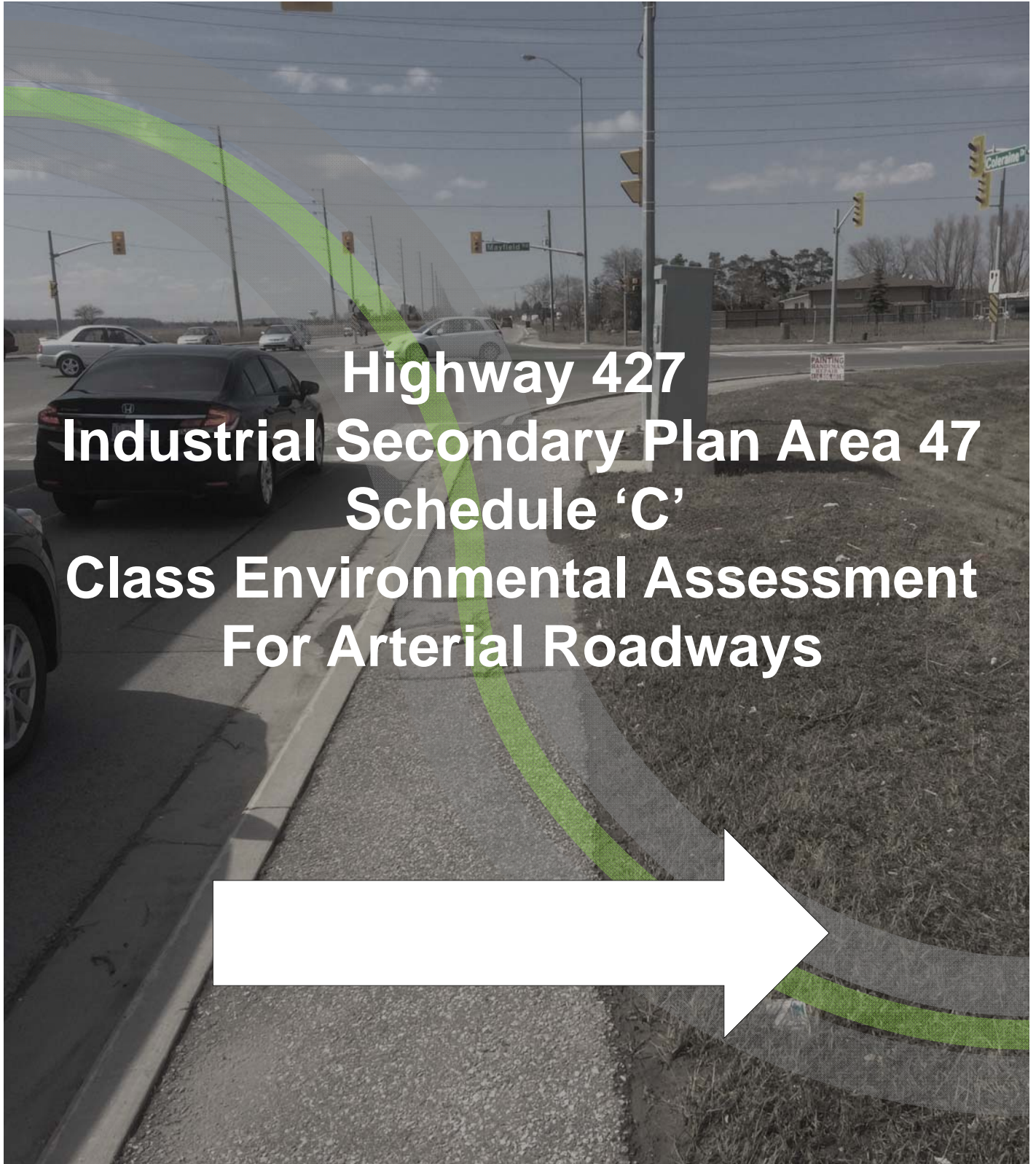











Welcome to
Public Information Centre #1



**Highway 427
Industrial Secondary Plan Area 47
Schedule 'C'
Class Environmental Assessment
For Arterial Roadways**

Welcome to Open House # 1

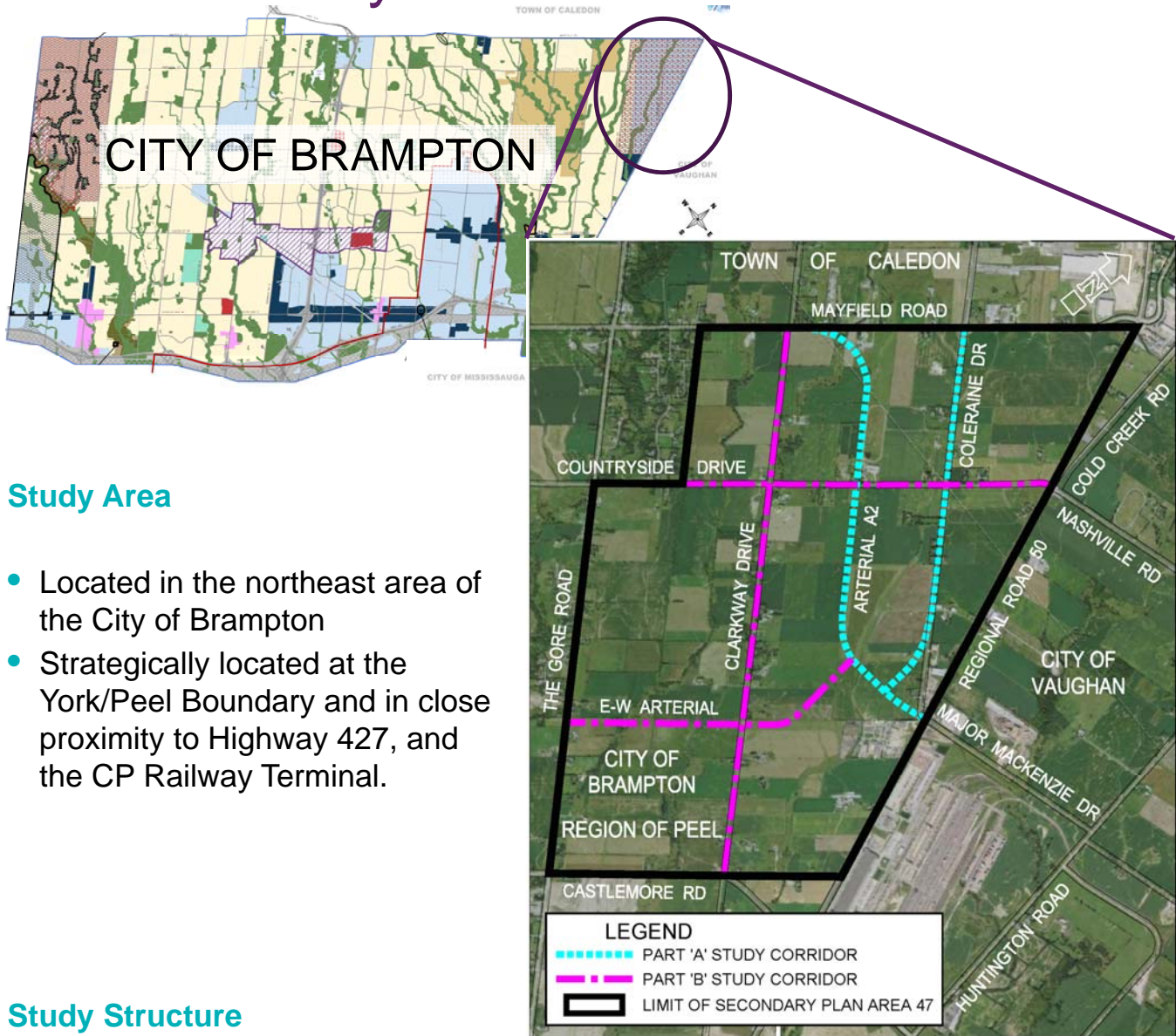
Tonight, we invite you to....

- | | | |
|--|--|--|
|  01 |  02 |  03 |
| Sign-in and take a comment sheet | Learn about the Environmental Assessment process. | Review work completed in previous studies. |
|  04 |  05 |  06 |
| Learn about future development and traffic patterns. | Discover the problems and opportunities being addressed by the current study. | Ask questions of, and provide insight to, City and design team members. |
|  07 |  08 |  09 |
| Review preliminary alternatives and provide feedback. | Let us know what is most important to you, your family and/or your business. | Find out where the study is going next... |

Your feedback is important, and will be incorporated and considered in the preferred alignment selection process!

Comment Deadline is Thursday December 8th, 2016

Study Area and Structure



Study Area

- Located in the northeast area of the City of Brampton
- Strategically located at the York/Peel Boundary and in close proximity to Highway 427, and the CP Railway Terminal.

Study Structure

This Schedule 'C' Class Environmental Assessment is being carried out in two parts, as illustrated in the figure above.

