Rathburn Road East and Ponytrail Drive Integrated Road Project

Public Information Centre (ONLINE)

January 22, 2021

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ABOUT THIS PUBLIC INFORMATION CENTRE

Due to the current circumstances caused by the COVID-19 pandemic, this Public Information Centre (PIC) is being held exclusively online, with the information presented in this document.

Please **take your time** and read through the display material.

The Project Team is available to answer any of your questions. Please fill out a Comment Sheet available on the City's website at www.mississauga.ca/rathburn-ponytrail between **January 22 to February 5, 2021,** or contact the City's Project Manager directly with your questions or comments, or call **311**:

Rory O'Sullivan, M.Sc, P.Eng, PMP
Transportation Project Engineer
City of Mississauga Transportation & Works Department
201 City Centre Drive, Suite 800
Mississauga ON L5B 2T4
Rory.Osullivan@mississauga.ca

PURPOSE OF THIS PUBLIC INFORMATION CENTRE

- Study Purpose and Study Area
- Opportunities and Considerations
- Planning and Policy Context
- Existing Conditions
- Opportunities for Improvements
- Design Concepts Alternatives and Preliminary Preferred Design Concept
- Next Steps and How to Provide Comments

STUDY PURPOSE

- Road resurfacing is planned for Rathburn Road East and Ponytrail Drive.
- This is an opportunity to undertake other planned changes and improvements to the roads.
- City wants to create a complete street that is safe for all road users, including pedestrians, cyclists and transit users.

STUDY AREA

Mississauga Twy
Eastgate Pkwy
Dixie Rd E
Bough Beeches Blvd
Rockwood Rd
Bough Beeches Blvd
Etobicoke Creek
Centennial Park Blvd
NORTH
STUDY AREA
Rathburn Rd E
Rathburn Rd E
Rathburn Rd E
Maple Ridge Dr
Fieldgate Dr
Ponytrail Dr
Mill Rd
Burnhamthorpe Rd E

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OPPORTUNITIES AND CONSIDERATIONS

Opportunities

- ✓ Road resurfacing provides an opportunity to re-evaluate use of the roadway
- ✓ Balance all users' needs of the roadway including vehicles, cyclists, pedestrians, and transit
- ✓ Improve safety

Considerations

- ✓ Accommodate all modes of transportation within limited right-of-way
- ✓ Ensure adequate traffic operations maintained
- ✓ Reliability of transit service
- ✓ Consider adjacent land uses and connectivity of all modes of transportation

PLANNING AND POLICY CONTEXT

Provincial, Regional and local planning policy documents from different municipal bodies and agencies support this Study.

Provincial Plans

Regional Plans

Municipal Plans

MISSISSAUGA CYCLING MASTER PLAN (2018)

Existing Facilities

- Bike Lane
- Paved Shoulder
- Shared Route
- Multi-Use Trail
- Connecting Trail
- Regional Connection

Proposed Facilities

- Cycle Track/Separated Bike Lane
- Bike Lane
- Paved Shoulder
- Shared Route
- Multi-Use Trail
- Regional Connection
- Major Barrier Crossing

The Cycling Master Plan identifies: cycle tracks/separated bike lanes on Rathburn Road East from Dixie Road to Ponytail Drive and on Ponytrail Drive from Rathburn Road East to Burnhamthorpe Road East; and, bike lanes on Rathburn Road East from Ponytrail Drive to Etobicoke Creek.

