

Saddi, Asha

From: Dela Cruz, Gino
Sent: February 28, 2017 3:41 PM
To:
Cc: Palleschi, Michael
Subject: RE: Mississauga Rd widening, Public Info Centre #1
Attachments: Roll Plan 1.pdf; Design 2.pdf

Hi

The cross-section north and south of Ostrander along Mississauga Road is already at 6 lanes, as such this section of road will not require widening and will be tie-in points for the widening to the north and south. This is already confirmed for the north section, as shown in the plan that was presented at the PIC on Feb 9 – see attached. The north section ties in to the existing 6 lane cross section north of Ostrander. For the south section, a plan is still to be developed but I don't foresee that will require tie-ing in much further north than the Queen St intersection. As such there are limited opportunities for widening north and south of Ostrander.

A 5.5m centre median turn lane should be suffice based on our review of turning analysis based on a design vehicle that is 5.6m long – see attached turning simulation. As you can see, the centre median is designed for a vehicle to be more parallel to the NB and SB traffic when sitting there waiting for the NB traffic to clear.

And I also touched base with Barry about the LID work he is undertaking and these only involve minor works for the LID and streetscaping in the median planters south of Ostrander and no major changes to the cross-section.

If you would like, please give me a call to discuss further or alternatively we can meet on site to review.

Thanks,
Gino

From:
Sent: February 28, 2017 2:17 PM
To: Dela Cruz, Gino
Cc: Palleschi, Michael
Subject: Re: Mississauga Rd widening, Public Info Centre #1

Hi Gino

Thanks for following up on these points. See my comments inserted below, FYI.

Best

On 28/02/2017 1:24 PM, Dela Cruz, Gino wrote:

Hi

I have been in touch with the Region's Traffic group and note the following:

1. There is a progression signal plan on Mississauga Road for the intersections at Queen, Embleton, Walmart entrance, and Williams Parkway that work in the morning and afternoon peak periods. Typically the progression plan involves calculating offsets between intersections



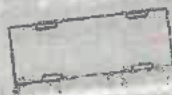
MISSISSIPPI RIVER ROLL PLAN

271 Sq. m

5.60



parameters
Width : 2.00
Track : 2.00
Lock to Lock Time : 6.0
Steering Angle : 36.2



depending on the speeds. And as you experienced, the goal is to have a green light for as much vehicles going along the corridor. Great to hear that a progressive system is in use during peak hours!

2. As I noted previously, I understand your concern about making a left turn from Ostrander onto Mississauga Rd northbound (NB), and I have discussed this with our traffic group and offer the following notes:
 - a. To confirm, the intersection of Mississauga Road and Ostrander/Adamsville is not warranted to have a traffic signal at this time, and not warranted in the near future according to our EA study. Signalizing an intersection when it is not warranted is not generally practised at Peel and can potentially increase delays at the intersection. The Region will continue to monitor this intersection and should anything change with the turning volumes and a signal is warranted we will consider the installation. Pleased to hear that a traffic signal is not warranted or planned of at this time.
 - b. In terms of using that middle section between the opposing left turns, I am told that the section of road is not intended to be used as refuge for two-stage left turns onto Mississauga Road. Although I understand you and your neighbours are making this move out of necessity. I'm unsure about the problem you have with your vehicle sticking out onto the NB or SB lanes when you stop at the middle of the intersection, given that there is at least 4m (maybe 5m) - 3.5m left turn lane + median – for a vehicle to occupy between the two opposing lefts. Is it an issue of the angle of entry into the middle section or perhaps just a very large vehicle that this issue is related to? [REDACTED] which is [REDACTED] If I try to stay perpendicular to Miss Rd NB and SB I nearly always get a protest from either NB or SB traffic because one end or the other is sticking out. My neighbour at [REDACTED] drives [REDACTED] and he can't use the centre median at all as a half way stage. [REDACTED] are between 5.38 m and 5.84 m depending on model.
 - c. There is an alternative available if you really find the Ostrander/Mississauga Rd intersection too cumbersome, you can use the signalized intersection at River Road, 500m south of Ostrander. I understand this is going out of the way if you are wanting to go NB on Mississauga Road but it may be an option that may work for some folks. Yes, we all use this method or work around when turning NB from Ostrander when traffic does not have breaks in NB and SB. I try for about 5 min in peak morning traffic and then turn right and use River Rd to go north bound. It is a work around, not a solution.

Hopefully, this answers some of the questions and concerns you have. Do let me know if you have further questions.

I appreciate your feedback to all these points. My request remains, if you are widening to the west of Ostrander and moving curbs to add extra lanes and you will be back to do more centre median LID work south of Ostrander, use the free city land of the former volunteer fire station south of Ostrander to extend the lane widening south of Ostrander and provide a 6 m wide centre turning median for traffic turning out from Ostrander and Adamsville. It is an incremental cost that avoids a traffic light any time soon and adds safety at a time when significant Regional tax dollars are being invested either side of Ostrander/Adamsville!

