

Welcome



Environmental Assessment Airport Road from King Street to Huntsmill Drive



Public Information Centre No. 1

June 4, 2018

Please sign in...

Why are we here?

- To provide an update on the Environmental Assessment Study for Airport Road in Caledon
- To hear your comments on the Study, including:
 - Existing conditions within the Study Area
 - Problems and opportunities within the corridor
 - Options to resolve problems and address opportunities

How can you participate?

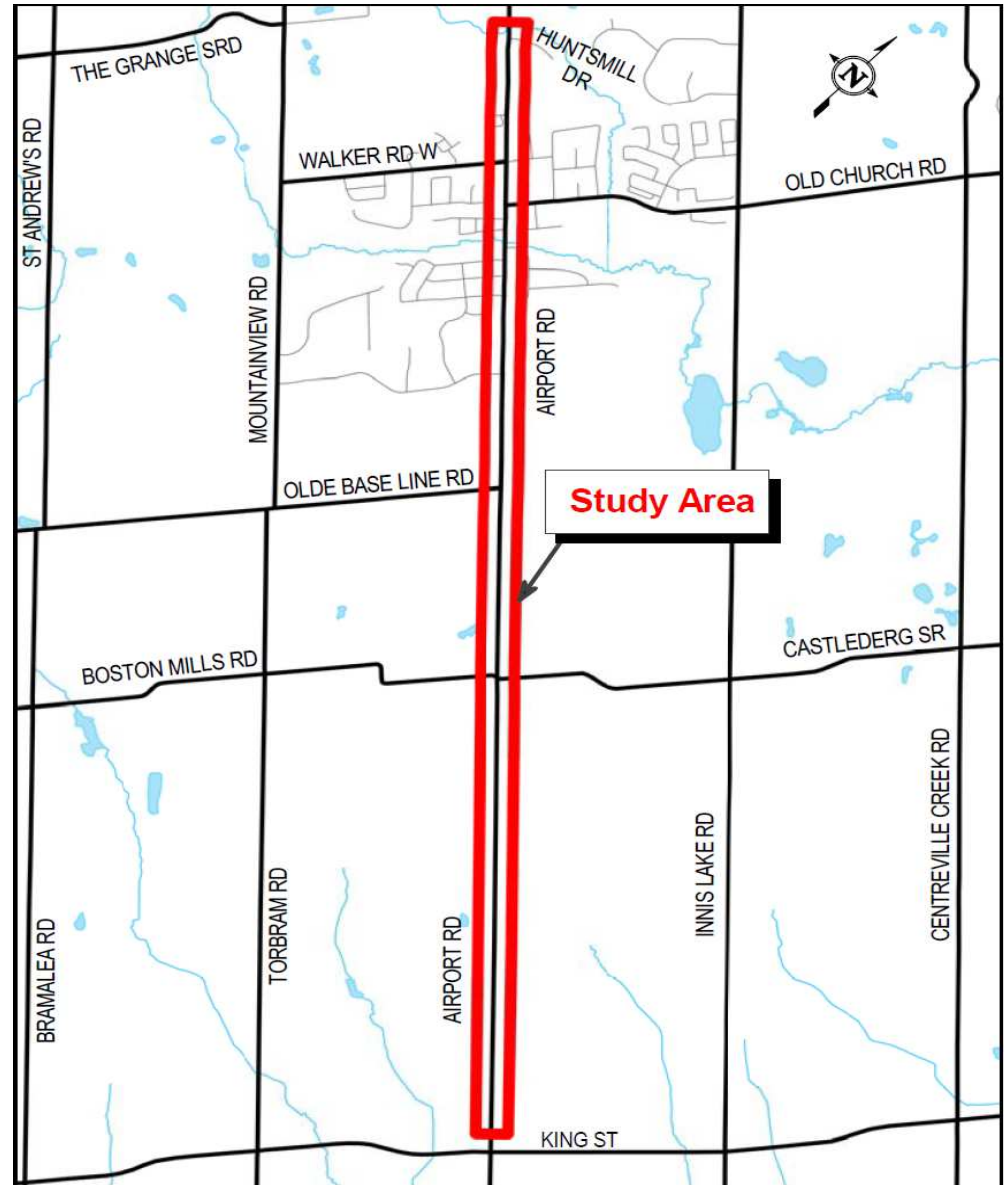
- View project information on display
- Ask questions and discuss issues with the Project Team
- Fill out a comment sheet
 - Drop off your comment sheet in the comment box, or
 - Mail your comment sheet to the contact and address shown by June 19, 2018



Study Area



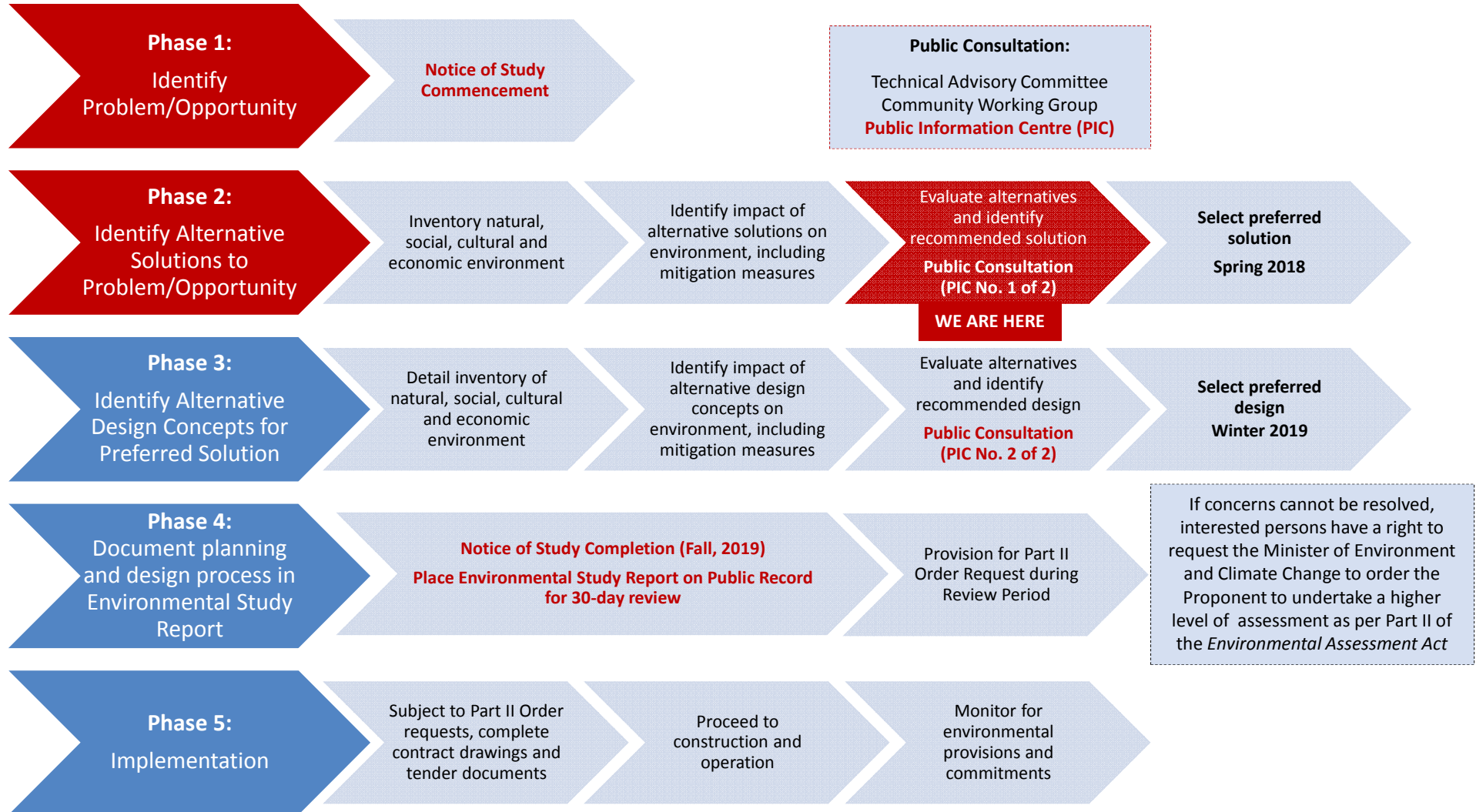
- Airport Road from 100m north of King Street to 300m north of Huntsmill Drive in Caledon
- Approximately 7.5km
- 2-lane Major Regional Road serving local, through and truck traffic