Source: Mississauga Cycling Master Plan (2018), Figure 15: Proposed Cycling Network

TYPES OF CYCLING FACILITIES

On-road separated bike lane with bollards and a buffer area

In-boulevard cycle track adjacent to curb

STUDY AREA OVERVIEW

EXISTING CORRIDORS

The Study corridors include:

- Numerous commercial and residential driveways
- 3 uncontrolled trail crossings
- 4 off-road trail connections
- 2 boulevard multi-use trail connections
- 14 bus stops (7 pairs), including 3 pairs with no formal street crossing

Legend:

- Signalized Intersection
- Uncontrolled/Informal Pedestrian Crossing
- Uncontrolled/Informal Bicycle Crossing
- Bus Stop
- Street Right-of-Way Boundary
- Off-Road/Multi-Use Trail (existing)
- Off-Road/Multi-Use Trail (planned)

Cycling Infrastructure
None

Pedestrian Infrastructure
Sidewalks on both sides

Parking
Parking not permitted (except daytime parking east of Garnetwood Chase).

EXISTING CORRIDORS

Rathburn Road East / Ponytrail Drive (Dixie Road to Burnhamthorpe Road)

- 2 lanes in each direction / Not divided
- Large trees in boulevard; Right-of-way width: 30 m

- 2 lanes in each direction / divided by median
- Right-of-way width: 30 – 35m

Legend:

- Signalized Intersection
- Uncontrolled/Informal Pedestrian Crossing
- Uncontrolled/Informal Bicycle Crossing
- Bus Stop
- Street Right-of-Way Boundary
- Off-Road/Multi-Use Trail (existing)
- Off-Road/Multi-Use Trail (planned)

Dixie Road to Fieldgate Drive

Fieldgate Drive to Burnhamthorpe Road

EXISTING CORRIDORS

Rathburn Road East (Ponytrail Drive to end of Cul-de-Sac at Etobicoke Creek)

- 2 lanes in each direction / divided by median
- Terminates at the Etobicoke Creek
- Connections to Etobicoke Creek Trail and Lorrie Mito Trail
- Right-of-way width: 30 – 35m

Ponytrail Drive to Etobicoke Creek

TRAFFIC ANALYSIS – EXISTING CONDITIONS

Traffic analysis completed to assess existing traffic operation at intersections where there are opportunities for improvements.

TRAFFIC ANALYSIS – FUTURE CONDITIONS (2041)

Traffic analysis completed to assess future traffic operation at intersections with proposed improvements (e.g. remove dedicated right-turn lane).

There will be no significant changes to traffic operation.

DESIGN CONSIDERATIONS – NOISE WALL

DESIGN CONSIDERATIONS

RATHBURN ROAD EAST / PONYTRAIL DRIVE INTERSECTION

The project team has reviewed the 2 options as referenced below and has determined that the roundabout option is **not recommended** for the following reasons:

- Cost;
- Property Requirements;
- Community is unfamiliar with multi-lane roundabouts; and
- Complex environment for pedestrians and cyclists crossing multi-lane roundabout.

Removal of Right Turn Channels

Roundabout

POTENTIAL PEDESTRIAN CROSSING IMPROVEMENTS

Refuge Island

Pedestrians have to wait for a gap in traffic to cross.

A refuge island would give pedestrians a safe spot to wait mid-crossing, so they can concentrate on crossing one direction of traffic at a time. The island may also act to slow down traffic.

This is more feasible on streets that already have a wide median or centre turn lane.

Pedestrian Crossover

Pedestrians have priority in the crossing, and vehicles must yield to them.

The crossing may be raised to act as a speed bump, and slow down traffic.

The City of Mississauga is piloting these in several locations, but currently restricts their usage to 2-lane roads.

Signalized Crossing

Pedestrians have a traffic signal to give them priority when crossing.

More suitable for multi-lane and/or high-traffic roads.

PEDESTRIAN CROSSING LOCATIONS EVALUATION

Rathburn Road East / Ponytrail Drive (Dixie Road to Burnhamthorpe Road)

Legend:

- Signalized Intersection
- Uncontrolled/Informal Pedestrian Crossing
- Uncontrolled/Informal Bicycle Crossing
- Bus Stop
- Street Right-of-Way Boundary
- Off-Road/Multi-Use Trail (existing)
- Off-Road/Multi-Use Trail (planned)
- No change to pedestrian crossing facilitates
- New pedestrian crossing facility

The Project Team reviewed the pedestrian crossing opportunities within the limits of the study based on the following criteria:

- Safety
- Potential pedestrian travel paths / crossing locations
- Traffic Operations
- Width of Road
- Proximity to signalized road crossings
- Budget

The Project Team has identified the hydro corridor as a location to provide a signalized pedestrian crossing.

