

HIGHWAY 401 WIDENING SECOND LINE WEST STRUCTURE

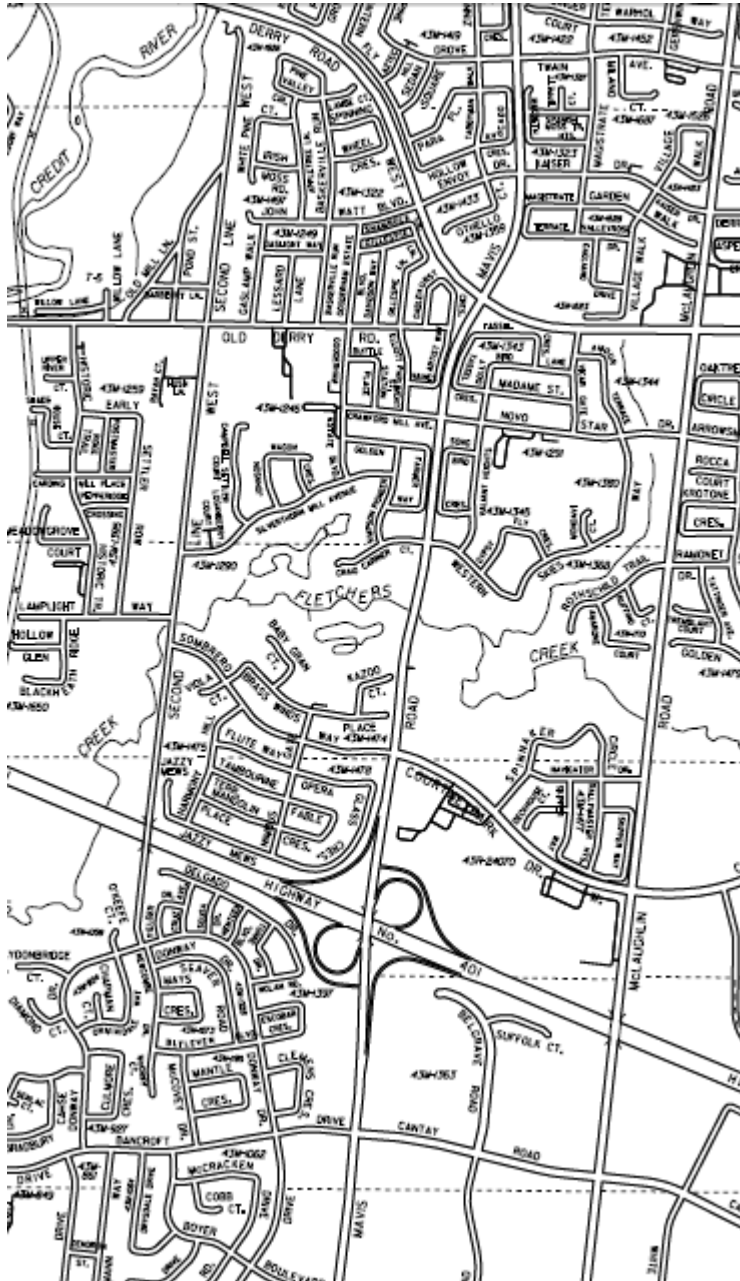
Public Meeting

November 16, 2011



OVERVIEW

- BACKGROUND
- DISCUSSION ITEMS
- TRAFFIC ANALYSIS
- CYCLIST / PEDESTRIAN CONNECTION



BACKGROUND

February 1982 – Ministry of Transportation Ontario (MTO)'s Highway 401 widening plan adopted by Council