Environmental Assessment Process



This Study will follow Phases 1 to 4 of the **Municipal Class Environmental Assessment** for **Schedule C** projects:

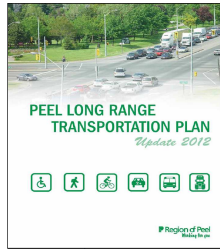


Consultation Plan	Comments To Date
<p>Public and Indigenous Communities</p> <ul style="list-style-type: none"> • Input at key stages of the Study: <ul style="list-style-type: none"> • Notices in <i>Caledon Enterprise</i>, <i>Citizen</i> and/or mail • Public Information Centres • Study Website: peelregion.ca/airport-road-ea • Region of Peel on Twitter: twitter.com/peelpublicworks • Public Review Period for Environmental Study Report <p>Community Working Group</p> <ul style="list-style-type: none"> • Represent cross-section of interests in Study: <ul style="list-style-type: none"> • Property owners and residents • Business owners • Road users (pedestrians, cyclists and drivers) • Special interest groups (seniors, visitors) <p>Technical Advisory Committee</p> <ul style="list-style-type: none"> • Review and advise on technical aspects of the Study: <ul style="list-style-type: none"> • Credit Valley Conservation • Ministry of Natural Resources and Forestry • Niagara Escarpment Commission • Region of Peel • Toronto and Region Conservation Authority • Town of Caledon • Utilities 	<p>Sharing the Road</p> <ul style="list-style-type: none"> • Opposition to improvements for additional traffic capacity • Interest in practical traffic calming measures <p>Driving on Airport Road</p> <ul style="list-style-type: none"> • Concerns for traffic safety, including: <ul style="list-style-type: none"> • High speed • Increased truck traffic • Lack of parking • Poor visibility when turning left and right onto Airport Road • Safely turning left off Airport Road <p>Cycling on Airport Road</p> <ul style="list-style-type: none"> • Interest in: <ul style="list-style-type: none"> • Active Transportation • Safe crossings for cyclists <p>Walking within the Airport Road Corridor</p> <ul style="list-style-type: none"> • Interest in: <ul style="list-style-type: none"> • Safe Pedestrian Crossings • Safe Sidewalk Conditions <p>Environmental Considerations</p> <ul style="list-style-type: none"> • Concern for sediment in Centreville Creek • Interest in: <ul style="list-style-type: none"> • Economic Development in Caledon East • Tree planting • Urbanization

Planning Context

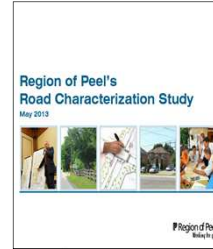


This project will not be considering road widening for additional through traffic lanes along Airport Road

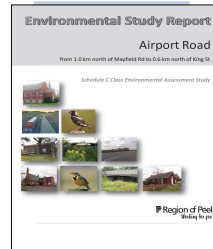
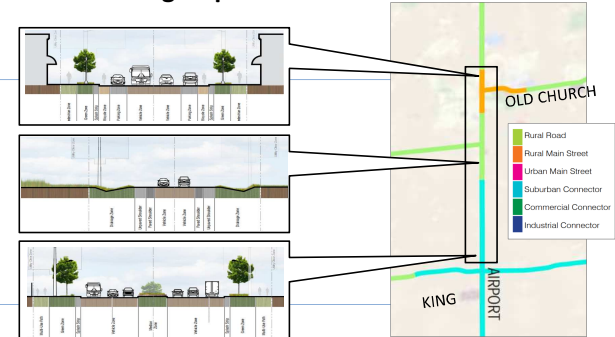


Long Range Transportation Plan Update, Region of Peel, 2012

- Widen Airport Road from King Street to South of Caledon East to 4 lanes by 2021
- Improve Active Transportation



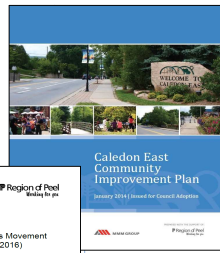
Region of Peel's Road Characterization Study May 2013



Environmental Study Report Airport Road

Airport Road Environmental Assessment, Region of Peel, 2015

- Widen Airport Road from Mayfield Road to King Street to 5 lanes
- Add 2-lane roundabout at King and at Old School
- Pave shoulders in rural area for Active Transportation



Caledon East Community Improvement Plan, Town of Caledon, 2014

- Encourage revitalization
- Support public realm improvements

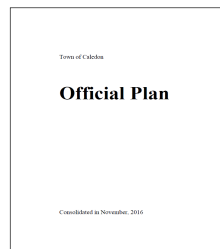
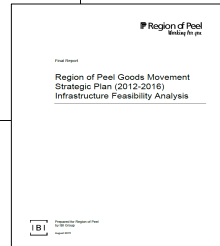


Goods Movement Strategic Plan, Caledon East Feasibility Studies, Region of Peel, 2015

- Maintain Airport Road as designated goods movement corridor
- Maintain (not widen) 2 lanes on Airport Road north of King Street
- Add traffic calming through Caledon East

Region of Peel Official Plan, 2016 Consolidation

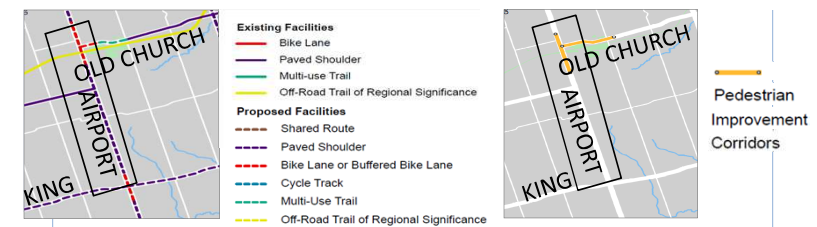
- Airport Road identified as Major Regional Road
- High-level inter-municipal transportation capacity
- Designated mid-block right-of-way from 20 to 45m



Town of Caledon Official Plan, 2016 Consolidation

- Land uses designated agricultural, rural and residential
- Corridor through Mono Road and Caledon East Settlement Areas (Caledon East Secondary Plan)
- Conceptual pedestrian linkages

Sustainable Transportation Strategy, Region of Peel, 2018



Active Transportation



Existing Conditions and Challenges

- Where sidewalks exist, they are not always in good condition

- Incomplete pedestrian network between communities

- Major recreational trail crossing the study limits (Caledon Trailway)

- Lack of cycling facilities along Airport Road

- Constrained corridor through Caledon East, particularly south of Caledon Trailway to Foodland

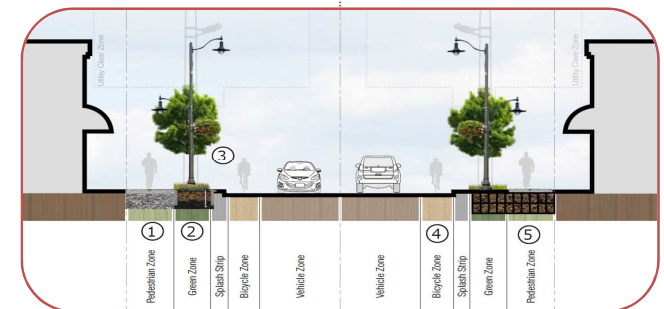


Opportunities

- Desire for enhanced active transportation facilities supported by Caledon East Community Improvement Plan

