



**McCORMICK
RANKIN
CORPORATION**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MINUTES OF MEETING

PROJECT: Mississauga Transitway EA Addendum
PROGRESS MEETING NO: Ward 8 Community Meeting
FILE NO.: 5447
DATE: June 16th, 2004 **TIME:** 7:00-10:00 PM
PLACE: St. Mark School Auditorium
PRESENT: Katie Mahoney – City of Mississauga Councillor, Ward 8
Martin Powell – City of Mississauga, Transportation and Works Dept.
Tom Mulligan – City of Mississauga, Transportation and Works Dept.
Willy Ing – City of Mississauga, Transportation and Works Dept.
Chris Blaney – MTO
Mike Wolczyk – GO Transit
Rob Masherman – Executive Assistant to MPP Bob Delaney
John Sutherns – MRC
Steve Schijns – MRC
Andrew Shea – MRC
Public – Approximately 40 citizens.
PURPOSE: To present to the public the changes that have been made to the Transitway plan in the Erin Mills Parkway area in response to concerns from the residents raised at previous public meetings.

PROCEEDINGS:

ACTION BY:

- 1.1 Councillor Mahoney opened the meeting by welcoming all residents and introducing the representatives from the City of Mississauga, MTO, and MRC. Minister of Transportation Harinder Takhar attended briefly to announce his support of the Mississauga Transitway project, but was unable to remain through the presentation due to prior commitments elsewhere.
- 1.2 J. Sutherns presented to the public the additional analysis completed and refinements to the Transitway plan that have been made in response to comments received at previous public meetings. These refinements focused on the flyover ramp from the Transitway to the eastbound Bus Bypass Shoulder (BBS) as this was perceived by the public to be a significant source of noise and visual intrusion to the homes on the south side of Highway 403.

The changes made include: the shift of the eastbound overpass to the Bus

Bypass Shoulders (BBS) on highway 403; and the proposed implementation of a visual barrier along the south berm to ensure that no part of the overpass would be visible from the 2nd floor of any house abutting Highway 403.

The horizontal curve radii used in designing the ramp are significantly reduced from those presented at previous public meetings, resulting in a need for buses to slow to a speed of 50km/h in the area of the flyover ramp. This will reduce noise due to tire friction and vehicle engines.

It is estimated that these changes will result in reduced impact (both visual and audible), thereby mitigating the effects of the Transitway to the maximum feasible extent. The resulting noise increase will not typically be noticeable over the general traffic given the forecast increase in traffic on Highway 403.

- 1.3 Following the presentation, a question and answer period was provided, facilitated by Councillor Mahoney. The public was given the opportunity to ask questions to members of the City of Mississauga Staff, GO Transit, McCormick Rankin, and the Ministry of Transportation of Ontario. The following table summarizes the comments/questions received and the response (if applicable).

Comment/Question	Response	By
Have existing noise levels in the Highway 403 corridor been measured?	All of the noise levels used by the MTO are calculated based on traffic volumes using a computer modeling program called STAMSON(?).	CB
Will the MTO conduct field surveys to determine the existing noise levels in the area?	The matter of conducting field studies will be reviewed with the Ministry of Transportation, and will be conducted if deemed necessary.	CB
How is this model calibrated?	The model has been used in dozens of situations and has been found to reasonably represent traffic noise.	CB
When was the model developed?	The original model was created in 1986 and remains valid today. Minor revisions to the modeling program have been made since the original version.	CB
Can you measure noise for 24 hours?	24-hour noise can be measured in the field. This will not necessarily give an accurate measurement for the area due to the many factors that affect the noise levels (i.e. weather conditions, traffic conditions, etc.).	CB, JS
What is being calculated is the average noise. Can you present the data as the average general traffic noise plus the peak noise from a	MRC will present the noise produced by an individual bus pass-by.	JS

Minutes of Meeting – Additional Public Meeting

Date: June 16th, 2004

<p>bus to give an idea of what the difference will be at a point in time when a bus passes by?</p>		
<p>Has the model incorporated the effect of noise echoing off the flyover structure?</p>	<p>The effects of the structure have been included in the model.</p>	<p>JS</p>
<p>The original busway was planned for the north side. What rights do the residents have to protest the changes, and how would they go about doing so?</p>	<p>The Environmental Assessment (EA) process involves a requirement for public consultation. At the public meetings the residents and affected parties have the opportunity to voice their concerns and provide their comments. These will be responded to and addressed to the extent feasible in the EA Addendum study. When the Addendum is filed, the residents and stakeholders are notified and provided with a 30-day period to review the report and ensure that their concerns have been noted and addressed. If they feel that their concerns are not addressed satisfactorily, they have the opportunity to voice their concerns to the Ministry of the Environment, who will then decide on the appropriate course of action. Contact information was provided to all attendees for the Ministry of the Environment. All comments to the Ministry of the Environment should be sent to:</p> <p>Michael Harrison Environmental Officer Project Coordination Environmental Assessment and Approvals Branch Ministry of the Environment 2 St. Clair Ave. West, 14th Floor Toronto, Ontario, M4V 1L5</p> <p>Tel: 416-314-8221 Fax: 416-314-7774</p>	<p>CB, JS</p>
<p>What information will the Ministry of the Environment consider in deciding whether or not to approve the changes to the Transitway plan?</p>	<p>The MOE will consider the impact of the project on all aspects of the environment, and will ensure that the Environmental Assessment planning process was followed.</p>	
<p>The public should be notified of filing of the final</p>	<p>The City will notify all attendees who signed in.</p>	<p>WI</p>

