etobicoke Creek (Applewood Trail) to Arista Way; connect Burnhamthorpe Trail to Cooksville Creek Trail; and provide future trail continuation to and through the City Centre.
5. Provide a plan for supplementary planting and upgrade landscape features where feasible.

Class Environmental Assessment Process



- The Study is being conducted in accordance with the process for 'Schedule C' projects outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment" document (October 2000, as amended in 2007).

- The Class EA process enables the planning and implementation of municipal infrastructure projects to be undertaken in accordance with an approved procedure designed to protect the environment.

- The Class EA process includes public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with the proposed improvements, and development of measures to mitigate identified impacts.

Purpose of Public Information Centre No. 2

- The purpose of the Public Information Centre (PIC) is to provide interested and / or potentially affected stakeholders with an opportunity to participate in the planning and decision-making processes.
- Three PIC's are being held during this study.
- The first PIC was held on May 14, 2008, to introduce the study to the public, provide initial findings of the study and discuss issues / concerns related to the study.
- This PIC is being held to present and receive public/agency input on the following:
  - Need and justification of improvements to Burnhamthorpe Road East;
  - Alternative Solutions being considered;
  - Recommended Evaluation Criteria for assessing the Alternative Solutions;
  - Evaluation of the Alternative Solutions;
  - Selection of Preliminary Preferred Alternative Solution; and
  - Future EA activities for this study.

Official Plan Policies

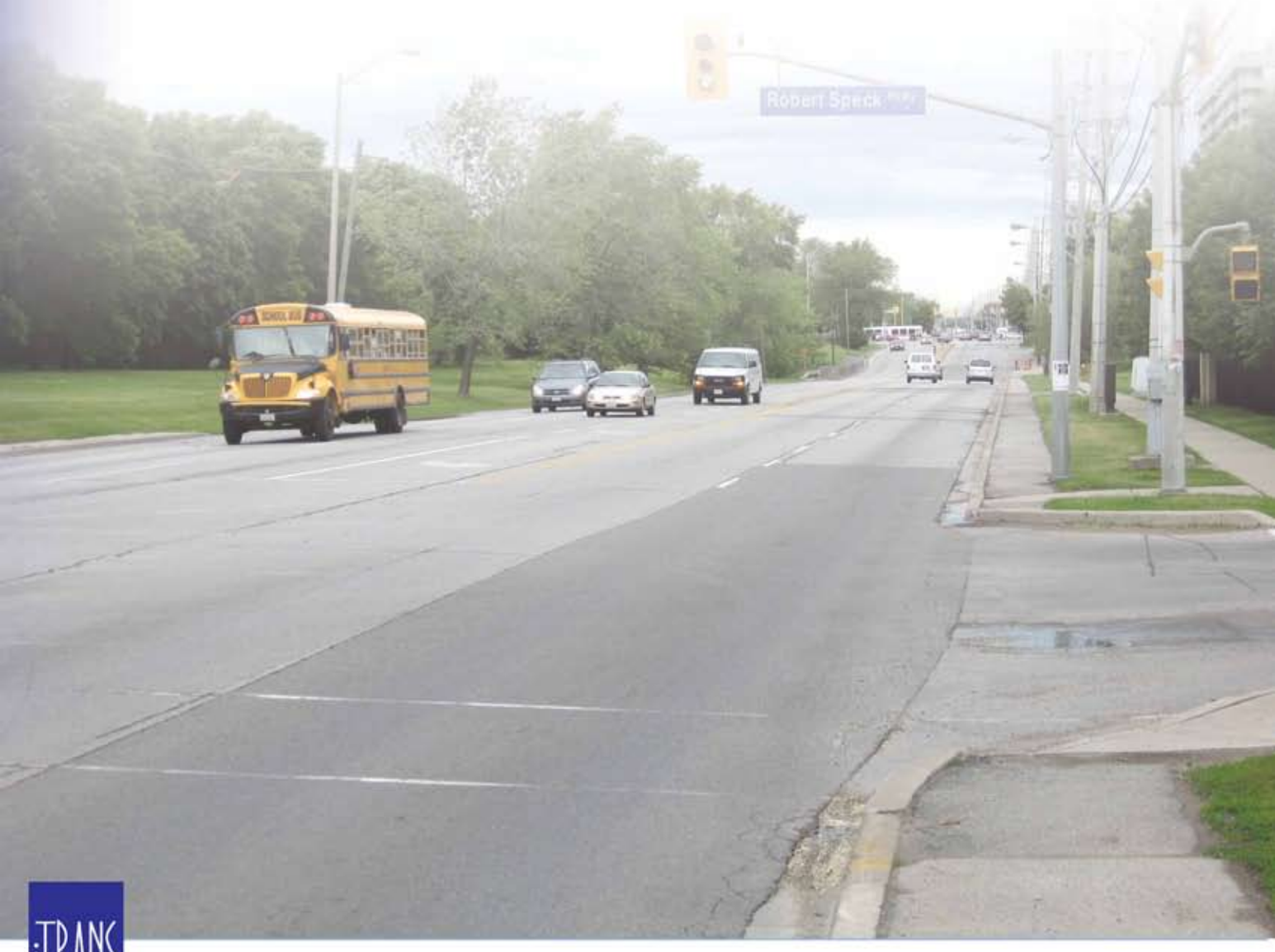
- The Official Plan (OP) classifies Burnhamthorpe Road East as an arterial road with 50 m right-of-way.

Development Policies:

- Preserve and enhance the character of existing community on Burnhamthorpe Road East.
- Facilitate infill and redevelopment consistent with the existing character of the community.
- Improve the nature and appearance of commercial development.
- Maintain and enhance environmental features.
- Improve the transportation system.

Urban Design Policies:

- Supplementary plantings and upgraded landscape features where feasible
- Burnhamthorpe Road East, Cawthra Road, Bloor Street and Cliff Road North were identified as locations that require special consideration.



City Strategic Directions

City Strategic Priorities:

- Building Mississauga for the 21st Century
  - Taking the City to the next stage of its development

Business Planning Directions:

- Relieve congestion
  - Walkable City
  - Transit improvements
  - Improve the movement of people
  - Improved winter maintenance, particularly for sidewalks and bus stops
- Greening the environment
- State of good repair for infrastructure
  - Ensure that adequate funding is provided to maintain our existing infrastructure
- Continuous improvement and Tax Rate Management

Strategic Plan for the New Millennium:

- Mississauga will have a transportation system which allows for safe and efficient movement within and beyond the City.
- To design the road network with regard for the importance of urban design, land use considerations and the needs of all road users, including pedestrian, cyclists, buses, trucks and automobiles.

Burnhamthorpe Trail

- To date, a multi-use trail is proposed to accommodate cycling on Burnhamthorpe Road East.
- The completion of this section of the Burnhamthorpe multi-use trail is an objective to be completed in the short term.
- The City is updating its strategy to promote cycling through a Cycling Master Plan Study.
- The purpose of the Cycling Master Plan study is to update the short and long-term plans for cycling in the City.
- The updated study will support and encourage cycling within a safe environment by:
  - Reviewing existing routes, policies and standards outlined in previous cycling initiatives;
  - Confirming existing or proposing new policies, engineering standards, and the appropriate facilities needed; and
  - Developing an implementation and operation strategy for cycling routes.

Existing Land Use Conditions

- Existing land uses on Burnhamthorpe Road East:
  - Residential
  - Commercial
  - Religious assembly

Residential

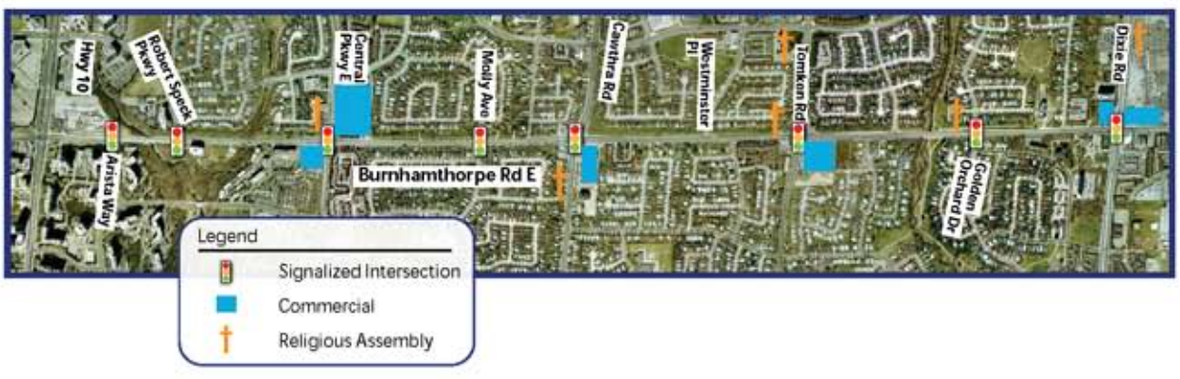
- Range of residential densities for most of the study area