- Support for downtown pedestrian priority corridor improvements and planned cycling facilities through Peel Sustainable Transportation Strategy

- Opportunities to provide enhanced streetscaping identified through the Region of Peel Streetscaping Toolbox Update (2017)



Phase 1: Identifying Problem and Opportunity

Improving the pedestrian and cycling environment is a key consideration in the Environmental Assessment

Pedestrian Environment



Airport Road from Hilltop Drive to Walker Road

Cycling Environment



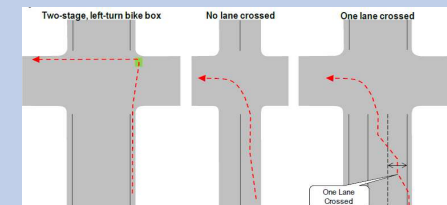
Airport Road from Hilltop Drive to Walker Road

Pedestrian considerations include:

- Boulevard width
- Corner radius at intersections
- Crossing distance at intersections
- Crosswalk treatments
- Motor vehicle traffic volume
- Operating speed
- Presence of on-street parking
- Sidewalk width
- Signal phasing and timing

Cycling considerations include:

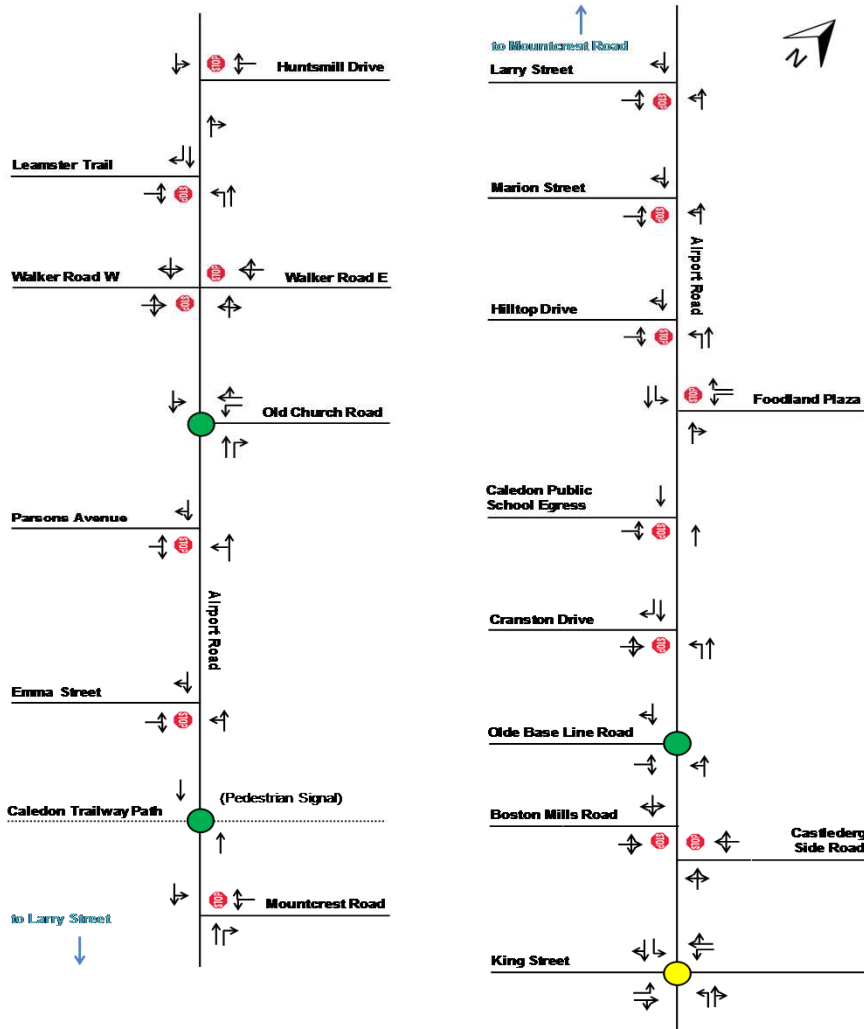
- Availability of bicycle lanes/facilities
- Number of travel lanes
- Operating speed
- Right turn lanes
- Motorist turning speed
- Cyclists left turn movements



Existing Traffic Conditions



Level-of-Service (LOS) Map (afternoon peak hour)



What is Level-of-Service?

Level-of-service is a measure of performance based on average delay at each intersection:

- LOS 'A' means drivers experience little or no delay
- LOS 'E' or 'F' signifies long delays, which can be in excess of 1 minute

Existing Traffic Operations

- Airport Road currently operates well overall
- Some delay is incurred for traffic turning onto Airport Road during busy periods
- No locations with collisions that are of high-frequency or common type
- Heavy trucks frequently use Airport Road

Map Legend:

Overall LOS of signalized intersections:

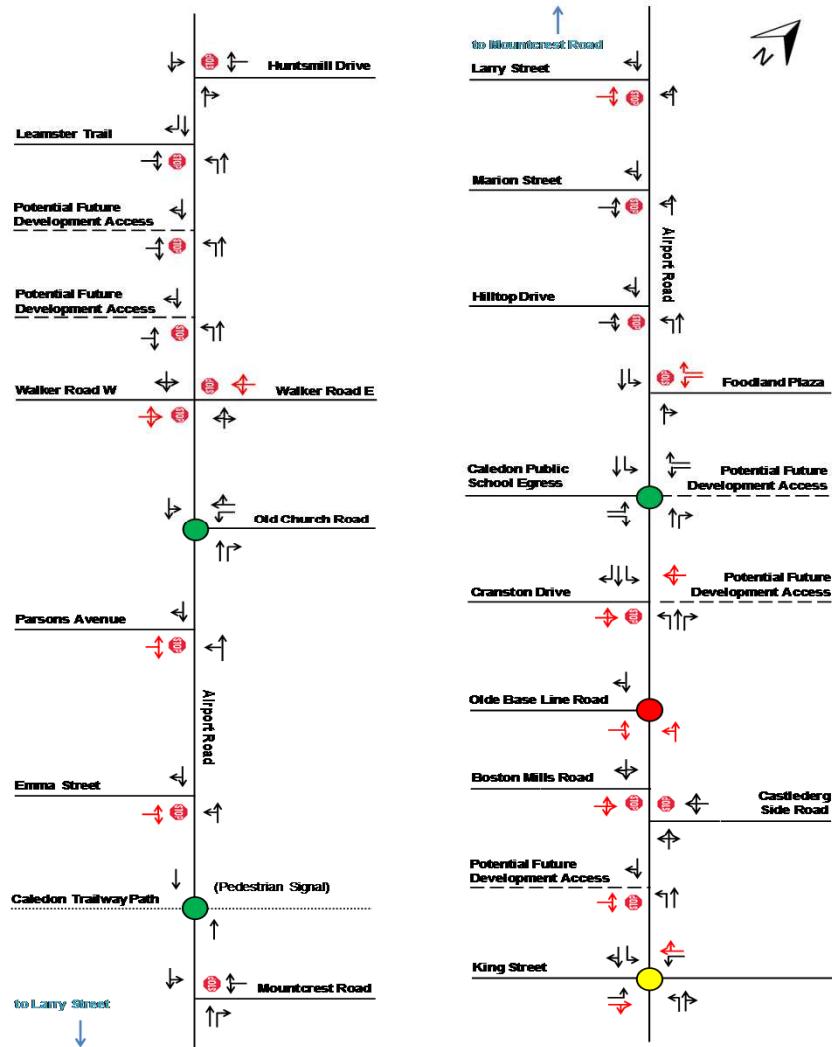
- LOS A or B
- LOS C or D
- LOS E or F

LOS of intersection movements:

