

Municipal Class Environmental Assessment The Gore Road Queen Street East to Castlemore Road

Public Open House # 1

Date: Thursday May 29, 2014
Time: 5:30pm to 8:30pm
Location: Gore Meadows Community Centre

Welcome to Public Open House # 1

We invite you to learn about the Municipal Class Environmental Assessment for The Gore Road (from Castlemore Road to Queen Street East)

Questions? Ask any member of the team here tonight. If we don't have an answer, we'll get it for you

This evening we will introduce you to the project, specifically:

- What this study is about
- Why this planning study is being done
- What has happened so far
- What the planning process is moving forward
- How you can help plan the improvements to The Gore Road



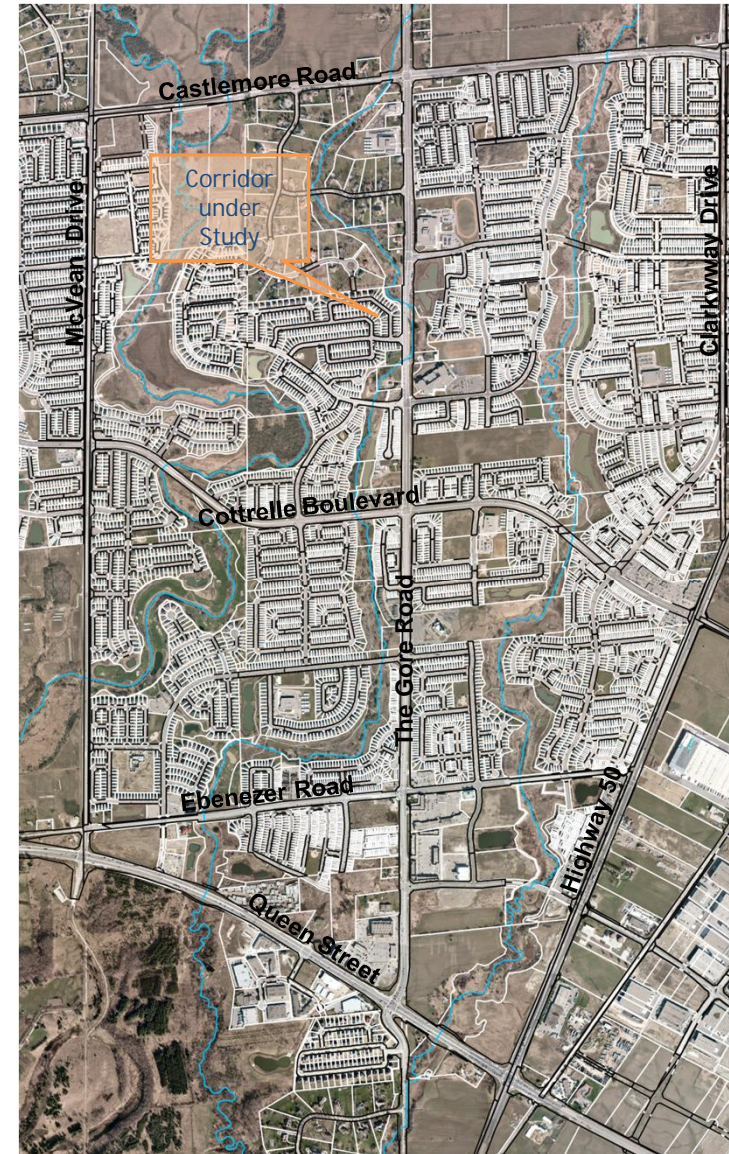
We are looking for your feedback. Please take a sheet from the registration table and record your comments on:

- The work we have done to date. What areas of study are important to you? The environment? The cultural features? The flow of transportation?
- The proposed criteria for evaluating the improvements
- Please submit your comment sheet here or send your feedback to Neal Smith, Project Manager, Region of Peel – neal.smith@peelregion.ca

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Why This Study? Why Now?

- We are one of the fastest growing Regions in Canada. As our population grows, so does our demand for safe and efficient roadways that accommodate cars, transit, pedestrians and cyclists
- The recent widening of The Gore Road stems from planning work that was completed over a decade ago to accommodate the growth that we see today and expect by 2020
- Since good planning takes time, we're starting now to investigate options and complete the necessary studies for The Gore Road to be ready for future growth beyond 2020



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Making The Gore Road Better

Complete Streets. The intent is for The Gore Road to be as functional and comfortable as possible for all who use it. This includes children, seniors, cyclists, motorists, transit users and pedestrians, including those with disabilities. Ensuring that there is a place for trees and the natural environment are other key characteristics of a 'complete street'

- Recent improvements to The Gore Road have included the addition of 2 lanes, sidewalks, intersection redesign and turning lanes
- Other work included bridge widening, utility relocation, drainage improvements and safety measures such as school crossings
- Design concepts for this study will consider:
 - Better transit facilities (e.g., bus bays, shelters)
 - Continuous sidewalks and safer pedestrian crossings
 - Space for cyclists
 - Traffic signal coordination
 - New or modified bridges
 - Additional through lanes or turning lanes
 - Multi-use path to The Gore Road Meadows Community Centre



Source: Complete Streets by Design,
Toronto Centre for Active Transportation

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Design Ideas to Consider

Many cities have found ways to improve the safety and attractiveness of walking and cycling. Here are some ideas that may be considered for The Gore Road:



Eglinton Avenue West
Etobicoke, Toronto

- Bike path and sidewalk set back to create car waiting area at stop sign for minor cross street and reduce blockage of sidewalks and paths
- Separate bicycle and pedestrian crossings where multi-use pathways cross an intersection
- Bicycle detection through in-pavement detectors and/or push buttons



Rochussenstraat
Rotterdam, The Netherlands

- Separate areas for pedestrians, cyclists, and bus loading at bus stops
- Dedicated traffic signals for left turns, right turns, bicycles, and pedestrians to reduce conflicts between turning vehicles and crossing cyclists / pedestrians



Eendrachtsplein
Rotterdam, The Netherlands

- Protected waiting area behind the curb for waiting through and turning cyclists
- Setback crosswalk reduces pedestrian crossing distance



Finch Hydro Corridor Trail
North York, Toronto



Bedumerweg
Groningen, The Netherlands

- High-visibility crosswalk and bicycle markings at conflict areas
- Two-stage turn queue boxes for bicycle left turns