Retail Commercial:

- Rockwood Mall
- Golden Plaza
- Tomken Road Plaza
- Cawthra Road Village Square
- Central Parkway East Mall
- Plaza

Places of Religious Assembly:

- Risen Christ Lutheran Church
- Church of the Holy Spirit
- Applewood Gospel Hall
- Mississauga Chinese United Church Ministry / Westminster United Church
- St. Mary's Ukrainian Catholic Church
- St. Peter & Paul Parish



Existing Traffic Conditions

AM PEAK

Legend

- Intersection that is over capacity
- Intersection that is approaching capacity
- Intersection with suffucient capacity
- Intersection with reserve capacity
- Link that is over capacity
- Link that is approaching capacity
- Link with suffucient capacity
- Link with reserve capacity
- Left / through / right movements that are over capacity
- Left / through / right movements that are approaching capacity
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PM PEAK

Legend

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Existing Transit Conditions

Existing transit routes that run on Burnhamthorpe Road East

Route 26 – Burnhamthorpe Road East

- South Common to City Centre to Islington Subway
- 13 minutes (peak periods)
- 15 - 16 minutes (off-peak)

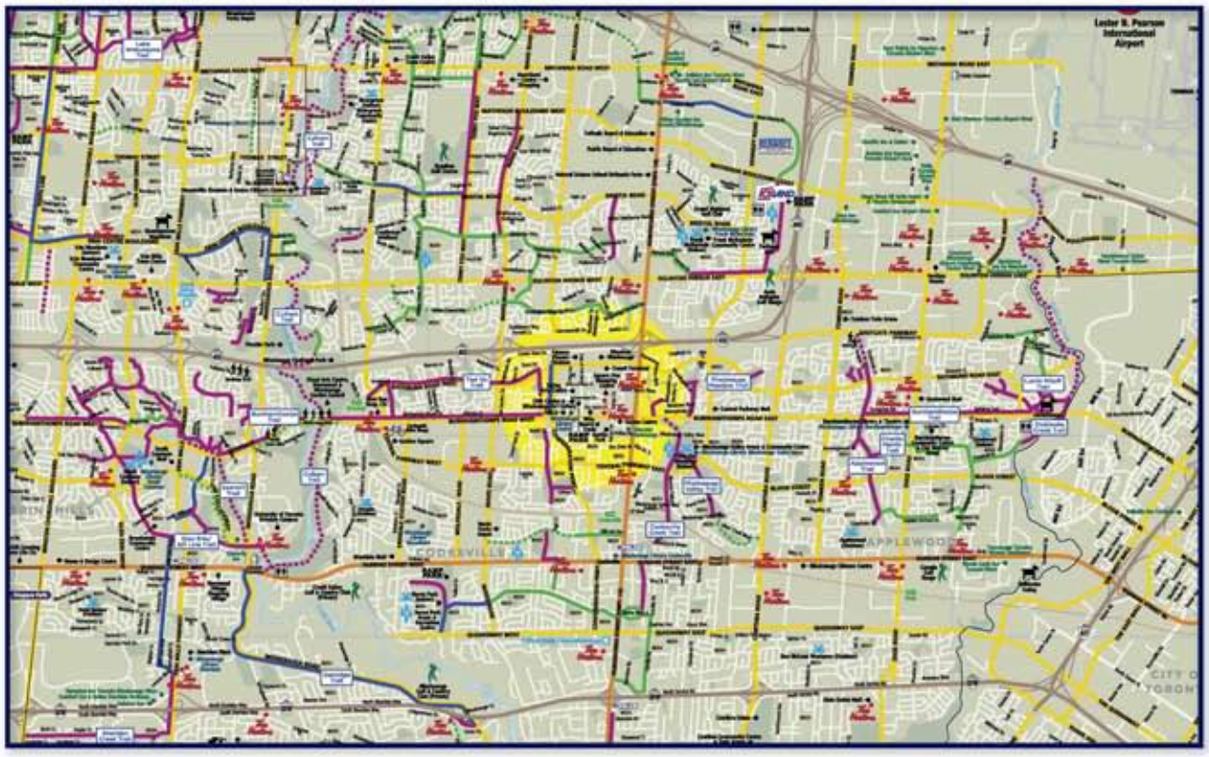
Route 76 – Square One-Subway

- City Centre Terminal to Islington Subway
- 13 minutes (peak periods)

Existing locations of transit stops

- Farside bus stops are located in right-turn receiving lane
- Some bus stops are far from traffic signals

Existing Cycling and Pedestrian Conditions



Existing Conditions

North Side

- Burnhamthorpe Trail exists between Dixie Road and Little Etobicoke Creek.
- Sidewalk exists for the remainder of study area.

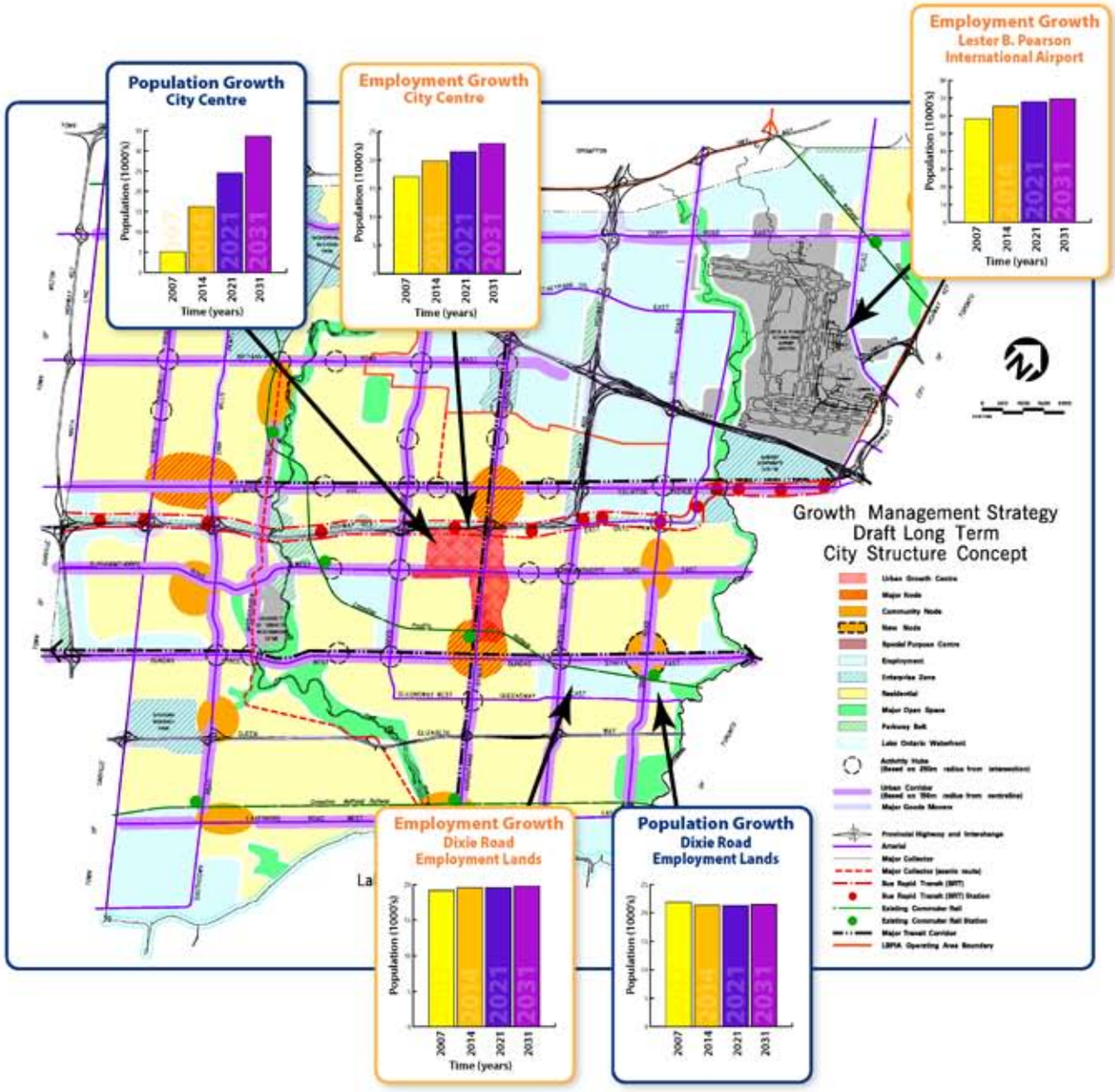
South Side

- Sidewalk exists between Dixie Road and Arista Way.