- ↑ LOS D or better
- ↑ LOS E or F

Future Traffic Conditions to 2041

Level of Service (LOS) Map (afternoon peak hour)



Future Constraints

Traffic growth will introduce new operational constraints:

- Turning left and right onto Airport Road incurs long delays in the peak hours:
 - Walker Road
 - Parsons Avenue
 - Emma Street
 - Larry Street
 - Foodland Plaza
 - Cranston Drive
 - Olde Base Line Road
 - Boston Mills Road
- Some intersections may warrant improvements, signals or a roundabout:
 - Walker Road
 - Cranston Drive
 - Olde Base Line Road
 - Boston Mills Road / Castlederg Side Road

Map Legend:

Overall LOS of signalized intersections:

- LOS A or B
- LOS C or D
- LOS E or F

LOS of intersection movements:

- ↗ LOS D or better
- ↘ LOS E or F

Problem and Opportunity

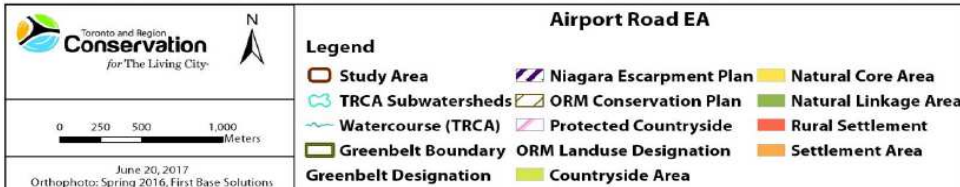
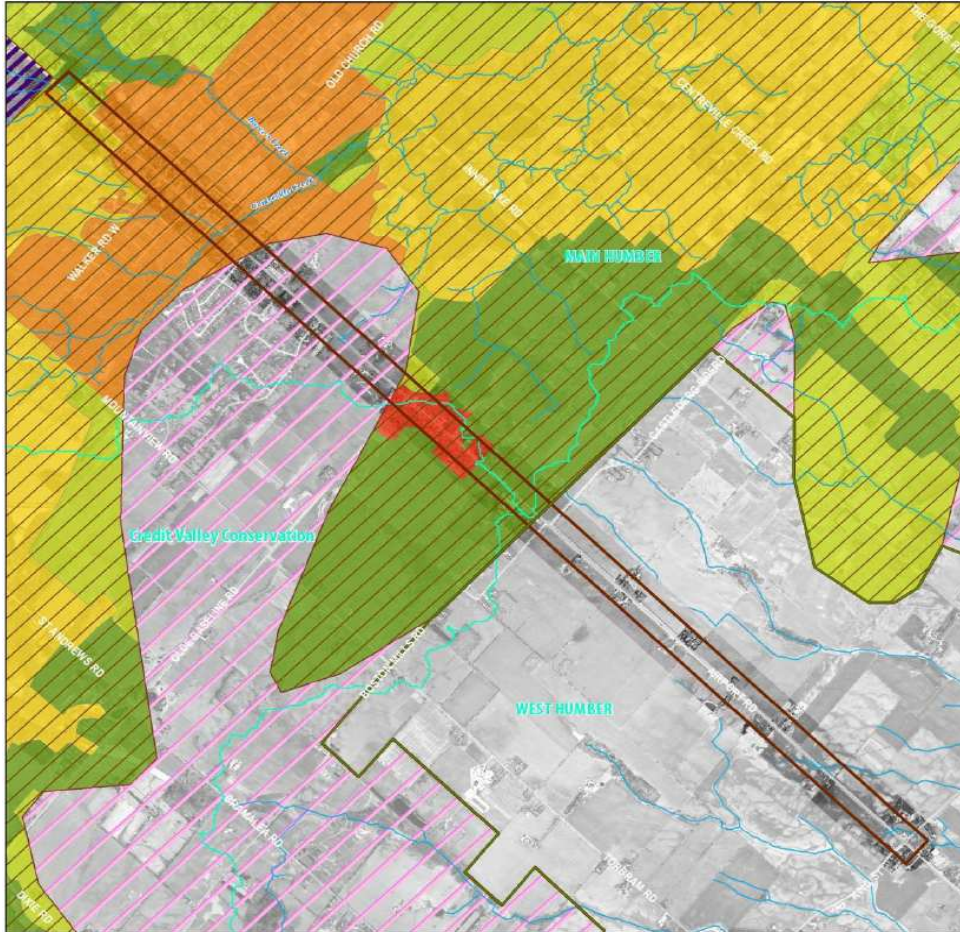
Airport Road between King Street and Huntmill Drive is a busy Regional arterial road serving through traffic and goods movement, while also providing access to the communities of Caledon East and Mono Road.

Residents and business owners have expressed concerns with through traffic, heavy trucks and high traffic speeds in the communities.

Traffic volumes are expected to increase due to growth and local developments. Limited space is available for road widening.

Improvements are required to better accommodate all uses in the corridor such as vehicular traffic, goods movement, walking and cycling, to improve safety and support the local communities.

Environmental Policies



TRCA - Toronto and Region Conservation Authority
ORM - Oak Ridges Moraine
EA - Environmental Assessment

Sections of Airport Road fall within:

**Greenbelt Plan,
Ministry of Municipal Affairs, 2017**

- Protects agricultural land
- Protects ecological and hydrological features and functions