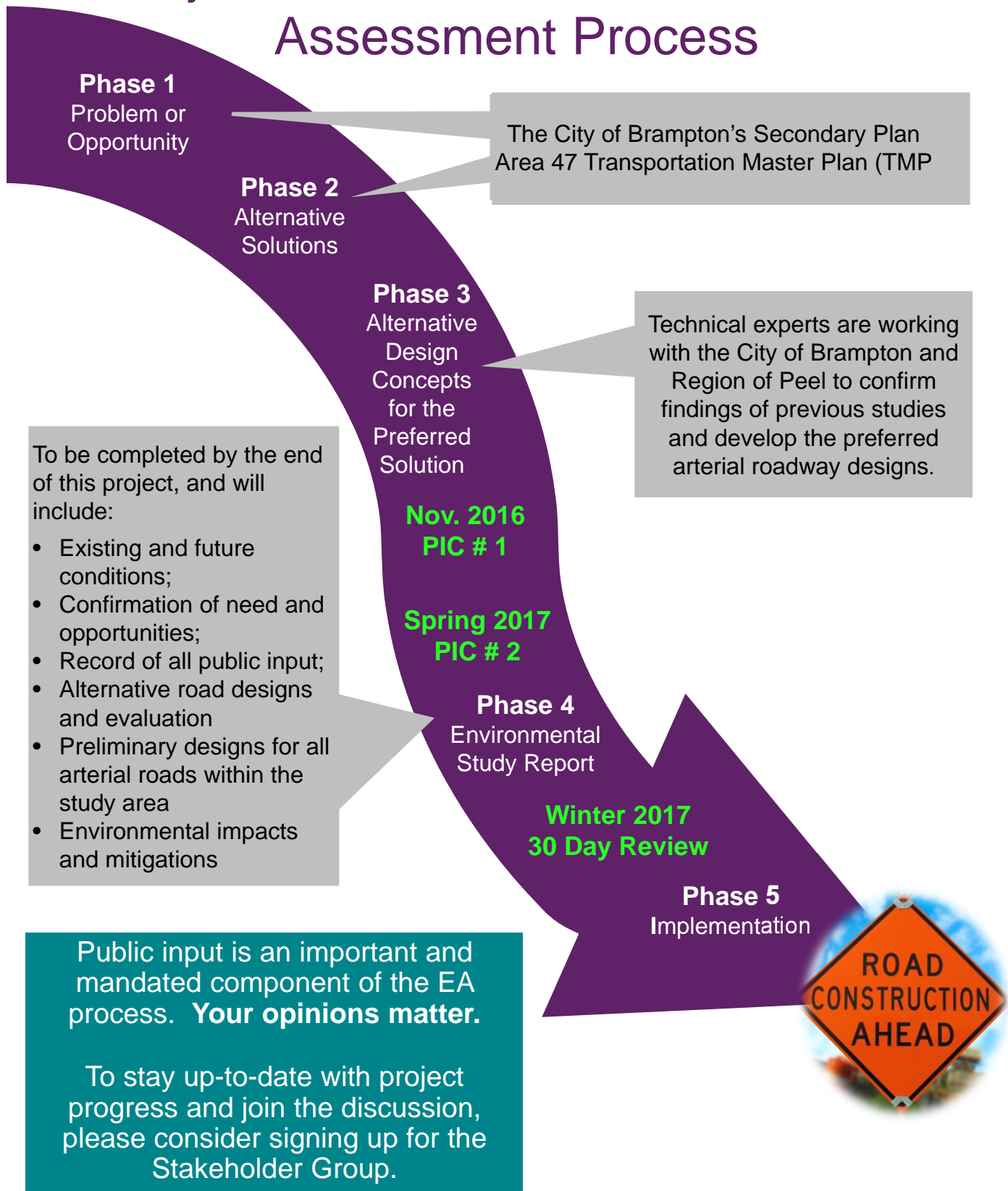
Part 'A'

- Arterial A2 – a new north-south major arterial roadway between Mayfield Road and Regional Road 50 at Major Mackenzie Drive
- Improvements and realignment of Coleraine Drive

Part 'B'

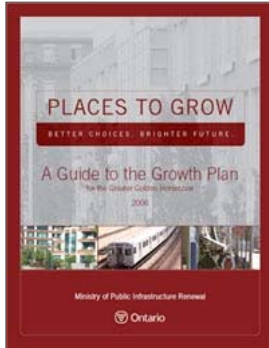
- Improvements to Countryside Drive
- Improvements to Clarkway Drive
- East-West Arterial – a new minor arterial connecting The Gore Road to future Arterial A2.

Project Timeline and Environmental Assessment Process

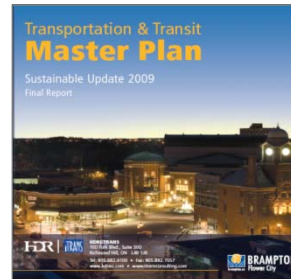


Planning and Policy Context

The current EA Study builds upon the following earlier consultative planning and policy studies:



Provincial document that forecasts Peel's population will grow to 1.77 million by 2031.



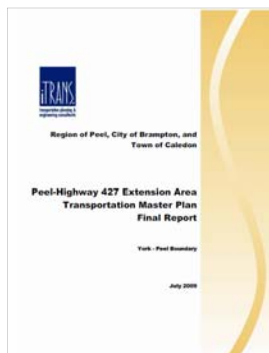
Future road network recommendations, planning horizons and budgets for road improvements, active transportation and transit.



Forecasts the City of Brampton population to increase from 430,000 in 2006 to 725,000 by 2031.



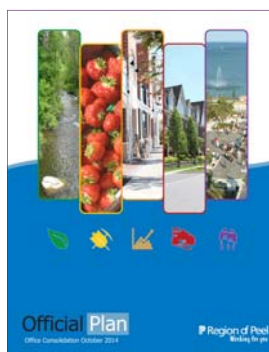
Identifies city road network needs to 2041, including road widening and construction of arterial roads within SP 47.



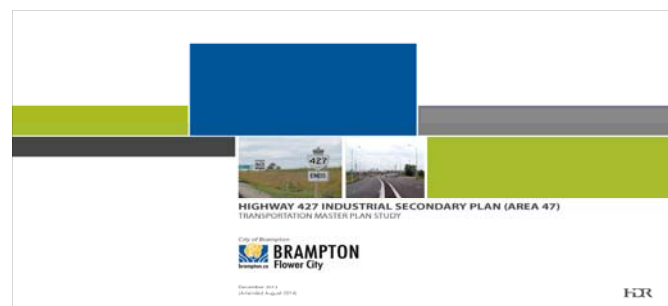
Recommends Arterial A2 and identifies intersection issues along Regional Road 50.



Identifies stormwater and natural heritage management strategies for future development



Identifies Regional population growth and required road network to 2021.



Identifies road network requirements within SP47 Area

Planning Vision

To achieve this vision, the following guiding principles were established:

- *A sustainable and multi-modal transportation network*
- *Minimization of impacts on the natural and cultural environment*
- *Accommodation of all users*
- *Road system with enhanced connectivity in support of:*
 - *Provincial, Regional, and local municipal initiatives*
 - *Efficient movement of people*
 - *Reduction in air pollution and GHG (green house gas) emissions*
 - *Integrated transit and active transportation*
 - *Streetscape / landscape enhancements*
 - *Mixed-use, main street areas.*

EA Problem/Opportunity Statement

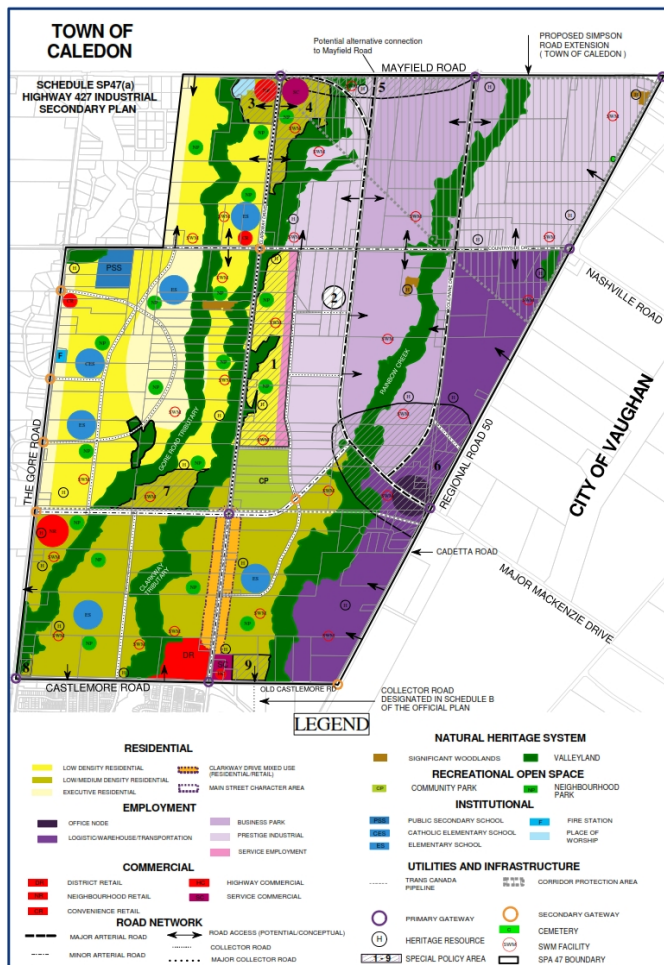
The following problems and opportunities will be addressed through the current Class Environmental Assessment Study:

- Provide enhanced inter-regional connectivity;
- Provide access to proposed development;
- Address anticipated traffic capacity issues resulting from extension of Highway 427 to Major Mackenzie Drive, as well as development of the study area;
- Improve roadway geometrics to meet or exceed City and Regional standards;
- Provide transit, pedestrian and cycling facilities;
- Improve traffic, pedestrian and cyclist safety;
- Improve intersection safety and operations;
- Design watercourse crossings to enhance hydraulics, stream function and fisheries and wildlife passage;
- Address structural deficiencies; and
- Improve pavement conditions.

Existing and Future Land Use

Existing Land Use

- Primarily agricultural and rural residential
- Some industrial and commercial developments
- Currently less than 100 households and 300 jobs within Secondary Plan Area 47
- Identified as residential, industrial and Corridor Protection Areas in the City of Brampton's Official Plan



Future Land Use

SP47 TMP- Population Forecast

	Population		
	2021	2031	2041
SP 47	5,080	23,480	25,970
Brampton	686,800	836,800	888,600

SP47 TMP- Employment Forecast

	Employment		
	2021	2031	2041
SP 47	1,960	9,960	13,650
Brampton	244,030	292,430	321,960

Existing and Future Traffic Volumes

Anticipated changes to traffic patterns in the study area were previously studied as components of:

- Peel Region's *Highway 427 Extension Area Transportation Master Plan* (2009)
- City of Brampton's *Transportation and Transit Master Plan* (2009, 2015);
- City of Brampton's *Highway 427 Industrial Secondary Plan Area 47 Transportation Master Plan* (2013).

Existing Traffic Volumes

- Currently functions well with exception of the following locations, at which some turning movements are becoming congested:
 - Coleraine Drive at Mayfield Road;
 - Regional Road 50 at Countryside Drive;
 - Clarkway Drive at Castlemore Road;
 - Clarkway Drive at Mayfield Road; and
 - Regional Road 50 at Major Mackenzie Drive/Coleraine Drive.



Southbound Regional Road 50 at
Coleraine Drive during
the p.m. peak period



Northbound Regional Road 50 at
Coleraine Drive during
the a.m. peak period.

Future Traffic Volumes

Secondary Plan Area 47 will experience almost 19,000 trips by 2031 and 21,400 trips by 2041 during the critical p.m. peak period.

