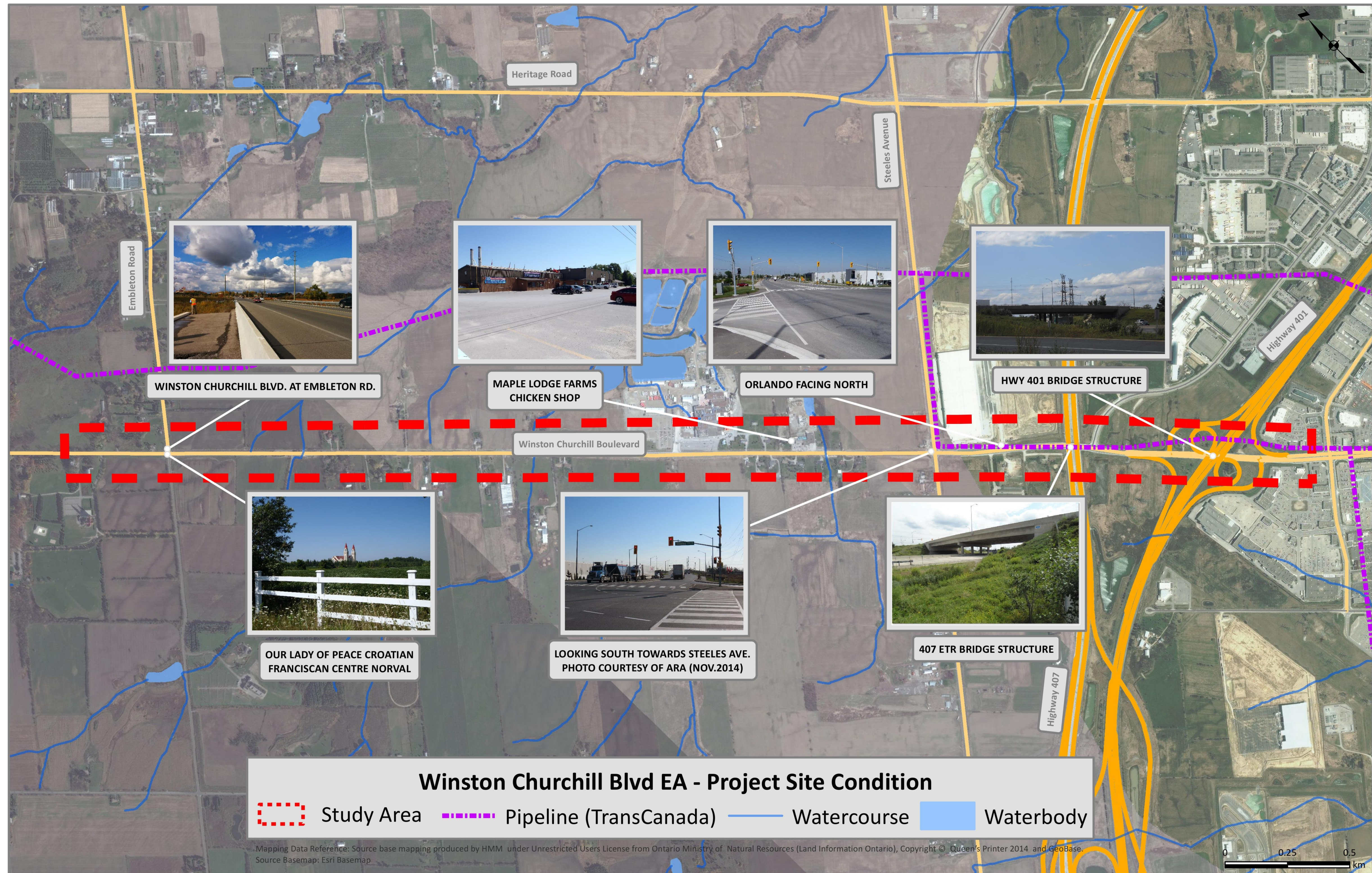


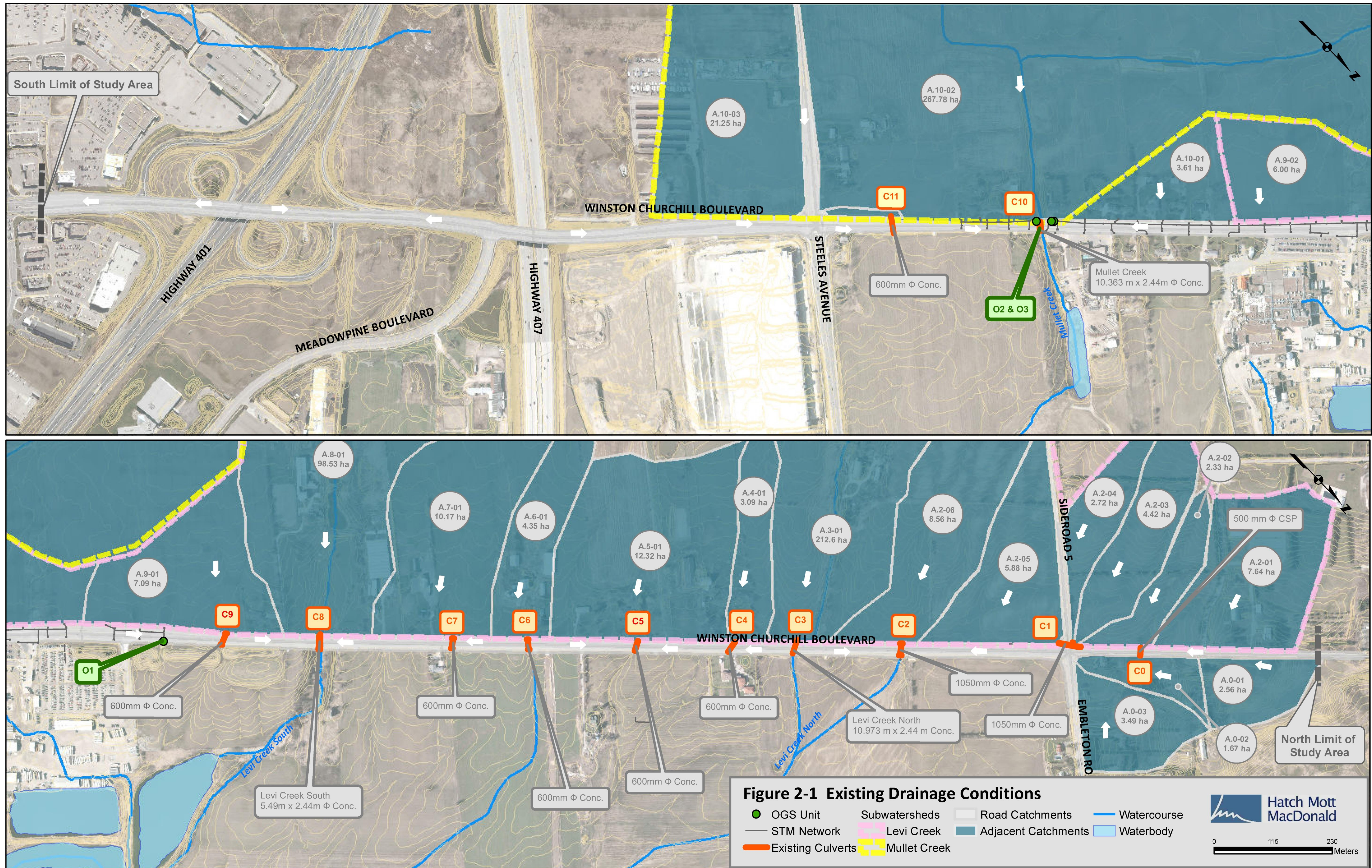
# Existing Conditions