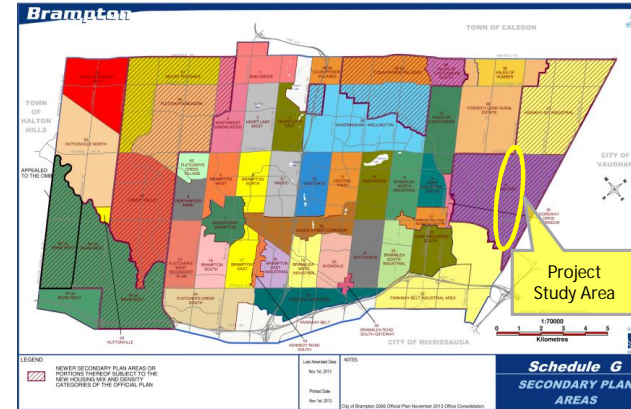
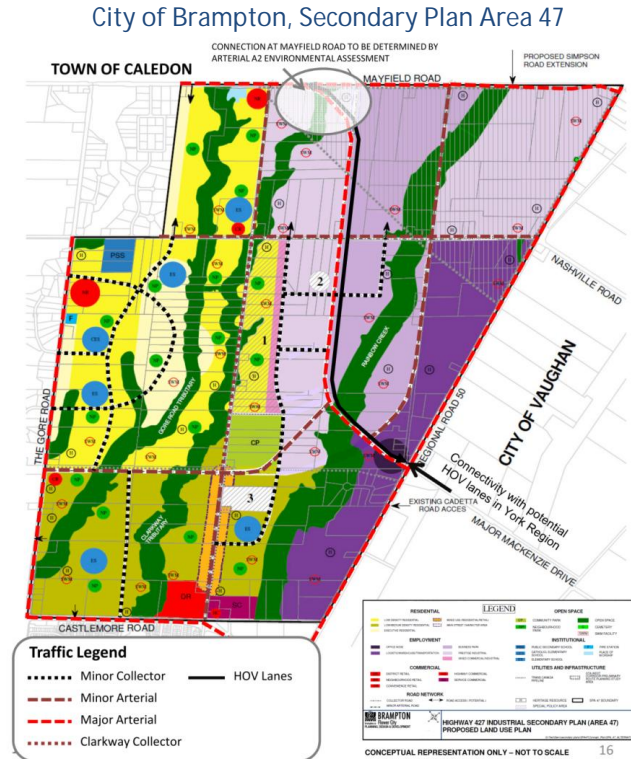
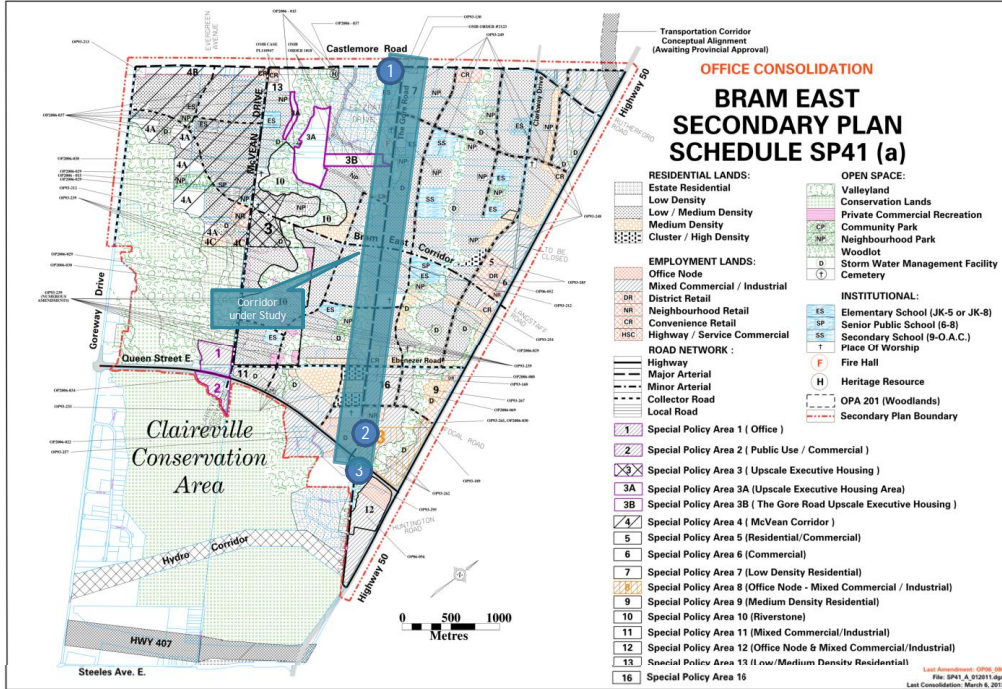
Sherbourne Street
Toronto