Minutes of Meeting – Additional Public Meeting

Date: June 16th, 2004

report for review with the Ministry of the Environment.		
Why is the Transitway not being built on the north side of Highway 403 as approved in 1993.	The ultimate Transitway alignment will remain as in the approved plan. The configuration incorporating the BBS is a stage in implementation of the full facility. This will save an estimated \$50-\$70M and still provide the necessary capacity to accommodate the transit needs in the corridor. When funding is available and the need for a fully-separated facility exists, the ultimate Transitway alignment will be realized.	JS, TM
Rather than constructing the flyover, why not use the existing bus link at Erin Mills Parkway?	The existing bus link will be used in the early stages of the project prior to implementation of the flyover. This would not adequately provide the necessary transit benefits in terms of travel time savings required to attract passengers.	MW
Will the City of Mississauga ensure all of the affected property owners that their property values will not decline after implementing the Transitway?	No.	KM
The MTO does not return to measure noise levels after completion of a project to verify their noise projections.	The noise impact is directly related to the change in traffic volumes and patterns. Traffic volumes and patterns are monitored, and these are used to verify the noise predictions.	CB
You need to get the facility built by 2009 in order to accommodate 1,000 buses/day by 2015.	The staging of implementation of the Transitway will depend on funding available from the Provincial Government. Federal/Provincial funding has been applied for. The need to approve this facility with the Ministry is a preliminary step so that the City will be able to quickly respond to the Provincial Government when funding becomes available.	TM
When would the flyover be completed?	Once funding becomes available, the City would begin the Transitway construction from the City Centre easterly. The flyover would be constructed approximately 5-7 years later.	TM
How does 100 buses/hour on the shoulders fit with the	The Bus Bypass Shoulders (BBS) are to be used in times of congestion. 100 buses/hour can be	MW

Minutes of Meeting – Additional Public Meeting

Date: June 16th, 2004

MTO protocol?	accommodated during that time if necessary. The Protocol accommodates that level of usage.	
Eventually shoulders will have to be added to the BBS to avoid accidents on them.	There is no room on the outside to expand for additional capacity.	CB
<p>Why spend hundreds of millions of dollars for the busway? Buses are empty on most routes and trying to get people out of their cars has not been a success.</p> <p>Buses on busway will be not be running full and the City should look at staging and learn from experience (e.g. HOV lanes, bus lanes, carpool lots).</p>	<p>The need and justification for the Transitway was developed in the Mississauga Transportation Study of the mid-1980s and documented – and endorsed – in the 1992 EA process. The Addendum study has revisited the subject and confirmed the validity of the Transitway plan.</p> <p>The City and GO are taking a staged approach to Transitway implementation – Bus Bypass Shoulders on Highway 403 were put in use in 2003, and the MTO is currently constructing HOV lanes on Highway 403.</p>	
Noise on Highway 403 is already above the “acceptable” level. The City should have advised homeowners. Why is the government resisting helping people on this issue?		
What are the concerns of the people on the north side of Highway 403?	Noise and visual intrusion were concerns raised during the 1992 EA process. No further concerns have arisen during the Addendum review.	
Why not improve the train system instead?	GO is continually working to improve the train system. Buses and trains are complementary.	MW
The storm water management pond at Mullet Creek poses a health threat as the standing water could be a breeding ground for mosquitoes. Who is monitoring this and is it being treated?	<p>The MTO monitors this pond. If it is determined to be a potential breeding ground for mosquitoes then it will be treated by the MTO.</p> <p>The City will discuss the issue with the person responsible at the MTO and provide a response to the concerned residents.</p>	<p>CB</p> <p>WI</p>
Could the MTO conduct a proper noise study including site measurements at the Mullett Creek crossing and	The MTO is currently implementing a 5m noise wall over the creek that will reduce the noise by 3 dBA.	CB

Minutes of Meeting – Additional Public Meeting

Date: June 16th, 2004

address the noise coming from Highway 403 east of Mullett Creek?	Landscaping and mature trees provide some noise protection.	CB
What more could the MTO do to address the remaining noise?	Would the community be interested in planting trees in the area? The City may be able to provide the trees should the residents be willing to plant them.	KM
What noise issues do new developments face when built in a similar environment, and how are they addressed?	New developments are required to provide a living environment for their residents where outdoor living areas have an average 24-hour noise of no greater than 55 dBA, and indoor living areas have an average 24-hour noise of 45 dBA. If these are exceeded, it is the responsibility of the developer to provide noise mitigation.	CB
What is the MTO doing about the increase in air pollution since Highway 403 opened?	Air quality is under federal jurisdiction and therefore the issue of air pollution is not addressed by the MTO.	CB
The preliminary plans show a visual screen on top of the berm. Why not implement a full noise barrier where one doesn't currently exist.	Noise analysis does not indicate an extended noise barrier contributing significantly to noise reduction.	

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 905-823-8500.

Minutes prepared by,

McCormick Rankin Corporation

Andrew Shea, B. Eng.

cc: Attendees