## Project Site Conditions

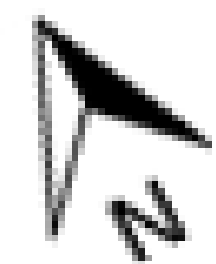
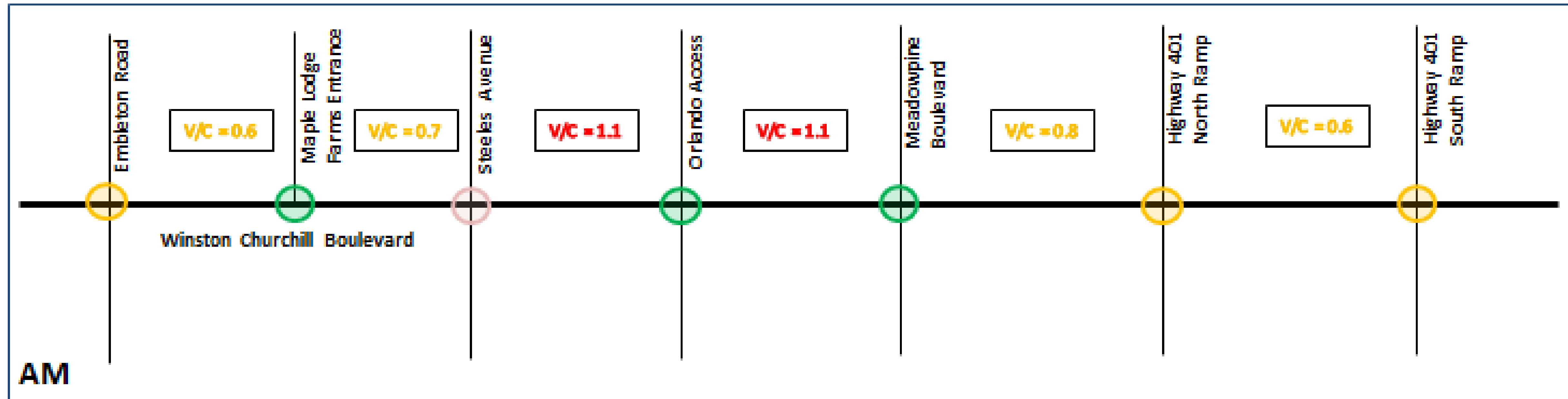