Study Schedule and Planning Process



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Future Land Use



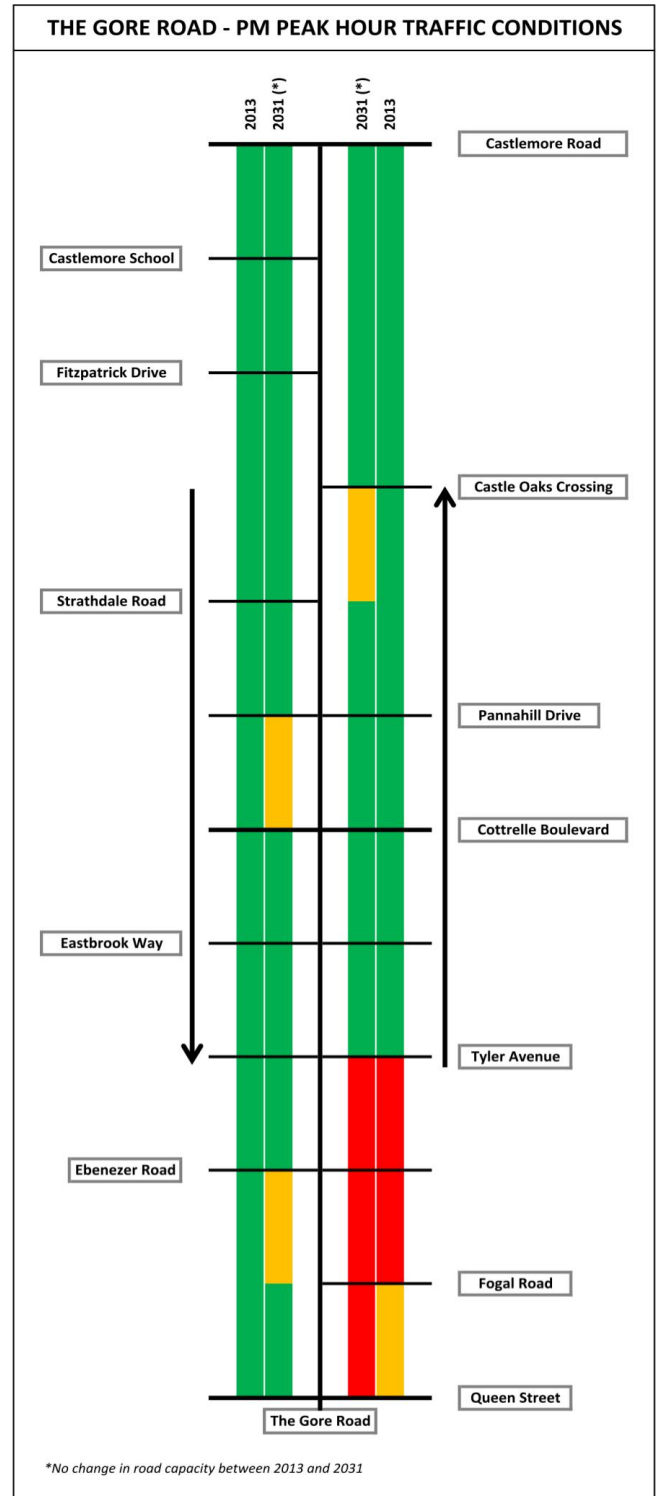
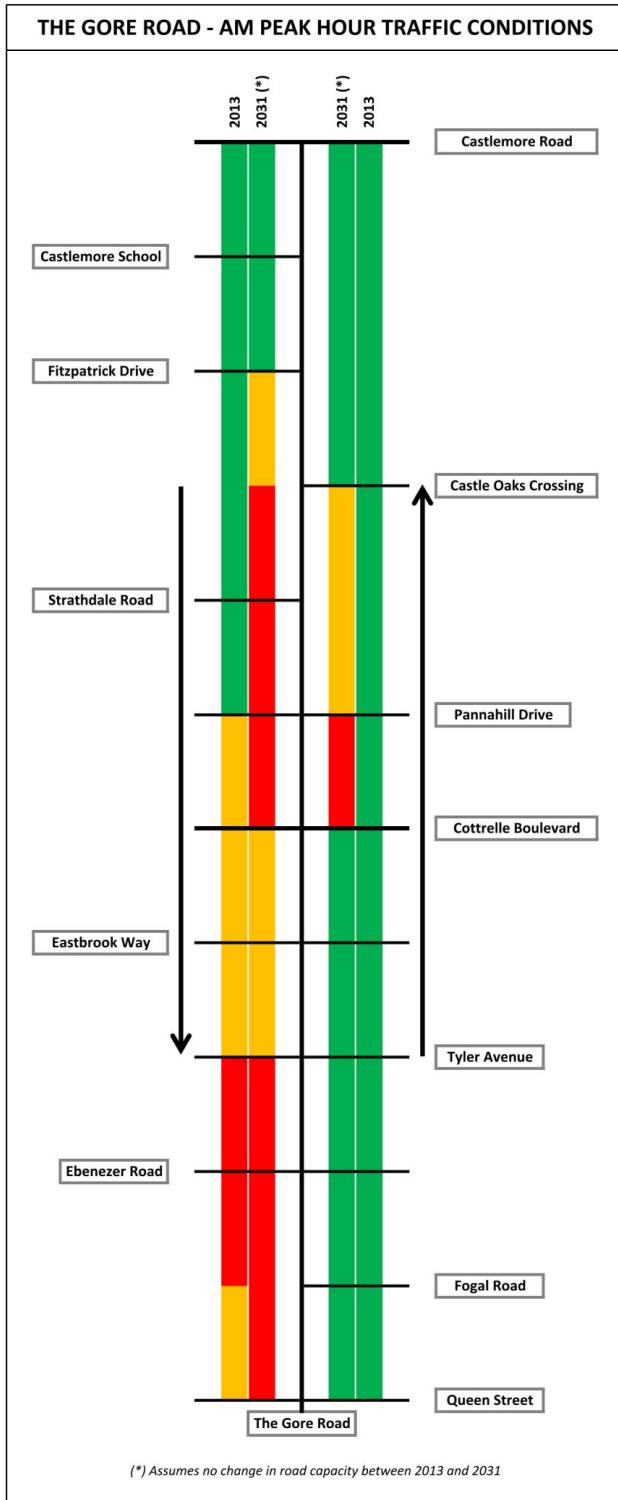
7 Problem/Opportunity Statement

The problem/opportunity statement forms the basis for the entire study. For The Gore Road, the statement is:

- *Approved and planned growth within and outside the study area will require improvement to avoid traffic congestion and deterioration of road conditions over the next 10 to 25 years*
- *These factors affect the level of service and adequacy of the road resulting in the need for improvements*
- *Alternative design concepts to address these problems will consider opportunities to increase road capacity, enhance streetscape conditions and encourage the use of non-auto modes of transportation by providing supporting infrastructure based on Complete Streets (e.g., transit stops, better accommodations of cyclists and pedestrians including people with disabilities)*

07/18/2013

Transportation – Existing and Future Conditions



- Legend**
- Operates Well (Avg. delay less than 30 seconds per vehicle)
 - Moderate Congestion (Avg. delay between 30 seconds and 60 seconds per vehicle)
 - Major Congestion (Avg. delay greater than 60 seconds per vehicle)

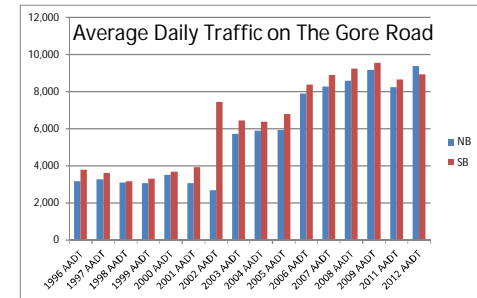
Note: The specified delay ranges were estimated by comparing existing (2013) and future (2031) link traffic volumes to a planning level link capacity. Traffic growth rates and link capacities were obtained from the Peel Region Long Range Transportation Plan (L RTP) travel demand forecasting model.