Thanks,
Gino

From:
Sent: February 24, 2017 4:32 PM
To: Dela Cruz, Gino
Subject: Re: Mississauga Rd widening, Public Info Centre #1

Hi Gino

Thanks for the quick acknowledgement!

Incidentally, I came north yesterday evening on Mississauga Road from the 403 and every traffic light turned green before I got to it until I got to the 401. Are the lights synced or was I just very lucky?

On Fri, Feb 24, 2017 at 1:42 PM -0500, "Dela Cruz, Gino" <gino.delacruz@peelregion.ca> wrote:

Hi – thanks for your email, and it was nice talking to you on Feb 9th. I have inquired with our Traffic Operations group here at the Region about your comments. With regards to the coordinated signals, I did find out that Peel does utilize this technology and I am waiting to get confirmation if this is something that is in use or is planned to be installed in the future for the Mississauga Rd corridor.

Thank you for sharing the background and history of correspondence regarding your other inquiry about your left turn concerns coming out of Ostrander onto Queen St northbound. Again this is something I need follow up with our Traffic Operations group and provide a response for you.

Kind regards,
Gino

P. Gino Dela Cruz, P.Eng.
Project Manager, Infrastructure Programming & Studies
Transportation Division, Public Works, Region of Peel
10 Peel Centre Dr., Suite B 4th Floor, Brampton, ON L6T 4B9
Tel: (905)791-7800, ext. 7805 Fax: (905)791-1442

From:
Sent: February 23, 2017 3:50 PM
To: Dela Cruz, Gino
Cc: neal.smith@amecfw.com; barry.mulcahy@peelregion.ca; Palleschi, Michael
Subject: Fwd: FW: Mississauga Rd widening, Public Info Centre #1

Hi Gino

It was good to meet you on Feb 9, 2017 at your Lionhead Golf Club PIC #1 meeting.

The only feedback directly to this PIC meeting is that the many traffic lights along Mississauga Rd are linked and sequenced, such that if you drive at the posted speed, you reach the next light at green. This is a system we had in Germany. It saves on stop start driving with pollution consequences and dissuades speeding. I mention speeding in the correspondence with and from Neal Smith below, which killed a "racing" motorcyclist and wrote off car. The left turn filter for south bound traffic turning onto Queen St West is greatly appreciated.

Avoiding additional traffic lights on a regional road is another point I brought up earlier. In the we received a notice dated Nov 18, 2016 that LID work would be carried out

between Queen St and Adamsville Drive, hence I've copied Barry in on this email. If this LID work and your road widening to 6 lanes north of this intersection could be combined with widening the Ostrander/Adamsville intersection to permit a wider turning median in the centre of Mississauga Rd, we could safely cross to the median and wait for a break in the traffic coming the other way. At the moment it is too narrow. There is no voluntary fire hall on Ostrander, which would allow the lanes to be moved on the west side of Miss Rd and with that avoid another traffic light.

Most of my neighbours would love to see this happen during the eventual road construction work.

Best regards

----- Forwarded Message -----

Subject:FW: Mississauga Rd widening EA, notice from Oct 27, 2015

Date:Wed, 23 Mar 2016 17:12:17 +0000

From:Stahl, Jason <jason.stahl@amecfw.com>

To:

CC:Smith, Neal <Neal.Smith@peelregion.ca>, Rook, Sally <sally.rook@peelregion.ca>, Sinke, David <david.sinke@amecfw.com>, Dearlove, Heather <heather.dearlove@amecfw.com>

Mr.

Our apologies for the delay in responding to the below. On behalf of the Region of Peel, a response to your comments is attached.

Regards,

Jason Stahl, P.Eng.

Project Engineer, Transportation, Amec Foster Wheeler
3215 North Service Road, Burlington, Ontario L7N 3G2, Canada
T +1 905 335 2353 ext.272
jason.stahl@amecfw.com amecfw.com

From: .

Date: February 13, 2016 at 4:00:20 PM EST

To: <sally.rook@peelregion.ca>

Subject: Mississauga Rd widening EA, notice from Oct 27, 2015

Hi Sally

Your notice from last October ended up in a file that I deal with once a year in March. However, I expect sending you our input can still be filtered into your studies.

From 2000 - to about 2010 we had the _____ and I was
this _____. Even though the association is not formally active, I still receive feedback from
my neighbours on different issues. Here are two safety issues that pertain to Mississauga Road
either side of Queen St.

March 23, 2016

Dear

RE: Notice of Study
Mississauga Road, from Financial Drive to Queen Street

Thank you for providing further input to this study. We appreciate your feedback and your comments and suggestions are being investigated as the Region moves forward with the study.