# Existing Conditions

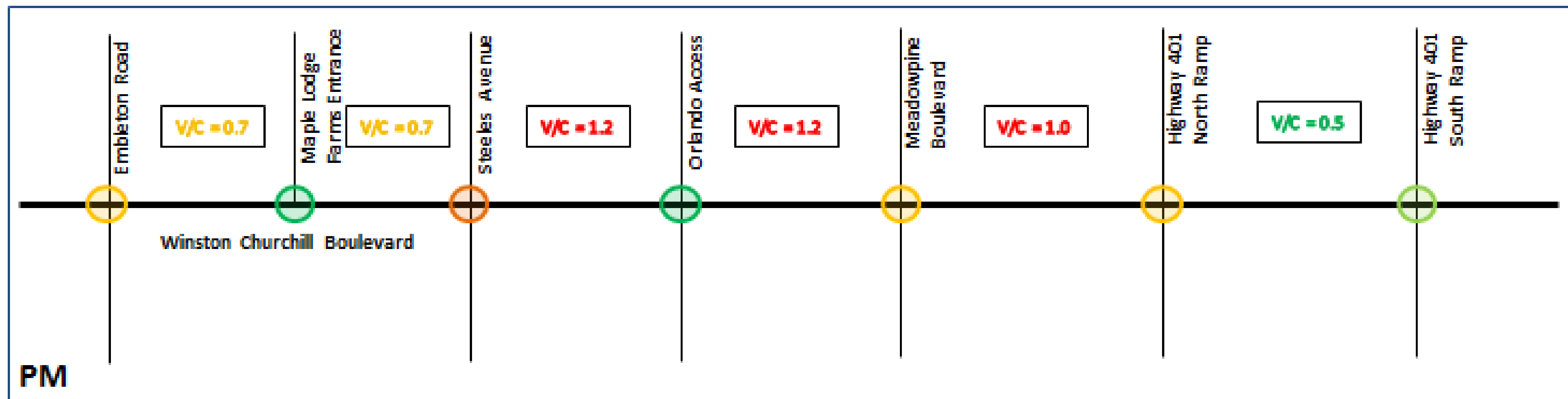
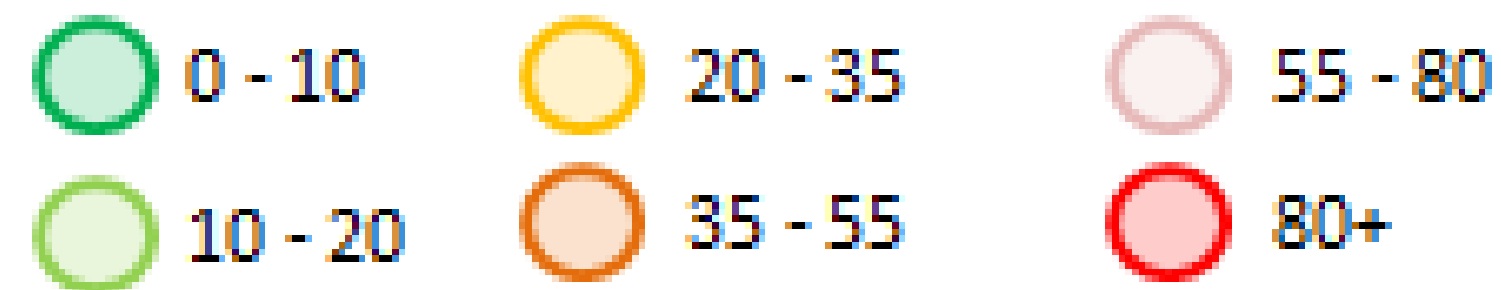
## Existing Drainage Conditions



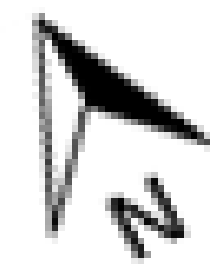
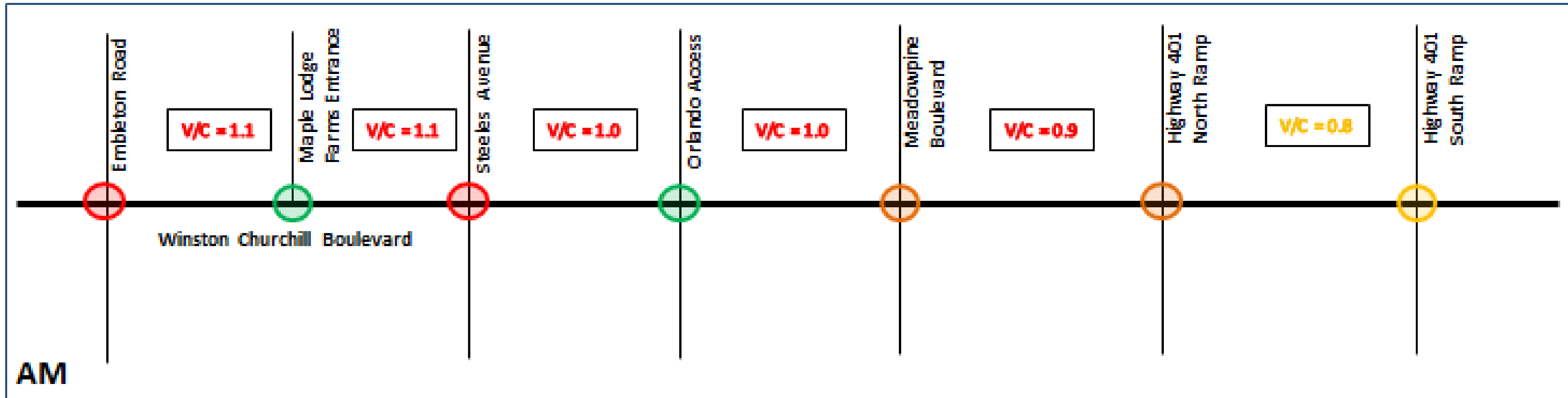
# Existing (2014) Conditions