The City will continue to monitor the pedestrian movements within the corridor for future potential additional crossings.

PEDESTRIAN CROSSING LOCATIONS EVALUATION

Rathburn Road East (Ponytrail Drive to end of Cul-de-Sac)

The Project Team reviewed the pedestrian crossing opportunities within the limits of the study based on the following criteria:

- Safety
- Potential pedestrian travel paths / crossing locations
- Traffic Operations
- Width of Road
- Proximity to signalized road crossings
- Budget

The City will continue to monitor the pedestrian movements within the corridor for future potential additional crossings.

Rathburn Road / Bough Beeches Boulevard Intersection

- Proposed 'Stop' Signs at all approaches

PREFERRED PRELIMINARY DESIGN CONCEPT

RATHBURN ROAD EAST / PONYTRAIL DRIVE (Dixie Road to Burnhamthorpe Road)

- Cyclists will be in the boulevard, behind the curb with some separation from the sidewalk and pedestrians.
- Existing 4 lanes of traffic and left turning lanes to remain following pavement rehabilitation.

In-boulevard cycle track

DESIGN CONSIDERATIONS

RATHBURN ROAD EAST (Ponytrail Drive to End of Cul-de-sac)

Do Nothing

No changes to the existing cross-section
Maintain existing traffic lanes and whatever pedestrian / cycling facilities, and landscaping exist

Alternative 1

One Way Cycle Tracks
- Cyclists will be off road.
- Cyclists will be physically separated from vehicles/pedestrians.

Alternative 2

Two Way Cycle Track / Multi-Use Trail
- Cyclists will be in the boulevard, behind the curb with some separation from the sidewalk and pedestrians.

Alternative 3

Separated Bike Lanes
- Cyclists will be on-road.
- Cyclists will be separated from traffic by a buffer and bollards.
- Cyclists will be physically separated from pedestrians.

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ASSESSMENT OF ALTERNATIVES

RATHBURN ROAD EAST (Ponytrail Drive to End of Cul-de-sac)

Criteria	Do Nothing	Alternative 1	Alternative 2	Alternative 3
	• 4 lanes • No bike lanes	• 2 lanes • In-boulevard Cycle Tracks • 1 way / each direction	• 2 lanes • 2 way Cycle Tracks / Multi Use Trail • Physically Separated from Vehicles	• 2 lanes • On Road Bike Lanes • 1 way / each direction
Socio Economic				
Traffic and Transportation				
Urban Design				
Utilities				
Costs				

Most Benefit / Least Impacts

Least Benefit / Most Impacts

Preliminary Preferred

PRELIMINARY PREFERRED DESIGN CONCEPT

(ALTERNATIVE 3) - RATHBURN ROAD EAST (Ponytrail Drive to End of Cul-de-sac)

Note: Preliminary Preferred Design Concept will be subject to refinement based on input from members of the public, stakeholders and technical agencies.

Overall, Alternative 3 is the most consistent with the City's Cycling Master Plan's vision and is less expensive compared to the other alternatives.

NEXT STEPS AND HOW TO PROVIDE YOUR FEEDBACK

Following this PIC the Project Team will:

- Review public and agency comments
- Incorporate refinements to the preliminary plan based on public feedback
- Initiate the Detailed Design and Tender Documentation process
- Construction timing will be subject to funding availability and priorities

Your comments are welcome at any time throughout the project.

The online comment sheet will be available until **February 5, 2021** to allow us to incorporate critical information into the final stages of the study.