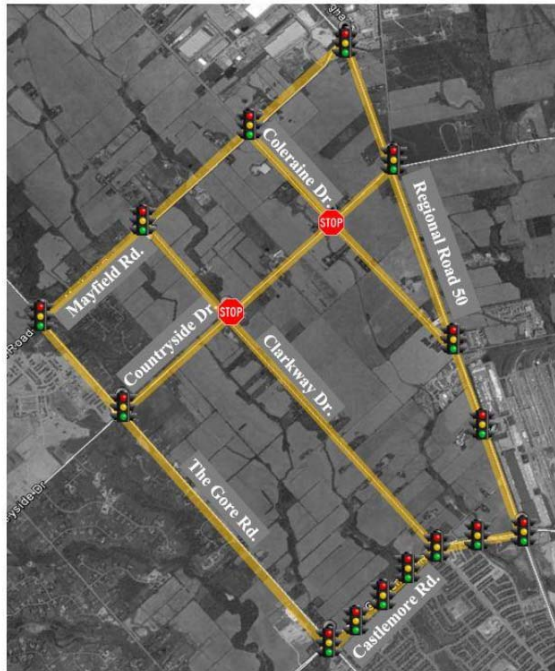
As a result, road network improvements as recommended in the Highway 427 Industrial Secondary Plan Area 47 Transportation Master plan study are required.

Existing and Future Transportation Network

Existing Network

The existing road network consists of two-lane rural roadways with narrow shoulders.

There are currently no Active Transportation (cycling, pedestrian) or transit facilities within the study area.



Existing Traffic Control Within the Study Area



Coleraine Drive



Clarkway Drive



Countryside Drive

Future Network

The future transportation network will include increased roadway capacity, new arterials, intersection and alignment improvements, as well as enhanced facilities for all road users including pedestrians, cyclists and transit.

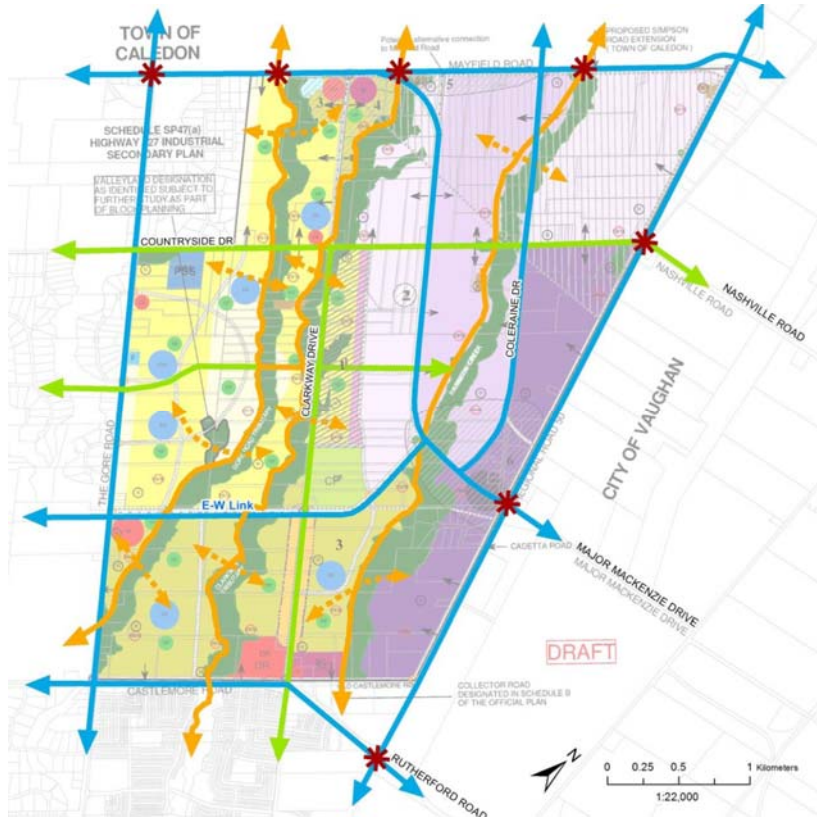
SP47 TMP-Recommended Arterial Road Infrastructure

Roadway	Future # of Lanes	Right-of-Way (m)	Active Transportation Type		Transit
			Multi-Use	Cycle Lanes & Sidewalks	
Arterial A2 (NEW!)	6	45-50	X		X
Coleraine Drive	4	40-45	X		X
Clarkway Drive	Castlemore Road to East-West Arterial	36		X	X
	East-West Arterial to Countryside Drive	30		X	X
	Countryside Drive to Mayfield Road	2-4	30		X
Countryside Drive	4	36		X	X
East-West Arterial (NEW!)	4	36	X		X

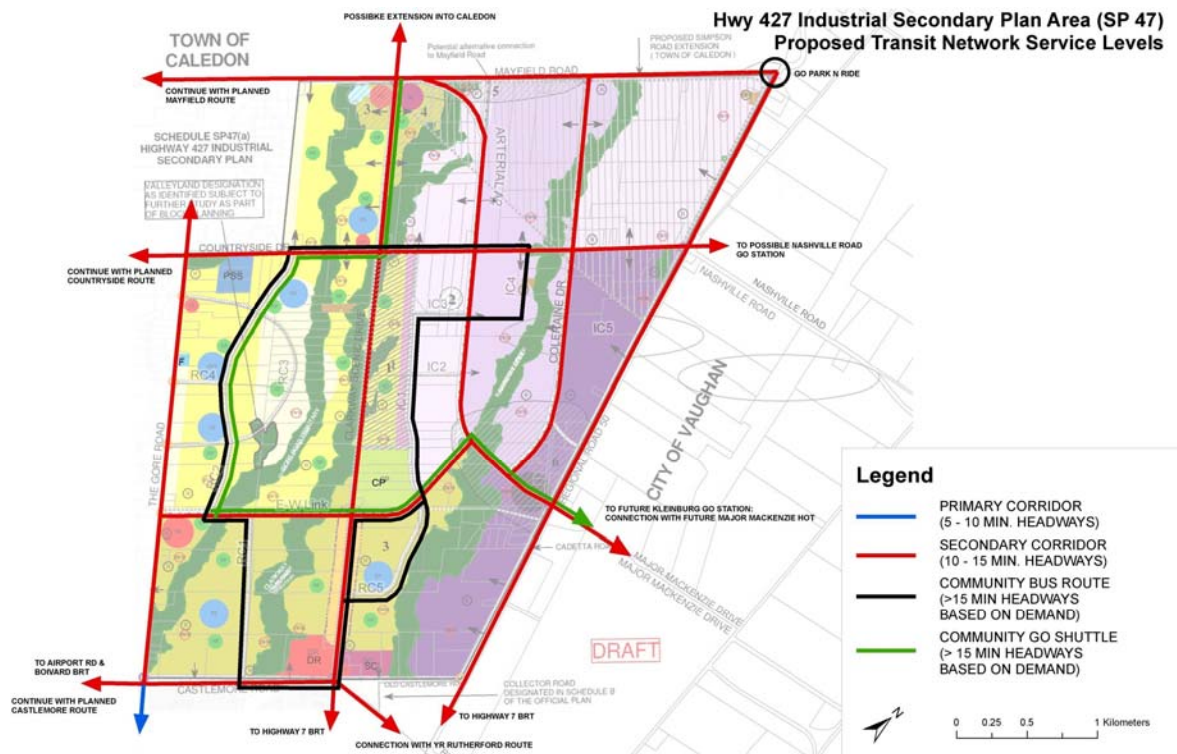
! Recommendations for basic lane requirements from the SP 47 TMP have been confirmed through updated traffic modelling.

Planned Active Transportation and Transit

The following Active Transportation (AT) and transit networks were recommended in the SP47 Transportation Master Plan:

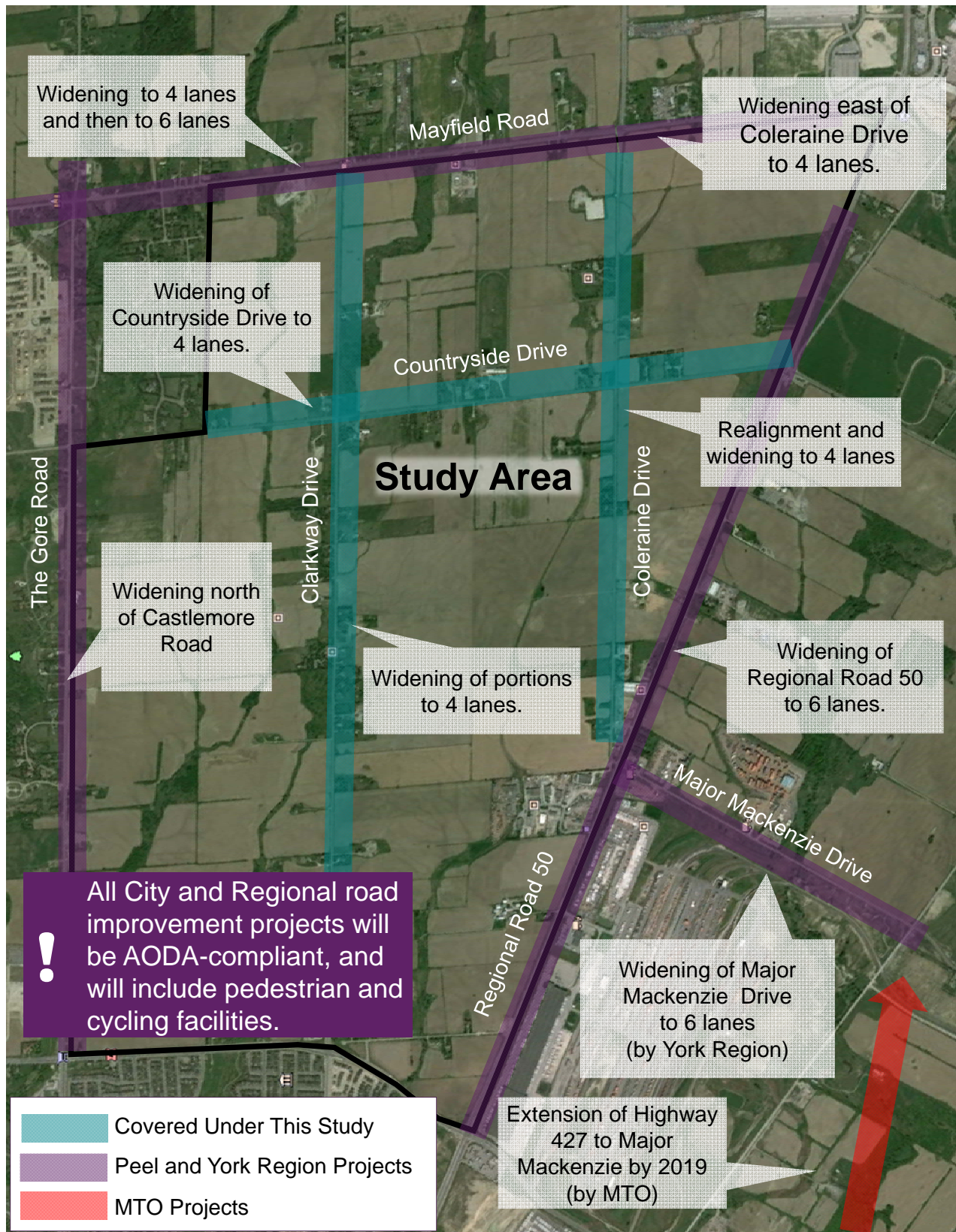


- Legend**
- TRAIL GATEWAY
 - CLASS 1: OFF ROAD (IN BOULEVARD)
 - CLASS 1: OFF ROAD (VALLEYLAND TRAILS)
 - CROSS VALLEY CONNECTIONS
 - CLASS 2: BIKE LANE (ON ROAD)
 - CLASS 3: SIGNED ROUTE (ON ROAD)*
- *There are no signed routes at this point.