- Completing Mavis Road interchange
- Removing Second Line West structure

June 1994 – Second Line West permanently closed at Derry Road West bypass

- Traffic reduced by 45% on Second Line West

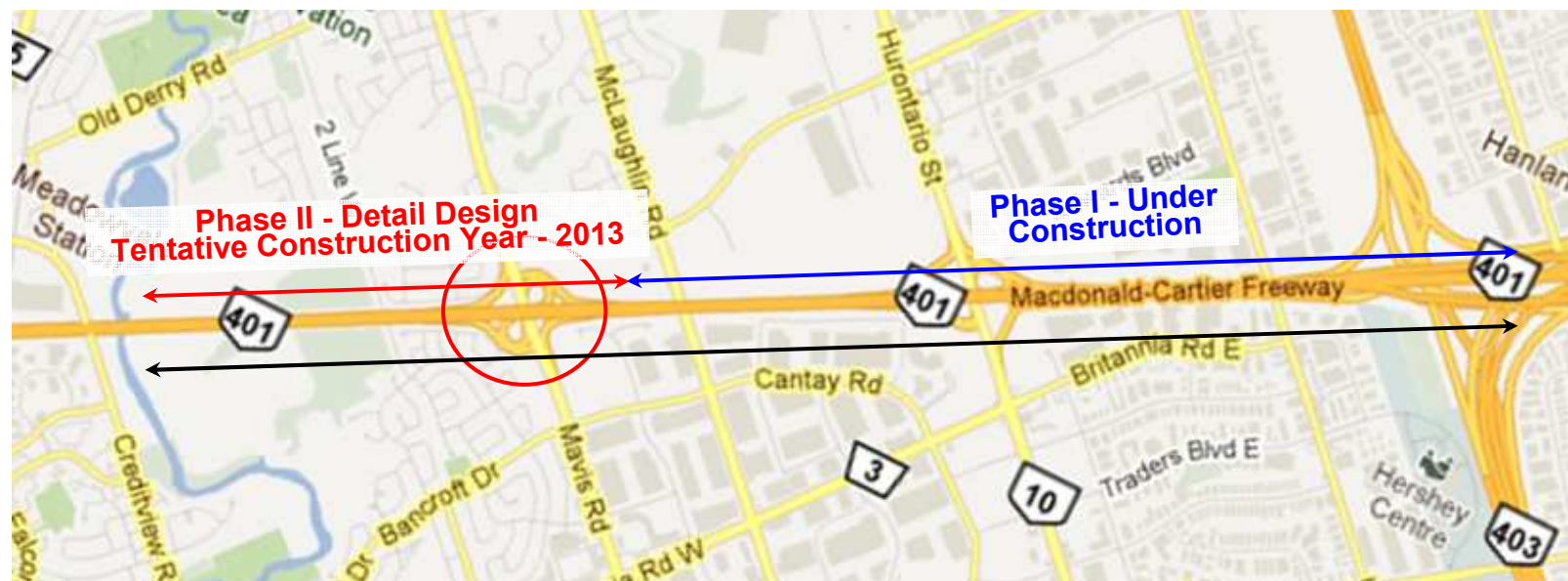
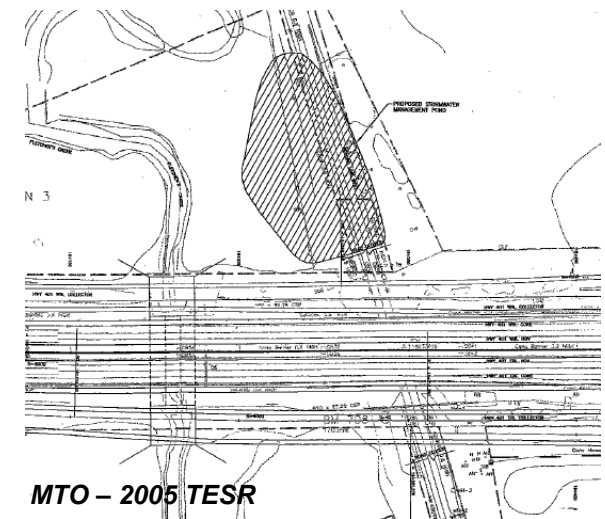
January 1998 – Agreement signed between the City and the MTO

- Second Line West structure would be removed and not replaced unless fully funded by the City at the time of the highway expansion

BACKGROUND (Cont'd)