On Road Cycling

- There are no existing cycling facilities between Dixie Road and Arista Way.
- Cyclists have been observed riding on-street.

Population/Employment Forecasts



2014 Future Conditions

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Intersection that is approaching capacity	Link that is approaching capacity	Left / through / right movements that are approaching capacity
Intersection with suffucient capacity	Link with suffucient capacity	Left / through / right movements with suffucient capacity
Intersection with reserve capacity	Link with reserve capacity	Left / through / right movements with reserve capacity

PM PEAK

Legend

Intersection that is over capacity	Link that is over capacity	Left / through / right movements that are over capacity
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Intersection with suffucient capacity	Link with suffucient capacity	Left / through / right movements with suffucient capacity
Intersection with reserve capacity	Link with reserve capacity	Left / through / right movements with reserve capacity

2021 Future Conditions

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Intersection that is approaching capacity	Link that is approaching capacity	Left / through / right movements that are approaching capacity
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Intersection with reserve capacity	Link with reserve capacity	Left / through / right movements with reserve capacity

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Intersection with reserve capacity	Link with reserve capacity	Left / through / right movements with reserve capacity

Needs and Opportunities

Traffic

- Balance the needs of pedestrian, cyclist, transit and auto users on the corridor.
- Study area design will reflect the City's new philosophy on road improvement projects.

Multi-Use Trail

- Continuation of Burnhamthorpe Trail from Little Etobicoke Creek (Applewood Trail) will:
  - Link various neighbourhoods in this area, and
  - Provide the "back bone" for development of future cycling facilities in this corridor.

Transit

- Queue jump lanes (with far side bus bays) to allow for transit signal priority.
  - Express bus connections from Burnhamthorpe Road East to future Bus Rapid Transit (BRT).

Streetscape

- Encourage and support walking, cycling and transit through the urban environment and infrastructure.
- Maintain and enhance environmental features along Burnhamthorpe Road East.
- Develop a consistent streetscape design along Burnhamthorpe Road East leading to the City Centre with supplementary planting and upgrade landscape features where feasible.

Problem / Opportunity Statement

Existing traffic demand, anticipated traffic growth, and land access needs in the Burnhamthorpe Road East corridor resulted in the following problem statement:

- Transportation solutions are necessary to address the existing and projected capacity deficiencies in the Burnhamthorpe Road East corridor.
- Streetscaping solutions are necessary to enhance the safety and mobility of pedestrians, cyclists and motorists.
- Network changes are needed to support higher transit usage and the planned Highway 403 / Eglinton Bus Rapid Transit (BRT).
- Solutions to improve the quality of life of people working, living or playing within the study area by mitigating the effects of congestion.

Noise Assessment Results

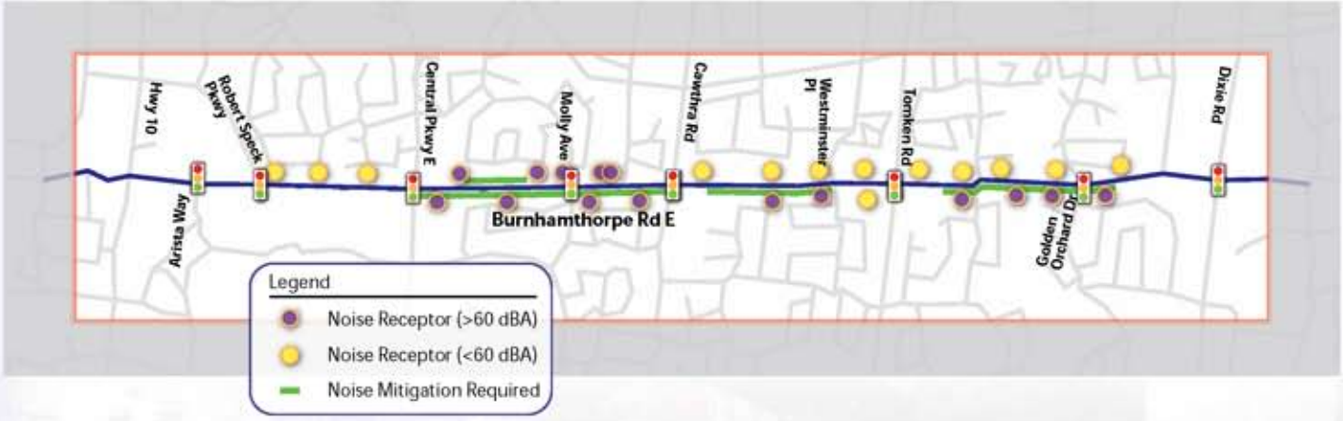
Noise

- Noise mitigation measures need to be considered where:
  - The changes in sound exposures are greater than 5 dBA and the resultant sound exposures are higher than 55 dBA, or
  - Where the resultant sound exposures are greater than 60 dBA.

- The proposed transit, cycling & pedestrian improvements along Burnhamthorpe Road East between Arista Way and Dixie Road will change the current noise levels by less than 5 dBA.

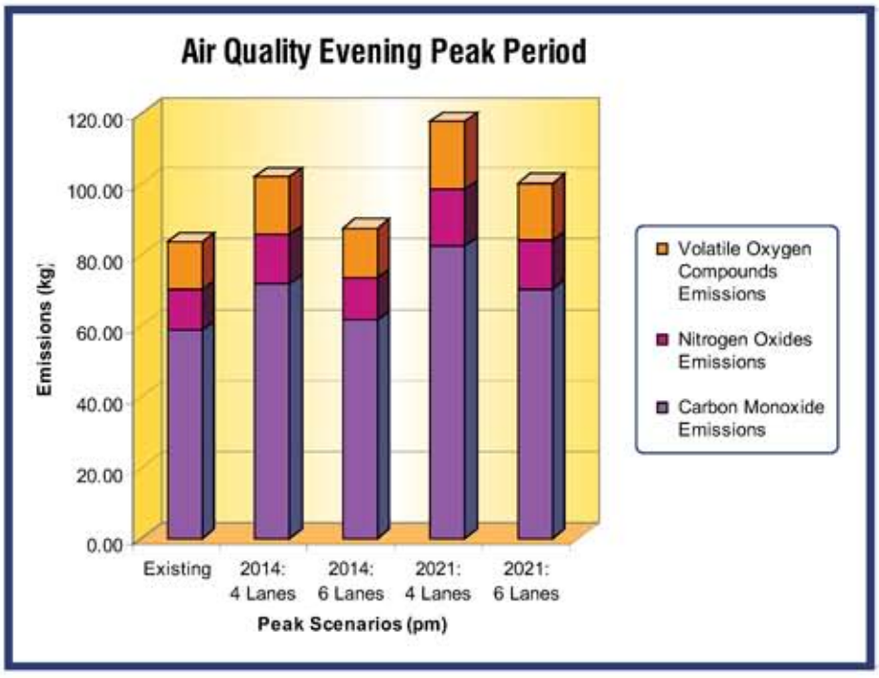
- Some locations along Burnhamthorpe Road East have an existing sound exposure that exceeds the sound exposure limit of 60 dBA, these are shown in the map below.

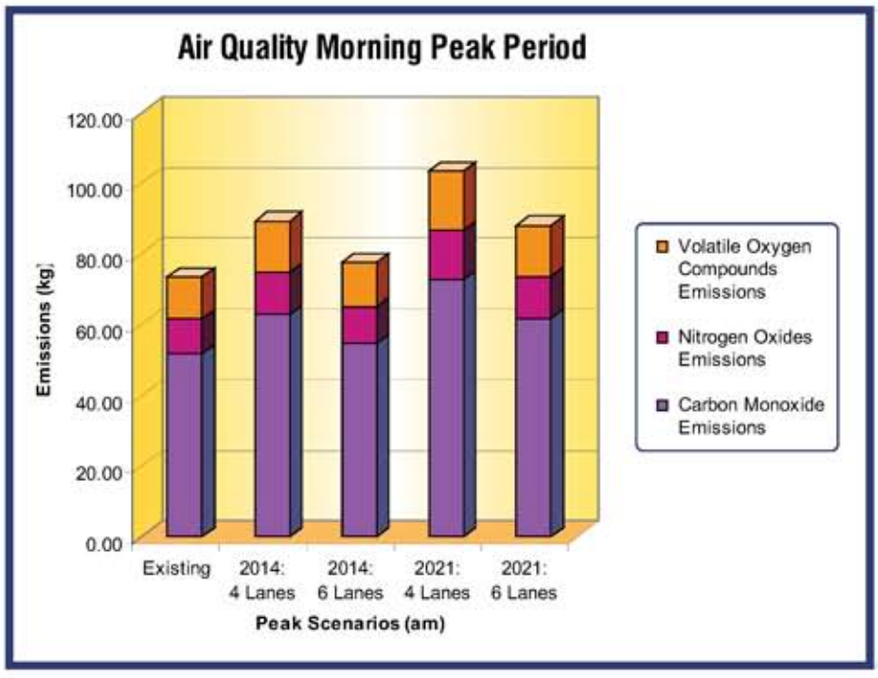
- Where the sound exposures are predicted to exceed 60 dBA, noise mitigation is recommended.