- Legend**
- PRIMARY CORRIDOR (5 - 10 MIN. HEADWAYS)
 - SECONDARY CORRIDOR (10 - 15 MIN. HEADWAYS)
 - COMMUNITY BUS ROUTE (>15 MIN HEADWAYS BASED ON DEMAND)
 - COMMUNITY GO SHUTTLE (>15 MIN HEADWAYS BASED ON DEMAND)

Planned Improvements to Existing Roads

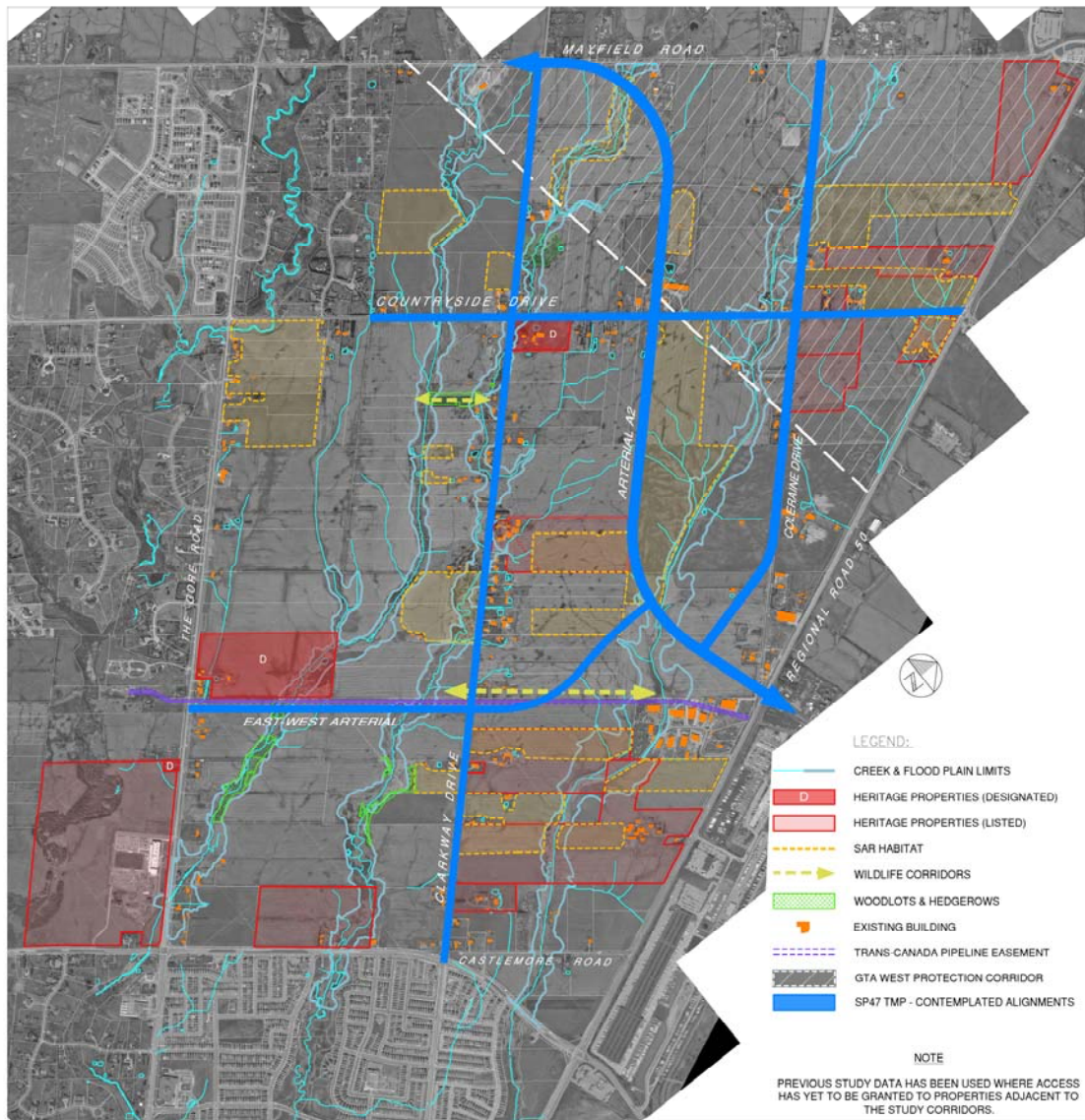


Technical Studies Being Completed

The following investigations and inventories are being completed as part of the current Class EA:

- Transportation and Traffic
- Archaeology
- Built and Cultural Heritage
- Natural Environment, including:
 - Aquatics and Fish Habitat
 - Terrestrial Environment
- Geomorphology
- Structural Assessment
- Drainage and Stormwater Management
- Geotechnical and Hydrogeology
- Contamination Overview Study
- Traffic Noise Assessment

Based on the outcome of some of these studies, the following mapping was developed to identify primary constraints. Where updated data is not available, other sources were employed.



Preliminary Technical Study Findings

Archaeology

Stage 1 Archaeological Assessment was completed

- ~ 7% of land adjacent to the study corridors have no archaeological potential
- ~ 93% of land adjacent to the study corridors exhibit archaeological potential

Built and Cultural Heritage Adjacent to Study Corridors

- 2 Designated heritage properties
- 8 Listed heritage properties



Natural Heritage

Natural heritage has been well documented within the SP47 Master Environmental Servicing Plan. Targeted field studies have found the following:

- 49 species of birds
- The following wildlife
 - White-tailed deer
 - Snapping and other turtles
 - Green frogs
- Species at Risk (SAR)
 - Bobolink
 - Barn Swallow
 - Snapping Turtle



White-Tailed Deer



Barn Swallow



Bobolink



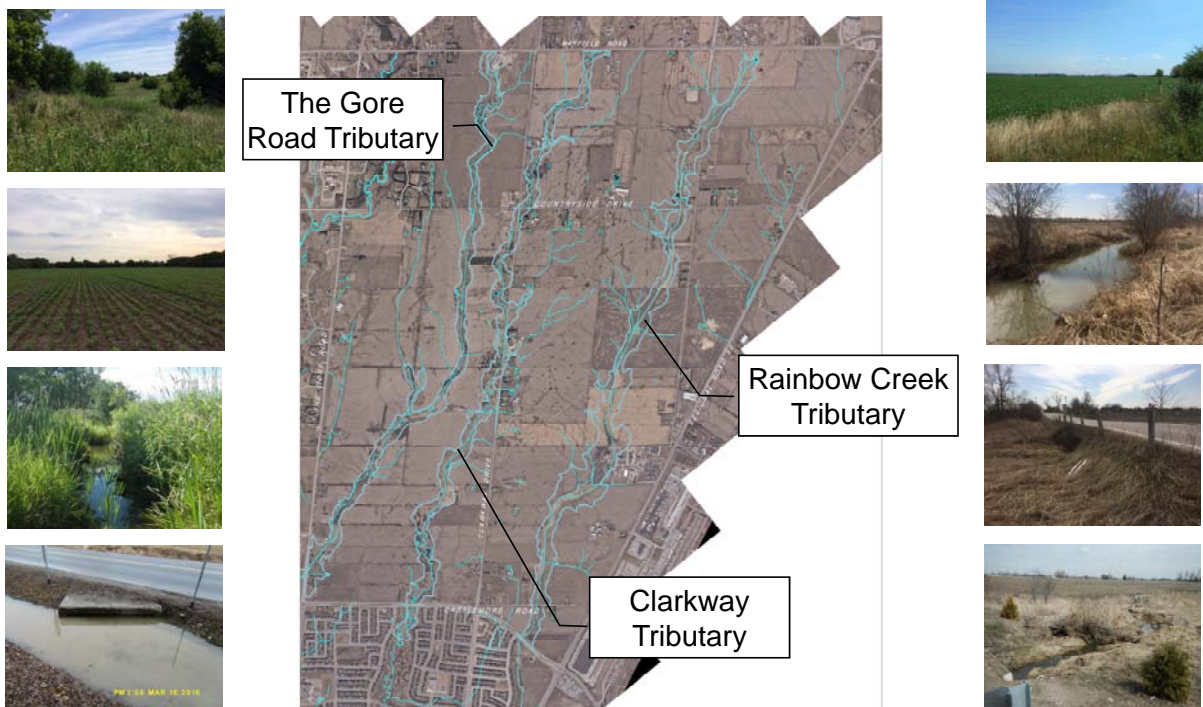
Snapping Turtle



Preliminary Technical Study Findings

Vegetative Communities

- Mainly agricultural fields, maintained lawns and hedgerows
- Some cultural meadows, thickets, savannahs and woods
- Marshes are found throughout, with most containing invasive species
- No identified Areas of Natural or Scientific Interest (ANSI)
- Field investigations are in progress to confirm locations of rare and/or endangered plant species



Drainage and Stormwater

- Part of the Humber River Watershed which includes:
 - The Gore Road Tributary
 - Clarkway Tributary
 - Rainbow Creek
- Sizing will be determined for new culvert/bridges to meet current Municipal and Provincial design criteria
- Stormwater management will be required to mitigate potential impacts to water balance, water quality, erosion and flooding
- Use of Low Impact Development (LID) stormwater techniques (i.e. swales, dry ponds, permeable pavements) will be investigated

Preliminary Technical Study Findings

Geomorphology (Creek Form and Evolution)

An evaluation of creek geomorphology has been completed.