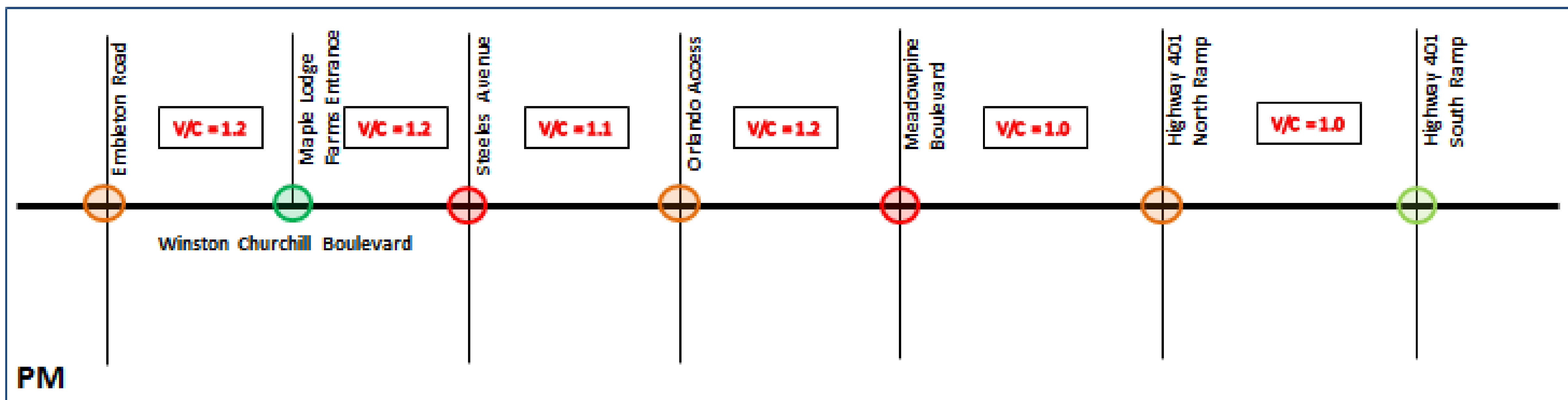
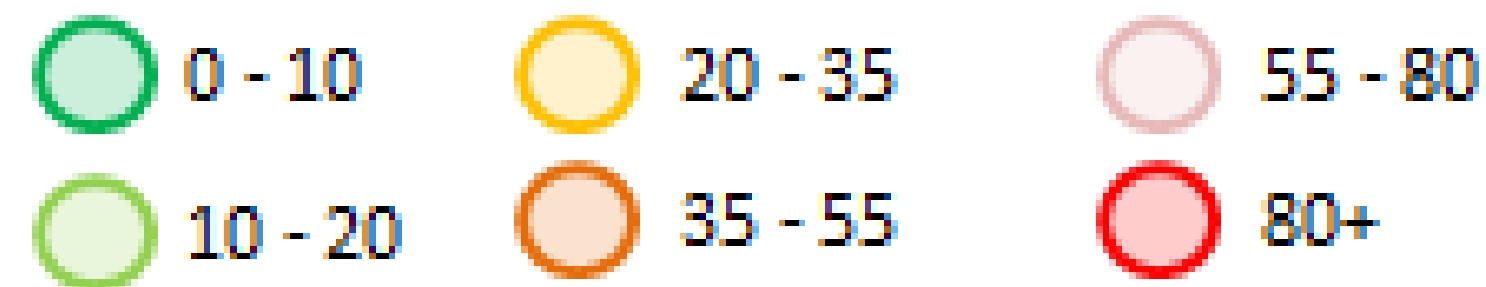
**LEGEND**  
AVERAGE DELAY PER VEHICLE (SECONDS)



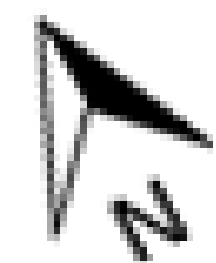
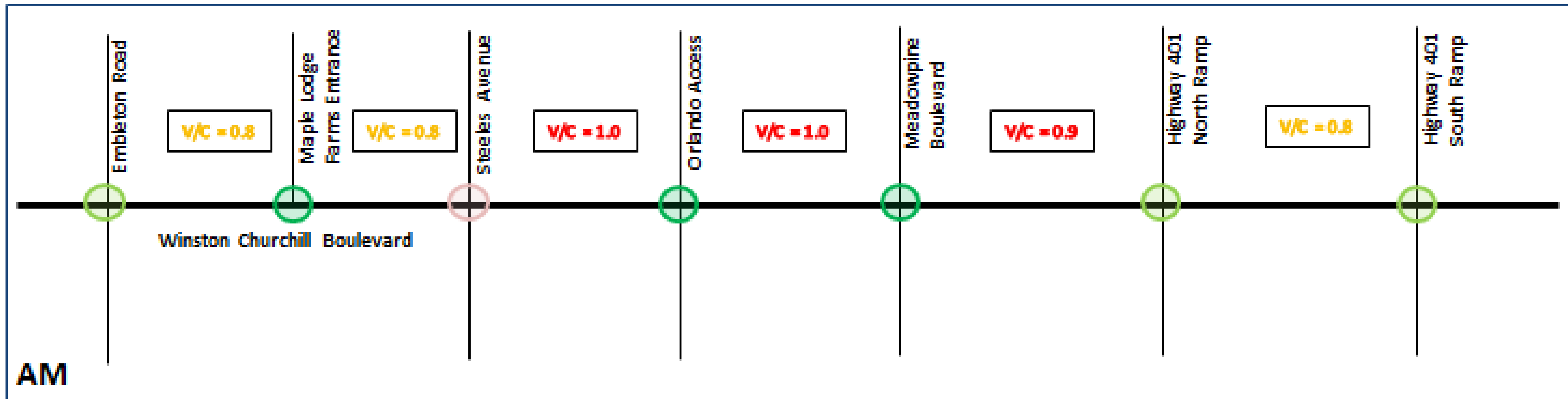
# Future (2031) Conditions - No Improvements