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Transportation – Operations and Safety

Traffic Volumes/Growth

- The Gore Road has experienced dramatic growth in usage since the 1990s but demand has leveled off since 2006. Planned development to the north of Castlemore Road and beyond is expected to trigger a surge in future demand. The Gore Road will be congested when that development is complete (after 2020)



Intersection Operations/Congestion

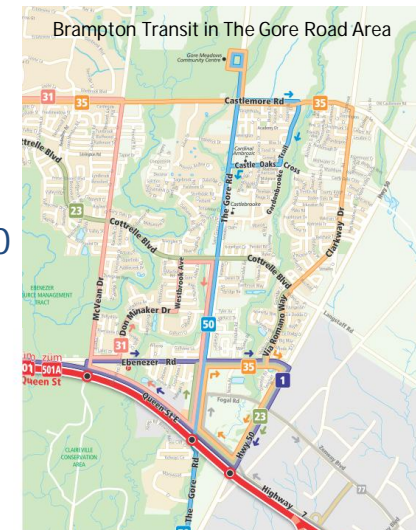
- With the recent widening, all intersections on The Gore Road currently operate well, with the exception of Queen Street, where several movements are delayed during peak periods. Delays are also known to occur during concentrations of school, religious, or banquet traffic

Vehicular Safety

- We are continuing to investigate the safety record of The Gore Road, but nothing unusual or problematic has emerged yet

Transit

- In peak periods, there is a bus on The Gore Road every 12 minutes south of Cottrelle, and every 20 minutes to the north. Brampton Transit plans to increase service in accordance with demand. Brampton has designated The Gore Road as a Primary Transit Corridor



Pedestrian Movement and Personal Safety

- A multi-use trail is planned for the west side of The Gore Road
- Improvements can be made in maintenance practices that will help the pedestrian environment



Cycling Activity and Safety

- Only Castle Oaks Crossing has bike lanes today

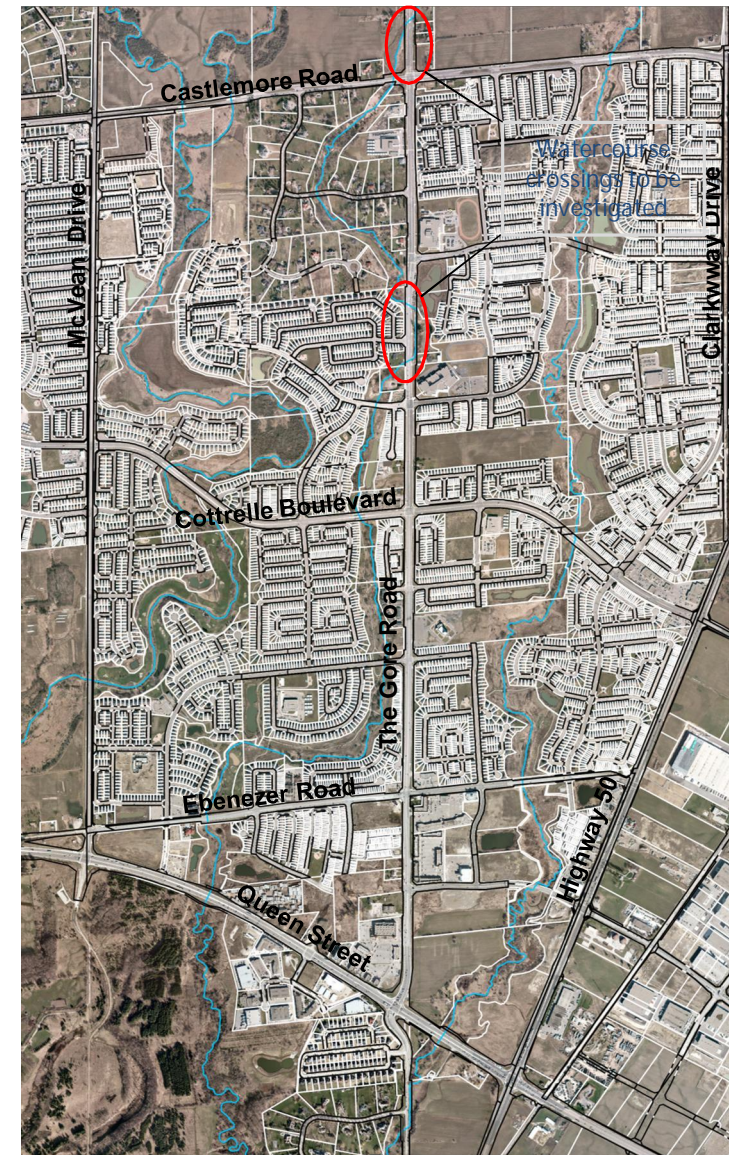
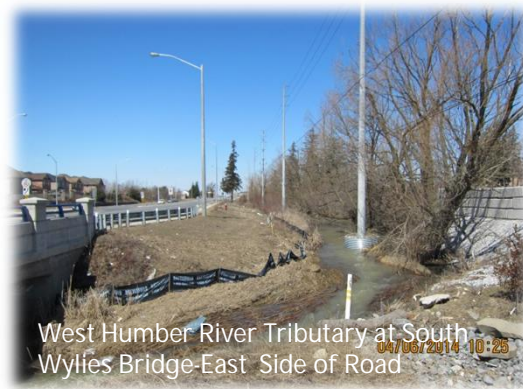
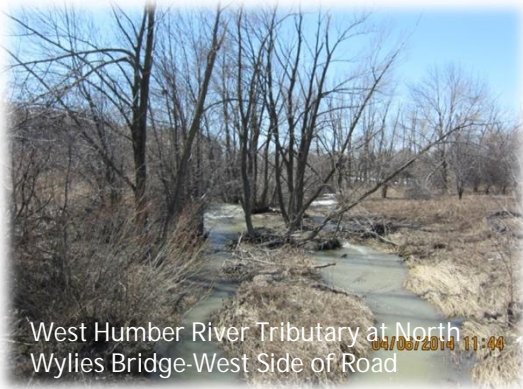


- Fluvial geomorphology is used to understand the historical and possible future movement of the stream channel allows for the proper planning of road structures such as bridges and culverts
- So far, we have reviewed historical aerial photography as well as surficial geology, land use and topography
- Future activities include a field assessment along the stream to collect additional important data



Existing Environmental Conditions: Aquatic (water)