The evaluation considered:

- 10 major watercourse crossings of Rainbow Creek, The Gore Road Tributary and Clarkway Tributary



Field observations:

- Watercourses range from well-defined systems to agricultural drainage features
- Low to intermitted flow was observed in late June
- Potential localized channel realignment on the Clarkway Tributary at Countryside Drive and north of the proposed East-West Arterial
- MESP recommends the restoration/enhancement of Rainbow Creek

Structural Assessment

Structural inspection was completed for existing structural culverts and bridges.

Based on visual inspection and analysis of structural capacity, the following structures will need replacement:

- The following bridges will need replacement:
 - Countryside Drive east of Coleraine Drive
 - Countryside Drive east of Clarkway Drive
 - Coleraine Drive Culvert
- Evaluation from a hydrological and geomorphological perspective will be required to determine if the remaining two structures can be maintained



Countryside Drive over Rainbow Creek Tributary



Clarkway Drive over Clarkway Tributary

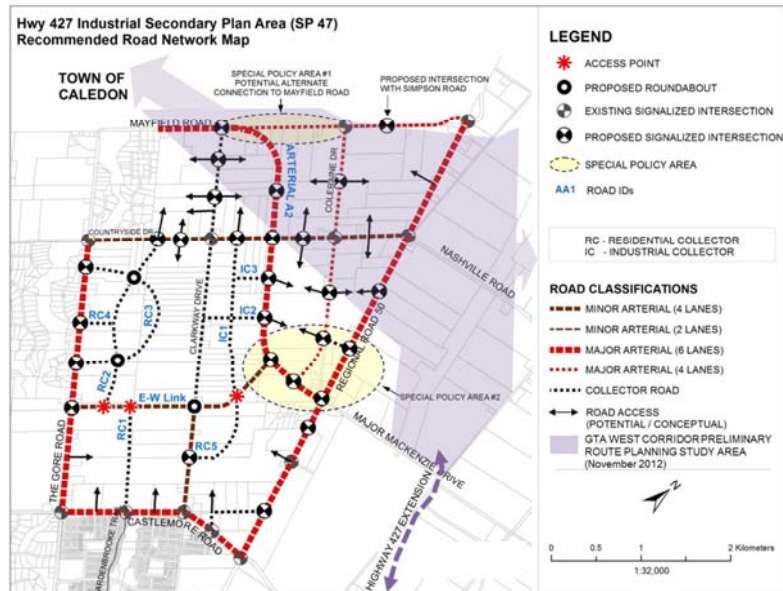


Countryside Drive over Clarkway Tributary

Preliminary Technical Study Findings

Traffic

- Traffic analysis has been conducted at strategic and operational levels.
- Analysis concluded that the future road network recommended by SP47 TMP was appropriate.
- Overall levels of service are acceptable for all locations and turning movements to 2031, as shown in the plots below.

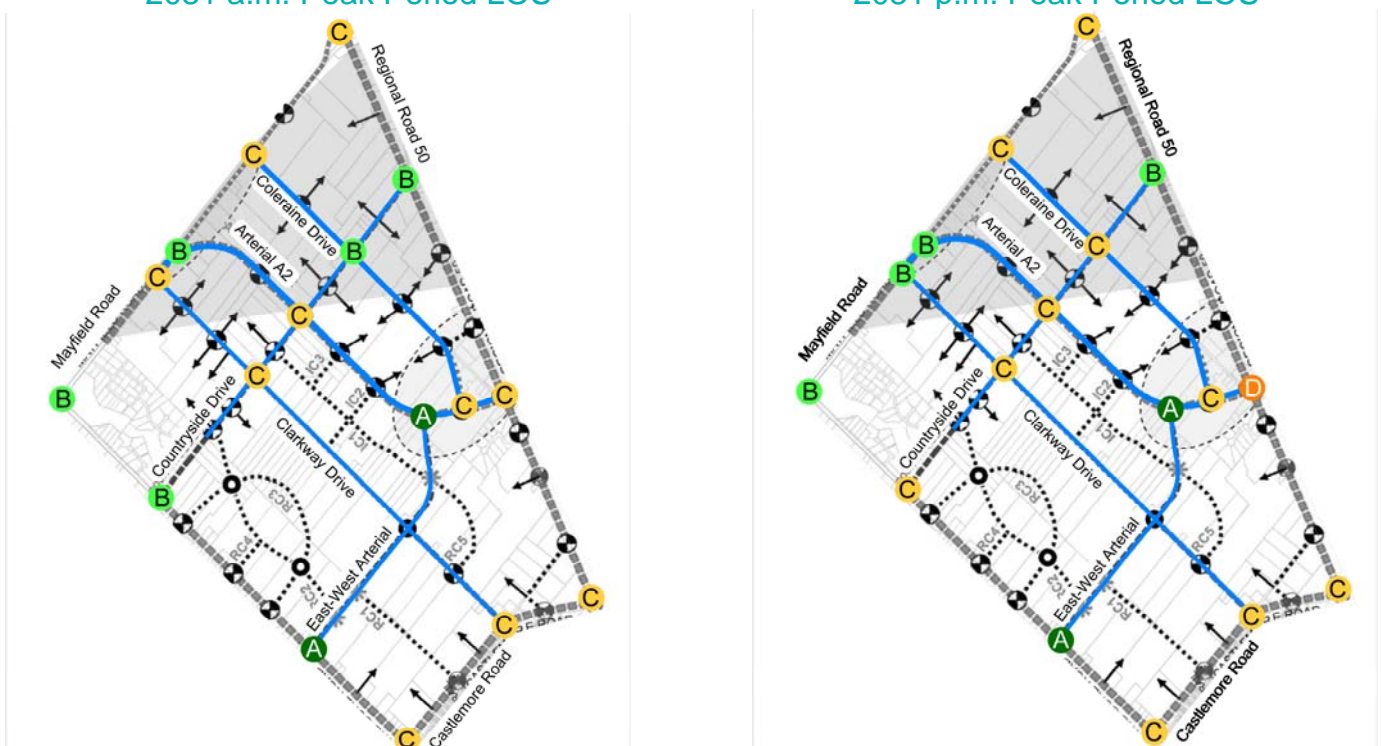


SP47 TMP – Recommended Transportation Network

LOS	Description of Operations	LOS	Description of Operations
A	Little to no delay at intersections	D	Frequent queuing and delay (< 55 sec/vehicle)
B	Minimal delay	E	Significant delay and queuing, occasionally vehicles may need to wait for a second green
C	Some queuing and delay (<35 sec/vehicle)	F	Intolerable delays and queues.

2031 a.m. Peak Period LOS

2031 p.m. Peak Period LOS



Preliminary Technical Study Findings

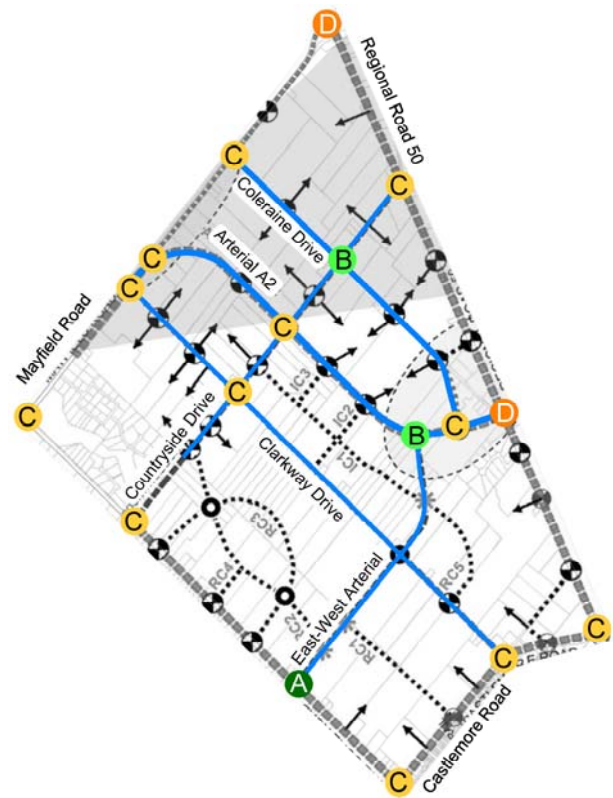
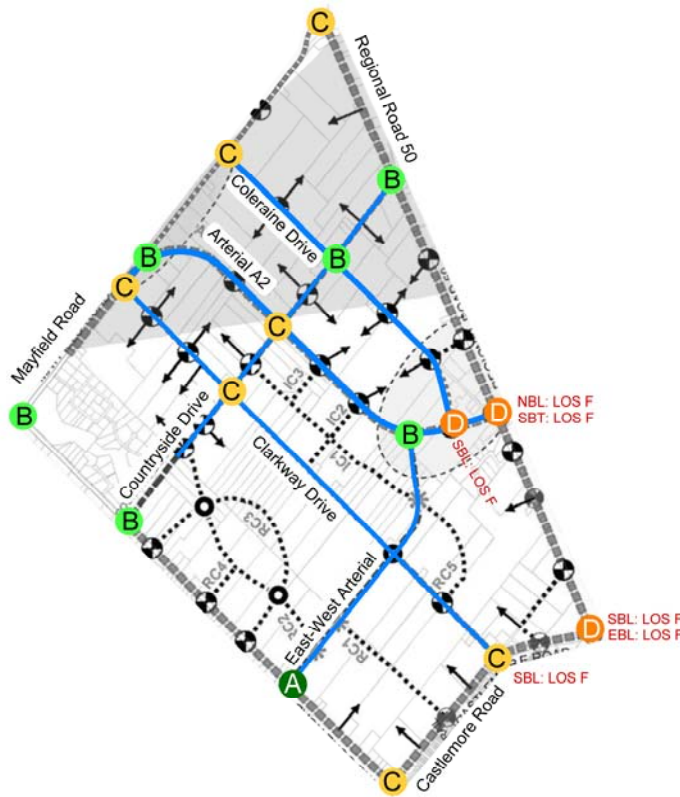
Traffic

- With exception of some turning movements, the overall levels of service are acceptable at all intersections to beyond 2041 during the peak hours.