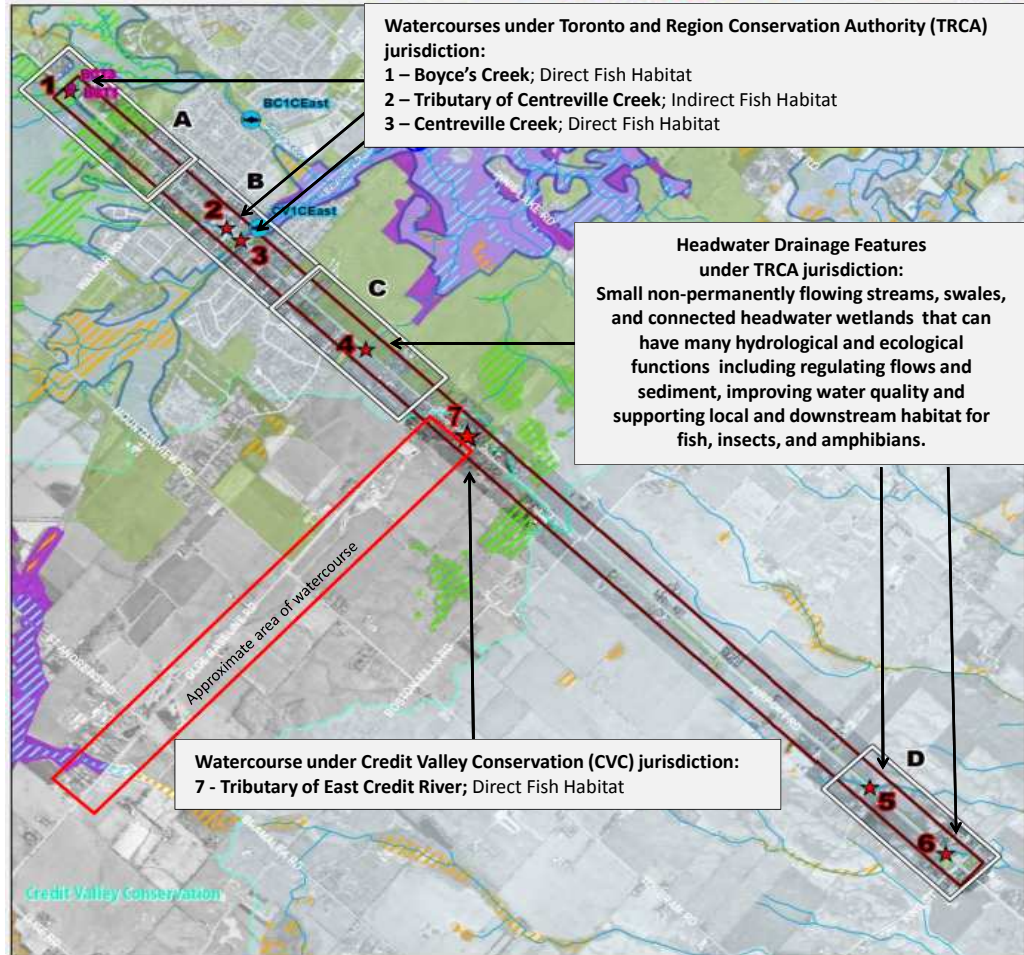
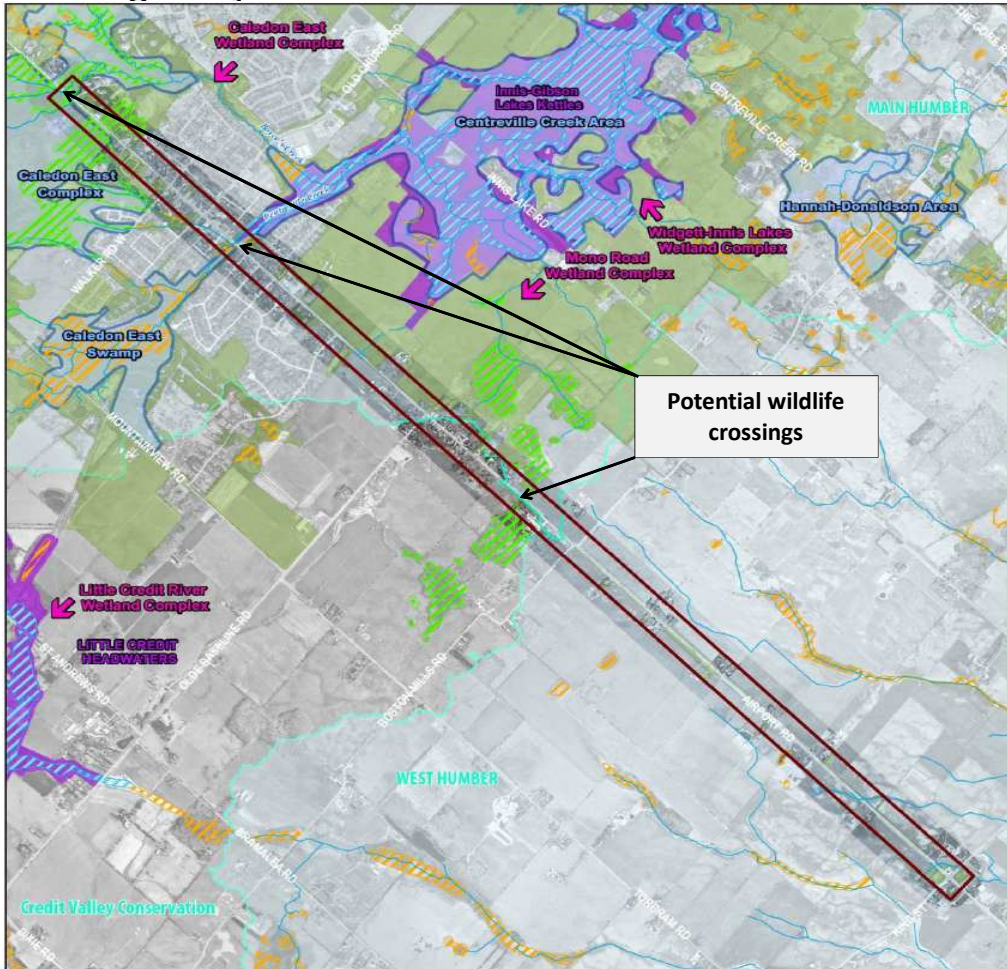
**Oak Ridges Moraine Conservation Plan,
Ministry of Municipal Affairs, 2017**

- Protects ecological and hydrological features and functions of irregular landform from Trent River to Niagara Escarpment

**Niagara Escarpment Plan,
Niagara Escarpment Commission, 2017**

- Protects geological feature from Niagara River to Bruce Peninsula

Phase 2: Environmental Inventory of Study Area



Toronto and Region Conservation for The Living City

June 22, 2017
Orthophoto: Spring 2016, First Base Solutions

Legend

Provincially Significant	Locally Significant	Not Evaluated	Study Area	TRCA Subwatersheds	ELC (TRCA)	ESA (TRCA)	Watercourse (TRCA)	ANSI (MNR)
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Toronto and Region Conservation for The Living City

October 2, 2017
Orthophoto: Spring 2016, First Base Solutions

Legend

Study Area	Index	TRCA Subwatersheds	ELC (TRCA)	Watercourse (TRCA)	Caledon East Project Benthic Macroinvertebrates Sampling Site	Crossing (2016)	RWMP Site	Watercourse (TRCA)	Caledon East Project Fish Sampling Site	ANSI (MNR) Wetlands (MNR)	Provincially Significant Wetlands (MNR)	Locally Significant Wetlands (MNR)	Not Evaluated Wetlands (MNR)
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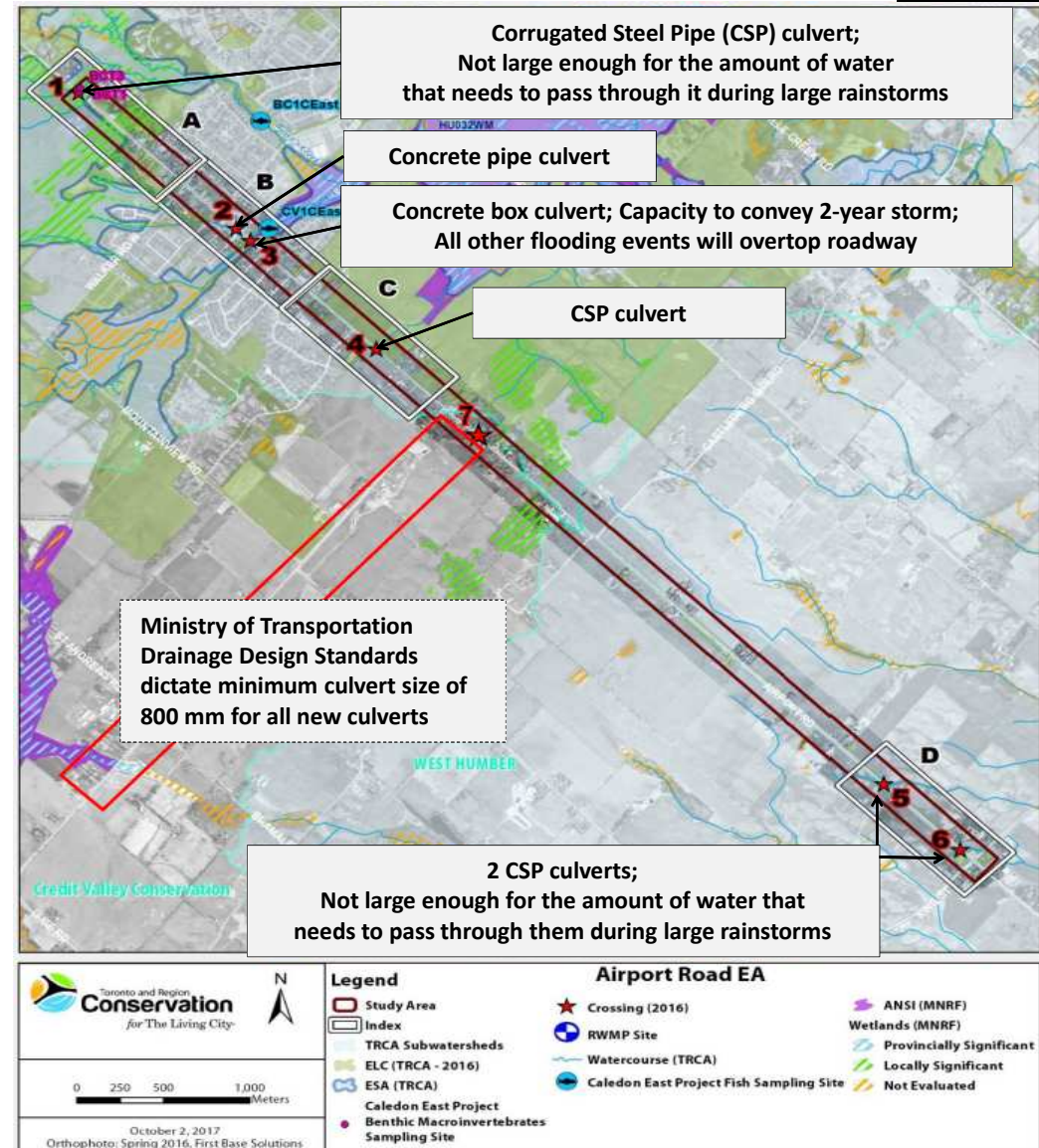
MNR/MNRF – Ministry of Natural Resources and Forestry
ELC – Ecological Land Classification
ESA – Environmentally Significant Area
ANSI – Area of Natural and Scientific Interest
RWMP – Regional Watershed Monitoring Program