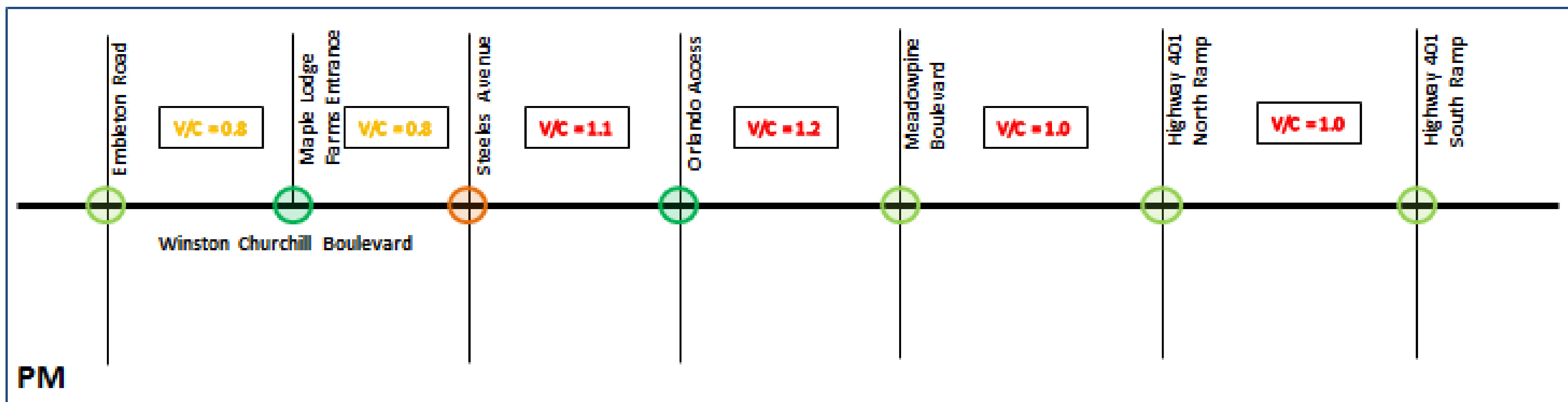
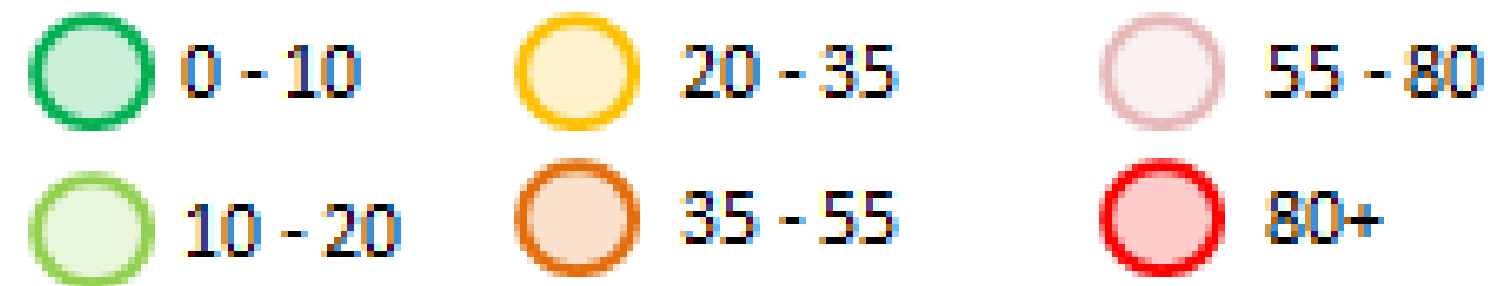
**LEGEND**  
AVERAGE DELAY PER VEHICLE (SECONDS)



# Future (2031) Conditions – With Improvements



**LEGEND**  
AVERAGE DELAY PER VEHICLE (SECONDS)








# Traffic Analysis Summary

- By 2021 – Winston Churchill Blvd recommended to be widened to 6 lanes from Highway 401 to Steeles Avenue and widened to 5 lanes from 2km south of Embleton Road to Embleton Road
- By 2031 – Winston Churchill Blvd recommended to be widened to 6 lanes from Steeles Avenue to Embleton Road
- The section from Highway 401 to Steeles Avenue and the section north of the Maple Lodge Farms entrance are at capacity
- With continued growth, Winston Churchill Blvd will be operating well over capacity unless improvements are made

# Recommended Active Transportation



	multi-use trail		proposed sidewalk (one side)
	proposed bike lane		proposed class I pathway (off-street)
	proposed sidewalk (two sides)		

# Problem Statement

Although Winston Churchill Boulevard currently operates at acceptable travel conditions and poses minimal safety and operational issues, the forecasted growth for Peel Region suggests that Winston Churchill Boulevard will experience congestion, safety and operational issues if no improvements are implemented by 2021.

An opportunity exists to improve Winston Churchill Boulevard to accommodate future traffic demand, including active transportation facilities and improved streetscaping.

Improvements will be assessed using a number of factors including the ability to minimize impacts to the natural, social and cultural environments.



# Alternative Solutions

The following alternative solutions were identified to address the Problem Statement.

**1) Do Nothing**

- As a baseline for comparison with other alternatives

**2) Transportation Demand Management/System Management (TDM/TSM)**

- Change travel demand, reduce traffic volumes (encourage active transportation), encourage use of other modes of travel

**3) Widen/Improve Winston Churchill Boulevard**

- Involves widening Winston Churchill Blvd to accommodate additional lanes, cycling lanes, sidewalks, and safety improvements