Air Quality

- There will be a reduction in the air quality due to the projected congestion and increased vehicle emissions associated with the planned growth in the City.
- It is anticipated that a reduction in congestion associated with a widening to 6 lanes will lessen the increase in vehicle emissions
- It is anticipated that the transit, cycling and pedestrian improvements will encourage non-vehicular travel. This may lessen the increase in vehicle emissions.





Existing Conditions Assessment

Structures

- Three major structures in the corridor
  1. Burnhamthorpe Road East over Little Etobicoke Creek (West of Golden Orchard Drive) - Bridge Structure
  2. Burnhamthorpe Road East over Cooksville Creek Tributary (East of Robert Speck Parkway) - Culvert Structure
  3. Burnhamthorpe Road East over Cooksville Creek (East of Hurontario Street) - Bridge Structure
- Structures are due for rehabilitation.
- The north railings are considered for improvements.
- Additional bridges or widening of the existing structures will be needed to accommodate the multi-use Burnhamthorpe Trail.

Pavement

- The overall condition Index (OCI) for the existing pavement varies throughout the study area.
- The City's Pavement Management System has placed most of the pavement on Burnhamthorpe Road East in the 3-5 year replacement needs category.

Built and Cultural Heritage

- These are the existing built & cultural heritage features along Burnhamthorpe Road East

Samuel Moore House
(circa 1882)
1295 Burnhamthorpe Road East
- The Samuel Moore House, originally a residence, is currently zoned for office use and is occupied by an insurance company.
- Historical Associations: Early township development; Village of Burnhamthorpe.
- Listed on the City of Mississauga's Heritage Register.

East Branch
of Cooksville Creek
(19th Century)
- Waterscape

Little Etobicoke
Creek Bridge
(1960's)
Heritage Potential

St. Apostle Andrew
Romanian Orthodox Church
(1874)
4030 Dixie Road
- Currently run by the Eastern Orthodox Clergy Fellowship of Canada
- Listed on the City of Mississauga's

West Branch
of Cooksville Creek
(19th Century)
- Waterscape

Burnhamthorpe Cemetery
(1832)
- Listed on the City of Mississauga's Heritage Register.

Cooksville Creek Bridge
(1950's / 1960's)
- Heritage Potential

Copeland House
(1837)
1050 Burnhamthorpe Road East
- The Copeland House is set well back from Burnhamthorpe Road East, and the view of the house from the road is obstructed by heavy vegetation
- Historical Associations: Early township development; Village of Burnhamthorpe
- Listed on the City of Mississauga's Heritage Register.

Little Etobicoke Creek
(19th Century)
- Waterscape

Public Comments from PIC #1

Noise

Public Comment	City Response
▪ High noise levels on the south side and from a pedestrian viewpoint ▪ Increased traffic will worsen noise ▪ Dampen noise by with plantings, roadway resurfacing and installing noise walls	▪ The current noise levels along Burnhamthorpe Road East warrant noise attenuation walls (noise walls)

Design Approach

Public Comment	City Response
▪ Do not widen Burnhamthorpe ▪ Focus on active transportation and transit ▪ Make Burnhamthorpe more pedestrians, cyclist and transit friendly ▪ More discussion about pedestrians ▪ Widening Burnhamthorpe will isolate communities from city facilities and commercial establishments, and deepen the culture of car dependency	▪ The City's preferred solution reflects the new direction from City council; recognizing the planned Highway 403 / Eglinton BRT and cost constraints ▪ The preferred alternative solution is not a traditional road widening, rather it includes transit initiatives, cyclist and pedestrian accommodation, and streetscaping treatments

Pedestrian Realm

Public Comment	City Response

▪ Intersections unsafe for pedestrians
▪ Accessibility to City facilities and commercial establishments on both sides of Burnhamthorpe
▪ Need clearly demarcated pedestrian paths at intersections
▪ Remove right turn lanes
▪ Improve drivers' visibility of pedestrians at intersection
▪ Need for signalized mid-block crossovers, pedestrian countdown signals at all the times, advanced walk signals
▪ Intersection at Cawthra is too wide
	▪ Pedestrian features of the preferred alternative solution include:
	  ▪ Completion of the multi-use trail, and
	  ▪ Streetscaping treatments to encourage active transportation and present an entrance to City Centre
	  ▪ Optimization signal timings
	▪ Consideration will also be given to:
	  ▪ Mid-block crossings
	  ▪ Pedestrian-friendly intersection design
	  ▪ Reducing pedestrian crossing distances

Transit

Public Comment	City Response
▪ Consider a diamond lane on Burnhamthorpe Road	▪ Transit features of the recommended solution include: 1. Intersection improvements to allow transit queue jumps 2. Signal priority for transit 3. Additional bus shelters 4. Connections to BRT
▪ Collaborate with the TTC and City of Toronto to have a subway connection into Mississauga ▪ Rapid transit from TTC Kipling Subway to Square One Transit Terminal	▪ Potential transit improvements to Burnhamthorpe Road East, east of Dixie Road in connection with the City of Toronto and the TTC Subway system, will be addressed through the Mississauga Transit Strategy Study and the Transitway Study

Public Comments from PIC #1 (continued)

Traffic

Public Comment	City Response
▪ Outdated traffic data	▪ The City's most current 2007 traffic data was used in the traffic analysis
▪ Increased traffic causes building erosion, decreased land value and higher maintenance costs for owners	▪ These costs will be accounted for as much as possible in the evaluation of the alternative solutions and design
▪ Problem turning west when travelling north on Autumn Harvest Drive ▪ Install traffic lights at the intersection of Corbett Drive	▪ Moderate to long delays are anticipated because of the high peak hour traffic volumes on Burnhamthorpe ▪ Traffic signals warrants for are not met but the conditions will be monitored
▪ Consider alternate routes for the traffic problem (Rathburn, Bloor, Eastgate Parkway, Central Parkway and Tomken) ▪ Rush hour traffic is bad	▪ The proposed solution does not focus new capacity on Burnhamthorpe ▪ All east-west roads and planned transit will provide for travel demands.

EA Process

Public Comment	City Response
▪ How will the evaluation criteria be weighted?	▪ All evaluation criteria is considered equally ▪ City will modify the level of importance of the criteria based on public input.
▪ When will Alternative Designs and a Preferred Design will be presented?	▪ A preliminary preferred solution will be presented at this PIC and the preferred design will be presented at the next
▪ Will the study consider noise and air quality?	▪ Yes

Streetscaping

Public Comment	City Response
▪ Consider: • Pedestrians scaled lighting • Street furniture (e.g., benches) • Public art • Vibrant vegetation and street trees • Decorative wayfinding signage • Removing old, rusty fences on the south	▪ Streetscaping features will be considered in this study during the design phase for review by the public at the next public meeting (PIC #3)

Cycling and Burnhamthorpe Trail

Public Comment	City Response
▪ Improve the off-road bike path ▪ Extend the bike path to the City Centre ▪ Put in a multi-use trail on the north	▪ It is the desire of City Community Services to continue the multi-use trail
▪ Will there be reconstruction of the bridge over Little Etobicoke Creek and if so, what are the impacts on the creek? ▪ Lighting improvements to the underside of the Little Etobicoke Creek bridge ▪ Increase vertical clearance for the Little Etobicoke Creek bridge	▪ Streetscaping features will be considered in this study during the design phase for review by the public at the next public meeting (PIC #3)