LOS	Description of Operations	LOS	Description of Operations
A	Little to no delay at intersections	D	Frequent queuing and delay (< 55 sec/vehicle)
B	Minimal delay	E	Significant delay and queuing, occasionally vehicles may need to wait for a second green
C	Some queuing and delay (<35 sec/vehicle)	F	Intolerable delays and queues.

2041 a.m. Peak Period LOS

2041 p.m. Peak Period LOS



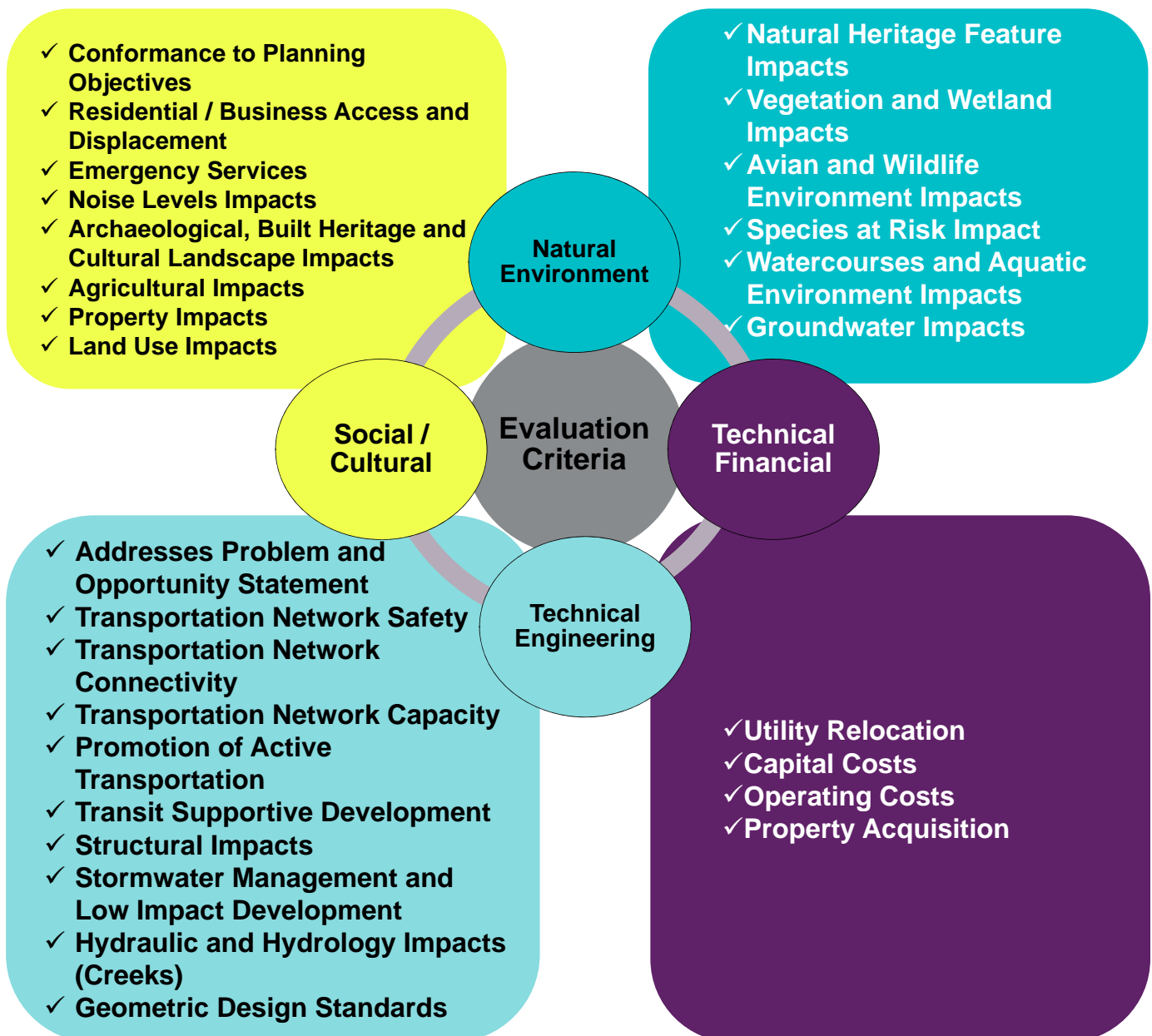
- With the exception of a few turning movements, the overall intersection level of service in 2041 is acceptable.
- Levels of service of critical turning movements can be improved by adjusting intersection spacing and signal timing.

Moving Towards a Preferred Design

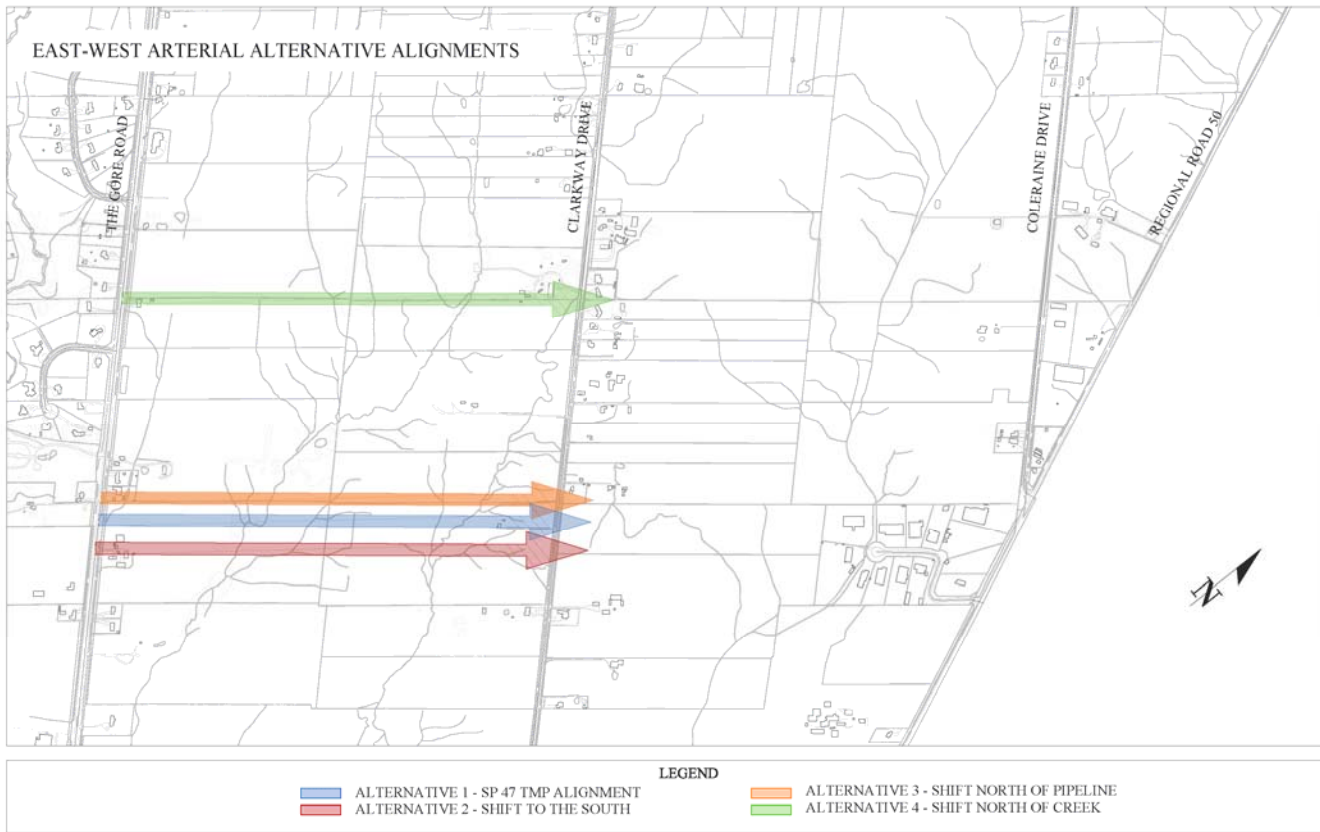
The current EA study will help move the City of Brampton and Region of Peel closer to delivering a robust arterial road network that will meet the needs of all users within Secondary Plan Area 47.

A critical component of this study is the determination of preferred alignments, intersection configurations and cross-sections for new and widened roadways. This will be carried out through a detailed evaluation process that considers the criteria summarized below.

 A preliminary screening of alignments, intersection configurations and cross-sections is provided on the following boards for your comment.



Alternative Alignments – East-West Arterial



High-Level Evaluation				
Criteria	Alternative 1 (Blue)	Alternative 2 (Red)	Alternative 3 (Orange)	Alternative 4 (Green)
Description	As presented in the SP47 TMP.	Aligned with opening between woodlots.	North of the Trans-Canada Pipeline	Moved north of curve in A2 and branching of The Gore Tributary.
Social-Cultural	Would require removal of one residence.	Would require removal of one residence/farm. Would create a strip of property with limited development potential.	Would require removal of two residences and have impacts on 1 or more adjacent properties.	Would require removal of four residences/farms.
Natural Environment	Would require removal of a mature woodlot, and crossing of Clarkway Creek within a wide section of floodplain.	Crosses The Gore Road and Clarkway Tributaries at their narrowest points.	Crosses The Gore Road and Clarkway Tributaries at narrow points.	Crosses The Gore Road and Clarkway Tributaries at narrow points, but also impacts four headwater drainage features.
Technical (Engineering)	Would require a large bridge structure to cross Clarkway Creek. Good opportunities to employ LID techniques due to proximity to Trans-Canada easement.	Good opportunities to employ LID techniques due to proximity to Trans-Canada easement.	Would require the shortest crossing structures over The Gore Road and Clarkway Tributaries.	Would provide an east-west link at the mid-point between Countryside Drive and Castlemore Road. Could tie in to a tangent section of Arterial A2.
Economic	Most costly due to required bridges.	Lower cost alternative due to shorter span bridges.	Lower cost alternative due to shorter span bridges.	High cost due to property acquisition, two bridges and culverts over headwater drainage features.
Level of Impact	Moderate	Minor	Minor	High