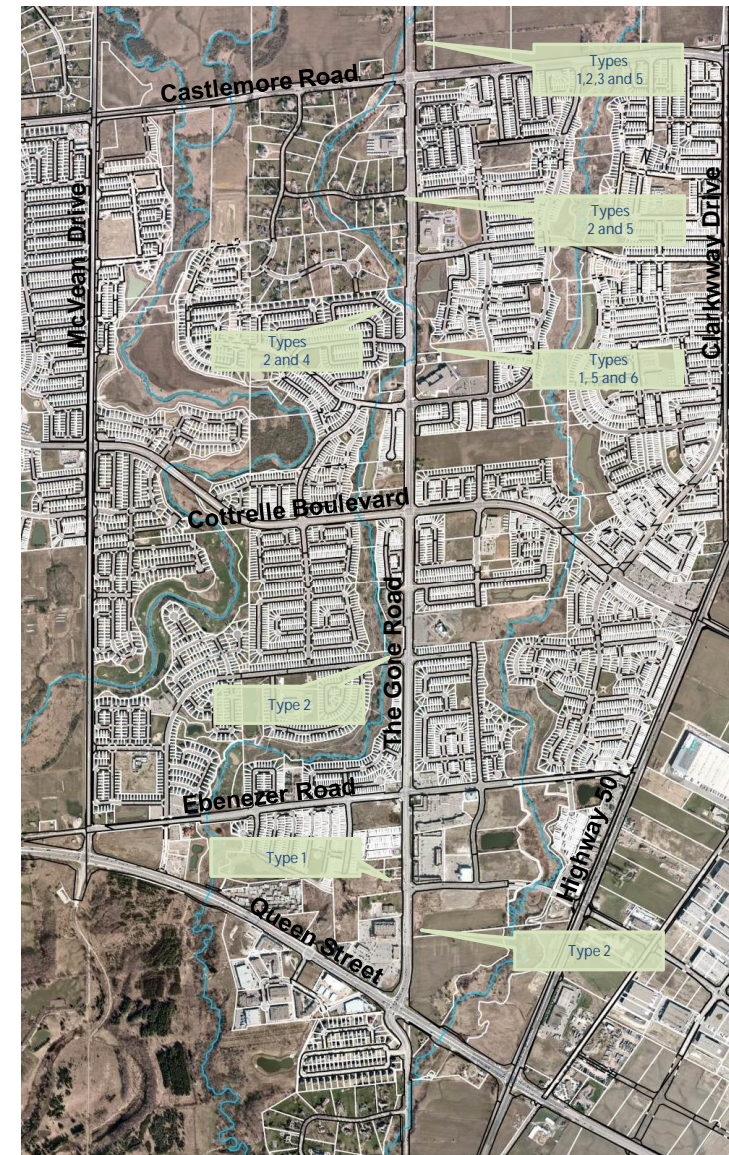
- Field investigations on various aquatic features of the adjacent stream will identify how road improvements could affect fish communities and habitat
- Preliminary research has confirmed that this is currently classified as a degraded warm water stream with no sensitive species
- Future investigations will study fish habitat features such as:
 - Bank stability
 - Barriers to fish movement
 - Aquatic vegetation



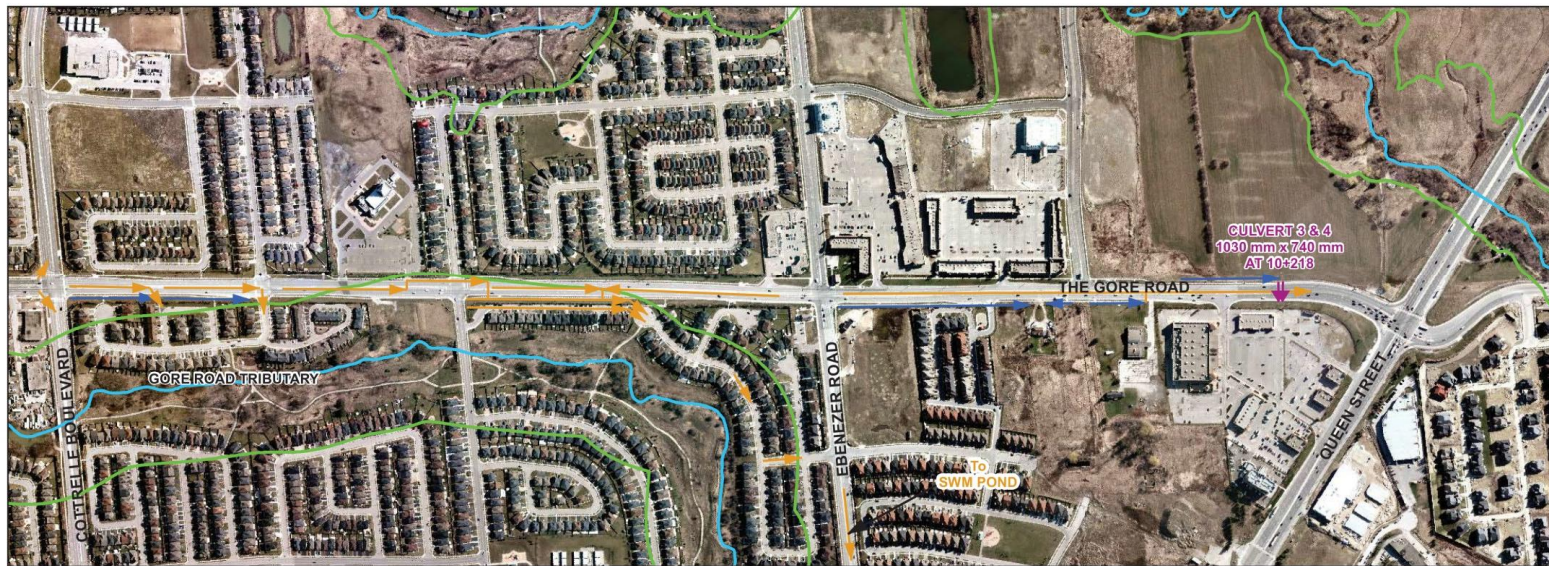
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Existing Environmental Conditions: Terrestrial (on ground)

- The following 6 vegetation types are found within the study area:
 1. Mineral Cultural Meadow Ecosite
 2. Dry-Moist Old Field Meadow Type
 3. Fresh-Moist Ash Lowland Deciduous Forest Type
 4. Fresh-Moist Willow Lowland Deciduous Forest Type
 5. Cattail Mineral Shallow Marsh Type
 6. Reed-canary Grass Mineral Meadow Marsh Type
- None of the above communities are considered to be rare within the Region of Peel or Provincially Significant
- A tree inventory survey will be completed along the entire corridor
- Project study area will also be screened for potential Species at Risk (e.g., Butternut Tree, Barn Swallows)