**4) Widen Other Roads or Construct New Roads**

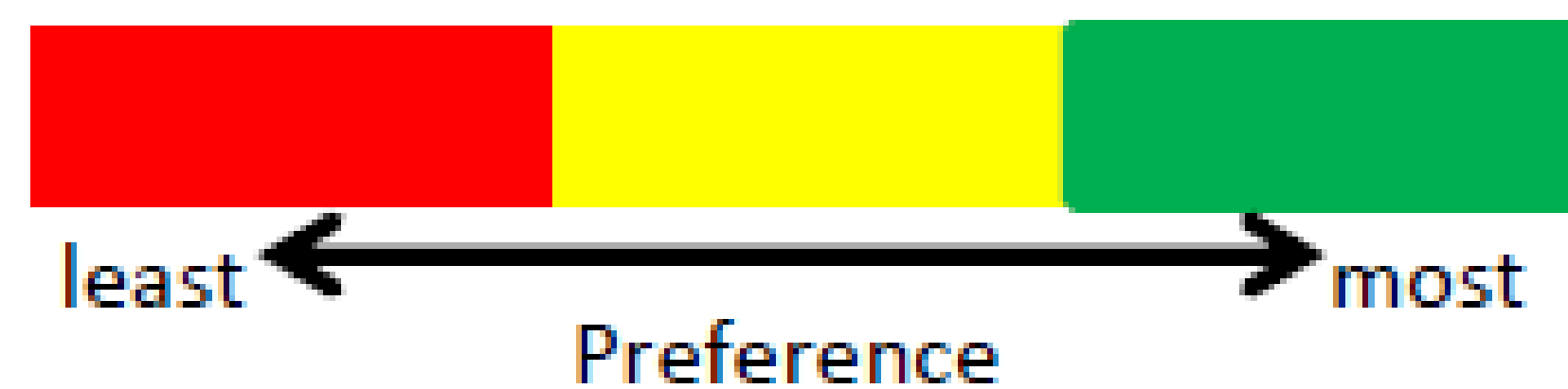
- Involves widening other parallel roads or constructing new roads

# Evaluation Criteria

<p><b>Natural Heritage</b></p> <ul style="list-style-type: none"> <li>• Natural heritage resources</li> <li>• Fisheries and aquatic resources</li> <li>• Vegetation</li> <li>• Surface water</li> <li>• Groundwater</li> <li>• Geotechnical</li> <li>• Fluvial geomorphology</li> </ul>	<p><b>Cultural Environment</b></p> <ul style="list-style-type: none"> <li>• First Nation communities</li> <li>• Archaeological resources</li> <li>• Built heritage and cultural heritage resources</li> </ul>	<p><b>Social Environment</b></p> <ul style="list-style-type: none"> <li>• Communities, recreational facilities, land uses</li> <li>• Noise/vibration</li> <li>• Air quality and aesthetics</li> <li>• Property impacts</li> </ul>
<p><b>Land Use Planning</b></p> <ul style="list-style-type: none"> <li>• Consistency with Provincial, Regional and Municipal Policies</li> </ul>	<p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• Mobility improvements</li> <li>• Safety improvements</li> <li>• Design standard</li> </ul>	<p><b>Costs</b></p> <ul style="list-style-type: none"> <li>• Property costs</li> <li>• Maintenance costs</li> </ul>