Alternative Configurations for Special Policy Area # 1



Alternative 1



Alternative 2



Alternative 3



Alternative 4

High Level Evaluation				
Criteria	Alternative 1 (Blue)	Alternative 2 (Red)	Alternative 3 (Orange)	Alternative 4 (Green)
Description	As presented in the SP47 TMP.	A2 becomes continuation of Mayfield Road east of Clarkway.	T-intersection at Mayfield Road.	Alternative 3, shifted east to use existing crossing structure.
Social-Cultural	Required removal of two residences and a portion of a business. Additional impacts on adjacent properties /businesses.	Required removal of two residences and a business. Additional impacts on adjacent properties/businesses.	Require removal of two residences with additional impacts on adjacent properties (businesses).	Minimal impacts to existing structures, however, a number of farm properties would be segmented.
Natural Environment	Would introduce a new crossing of Clarkway Creek.	Would introduce a new crossing of Clarkway Creek.	Minimal impacts.	Tie in to the south would impact existing SAR habitat.
Technical (Engineering)	Complex intersection required at Clarkway Drive/Mayfield Road/Arterial A2/Humber Station Road.	Improved east-west flow along Arterial A2/Mayfield Road. Intersection located on a curve – not preferred.	Ability for T-intersection to function at acceptable levels needs to be investigated.	Improved east-west flow along Arterial A2/Mayfield. Intersection located on a curve – not preferred. Not located mid-block between Clarkway and Coleraine Drives, creating small development blocks.
Economic	Would require a new bridge over Clarkway Creek.	Would require a new bridge over Clarkway Creek.	Lowest construction cost.	Longest roadway required.
Level of Impact	High	Moderate	Minor	Moderate

Alternative Configurations for Special Policy Area # 2



Alternative 1

Alternative 2

Alternative 3



Alternative 4



Alternative 5

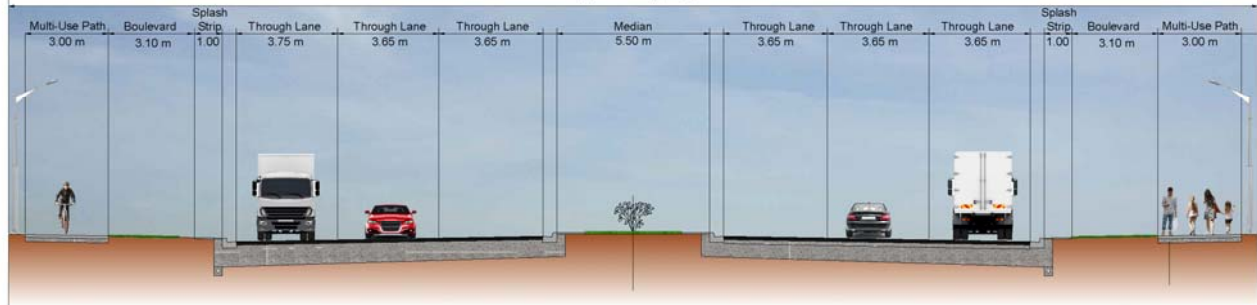
High-Level Evaluation

Criteria	Alternative 1 (Blue)	Alternative 2 (Red)	Alternative 3 (Orange)	Alternative 4 (Green)	Alternative 5 (Purple)
Description	As presented in the SP47 TMP.	Four-way intersection along SP47 TMP alignment of Coleraine	Four-way intersection at narrowest point on Rainbow Creek.	Increased offset between EW Arterial and Coleraine Drive.	Crossing midway between Alternatives 2 and 3.
Social-Cultural	Required removal of an existing residence. Provides balanced development block sizes between arterial roads.	Required removal of an existing residence and a commercial property. Would isolate ~ 4.5 ha between the new arterials and existing commercial/industrial.	Limited impacts to existing properties. Would create larger development blocks.	Required removal of four residences/farms. Improved development potential southwest of Arterial A2 and E-W Arterial; but, E-W link is removed from south development block.	Required removal of an existing residence. Provides balanced development block sizes between arterial roads.
Natural Environment	Single crossing of Rainbow Creek.	Two separate crossings of Rainbow Creek.	Single, crossing of Rainbow Creek.	Single crossing of Rainbow Creek.	Two separate crossings of Rainbow Creek.
Technical (Engineering)	Potential traffic issues due to closely spaced intersections.	Improved intersection placement on tangent section of A2. Potential traffic issues due to proximity to Regional Road 50.	Improved intersection function due to single intersection and greater spacing. Large bridge will be required.	Improved intersection spacing.	Improved intersection function due to single intersection and greater spacing. Two bridges will be required.
Economic	Increased cost due to need for two intersections.	Substantial bridge costs (two required).	Increased cost due to potentially larger bridge.	Increased cost due to need for two intersections.	Substantial bridge costs (two required).
Level of Impact	Minor	High	Minor	Moderate	High

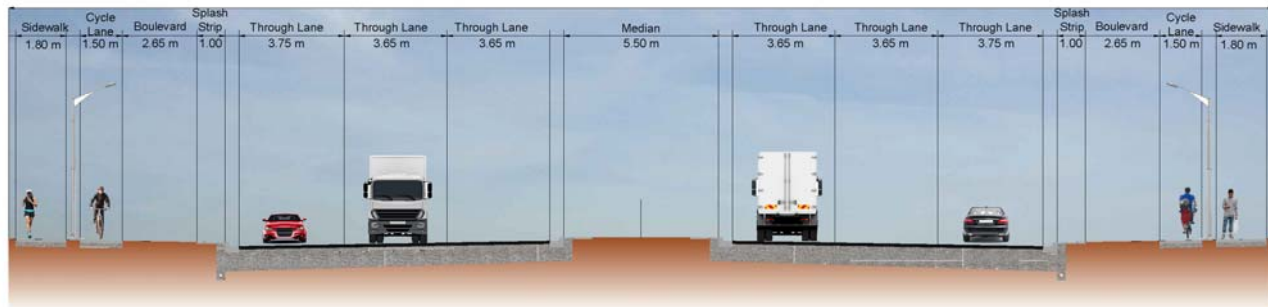
Alternative Cross-Sections

Arterial A2 (NEW !)	
Jurisdiction	To Be Determined
Required number of lanes	6
SP47 TMP-Recommended Active Transportation Facilities	Multi-use path

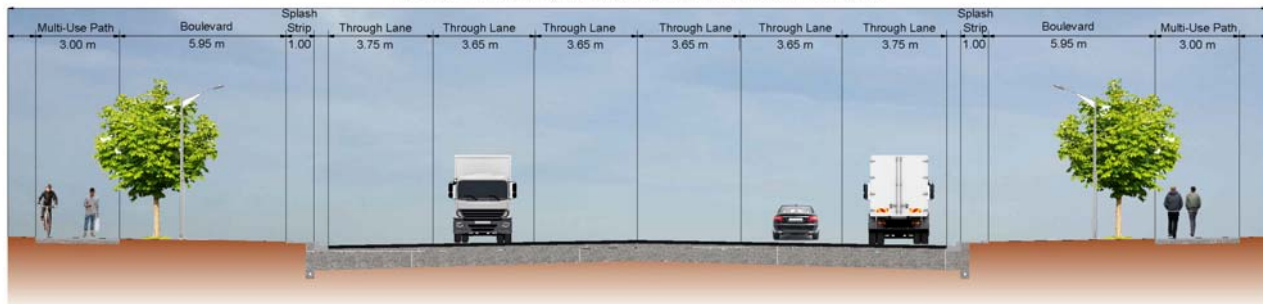
Arterial A2 - 45.0 m Right-of-Way, Region of Peel Standard



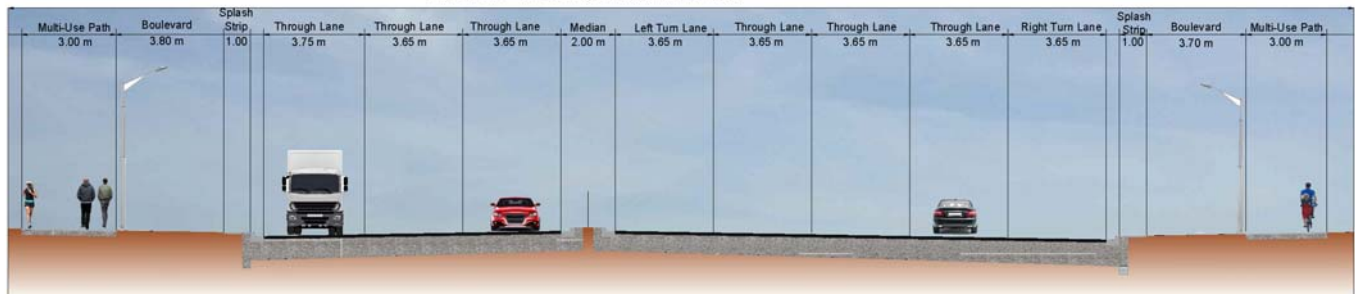
45.00 m Right-of-Way, Region of Peel Standard Lane Widths, Separate Cycling and Pedestrian Facilities



Arterial A2 - 45.0 m Right-of-Way, Region of Peel Standard, No Median



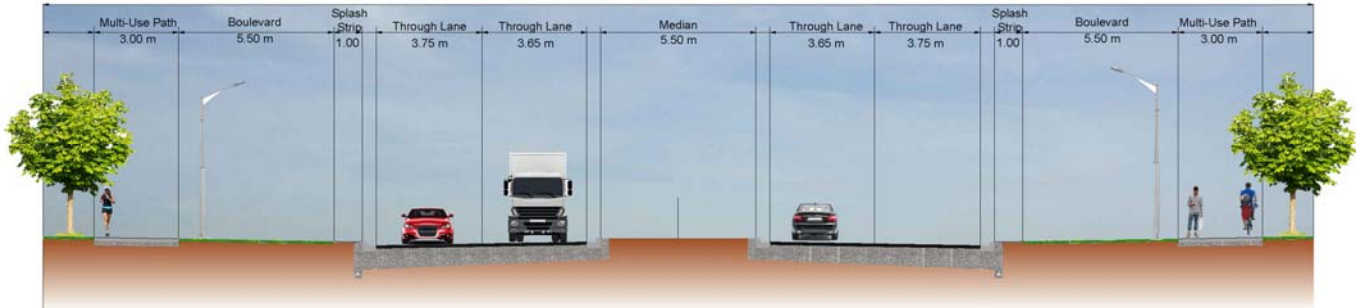
Arterial A2 - 45.0 m Right-of-Way, Intersection