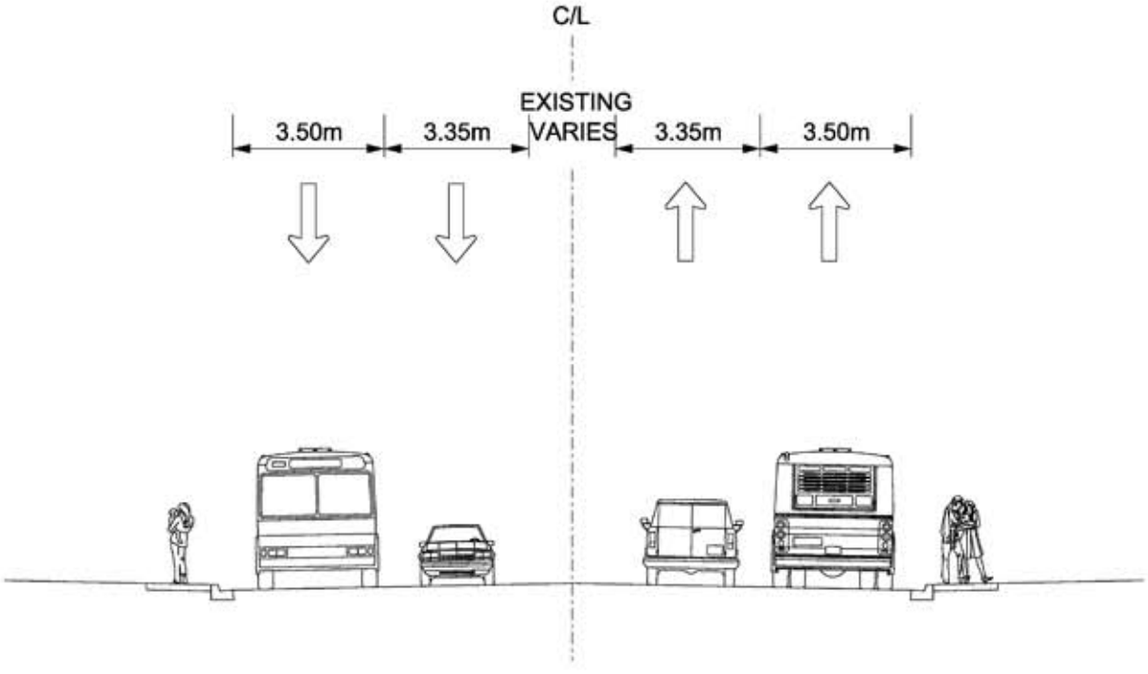
PIC #1 Displays and Venue

Public Comment	City Response
▪ Noise and pollution were not presented at the previous PIC ▪ Displays were difficult to read ▪ Venue was too busy	▪ The Project Team is available to answer any questions at all times. ▪ We will strive for greater clarity in upcoming public consultation events, please let us know whether the present PIC displays and venue have improved

Alternative Solutions

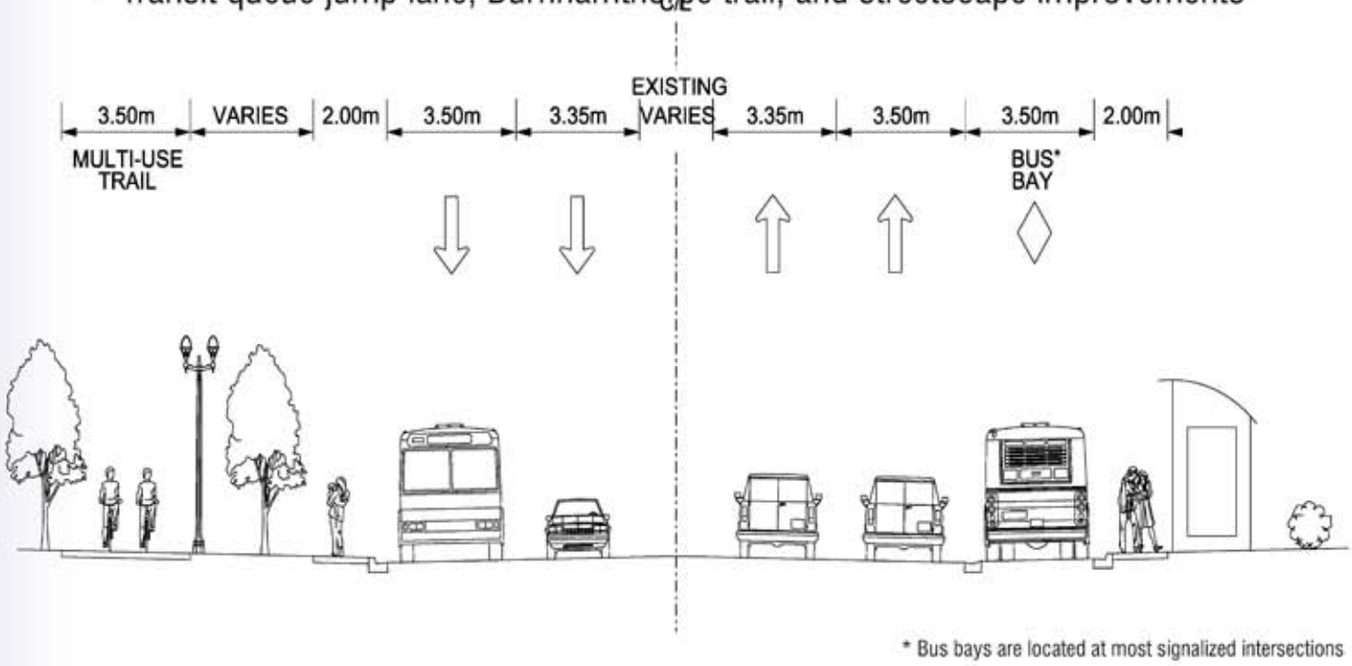
Alternative Solution 1: Do Nothing

- No widening of Burnhamthorpe Road East



Alternative Solution 2: 4-Lane Cross Section with Improvements

- No widening of Burnhamthorpe Road East
- Transit queue jump lane, Burnhamthorpe trail, and streetscape improvements