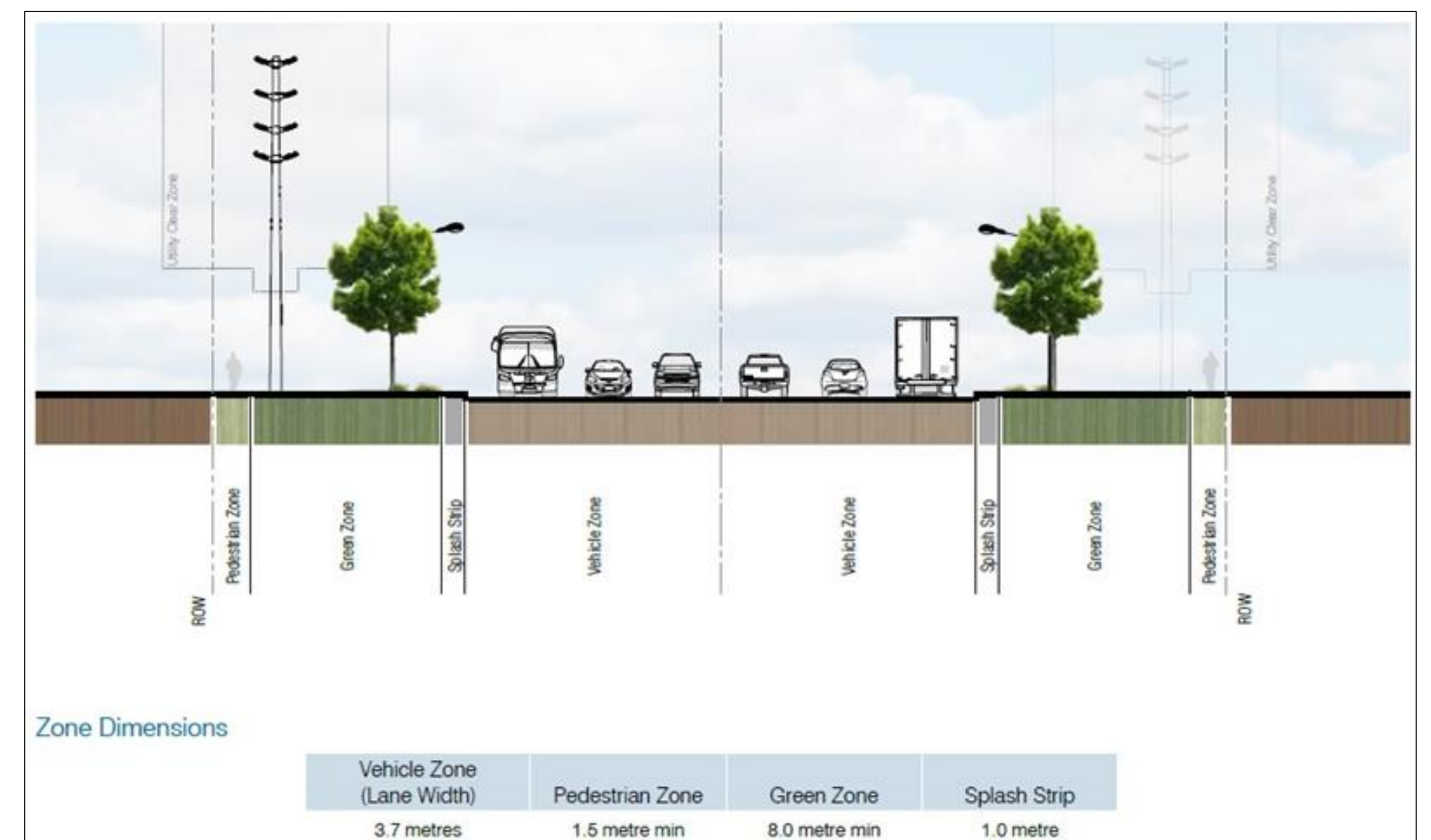
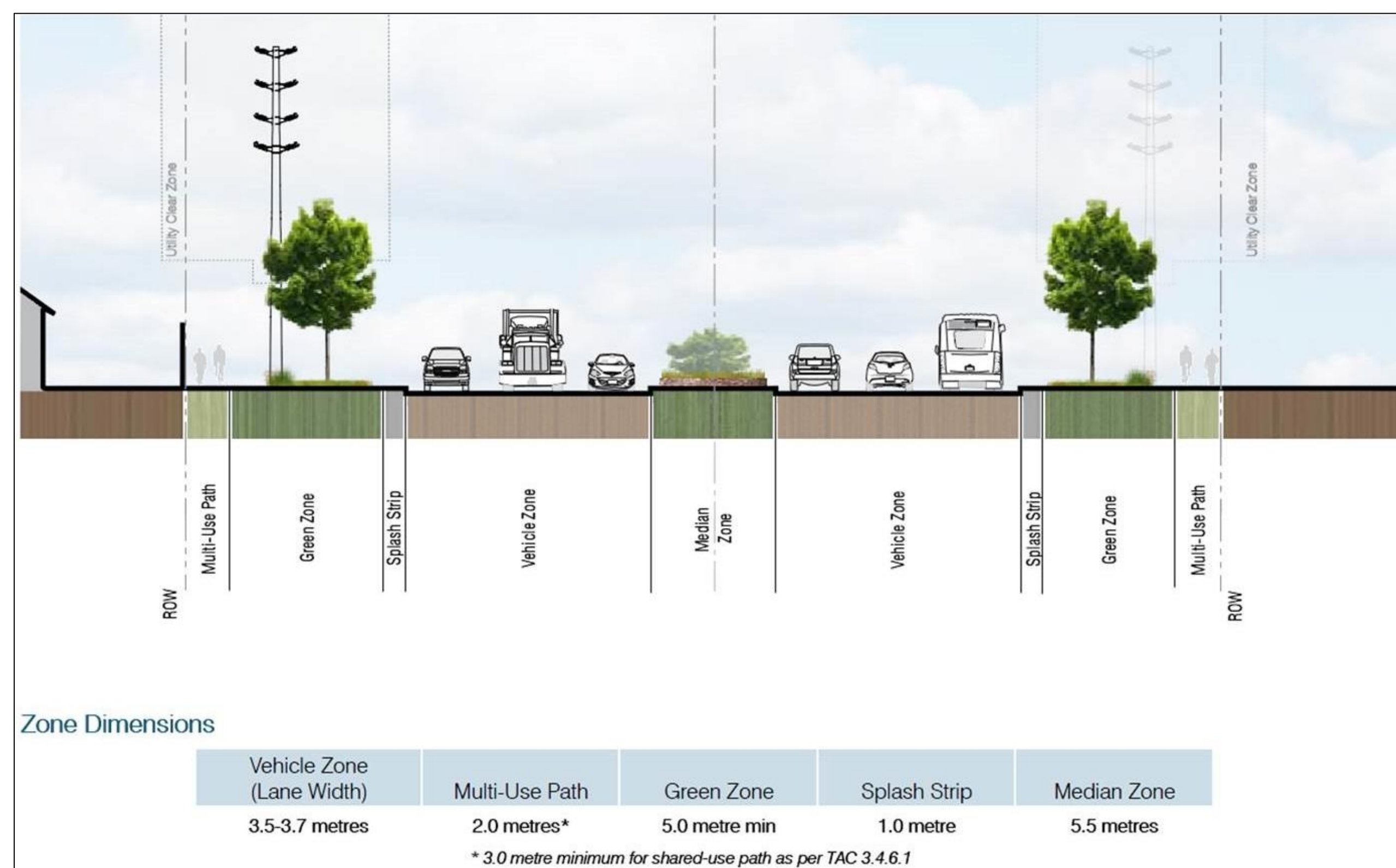
# Assessment of Alternative Solutions

	Alternative 1 Do Nothing	Alternative 2 Transportation Demand Management	Alternative 3 Widen/Improve Winston Churchill Blvd	Alternative 4 Widen other roads/ construct new
Natural Heritage	Green	Green	Yellow	Red
Cultural	Yellow	Yellow	Red	Red
Social Environment	Yellow	Green	Green	Red
Land Use	Red	Yellow	Green	Red
Transportation	Red	Red	Green	Red
Costs	Yellow	Yellow	Red	Red
Recommendation	<b>NOT CARRIED FORWARD</b> <ul style="list-style-type: none"> <li>No impact on the natural environment</li> <li>Does not address the transportation needs along the corridor</li> </ul>	<b>CARRIED FORWARD</b> <ul style="list-style-type: none"> <li>No impact on the natural environment</li> <li>Encourages use of non-auto travel</li> <li>Does not fully address transportation needs along the corridor</li> </ul>	<b>CARRIED FORWARD</b> <ul style="list-style-type: none"> <li>Potential to impact natural, cultural environment</li> <li>Improves social environment including recreational facilities and aesthetics through landscaping</li> <li>Addresses transportation needs along the corridor</li> </ul>	<b>NOT CARRIED FORWARD</b> <ul style="list-style-type: none"> <li>Greatest impact on natural, cultural and social environment</li> <li>Not consistent with land use planning policy</li> <li>Does not address transportation needs along corridor</li> </ul>