Existing Environmental Conditions: Drainage and Stormwater Management



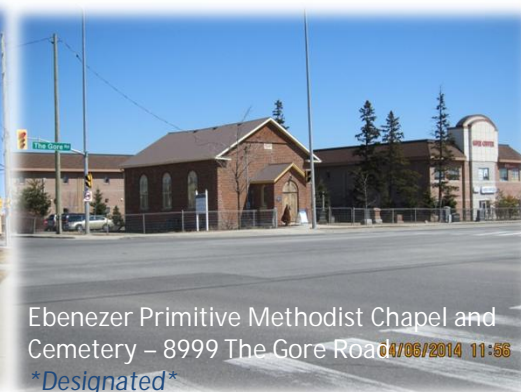
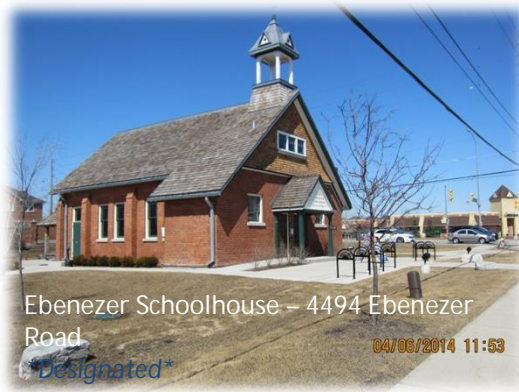
Existing Environmental Conditions: Archaeology and Built Heritage

Archaeology

- The existing road does not have any archaeological interest, however, there are 12 areas in the surrounding area that may be of archaeological interest

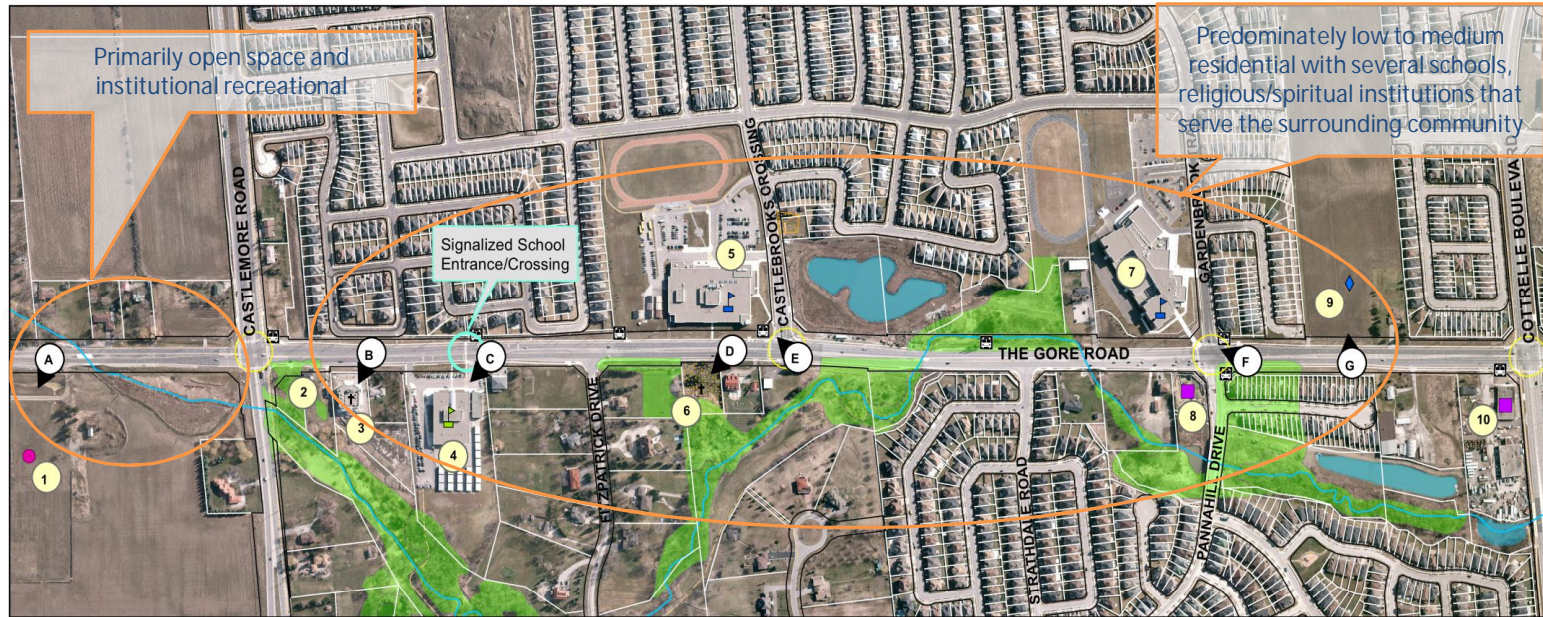
Built Heritage

- The following cultural heritage resources are located near The Gore Road



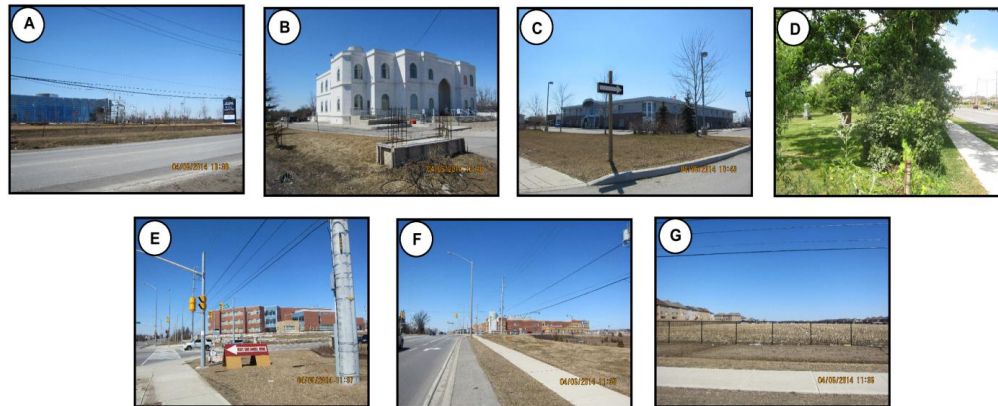
- Ebenezer Schoolhouse (today Ebenezer Community Hall) recently went through a full restoration

Existing Land Uses – North Area



Land Uses

- 1 Gore Meadows Community Centre & Library
- 2 Vacant – Future Retail Commercial/Office Development
- 3 Nanaksar Thath Isher Darbar Sikh Temple
- 4 Castlemore Public School
- 5 Cardinal Ambrozic Catholic Secondary School
- 6 St. John Cemetery
- 7 Castlebrooke Secondary School
- 8 Commercial (under development – future Asian Food centre)
- 9 Vacant (future development – to be determined)
- 10 Retail Commercial