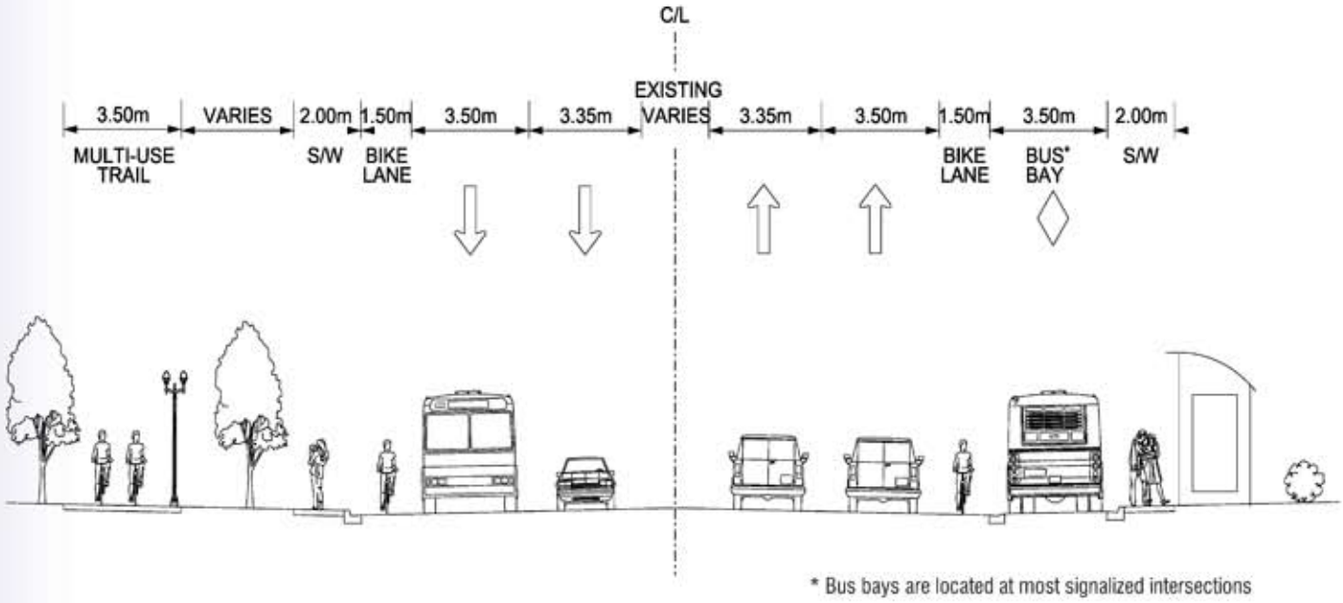


* Bus bays are located at most signalized intersections

Alternative Solutions

Alternative Solution 3: 4-Lane Cross Section with On-Road Bicycle Lanes

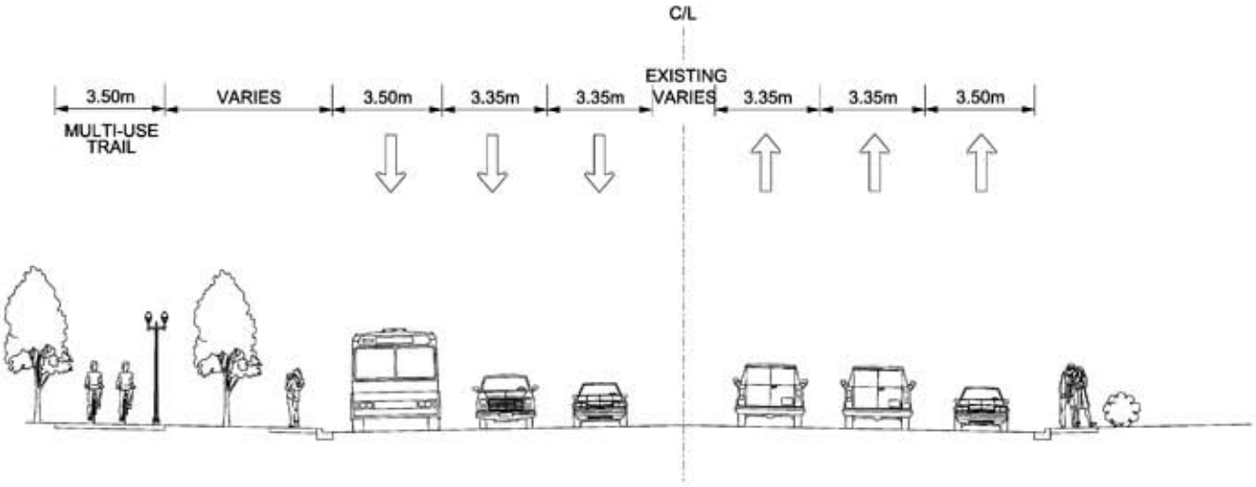
- Widen Burnhamthorpe Road East to allow for on-road bicycle lanes in addition to transit queue jump lane, Burnhamthorpe trail, and streetscape improvements



* Bus bays are located at most signalized intersections

Alternative Solution 4: 6-Lane Cross Section

- Widen Burnhamthorpe Road East to provide additional traffic capacity in addition to Burnhamthorpe trail and streetscape improvements



Recommended Alternative Solution

Alternative #2: 4-Lane Cross Section with Improvements

- Transit queue jump lanes, multi-use trail, and streetscape improvements.

Traffic

- Optimize signal timings.
- Rehabilitation of pavement.

Queue Jump Lanes for Transit

- Transit signal priority for buses facilitated by:
  - Removal of channelized right turn islands.
  - Farside bus stops and bus bays.
  - Transit priority bus bays are 3.50 m with a bus shelter where possible.

Noise Mitigation

- Warrants for noise mitigation
- Consideration of material and design.
- Incorporating soft landscaping in conjunction with wall/fence construction in the next phase of the study.

Recommended Alternative Solution (continued)

Alternative #2: 4-Lane Cross Section with Improvements

North Boulevard Multi-Use Trail

- Continuation 3.5m asphalt trail (Burnhamthorpe Trail) throughout the study area.
- Enhance multi-use trail with:
  - Plantings where applicable and
  - Improved pedestrian and cyclist connections.

Watercourse and Bridge Crossings

- Additional or widened structures are needed to accommodate the multi-use trail.
- Consideration of the protection of natural resources and desirable views in the design of new crossing in the next phase of the study.
- Rehabilitation of existing structures.

Resurfacing

- Road resurfacing for the entire study corridor.

Evaluation Criteria

Land Use and Social-Economic
- Noise Impacts
- Residential Impacts
- Business Impacts
- Institutional Impacts
- Archaeological/ Cultural Heritage Resources
- Neighbourhood Traffic Infiltration
- Impacts on development

City Building
- Supports City Centre and Secondary Plan Objectives
- Transportation Network Considerations
- Streetscape Improvement
- Role of Corridor throughout the City
- Strategic priorities for the City of Mississauga
- 2009-2010 Business Planning Directions

Transportation
- Corridor Capacity and Level of Service
- Traffic Safety
- Transit Operations
- Pedestrian and Cyclist accommodation
- Road function

Natural Environment
- Natural Heritage Features
- Erosion and Landforms
- Vegetation
- Wildlife
- Aquatic Species and Habitat
- Air Quality
- Sustainability

Implementation
- Construction feasibility
- Staging opportunities

Costs
- Utility Relocation
- Capital Costs
- Operating Costs
- Property Acquisition

Evaluation Charts

FACTOR • Criteria	Alternative Solution 1 **Do Nothing** No widening on Burnhamthorpe Road East	Indicator	Alternative Solution 2 **4-lane Cross-section with Improvements:** No Widening on Burnhamthorpe Road East, transit queue jump lanes, multi-use trail and streetscape improvements	Indicator	Alternative Solution 3 **4-lane Cross-section with On-Road Bicycle Lanes:** Widen to allow for on-road bike lanes, multi-use trail and streetscape improvements	Indicator	Alternative Solution 4 **6-lane Cross-Section:** Widen to provide additional traffic capacity in addition to a multi-use trail and streetscape improvements	Indicator
Land Use and Social-Economic	• No land use impact • Negative social-economic impacts from on congestion		• Minor land use and social-economics impacts from transit improvements		• Some land use and social-economics impacts from on-street bicycle lanes		• Greater land use and social-economics impacts from additional lanes	
Noise Impacts • Sound exposure levels	• Increase in noise levels with future traffic growth • Noise mitigation required		• Insignificant increase in noise levels with future traffic growth • Noise mitigation required		• Insignificant increase in noise levels with future traffic growth • Noise mitigation required		• Marginal increase in noise levels with higher road capacity • Noise mitigation required	
Residential Impacts • Impacts on travel patterns, access to network, property impacts	• Congestion impacts to roadway access • No impact to existing residential properties		• Insignificant improvement for traffic on residential roads • Minor impact to existing residential properties		• Insignificant improvement for traffic on residential roads • Some impact to existing residential properties		• Significant improvement for traffic on residential roads • Greatest impact to existing residential properties	
Business Impacts • Impacts on businesses, parking availability	• No impact to existing business property • Congestion impacts to roadway access		• Minor impact to existing business property and roadway accesses • Congestion slightly improved		• Moderate impact to existing business property and roadway accesses • Congestion slightly improved		• Major property impact to business owners at intersections • Congestion improved	
Institutional Impacts • Impacts to places of worship, schools, property impacts	• No impact to existing travel patterns, access, property • Congestion impacts to roadway access		• No impact to existing travel patterns, access, property • Congestion slightly improved		• No impact to existing travel patterns, access, property • Congestion slightly improved		• Marginal impact to operation of Burnhamthorpe driveways • Congestion improved	
Archaeological/ Cultural Heritage Resources • Impact to listed heritage sites	• No impact to potential archaeological or cultural heritage resources		• Minor impact to cultural heritage landscapes and built heritage		• Minor impact to cultural heritage landscapes and built heritage		• Greatest impact to cultural heritage landscapes and built heritage	
Neighbourhood Traffic Infiltration • Degree of vehicle intrusion to neighbourhoods	• Significant increases in congestion on arterial roads may increase neighbourhood vehicle intrusion		• Some congestion on arterial roads may increase neighbourhood vehicle intrusion		• Some congestion on arterial roads may increase neighbourhood vehicle intrusion		• Increased capacity of roadway may decrease the potential for infiltration	
Impacts on active development sites • Conforms with approvals granted s • Consistent with the existing character of the community.	• No impact to existing developments		• Minor impact to existing developments		• Potential for property impacts to developments at crossing streets		• Increased potential for property impacts to developments at crossing streets • Additional Capacity may better accommodate development traffic	
City Building	• Does not comply with City's Official Plan • Does not satisfy City's Strategic Priorities • Does not meet all of City's Business Planning Objectives		• Confirms with City's Official Plan • Satisfies City's Strategic Priorities • Meets City's Business Planning Objectives for pedestrians, transit and cycling		• Confirms with City's Official Plan • Satisfies City's Strategic Priorities • Meets City's Business Planning Objectives for pedestrians and, to a greater degree, cycling		• Confirms with City's Official Plan • Does not satisfy City's Strategic Priorities • Meets City's Business Planning Objectives for pedestrians and cycling	
Supports City Centre and Secondary Plan Objectives • City of Mississauga Official Plan • Burnhamthorpe Road Corridor Study	• Does not conform with the City of Mississauga Official Plan or Burnhamthorpe Road Corridor Study		• Conforms with the City of Mississauga's Official Plan for transit accommodation		• Conforms with the City of Mississauga's Official Plan for promotion of cycling		• Conforms with Burnhamthorpe Road Corridor Study's recommendations for road capacity (July 2006)	
Transportation Network Considerations • Connections to alternative routes and other parts of transportation network	• No opportunities for arterial road pedestrian crossings • Does not provide new connections or facilities or expand the public realm		• Provide new recreational and transit opportunities • Provide some new connections or facilities or expand the public realm		• Provide new recreational opportunities • Provide some new connections or facilities or expand the public realm		• Increase to pedestrian crossing distance • Does not provide new connections or facilities or expand the public realm	
Streetscape Improvement • Opportunities for pedestrian-oriented streetscape and unifying urban design elements	• Does not provide for more pedestrian amenities, streetscaping in boulevards and improving infrastructure on existing road		• Greatest opportunity for more pedestrian amenities, streetscaping in boulevards • Opportunity to improve infrastructure on existing road		• Good opportunity for more pedestrian amenities, streetscaping in boulevards • Opportunity to improve infrastructure on existing road		• Some opportunity for additional pedestrian amenities, streetscaping in boulevards • Reduced opportunity for streetscape in boulevards	