In your email dated February 13, 2016, you commented on the difficulties in making a left hand turn southbound on Mississauga Road at Queen Street due to high northbound traffic volumes, as well as visibility concerns and high speed of oncoming traffic. The Region is currently reviewing your concerns, and will contact you at a later date to discuss.

You also noted a concern with left turning movements from Ostrander Boulevard to northbound Mississauga Road. The warrant for signals will be evaluated, based on projected traffic volumes at this intersection, as part of this study. In addition, traffic operations at this intersection will be reviewed to determine if further improvements are feasible.

Again, thank you for taking the time to provide valuable input to the study team. We look forward to further correspondence with you as the study progresses.

Sincerely,



Neal Smith, C.E.T.
Project Manager | Transportation Division, Region of Peel
Phone: 905-791-7800 ext. 7866, Fax: 905-791-1442
Email: neal.smith@peelregion.ca

1. Five of my neighbours, plus myself, who live in the _____ have the same request. When we drive south to Queen St and want to turn left to go east on Queen St we enter the left turn lane and wait for traffic coming north on Miss Rd to clear. This traffic coming north on Miss Rd from Emberton Rd comes over a brow in the hill before it becomes visible to us turning left. The road at this point coming north is just turning into 4 lanes, which curve to the left. This means if we start our left turn onto Queen St and traffic is faster than the posted speed limit, your heart beats a little faster as you hit the brake or the gas to clear the intersection. Changing the speed limit is not the answer. Changing the road position and removing the brow would be the better solution.

Why do we say changing the speed limit is not the preferred solution? Mainly in the evening and early hours of the night, Miss Rd north of Queen St becomes a "raceway" for motorcycles. This is what happened on October 22nd, 2015 at about 7:30 pm. My _____ was using his grandfather's car to make this left turn onto Queen St, when a motorcycle came over the brow of the hill at high speed and went into the side of the car, killing the motorcyclist. Changing the speed limit sign would not have saved this life!

2. When we drive out of Ostrander Blvd to go north on Miss Rd the only safe way to do this is to wait until traffic is clear, both north and south on Miss Rd. If you try to go halfway and wait for an opportunity to fit into north bound traffic, your truck area is still in south bound traffic or your nose end is in part of the north bound stream. The two opposing left turn lanes on Miss Rd don't allow to turn north and use our mirrors to blend in, as you would with an open central median.

A traffic light would correct this but it is otherwise not necessary with the current traffic flows. Another traffic light just slows the flow on Miss Rd, which is not what you want to do on a regional road.

I recollect the road widening study of [2006 prepared Miss Rd](#) and planned for an eventual 6 lanes, but installed 4 lanes initially, north of Queen St. If your study justifies this addition of two lanes, it would be great to rectify both these road design problems.

I hope this helps you. If you need further support, just ask.

Regards

Saddi, Asha

Subject: FW: Mississauga Road Class EA Addendum Comments
Attachments: SKMBT_C20317032710150.pdf

From:
Sent: March 27, 2017 10:19 AM
To: Dela Cruz, Gino
Subject: Mississauga Road Class EA Addendum Comments

Hi Gino,

Further to our phone conversation, please find attached our comments with respect to the materials provided for the Mississauga Road Class EA Addendum. If you wish to discuss our comments further, please do not hesitate to contact me. Thanks!

March 14, 2017

Region of Peel
10 Peel Centre Drive
Suite B, 4th Floor
Brampton, Ontario
L6T 4B9

Attention: Gino Dela Cruz, P. Eng., Project Manager, Transportation Division

Re: Class EA Addendum Comments
Location 2 – Mississauga Road from Queen Street West to Bovaird Drive

Dear Mr. Dela Cruz:

of Mississauga Road and Williams Parkway, in the City of Brampton (the "subject lands"). The subject lands are currently vacant, however are in the process of preparing development applications and associated materials to facilitate the future development of the lands for commercial uses.

The purpose of this letter is to advise Region of Peel staff that have reviewed the Notice of Study Commencement, Location 2 Public Information Centre materials and the Conceptual Widening Plans (Roll Plans 1 & 2), associated with the Class EA Addendum for Mississauga Road. Following review of these materials, it is understanding that the Region is protecting for a 50.5 m (165.68 ft) right-of-way for Mississauga Road, north and south of Williams Parkway. We further understand that the land needed to achieve this right-of-way width is proposed to be acquired from the properties on the west side of Mississauga Road, and that no land is proposed to be acquired from the properties on the east side of Mississauga Road,

Based on review of the above noted materials, wish to advise Regional staff that are in support of the improvements proposed for Mississauga Road, as well as the proposed road alignment, as noted above.

Finally, would request notification of any future public information meetings and any decisions made by Regional Council with respect to the EA Addendum.

Thank you for the opportunity to provide comments on this project. If you have any questions with respect to the comments contained herein, or wish to discuss these comments further, please do not hesitate to contact the undersigned.