MTO's Environmental Study Report approved in 2007

- Two public meetings were held
- Recommended Highway 401 expansion
 - removal of Second Line West structure
 - re-naturalizing the Meadowvale Station Woods area
 - introducing a storm water management facility



DISCUSSION ITEMS

- Traffic impacts associated with the removal of the Second Line West structure across Highway 401
- Opportunity for cyclist / pedestrian connection

ROADWAY CHARACTERISTICS

- Second Line West
 - north-south minor collector road
 - 2-lane cross-section
 - posted speed limit of 50 km/hr
 - current AADT of 4,300 veh/day

* AADT = Annual Average Daily Traffic

ROADWAY CHARACTERISTICS

- Sombrero Way
 - east-west minor collector road
 - residential houses fronting on both sides
 - 2-lane cross-section
 - posted speed limit of 50 km/hr
 - current AADT of 4,500 veh/day

* AADT = Annual Average Daily Traffic

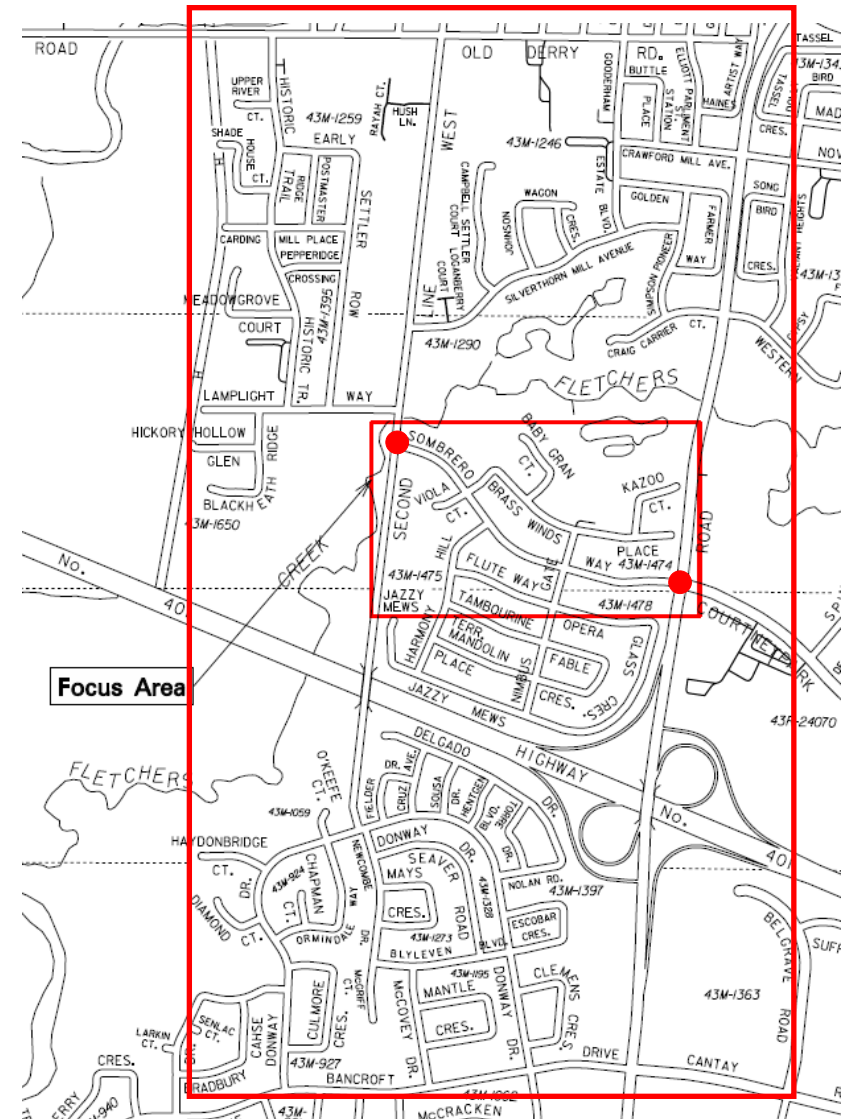
Comparison to Other Minor Collector Roads with Similar Characteristics