Phase 2: Environmental Inventory of Study Area

Drainage and Stormwater Management



- 7 culverts allow creeks to pass underneath Airport Road within the Study Area
- Roadside ditches currently receive road runoff. Ditches may assist to mitigate the impacts associated with runoff quantity and quality before being discharged to receiving watercourses
- Storm sewers collect rainwater runoff just south of Walker Road to approximately 60m north of Hilltop Drive and discharge it to Centreville Creek
- There are 7 low points in the roadway that drain rainwater runoff to creeks or ditches

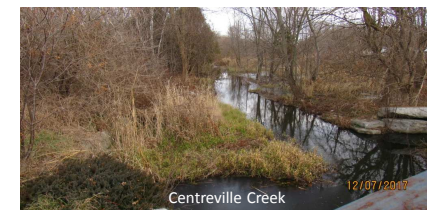


Phase 2: Environmental Inventory of Study Area

- Communities of Mono Road and Caledon East
- Mix of residential, commercial, institutional, and agricultural land uses
- 52 heritage resources within Study Area
 - 39 built heritage resources
 - 23 residences
 - 8 commercial structures
 - 5 residences and drive sheds
 - 1 commercial/former residence and drive shed
 - 1 barn
 - 1 church
 - 13 cultural heritage landscapes
 - 11 farmscapes
 - 1 heritage character area
 - 1 tributary of the Humber River (Centreville Creek)
- 2 registered archaeological sites within Study Area
- Goods movement corridor



Built heritage designated under *Ontario Heritage Act*



Canadian Heritage River

Phase 2: Environmental Inventory of Study Area

Alternative Solutions

1

Do nothing

No improvements to Airport Road

4

Limit growth

No future developments within the Study Area

2

Manage travel demand

Reduce vehicle trips through programs and policies that encourage walking, cycling, carpooling, and teleworking

5

Provide for active transportation

Add or enhance facilities that accommodate walking and cycling

3

Improve traffic operations

Add traffic calming measures, traffic signals/roundabouts, turning lanes; Realign intersections; and Improve road geometrics

6

Widen road for additional capacity

Widen road for additional through traffic lanes to accommodate growth

7

Divert traffic to other roads

Encourage goods movement and other vehicular traffic travelling northwest to use alternatives to Airport Road through Caledon East

Preliminary Evaluation Criteria



Criteria	Indicator
Transportation	Ability to address the problem and opportunity
Natural Environment	Potential negative effects on natural features can be avoided or mitigated Provides opportunity to adapt to / mitigate effects of climate change
Social Environment	Consistent with Region of Peel growth management policies Compatible with existing and planned future land uses Consistent with Caledon East Community Improvement Plan Consistent with Region of Peel Sustainable Transportation Strategy Promotes healthy, age-friendly, and accessible environments
Cultural Environment	Potential negative effects on built heritage and cultural heritage landscapes can be avoided or mitigated
Economic Environment	Consistent with Region of Peel Goods Movement Strategic Network Supports economic sustainability, including business and agricultural practices Anticipated cost within financing capacity of the Region of Peel

Phase 2: Identifying Alternative Solutions

Alternatives	Assessment		Evaluation
	Positive Impacts	Negative Impacts	
Do nothing	+No environmental impacts +No implementation cost	- Does not improve conditions for road users - Not consistent with Regional growth management policies, Caledon East Community Improvement Plan (CIP) and Peel Sustainable Transportation Strategy (STS)	<ul style="list-style-type: none"> Does not address problem/opportunity ✓ Carried forward as benchmark to compare alternatives
Limit growth	+No environmental impacts +No implementation cost	- Not consistent with Regional growth management policies and planned future land uses	<ul style="list-style-type: none"> Does not address problem/opportunity
Manage travel demand	+Region-wide policies and initiatives to encourage alternative transportation ongoing +No immediate environmental impacts	- No existing/planned transit within corridor	<ul style="list-style-type: none"> Has potential to address part of problem/opportunity Implemented at Region-wide level, therefore removed from list of alternatives
Provide for active transportation	+Encourages walking and cycling per Peel STS +Opportunities for Low Impact Development (LID) (e.g., rainwater retention) in Stormwater Management (SWM) +Consistent with Caledon East CIP +Active transportation can contribute to improved public health	- Possible encroachment into natural/cultural areas - Possible property requirements - Potential conflicting uses (e.g., trucks and active transportation) - Possible loss of parking to accommodate active transportation - Distance between communities not practical for commuter cyclist - Moderate implementation cost	<ul style="list-style-type: none"> Does address part of problem/opportunity Negative impacts can be avoided/mitigated ✓ Carried forward as part of solution
Improve traffic operations	+Focuses on operational constraints rather than encouraging more traffic to use the corridor +Opportunities for LID (e.g. rainwater retention) in SWM +Consistent with Peel growth management policies	- Possible encroachment into natural/cultural areas - Possible property requirements - Moderate implementation cost	<ul style="list-style-type: none"> Does address part of problem/opportunity Negative impacts can be avoided/mitigated ✓ Carried forward as part of solution
Widen road for additional capacity	+2015 Caledon East Feasibility Studies indicated sufficient capacity on Airport Road	- Significant property requirements due to existing, constrained right-of-way	<ul style="list-style-type: none"> Does not address problem/opportunity
Divert traffic to other roads	+Goods movement and other vehicular traffic travelling north on Airport Road could turn onto east-west truck routes (e.g., King Street to connect with Hurontario Street or Highway 50) before entering Caledon East +Consistent with Peel Goods Movement Strategic Network	- Airport Road is a truck route per the Peel Goods Movement Strategic Network, therefore diverting all truck traffic is not feasible - May contribute to increased traffic noise and emissions on other routes	<ul style="list-style-type: none"> Does address part of problem/opportunity Negative impacts can be avoided/mitigated The Region of Peel will assess the feasibility of Olde Base Line Road as a Primary Truck Route in conjunction with the Environmental Assessment Study for Airport Road ✓ Carried forward as part of solution

