Using Road Character to Educate, Engage, Empower

the MOBOW story

Mississauga Rd., Old Main St., Bush St., Olde Base Line Rd., Winston Churchill Blvd.

CITE Regina 2015
Agenda

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• Peel Region and Policy Context
• Pillars for the Project
• Study Area and Project Description
• Municipal Class EA
• What we did:
  • Enhanced Consultation
  • Context-Sensitive Design
• Concluding Remarks
Peel Region Context

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Diversity of

- people
- landscapes
- cities/towns
Pillars for the Project

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• Context-Sensitive Design
  • protecting the rural character

• Planning with People
  • “face-to-face” consultation

• Balancing Expectations
  • engage, educate, empower
Engage

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• Public consultation beyond Municipal Class EA requirements
  • Additional Open House
  • Community Working Group (CWG) meetings and individual CWG member interviews
  • Project newsletters
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Educate

• Explain the EA process
• Clarify what this particular EA is and is not about
• Role of parallel Regional studies and policy context
  • Road Characterization Study (RCS)
  • Strategic Goods Movement Network Study (SGMNS)
Empower

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• Allow the community to provide meaningful input to define the problem and develop the solution

• Incorporate public’s vision for their community into the final design, as feasible
Study Area / History

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Designated Truck Routes
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This area is not designated for significant future growth, therefore the volumes will remain relatively constant. There is no need to construct the pavement to handle significant volumes of truck traffic.

**Current EA Design**

**Typical Pavement Design for High Truck Volume Regional Roads**
e.g. Mayfield Road from Chinguacousy Road to Heart Lake Road

- 100mm (4in.) Asphalt
- 150mm (6in.) Granular A
- 400mm (16in.) Granular B
- 650mm (26in.) TOTAL THICKNESS
- 1200mm (48in.) TOTAL THICKNESS

**Current EA Design**

2. Lane Widths

- 3.5m lane width
- 2.0m paved shoulder / median

The paved shoulders will allow for safe movement of cyclists, pull over for emergency parking, and oversized agricultural equipment.

**Typical Lane Widths for High Truck Volume Regional Roads**

- 2.5m paved shoulder
- 3.75m lane width

The 3.75m lane widths permit wide truck dimensions.

**Current EA Design**

3. Speed

- Proposed posted speeds

- **Maximum:** 60
  - Proposed 60 km/h for Winston Churchill Boulevard

- **Maximum:** 50
  - Proposed 50 km/h for Olde Base Line Road

**Typical Posted Speed for High Truck Volume Regional Roads**
e.g. Mayfield Road, Airport Road, and, Highway 50

- **Maximum:** 80

This EA is not recommending a pavement structure for high volume trucks.
Challenges & Constraints
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• Problem Statement to address sightline, drainage and pavement deficiencies
• Opportunity to enhance pedestrian safety in the Village and active transportation throughout the study area
• Major constraints:
  • Maintain existing rural character
  • Natural environmental features – NEC, Species at Risk, Greenbelt, etc.
  • Heritage/Archaeologically significant features
  • Balance interests of all road users
Challenges & Constraints – Rural Character
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Challenges & Constraints – Natural Environment
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Challenges & Constraints – Heritage/Archaeological
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Study Objectives & Organization
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# Beyond the Municipal Class EA Process

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**EA Process**

**Required Public Consultation**

- Notice of Study Commencement (Summer 2012)
- PIC #1 (Spring 2013)
- PIC #2 (Fall 2013)
- Notice of Study Completion and Filing of the ESR (Summer 2014)

**Additional Points of Public Contact**

- Newsletter #1 (Summer 2012)
- CWG Meeting #1 (Fall 2012)
- Public Open House (Fall 2012)
- CWG Member Interviews (Spring 2013)
- Newsletter #2 (Spring 2013)
- CWG Meeting #2 (Spring 2013)
- CWG Meeting #3 (Fall 2013)
Enhanced Consultation – Benefits
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- Benefits of Enhanced Consultation include:
  - Better defined problem statement
  - Ensures all alternative solutions are identified
  - Helps lead to a better recommended design
  - Builds political support
  - Reduced risk in schedule delays and extraordinary study costs
Context-Sensitive Design
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Design Challenges

- Rolling terrain
- Wetlands
- Wildlife
- Narrow right-of-way – less than half of the designated ROW at some locations
- Multiple driveways on crests
- Sightline issues
- Cultural Heritage Features
- Cemeteries
- Inadequate drainage
Road Characters Applied
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Rural Road Cross-Section
Road Characters Applied
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Rural Main Street Cross-Section

![Rural Main Street Diagram]
Conclusion

• The enhanced consultation program can provide significant benefits to the proponent and community

  • Reduced risk of schedule delays and extra costs

  • Engaged community that is educated on the EA process and study goals, and is empowered through the decision making process

  • Reduced public opposition and results in an outcome that is understood and supported by the broader community
Questions? / Contact

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