Road	AADT Count Location	AADT*	Road Characteristics
Bancroft Drive	West of Duford	6,600	- Fronting residential houses
White Clover Way	East of Willow Creek Drive	4,800	- Fronting residential houses - School access
Sombrero Way	West of Nimbus Gate	4,500	- Fronting residential houses - School access
Mineola Road E.	East of Wilson Avenue	4,000	- Fronting residential houses - School access

* AADT = Annual Average Daily Traffic

STUDY AREA

- Old Derry Road to the North
- Mavis Road to the East
- Bancroft Drive to the South
- Historic Trail to the West
- **Focus Area**
 - Sombrero Way/Second Line West
 - Sombrero Way/Mavis Road



EXISTING TRAFFIC PATTERNS ON SOMBRERO WAY



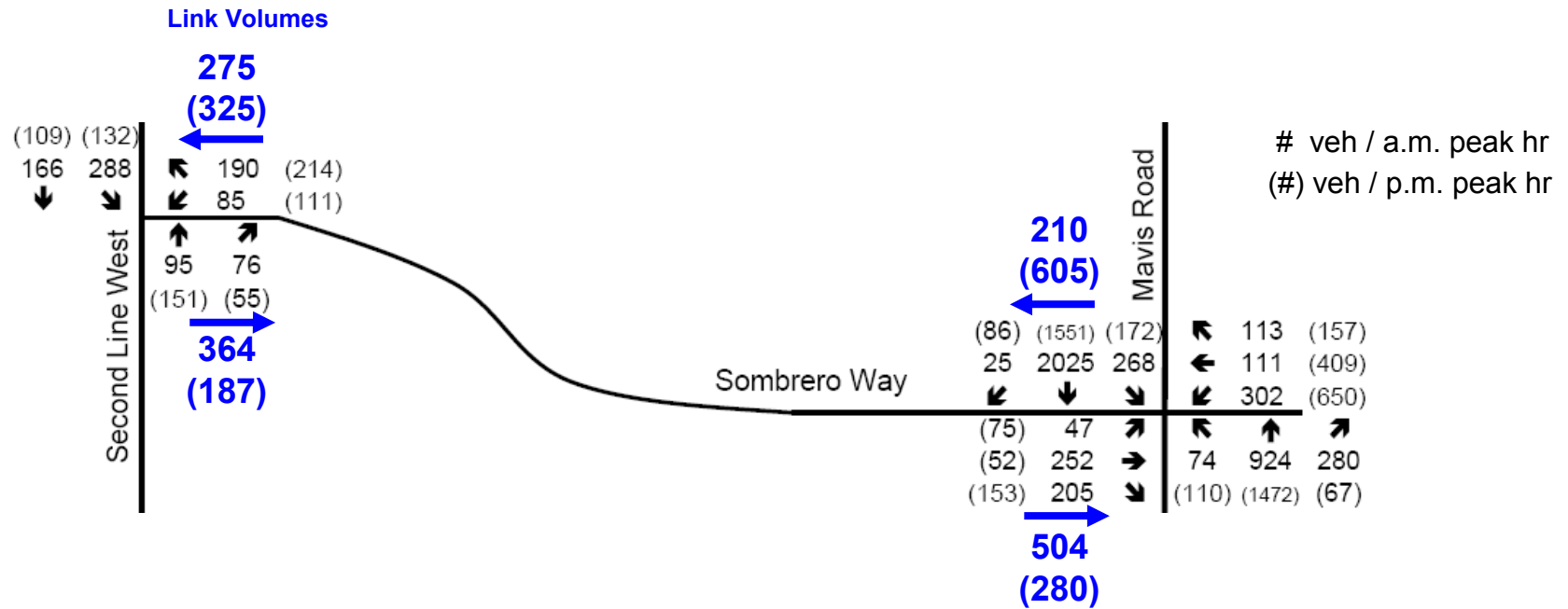
- Shared eastbound through and eastbound right turn movements
- Insufficient storage lane for the eastbound right turn traffic
- Queuing along eastbound traffic during the a.m. peak hour
- Frequent school bus service