Preliminary Recommended Solution

Based on the assessment of alternatives and subject to public comments, the preliminary recommended solution **to better accommodate all uses in the corridor, to improve safety and support local communities**, is a combination of:

- **Providing for active transportation** by adding or enhancing facilities that accommodate walking and cycling
- **Improving traffic operations** by adding traffic calming measures, traffic signals or roundabouts, and turning lanes; realigning intersections; and/or improving road geometrics

Improvements at and/or near intersections will require minor road widening

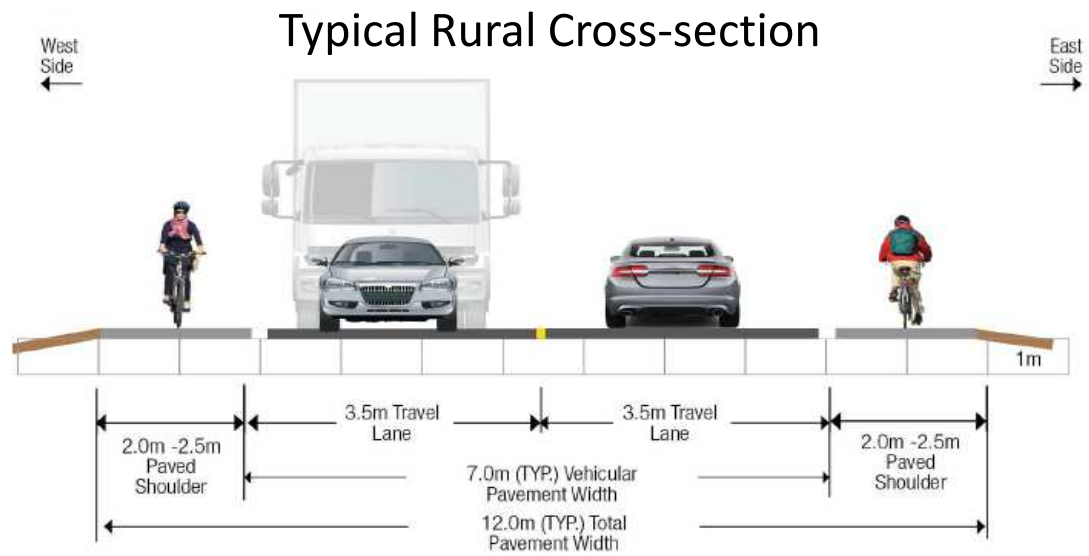
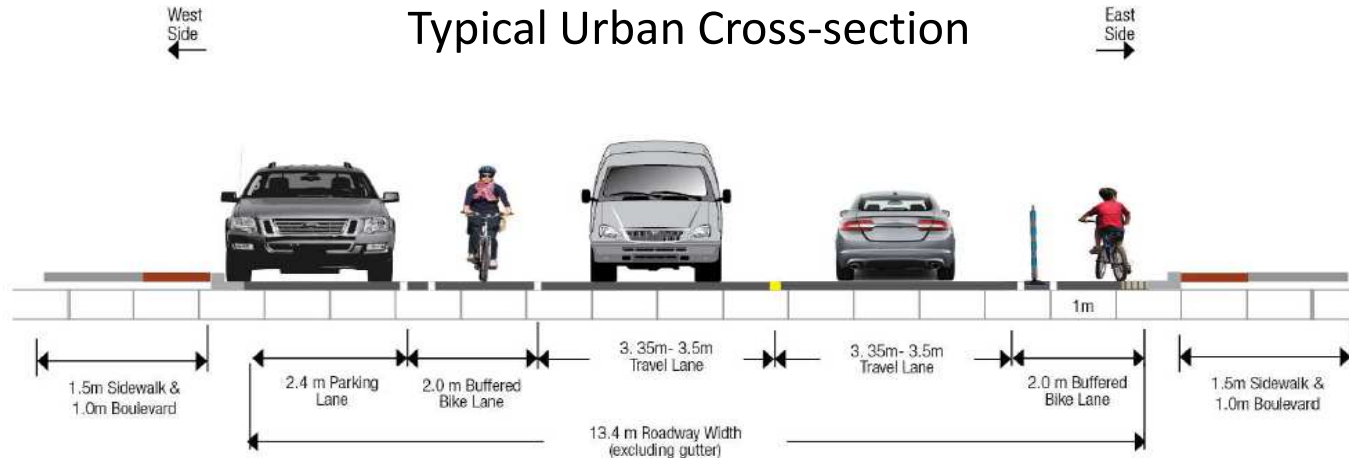
- **Diverting traffic to other roads** by encouraging goods movement and other vehicular traffic travelling northwest to use alternatives to Airport Road through Caledon East

Phase 2: Identifying Alternative Solutions

Typical Cross Sections



Examples of typical cross sections that will be considered during this study are shown below. Feel free to indicate your preference by adding a dot beside the option you like.



Active Transportation in Caledon East



Several options for enhancing the accommodation of pedestrians and cyclists through downtown Caledon East will be considered in subsequent stages of the Environmental Assessment. Feel free to indicate your preference by adding a dot below the option you like.

	Widen sidewalks and provide enhanced streetscaping between parking lay-bys	Add bike lanes within the roadway; improve sidewalks and add streetscaping between parking lay-bys <i>(Potential need to use local roads for bike lanes to bypass Airport Road from Hilltop Drive to Mountcrest Road)</i>	Reconstruct the boulevard to provide cycle tracks and new sidewalks, with streetscaping between parking lay-bys
Pedestrian Impacts	<ul style="list-style-type: none"> Provides enhanced pedestrian environment 	<ul style="list-style-type: none"> Provides enhanced pedestrian environment Pedestrians separated from vehicles by bike lanes 	<ul style="list-style-type: none"> Provides enhanced pedestrian environment Potential for conflicts between cyclists and pedestrians who may wander onto the cycle track or cross the cycle track to/from parked cars
Cycling Impacts	<ul style="list-style-type: none"> Does not address the needs of cyclists 	<ul style="list-style-type: none"> Provides cycling facilities through Caledon East, but may not be comfortable for all ages and abilities 	<ul style="list-style-type: none"> Provides protected cycling facilities through downtown Caledon East
Parking Impacts	<ul style="list-style-type: none"> Minimal impact 	<ul style="list-style-type: none"> Requires the loss of on-street parking on one side of the street 	<ul style="list-style-type: none"> Requires the loss of on-street parking on one or both sides of the street
Construction Impacts	<ul style="list-style-type: none"> Requires full reconstruction of boulevards and potential modifications to drainage 	<ul style="list-style-type: none"> Requires reconstruction of existing curbs only where parking lay-bys will be built 	<ul style="list-style-type: none"> Requires full reconstruction of boulevards and potential modifications to drainage and utilities
Alignment with Regional Plans & Policies	<ul style="list-style-type: none"> Does not address planned cycling infrastructure in the Peel Sustainable Transportation Strategy Inconsistent with Peel Road Characterization Study 	<ul style="list-style-type: none"> Consistent with recommendations of the Peel Sustainable Transportation Strategy and Road Characterization Study 	<ul style="list-style-type: none"> Consistent/exceeds recommendations of the Peel Sustainable Transportation Strategy and Road Characterization Study
Indicate your preference:			