Evaluation Charts (continued)

FACTOR ▪ Criteria	Alternative Solution 1 **Do Nothing** No widening on Burnhamthorpe Road East	Indicator	Alternative Solution 2 **4-lane Cross-section with Improvements:** No Widening on Burnhamthorpe Road East, transit queue jump lanes, multi-use trail and streetscape improvements	Indicator	Alternative Solution 3 **4-lane Cross-section with On-Road Bicycle Lanes:** Widen to allow for on-road bike lanes, multi-use trail and streetscape improvements	Indicator	Alternative Solution 4 **6-lane Cross-Section:** Widen to provide additional traffic capacity in addition to a multi-use trail and streetscape improvements	Indicator
Role of Corridor throughout the City ▪ Establishes a vision for the corridor	▪ Does not establish a clear role of the corridor throughout the City	○	▪ Possibility for an amenity oriented corridor ▪ Potential gateway to City Centre	●	▪ Priority commuter cycling corridor ▪ Possibility for an amenity oriented corridor	◔	▪ Does not establish a vision for the corridor ▪ Will function as a high capacity traffic corridor	◑
Strategic Priorities for the City of Mississauga ▪ Taking the City to the next stage of its development ▪ Building a Sustainable Business Plan	▪ Does not meet strategic priorities of the City	○	▪ Greatest opportunities for greenspace and median treatment ▪ Opportunities to improve the movement of people through improved pedestrian amenities, recreational bicycle trail and transit	●	▪ Good opportunities for greenspace and median treatment ▪ Opportunities to improve the movement of people through improved pedestrian amenities, recreational bicycle trail and on-road cycling	◔	▪ Some opportunities for greenspace and median treatment ▪ Opportunity to improve the movement of people through improved pedestrian amenities andrecreational bicycle trail	◑
2009-2010 Business Planning Directions ▪ Relieve congestion, Walkable City, transit improvements and Greening the environment	▪ Does not relieve congestion on the corridor or contribute to the Walkable City, movement of people or greening the environment directives	○	▪ Conforms to the City's goals towards a Walkable City, improving the movement of people, facilitating transit and greening the environment	●	▪ Conforms to the City's goals towards a Walkable City, improving the movement of people and greening the environment. ▪ Some reduction in congestion	◔	▪ Does not conform with the City's goals of a Walkable City, transit improvements, or greening the environment ▪ Reduces congestion	◑
Transportation	▪ No increase to capacity or opportunities for pedestrians, cyclists or transit	○	▪ No increase to capacity ▪ Opportunities for pedestrians, off road cyclists and transit	●	▪ No increase to capacity ▪ Opportunities for pedestrians and recreational and commuter cyclists	◑	▪ Increase road capacity for motorists	◔
Corridor Capacity and Level of Service ▪ v/c, delay, congestion	▪ No increase to capacity ▪ Major increase in traffic congestion	○	▪ No increase to capacity ▪ Marginal decrease in delay for transit and right turning vehicles ▪ Some improvement to congestion	◔	▪ No increase to overall study area roadway capacity ▪ Some improvement to congestion	◑	▪ Some increase to overall study area roadway capacity ▪ Reduced overall delay	●
Traffic Safety within the Study Corridor ▪ Anticipated collision frequency and/or conflicts	▪ Existing congestion may contribute to collision frequency at Cawthra Road	○	▪ Marginal benefits associated with simplifying right turn movements in urban environment ▪ Greater separation between on-street cyclists and traffic	◔	▪ Greater separation between on-street cyclists and traffic ▪ May encourage cycling on-street relative to boulevard only cycling facilities	◔	▪ Greater crossing requirements for left turn movements at minor streets and driveways ▪ Increased pedestrian crossing exposure to conflicts	◑
Transit Operations within the Study Corridor ▪ Impact on headways, ridership, routing, reliability and overall level of service	▪ Increased congestion will have negative impacts on headways, reliability ▪ Inadequate connection to BRT	○	▪ Queue jump lanes provide improved reliability and reduced travel times ▪ Opportunity for reduced fleet requirements ▪ Connections to BRT	●	▪ No anticipated impact on headways, reliability ▪ Potential for increase in bus and cyclists interaction ▪ Inadequate connection to BRT	◑	▪ Increase in reliability with increased road capacity ▪ Inadequate connection to BRT	◔
Accommodation for Pedestrians and Cyclists within the Study Corridor ▪ Provision of facilities, routing, safety, and comfort of facilities provided	▪ No further accommodation of pedestrians or cyclists ▪ Increased congestion increases cyclists' exposure to conflict	○	▪ Greatest opportunity for pedestrian facilities ▪ Continuous recreational bike trail	◔	▪ Continuous recreational bike lanes ▪ On-street bike lanes in addition to recreational bike trail ▪ Marginal increase in pedestrian crossing distance ▪ Bicycle lanes improve conditions for on-road cyclists, but future bicycle level of service (BCI) will be level of service 'E'	●	▪ Continuous recreational bike lanes ▪ Increased pedestrian crossing distance ▪ Pedestrians are not buffered from traffic	◑
Road Function ▪ Consistency of traffic volume and traffic mix with road function	▪ Currently serves as moderate capacity arterial road	◑	▪ Introduce new function as mixed modal commuter corridor ▪ Consistent with existing function as an east-moderate capacity arterial	◔	▪ Introduce new function as mixed modal commuter corridor ▪ Consistent with existing function as an east-moderate capacity arterial	◔	▪ Consistent with high capacity arterial corridor ▪ In keeping with potential of corridor right of way	●

Evaluation Charts (continued)