TRAFFIC ANALYSIS

- Existing Traffic Conditions
 - Second Line West Structure in place

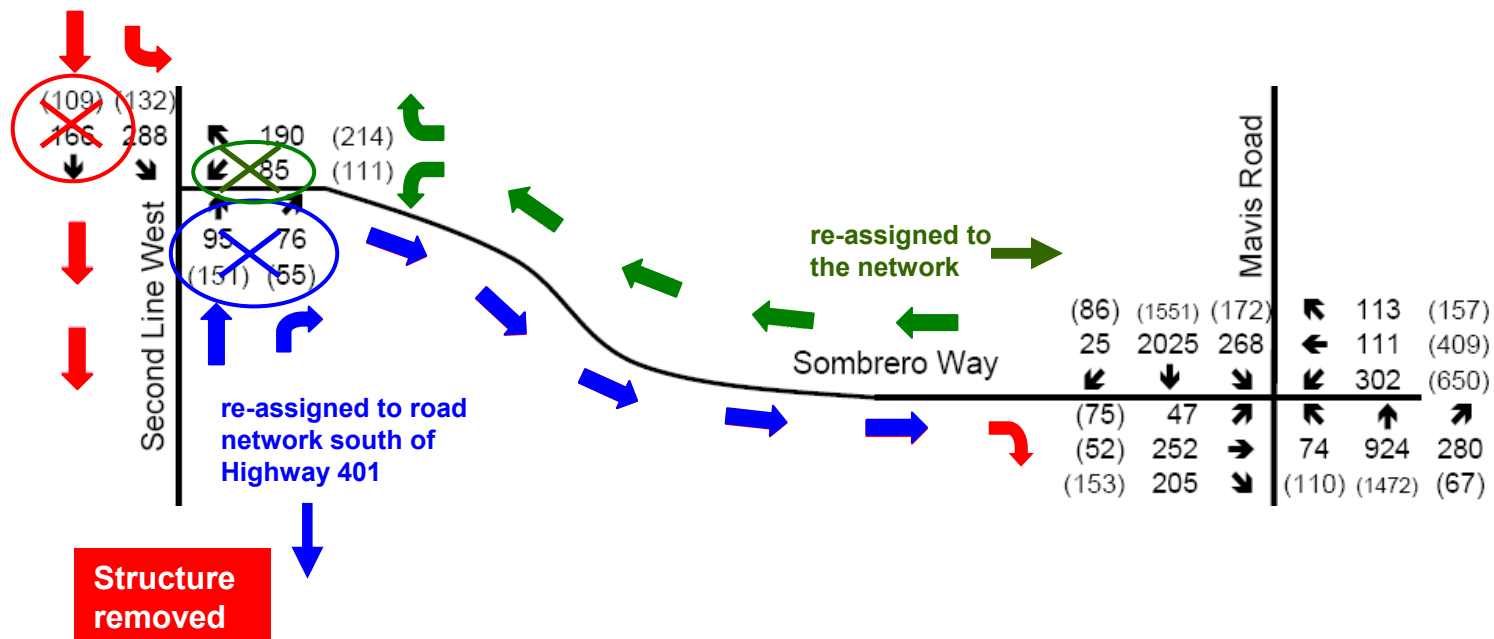
- Re-assigned Existing Traffic Conditions
 - Second Line West Structure removed