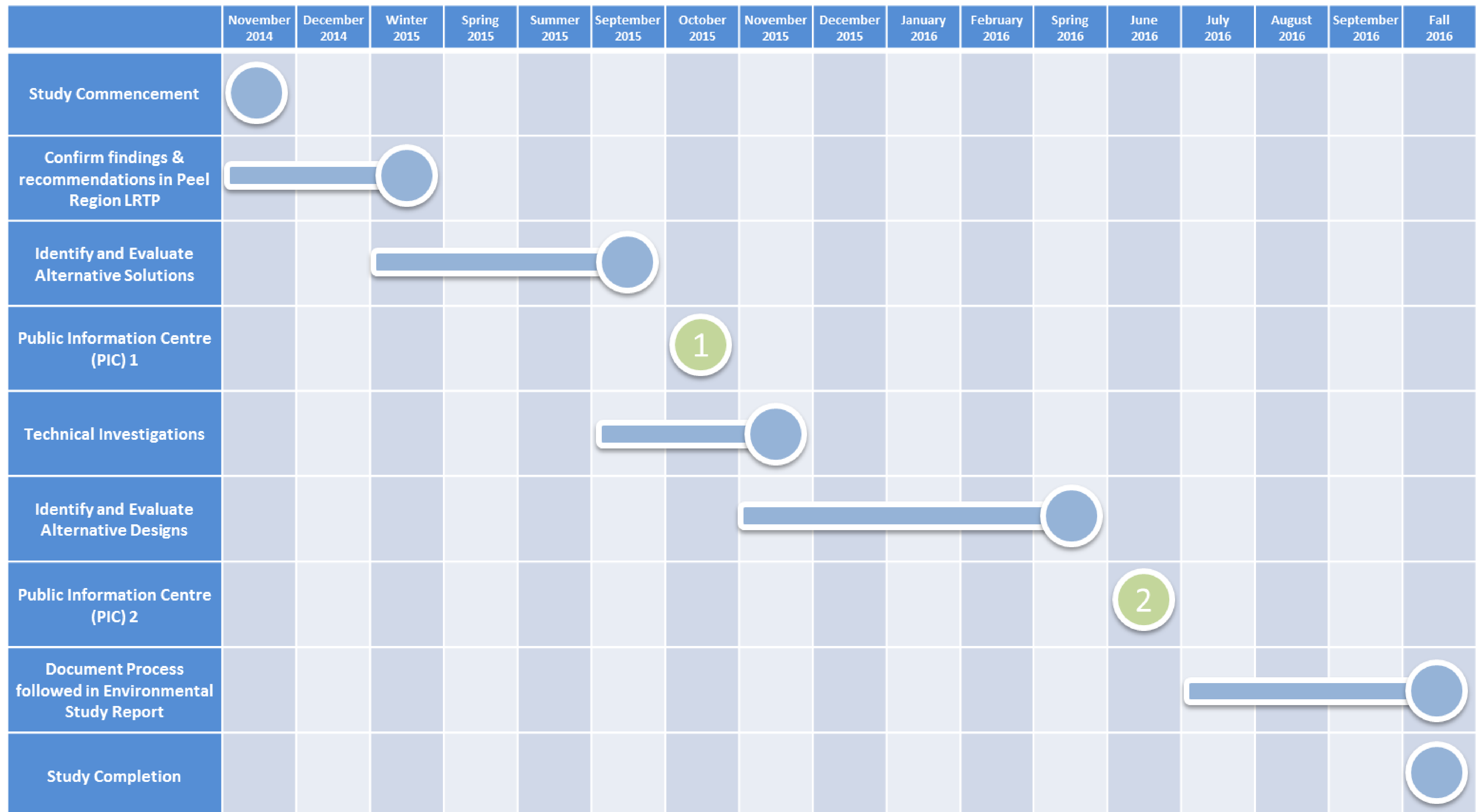


# Preliminary Typical Cross Sections

- **Industrial Connector** by the Region of Peel's Road Characterization study
- **45m Right-of-Way**



# Project Schedule/Timeline



\*Dates are approximate

# Next Steps

The next steps in the study process are as follows:

- Receive comments from the public and other stakeholders regarding the evaluation and identification of the preliminary preferred solution;
- Identify alternative design concepts for the preferred solution;
- Complete technical investigations to evaluate alternative design concepts; and
- Hold PIC #2 to present the preliminary preferred design concept.

# Thank You!

- We appreciate the time you have taken to learn about our plans.
- You can view today's information boards on the Project website:  
<http://www.peelregion.ca/pw/transportation/assessments.htm>
- Please complete a Comment Sheet and place it in the Comment Sheet box, or forward to the Project Manager by November 5<sup>th</sup>, 2015:

Melissa Alexander, MCIP, RPP  
5035 South Service Road, 6<sup>th</sup> Floor  
Burlington, ON L7L 6M9  
[Melissa.Alexander@hatchmott.com](mailto:Melissa.Alexander@hatchmott.com)