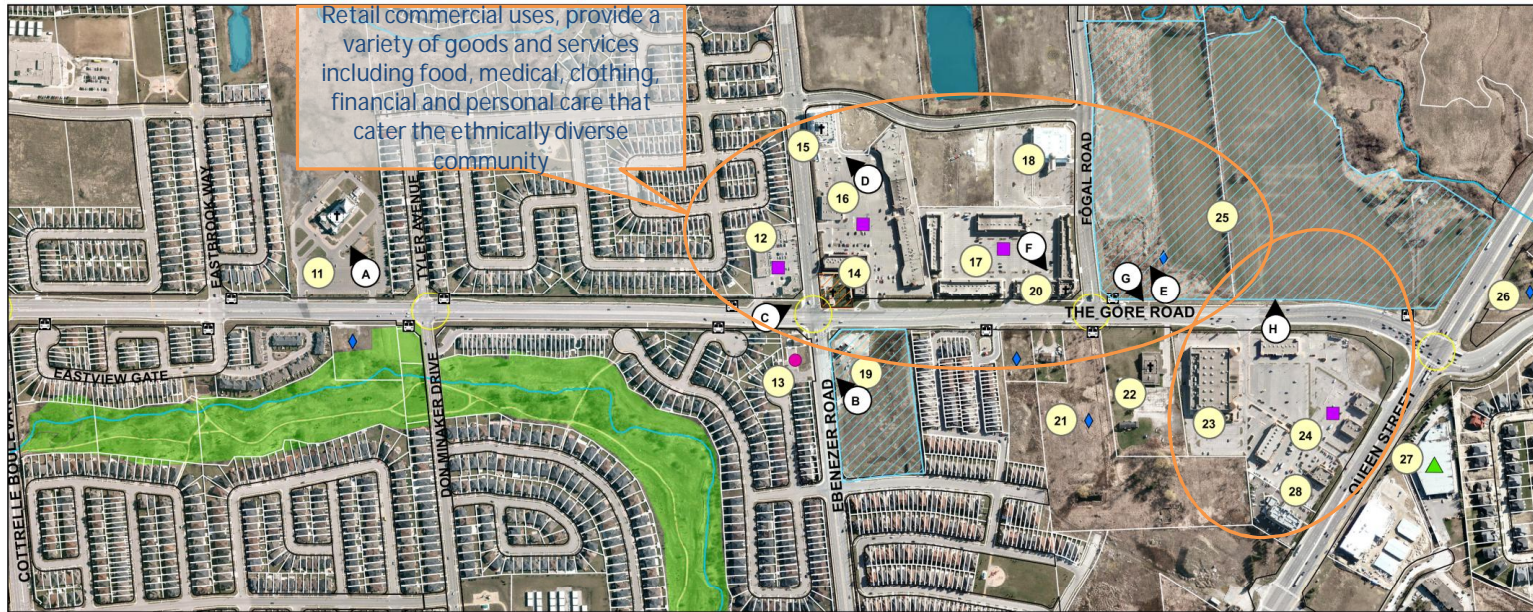


Legend

- Elementary School
- Secondary School
- Community Centre
- Industrial
- Brampton Transit Bus Stop
- Commercial
- Signalized Intersection
- Spiritual Centres
- Vacant Lands
- Watercourse
- Trails
- Land Use Feature ID #
- Land Use Feature Photo
- Cemetery
- Natural Cover



Existing Land Uses – South Area



Land Uses

- 11 Hindu Sabha Temple
- 12 Retail Commercial
- 13 Ebenezer Community Hall (formerly Ebenezer School)
- 14 Ebenezer Chapel and Cemetery
- 15 Gurdwara Sahib Dasmesh Darbar Temple
- 16 Retail Commercial
- 17 Retail Commercial
- 18 Grand Empire Banquet and Convention Centre
- 19 Townhouses (under development)
- 20 Sant Gyaneshwar Hindu Ashram
- 21 Vacant (future development-to be determined)
- 22 Chinmaya Mission Toronto
- 23 Embassy Grand Convention Centre
- 24 Retail Commercial
- 25 Vacant-Future Low and Medium Residential
- 26 Vacant - Future Highway Commercial
- 27 Industrial-Light Manufacturing (EM Plastics and Electric Products Ltd.)
- 28 Hampton Inn Hotel



Legend

- Elementary School
- Secondary School
- Community Centre
- Industrial
- Brampton Transit Bus Stop
- Commercial
- Signalized Intersection
- Spiritual Centres
- Vacant Lands
- Watercourse
- Trails
- Land Use Feature ID #
- Land Use Feature Photo
- Lands Under Development or subject to a Municipal Planning Application Process
- Cemetery
- Natural Cover

Preliminary Evaluation Criteria

- Before we can decide on the best alternatives for The Gore Road, we need to identify the criteria that will be used to evaluate the alternatives
- Please use the comment sheet to tell us which criteria are important to you

Technical

Transportation

- Effect on transit, cycling and pedestrian facilities
- Effect on local street connectivity
- Effect on safety
- Effect on overall network delay and future road capacity beyond 2020

Constructability

- Effect on ease of construction including phasing

Stormwater Management

- Effect on stormwater management including drainage patterns

Utility Conflicts

- Effect on existing utilities located within and outside of the Region's right of way

Natural Environment

Terrestrial Features

- Effects on terrestrial habitats or functions (e.g., trees, shrubs, vegetation)
- Effect on terrestrial species including Species at Risk

Aquatic Features

- Effects on aquatic habitat or functions
- Effect on aquatic species including Species at Risk

Groundwater and Surface Water

- Effect on groundwater
- Effect on surface water

Socio-Economic Environment

Property Requirements

- Effect on public property
- Effect on private property

Overall Community

- Effect on existing established communities and businesses, noise/dust/vibration
- Effect on planned future land use along corridor