Paved Shoulders



Bike Lanes



Cycle Tracks

Parking in Caledon East

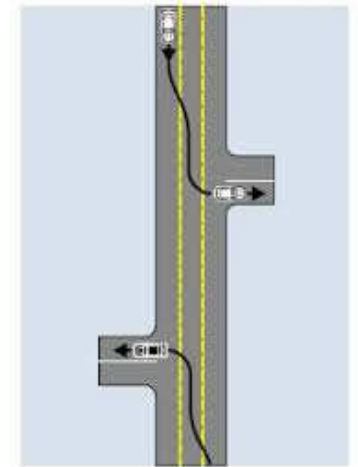
- Improvements to Airport Road in Caledon East may require removal of on-street parking. Improvements under consideration include:
 - Bicycle lanes or cycle tracks
 - Two-way left turn lane
- Either option would require removal of parking on one side of the road
 - Implementing both would require removal of parking on both sides of the road

Benefits of bicycle lanes

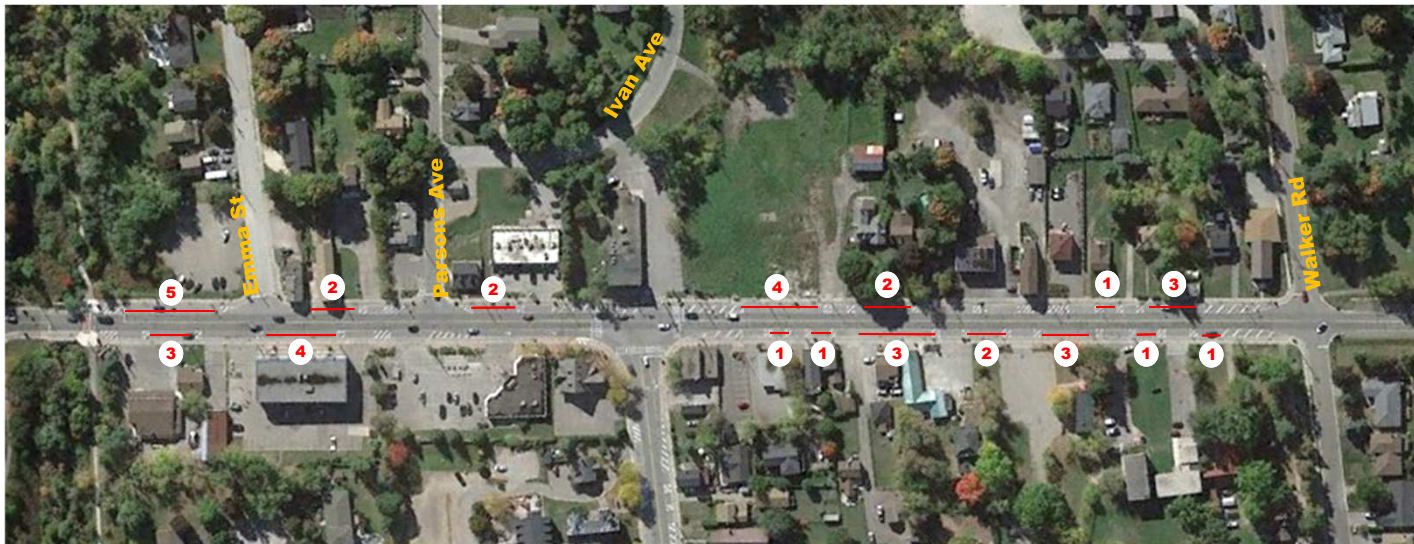
- Improved safety
- Can encourage cycling
- Improved aesthetic of road

Benefits of two-way left turn lane

- Can improve safety
- Improved traffic operations





- There are approximately 19 parking spaces on each side of Airport Road, or 38 total



Signalized Intersection and Roundabout



Several options for improving traffic operations and safety at intersections will be considered in subsequent stages of the Environmental Assessment. Feel free to indicate your preference by adding a dot below the option you like.

Options	<p style="text-align: center;">Signalized Intersection</p>  <p style="text-align: center;">Olde Base Line Road and Airport Road</p>	<p style="text-align: center;">Roundabout</p>  <p style="text-align: center;">Dixie Road and Olde Base Line Road</p> <p>Region of Peel practice is to assess roundabouts where traffic signals are warranted</p> <p>A two-lane roundabout is proposed at King Street under a separate Environmental Assessment for Airport Road (Mayfield Road to King Street)</p>
Advantages	<ul style="list-style-type: none"> • Pedestrians enter a signalized crossing zone • Greater opportunity to accommodate accessibility needs (e.g., accessible pedestrian signals in addition to ground surface indicators) • No property access restrictions 	<ul style="list-style-type: none"> • Facilitates lower speeds • Reduces traffic delay due to continuous movement of vehicles • Less severe collisions due to fewer conflict points with other vehicles and less chance for rear-end or head-on collisions • Less vehicle idling due to less stopping • May serve as a community gateway feature (e.g., Caledon East) • May have more space in the centre for landscaping and low impact development (i.e., space to retain rainwater that can be used to maintain landscaping)
Disadvantages	<ul style="list-style-type: none"> • Vehicle idling while stopped at intersections may contribute to poor air quality and/or greenhouse gas emissions • Wait time for vehicles may increase on side street due to main street accommodation • Pedestrians may have greater crossing distance • Cyclists turning left must wait for gap in on-coming traffic • Requires space for large vehicles (e.g., trucks, farm vehicles, school buses and emergency vehicles) • Requires property (possibly less than for roundabout) • Greater maintenance cost 	<ul style="list-style-type: none"> • Pedestrians must yield to traffic before entering crossing zone • Requires public education on driving, cycling and crossing in roundabouts • Requires space for large vehicles (e.g., trucks, farm vehicles, school buses and emergency vehicles) • Requires property (possibly more than for signalized intersection) • Greater construction cost
<i>Indicate your preference:</i>		

Old Church Road and Airport Road



Several options to address safety and operational concerns at Airport Road and Old Church Road will be considered in subsequent stages of the Environmental Assessment. Feel free to indicate your preference by adding a dot below the option you like.

Options	Connect Old Church Road to Ivan Avenue	Maintain and Signalize Driveway	Convert Driveway Access to Right-in/Right-out
Advantages	<ul style="list-style-type: none"> Resolves sightline, safety, and operational constraints for long term Provides opportunity for neighbourhood to access Airport Road from Ivan Avenue, Parsons Avenue and Maple Street during peak hours Limited risk of traffic infiltration/shortcutting through neighbourhood 	<ul style="list-style-type: none"> Retains building on private property Lower cost than to extend Old Church Road 	<ul style="list-style-type: none"> Retains building on private property Lower cost than to extend Old Church Road
Disadvantages	<ul style="list-style-type: none"> May require removal or relocation of building on private property More costly than Signalizing and Right-in/Right-out options 	<ul style="list-style-type: none"> Does not resolve sightline and safety constraints Longer traffic delays for all movements due to traffic signals that phase in the green light for one direction at a time Does not provide access to Airport Road for neighbourhood along Ivan Avenue, Parsons Avenue, Maple Street, etc. 	<ul style="list-style-type: none"> May not be feasible due to geometrics and requires further study/design Creates issue with entering and exiting left turns Does not resolve sightline and safety constraints Does not provide access to Airport Road for neighbourhood along Ivan Avenue, Parsons Avenue, Maple Street, etc. May impact deliveries and encourage traffic infiltration through neighbourhood
<i>Indicate your preference:</i>			

Next Steps

Following this Public Information Centre, we will:

- Review your comments, and confirm or refine:
 - Problem and Opportunity Statement
 - Alternative Solutions and Assessment
 - Selection of Preferred Solution

- Develop Alternative Design Concepts for the Preferred Solution:
 - Complete detailed investigations
 - Assess environmental impacts and evaluate alternatives, including mitigation

- Consult with the Public, including:
 - Technical Advisory Committee
 - Community Working Group
 - Public Information Centre No. 2 (Winter 2019)

Thank you for attending