FACTOR ▪ Criteria	Alternative Solution 1 **Do Nothing** No widening on Burnhamthorpe Road East	Indicator	Alternative Solution 2 **4-lane Cross-section with Improvements:** No Widening on Burnhamthorpe Road East, transit queue jump lanes, multi-use trail and streetscape improvements	Indicator	Alternative Solution 3 **4-lane Cross-section with On-Road Bicycle Lanes:** Widen to allow for on-road bike lanes, multi-use trail and streetscape improvements	Indicator	Alternative Solution 4 **6-lane Cross-Section:** Widen to provide additional traffic capacity in addition to a multi-use trail and streetscape improvements	Indicator
Natural Environment	▪ Least construction impacts to natural environment ▪ No opportunity to add greenspace in the corridor		▪ Least impact to natural environment ▪ Opportunity to add greenspace in the corridor		▪ Minor impact to natural environment ▪ Opportunity to add greenspace in the corridor		▪ Impact to natural environment during construction phase ▪ Some opportunity to add greenspace in the corridor	
Natural Heritage Features ▪ Impact on Environmentally Significant / Sensitive Areas (ESAs) and Areas of Natural and Scientific Interest (ANSIs)	▪ No construction impacts on natural features ▪ Natural features may be negatively impacted by emissions from increased congestion		▪ No anticipated impact on natural features ▪ Minor impact on water crossings to accomodate trail		▪ Low potential for impacts due to widening of Burhamthorpe Road East ▪ More impact on water crossings to accomodate widening		▪ Some potential for impact duat somee to widening of Burhamthorpe Road East ▪ Most impact on water crossings to accomodate widening	
Erosion and Landforms ▪ Prevents risk associated with flooding, erosion or slope instability ▪ Protects / rehabilitates existing landforms	▪ No change to flooding, erosion or slope stability ▪ No change to landforms, features, or functions		▪ No change to flooding, erosion or slope stability ▪ No change to landforms, features, or functions		▪ No change to flooding, erosion or slope stability ▪ No change to landforms, features, or functions		▪ Low potential for required mitigation for slope stability and may impact landforms	
Vegetation ▪ Removal/ potential for planting	▪ No change to vegetation		▪ High potential for median treatment and additional greenspace within the boulevard		▪ Moderate potential for median treatment and additional greenspace within the boulevard		▪ Moderate potential for median treatment and additional greenspace within the boulevard	
Wildlife ▪ Number of species impacted and level of concern ▪ Provides for terrestrial access	▪ No anticipated impact on wildlife or access		▪ No anticipated impact on wildlife or access		▪ Minor potential impact on wildlife corridors/pathways and increased crossing distance		▪ Minor potential impact on wildlife corridors/pathways and increased crossing distance	
Aquatic Species and Habitat ▪ Number of species impacted and level of concern ▪ Provides for aquatic access	▪ No anticipated impact on aquatic habitat or access		▪ No anticipated impact on aquatic habitat or access		▪ Litttle or no potential impact due to widening of structures at Little Etobicoke Creek, Cooksville Creek East Branch and Cooksville Creek West Branch		▪ Litttle potential impact due to widening of structures at Little Etobicoke Creek, Cooksville Creek East Branch and Cooksville Creek West Branch	
Air Quality ▪ Impact on emissions associated with traffic speed and volume ▪ Minimizes pollution	▪ Significant decrease in existing air quality, due to an anticipated increase in vehicular emissions due to congestion		▪ Decrease in air quality mitigated by improving traffic flow by facilitating transit		▪ Decrease in air quality mitigated by improving traffic flow by facilitating cyclists		▪ Decrease in air quality mitigated by improving traffic flow by increasing road capacity and by facilitating motorists	
Sustainability ▪ Minimizes water/energy consumption	▪ No change in consumption		▪ Reduced energy consumption from transit use		▪ Reduced energy consumption from increased cyclists		▪ Increased energy use by facilitating motorists	
Implementation	▪ Greatest ease of implementation ▪ Little or no impact to travellers on Burnhamthorpe Road East		▪ Greater ease of implementation ▪ Minor impact to travellers on Burnhamthorpe Road East		▪ Moderate ease of implementation ▪ Minor to moderate impact to travellers on Burnhamthorpe Road East		▪ Least ease of implementation ▪ Moderate impacts to travellers along Burnhamthorpe Road	
Construction feasibility ▪ Ability to construct in accordance with TAC / City design standards. ▪ Ability to construct given environmental constraints	▪ No construction needed		▪ Able to construct in accordance with appropriate design standards and guidelines ▪ Investigation of environmental constraints required prior to construction		▪ Able to construct in accordance with appropriate design standards and guidelines ▪ Investigation of environmental constraints required prior to construction		▪ Able to construct in accordance with appropriate design standards and guidelines ▪ Investigation of environmental constraints required prior to construction	
Staging opportunities ▪ Phasing of construction	▪ No staging needed		▪ Less construction impacts to users of Burnhamthorpe Road East		▪ More construction impacts to users of Burnhamthorpe Road East because of widening for bike lanes		▪ Greatest construction impacts to users of Burnhamthorpe Road East because of widening for 2 additional lanes	

Evaluation Charts (continued)

FACTOR ▪ Criteria	Alternative Solution 1 **Do Nothing** No widening on Burnhamthorpe Road East	Indicator	Alternative Solution 2 **4-lane Cross-section with Improvements:** No Widening on Burnhamthorpe Road East, transit queue jump lanes, multi-use trail and streetscape improvements	Indicator	Alternative Solution 3 **4-lane Cross-section with On-Road Bicycle Lanes:** Widen to allow for on-road bike lanes, multi-use trail and streetscape improvements	Indicator	Alternative Solution 4 **6-lane Cross-Section:** Widen to provide additional traffic capacity in addition to a multi-use trail and streetscape improvements	Indicator
Costs	▪ Little or no costs due to construction ▪ Higher operating costs		▪ Minor costs		▪ Moderate cost		▪ Medium to high	
Utility Relocation ▪ Permits and approvals ▪ Removal of existing utilities ▪ Installation of new utilities	▪ No cost		▪ Relocation of utilities needed at some intersections		▪ Relocation of utilities needed at some intersections		▪ Relocation of utilities needed at some intersections and sections of road	
Capital Costs ▪ Investment in new infrastructure (e.g., walls, curb relocation, building bus bays, roadway widening for bike lanes or motorist lanes, bridge structures)	▪ No road or streetscape costs		▪ Low road costs ▪ High streetscape costs		▪ High road costs ▪ High streetscape costs		▪ High road costs ▪ High streetscape costs	
Operating Costs ▪ Maintenance and rehabilitation costs	▪ High operating costs due to operating older infrastrucure		▪ Streetscape maintenance		▪ Streetscape maintenance		▪ Streetscape maintenance	
Property Acquisition ▪ Cost of acquiring property	▪ No cost		▪ Low		▪ Low		▪ Moderate	
Preliminary Recommendations (Summary)								
Land Use and Social-Economic	▪ No land use impact ▪ Negative social-economic impacts from impact on congestion		▪ Minor land use and social-economics impacts from transit improvements		▪ Some land use and social-economics impacts from on-street bicycle lanes		▪ Greater land use and social-economics impacts from additional lanes	
City Building	▪ Does not comply with City's Official Plan ▪ Does not satisfy City's Strategic Priorities ▪ Does not meet all of City's Business Planning Objectives		▪ Confirms with City's Official Plan ▪ Satisfies City's Strategic Priorities ▪ Meets City's Business Planning Objectives for pedestrians, transit and cycling		▪ Confirms with City's Official Plan ▪ Satisfies City's Strategic Priorities ▪ Meets City's Business Planning Objectives for pedestrians and, to a greater degree, cycling		▪ Confirms with City's Official Plan ▪ Does not satisfy City's Strategic Priorities ▪ Meets City's Business Planning Objectives for pedestrians and cycling	
Transportation	▪ No increase to capacity or opportunities for pedestrians, cyclists or transit		▪ No increase to capacity ▪ Opportunities for pedestrians, off road cyclists and transit		▪ No increase to capacity ▪ Opportunities for pedestrians and recreational and commuter cyclists		▪ Increase road capacity for motorists	
Natural Environment	▪ Least impact to natural environment ▪ No opportunity to add greenspace in the corridor		▪ Least impact to natural environment ▪ Opportunity to add greenspace in the corridor		▪ Minor impact to natural environment ▪ Opportunity to add greenspace in the corridor		▪ Impact to natural environment during construction phase ▪ Opportunity to add greenspace in the corridor	
Implementation	▪ Greatest ease of implementation ▪ Little or no impact to travellers on Burnhamthorpe Road East		▪ Greater ease of implementation ▪ Minor impact to travellers on Burnhamthorpe Road East		▪ Moderate ease of implementation ▪ Minor to moderate impact to travellers on Burnhamthorpe Road East		▪ Least ease of implementation ▪ Moderate impacts to travellers along Burnhamthorpe Road	
Costs	▪ Little or no costs due to construction ▪ Higher operating costs		▪ Minor costs		▪ Moderate cost		▪ Medium to high	
Overall (for discussion purposes only)								

Next Steps

Following the PIC, the Project Team will:

- Review your comments,
- Respond to your written questions,
- Confirm or modify the Preliminary Preferred Alternative Solution,
- Complete a detailed environmental inventory of the study area corridor,
- Develop / evaluate Alternative Design Concepts and identify potential impacts from each design,
- Host PIC #3 to receive input on Alternative Design concepts and present the Preferred Design concept to the public / agencies, and
- Notify the public / agencies of PIC #3 in the Mississauga News or by letter.

Your comments are important. They will be reviewed as part of the Study. Please indicate your interest to remain involved with the Study by submitting your completed Comment Form or by contacting either of the following Project Team Members:

Abdul Shaikh, P.Eng.
Project Manager
City of Mississauga
201 City Centre Drive, Suite 800
Mississauga, Ontario, L5B 2T4
Tel: 905-615-3200, Ext. 3734
Fax: 905-615-3173
E-mail: abdul.shaikh@mississauga.ca

Ray Bacquie, P.Eng.
Consultant Project Manager
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 905-882-4100, Ext. 5243
Fax: 905-882-1557
E-mail: Burnhamthorpe Road East@itransconsulting.com

Thank You!