EXISTING TRAFFIC



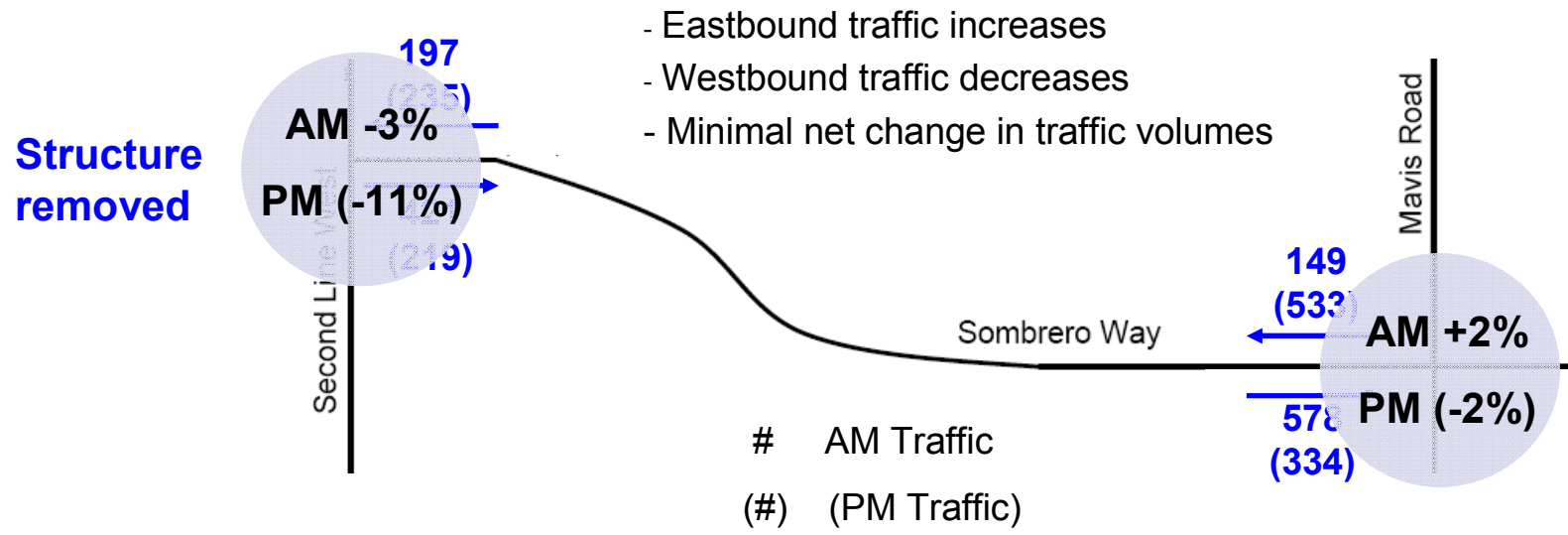
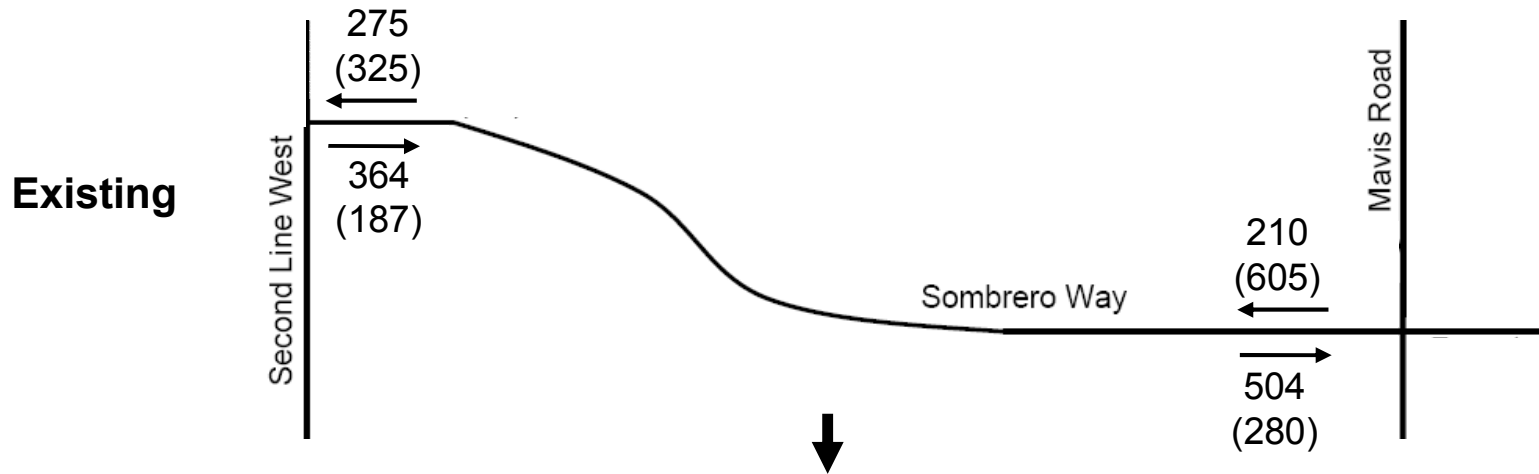
TRAFFIC WITH STRUCTURE REMOVED