Street Character and Vibrancy

- Effect on visual character of road corridor
- Effect on urban design

Cultural Environment

Archaeological Resources

- Effect on known or potential significant archaeological resources

Built Heritage and Cultural Landscape

- Effect on built heritage resources and cultural landscape features

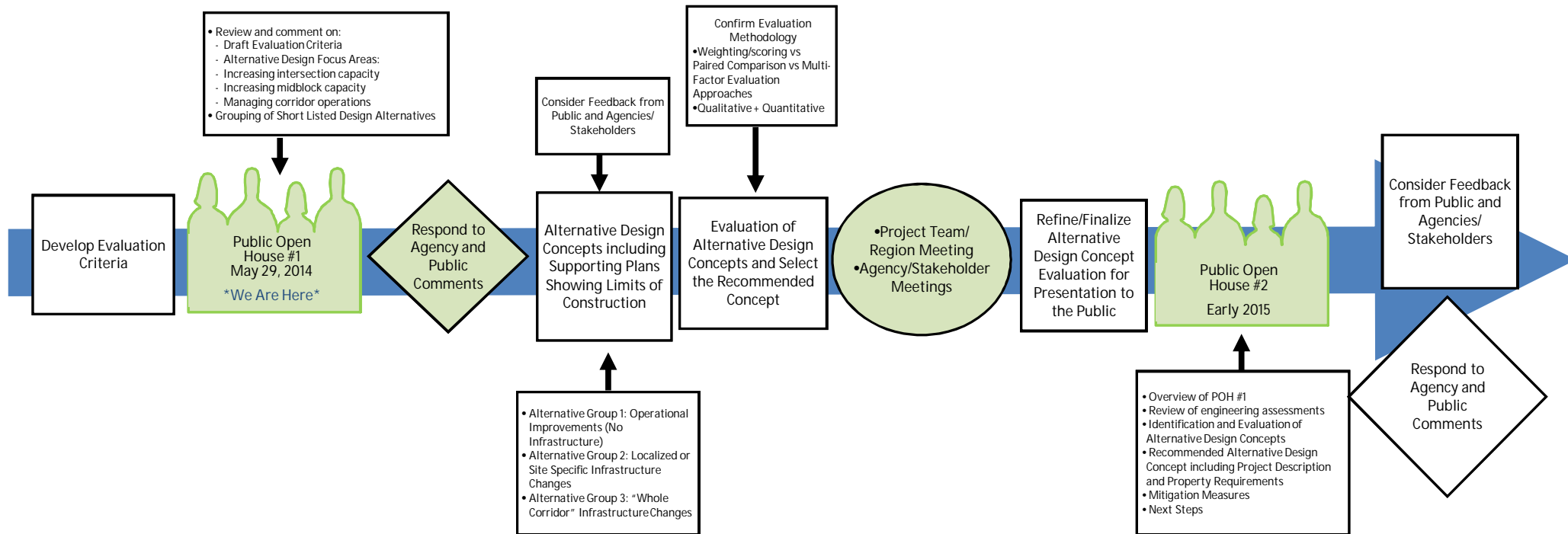
Costs

- Effect on value/cost-benefit and affordability

- Many alternatives are being considered to address problems and opportunities:

"Long List" of Alternative Ideas	Screening Result	Alternative Groups for Further Study
1. Increase Intersection Capacity		<p>Alternative Group 1: Operational Improvements (No Infrastructure)</p> <p>1a) More green time for N-S traffic 1b) Increase cycle length 1c) Coordinate signal timing 1d) Signage review/ improvement</p>
a. More green time for North-South traffic	Carry Forward (Group 1) (for testing and refinement)	
b. Longer traffic signal cycle length	Carry Forward (Group 1)	
c. Double left turn lanes	Carry Forward (Group 2)	
d. High-capacity intersection designs to reduce turning traffic conflicts	Carry Forward (Group 2) (at grade options)	
e. Pedestrian bridges or tunnels across The Gore Road	Set Aside, not appropriate in this context	
f. Wide median for two-stage pedestrian crossings	Set Aside, excessive penalties to pedestrians	
2. Increase Roadway Capacity		<p>Alternative Group 2: Localized Site Specific Infrastructure Changes</p> <p>2a) Double left turn lanes 2b) High-Capacity intersection designs 2c) Reduce driveway left turns 2d) Implement bus bays</p>
a. Adding one through lane in each direction throughout the corridor	Carry Forward (Group 3)	
b. Use reversible lanes to increase peak direction capacity without widening in both directions	Carry Forward (Group 3) (five-lane option with tidal flow operation)	
3. Manage Gore Road Operations		<p>Alternative Group 3: "Whole of Corridor" Infrastructure Changes</p> <p>3a) Adding one lane in each direction in part or all of the corridor 3b) Five-lane configuration with Tidal Flow operation (reversible median lane) 3c) Eliminate midblock left turns</p>
a. Reduce the number of intersections and driveways	Carry Forward (Group 3)	
b. Implement bus bays	Carry Forward (Group 2)	
c. Restrict left turns (in peak periods, or all day)	Carry Forward (Group 2)	
d. Restrict truck traffic	No Further Action, trucks already restricted from using The Gore Road	
e. Coordinate signal timing	Carry Forward (Group 1)	
f. Increase the speed limit	Set Aside, not desirable	
g. Ensure road signs are clear and properly located	Carry Forward (Group 1)	
h. Restrict advertising and other motorist distractions	No Further Action, By-Laws in place	
i. Providing trip planning and real-time traffic information to influence motorists' decisions to use The Gore Road (time, mode, route of travel)	No Further Action, GTA-wide activity, not specific to The Gore Road	

Analysis and Evaluation Process



Study's Next Steps

- Confirm existing conditions through site specific investigations – Spring/Summer 2014
- Describe and evaluate alternative design concepts – Fall/Winter 2014
- Identify preliminary recommended design concept – Early 2015
- Consult with key stakeholders and review agencies prior to Open House # 2
- Notification and hosting of Open House # 2 – Early 2015

Please note, timing and cost of improvements are determined at the end of the study following confirmation of the recommended design alternative(s).

Planning Your Way

- The best plan for The Gore Road will be created with input of the community
- Thank you for your participation and feedback today
- Please submit your comment sheet here or send your feedback by email, fax or letter to Neal Smith or Stephen Schijns (see below)
- To stay connected, please visit the study website at www.peelregion.ca/TheGoreRoad
- If you have signed in, you will be added to the study mailing list

Neal Smith, C.E.T
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, Ontario L6T 4B9
Tel: 905-791-7800 ext. 7866
Toll Free: 1-888-919-7800, Fax: 905-791-1442
Email: neal.smith@peelregion.ca

Stephen Schijns, P.Eng
Project Manager
AECOM
5080 Commerce Boulevard
Mississauga, Ontario L4W 4P2
Tel: 905-238-0007
Direct: 905-206-8136
Email: stephen.schijns@aecom.com

The Gore Road's Role in the Community

- We want to know what The Gore Road means to you and how it can best suit your needs in the future
- Using the sticky dots, highlight areas on the large map that are of concern and use post-it notes provided here to tell us what you feel should be important considerations when it comes to planning for your road and the community. Use this list to get you thinking:

Place post-it notes on blank space below