- Re-assignment of existing traffic due to removal of Second Line West structure



* # (#) = AM (PM)

SUMMARY OF TRAFFIC IMPACT



TRAFFIC PATTERNS ON SOMBRERO WAY



- Trips generated from the local neighbourhoods
 - Residences on Sombbrero Way
 - Residences on Historic Trail
- Trips generated based on theoretical estimation are comparable to the existing captured trips

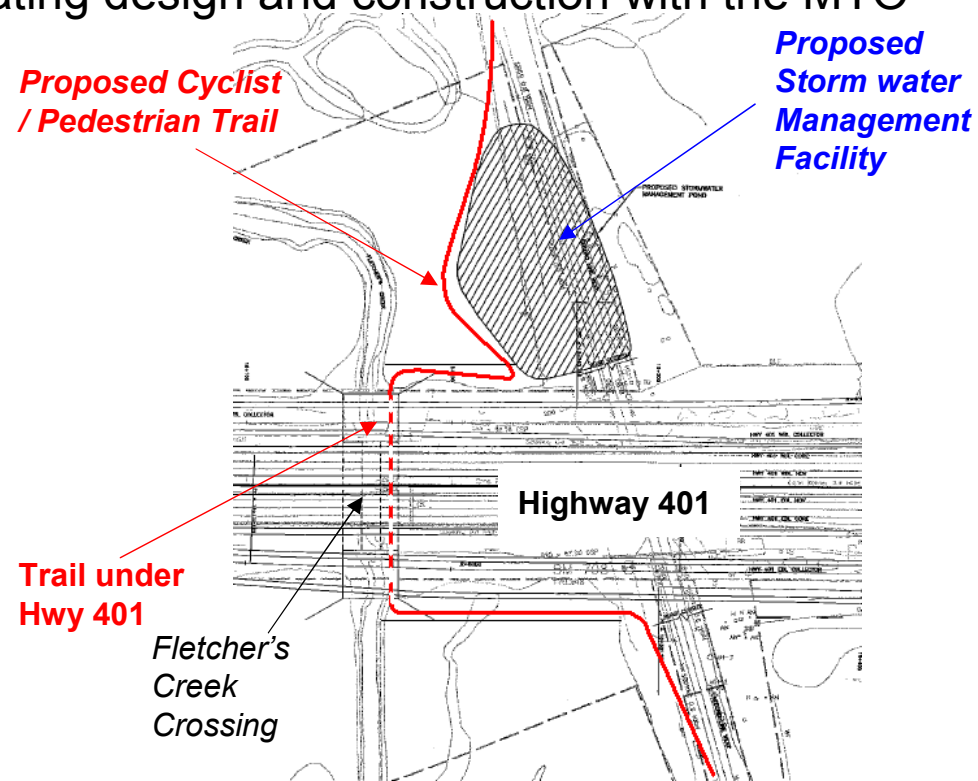
TRAFFIC PATTERNS ON SOMBRERO WAY

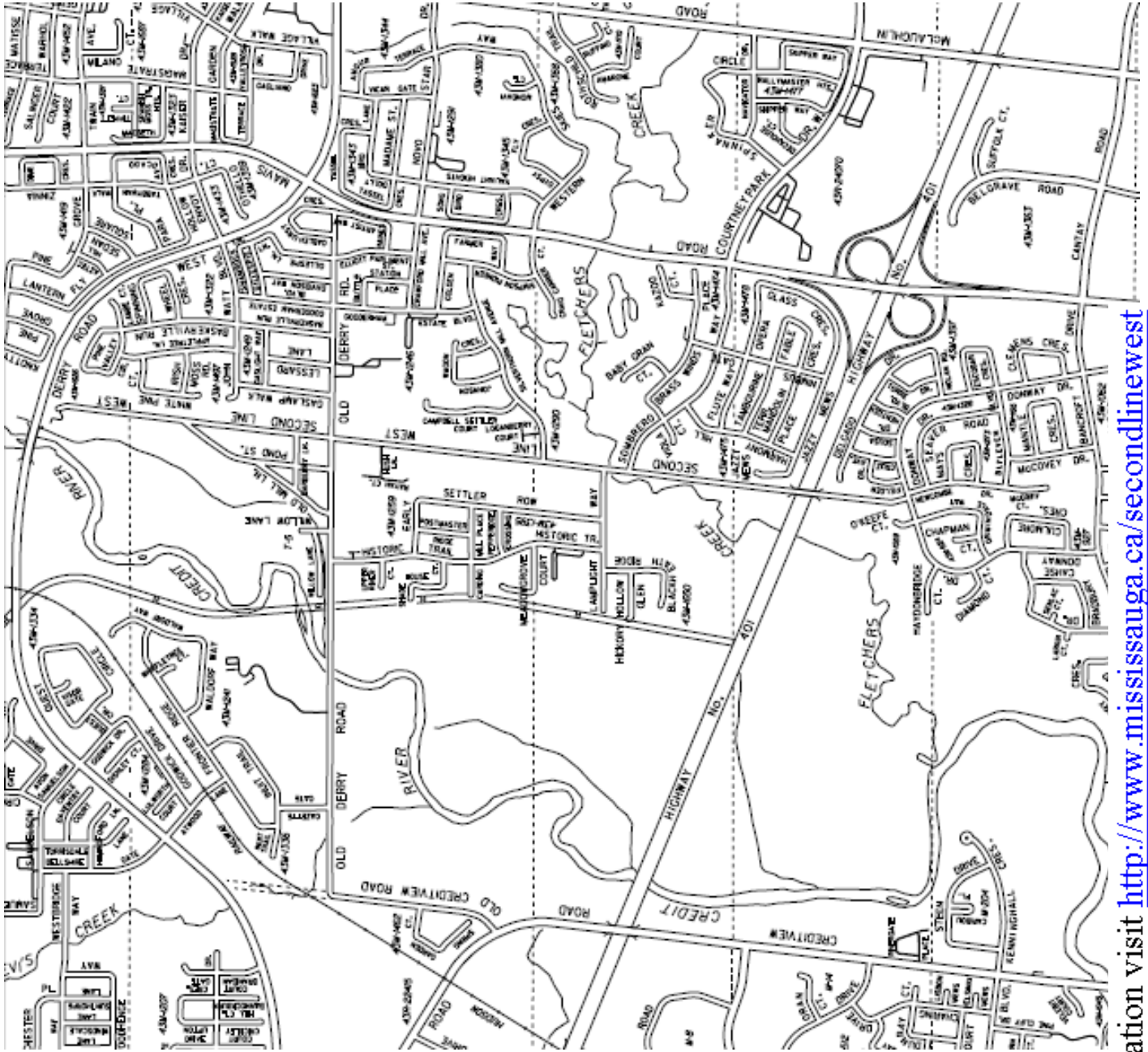


- Traffic using Sombbrero Way is mainly considered local – marginally cut-through
- Insignificant traffic impact due to removal of the structure

CYCLIST / PEDESTRIAN CONNECTION

- Opportunity for cyclist / pedestrian connection across Highway 401
 - subject to approvals from concerned agencies
 - consideration for environmental impacts
 - consideration and evaluation of alternatives
 - coordinating design and construction with the MTO





For more information visit <http://www.mississauga.ca/secondlinewest>

THANK YOU
Q & A