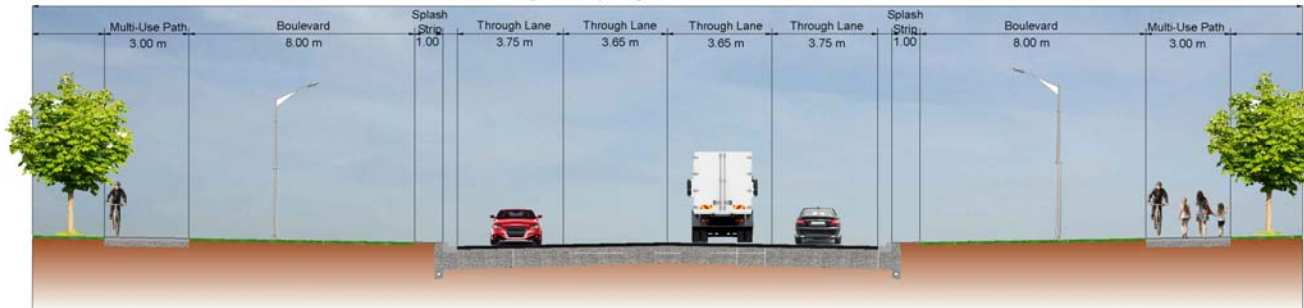
Alternative Cross-Sections

Coleraine Drive	
Jurisdiction	Region of Peel
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	Multi-use path

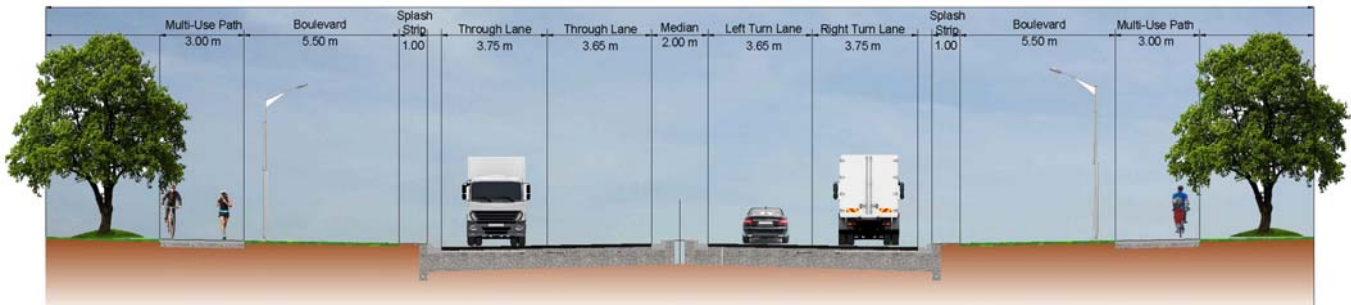
Coleraine Drive - 45.0 m Right-of-Way, Region of Peel Standard



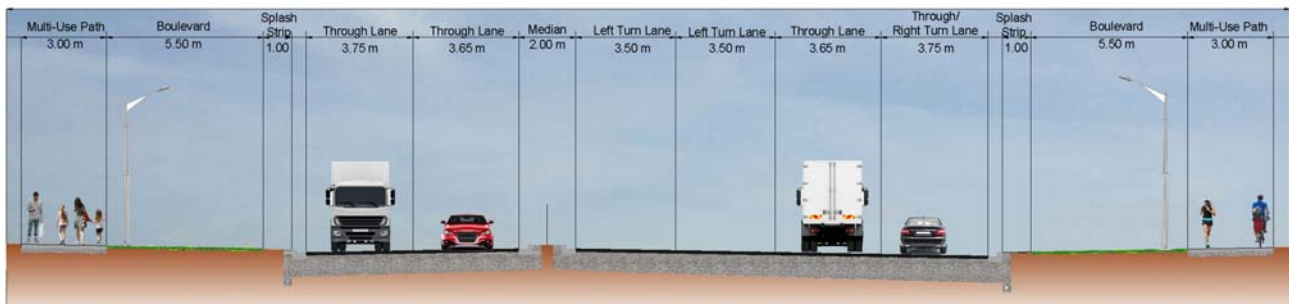
45.00 m Right-of-Way, Region of Peel Standard Lane Widths



Coleraine Drive - 45.0 m Right-of-Way, Region of Peel Standard Intersection



Coleraine Drive - 45.0 m Right-of-Way, Region of Peel Standard Intersection

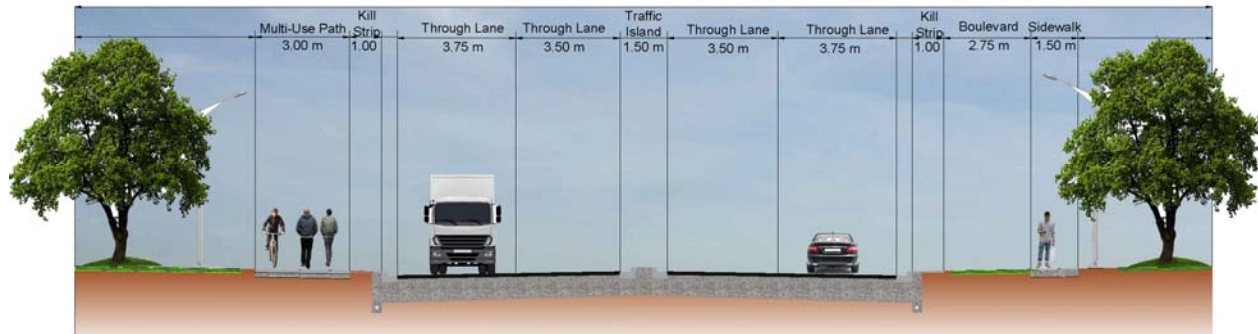


Alternative Cross-Sections

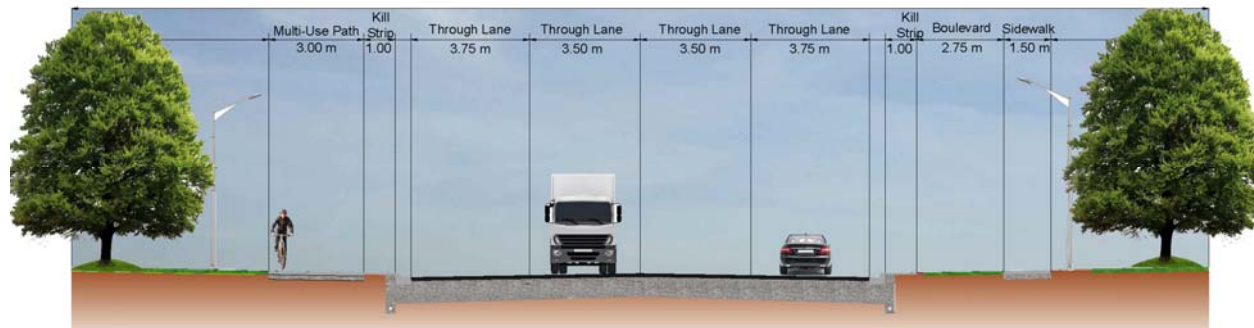
East – West Arterial (NEW !)

Jurisdiction	City of Brampton
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	Multi-use path, sidewalk opposite side from multi-use path

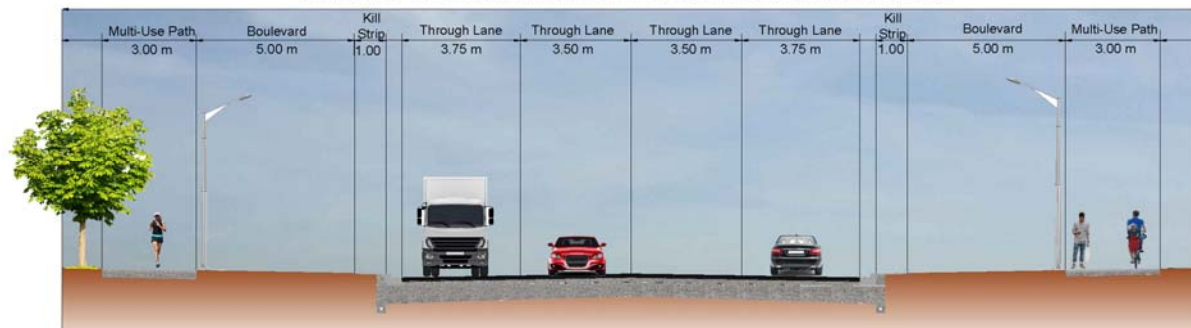
EW Arterial - 36.0 m Right-of-Way, City of Brampton Standard Median



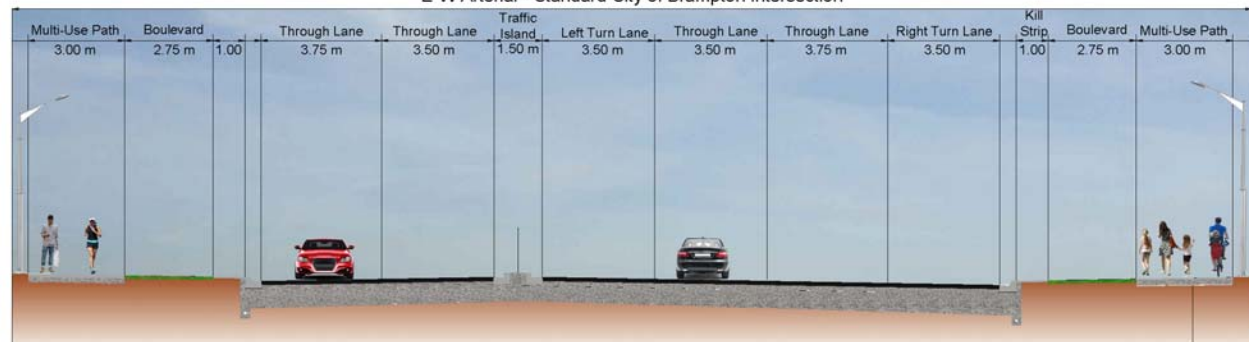
EW Arterial - 36.0 m Right-of-Way, City of Brampton Standard with No Median



EW Arterial - 36.0 m Right-of-Way, Wide Boulevards and Dual Multi-Use Pathways



E-W Arterial - Standard City of Brampton Intersection



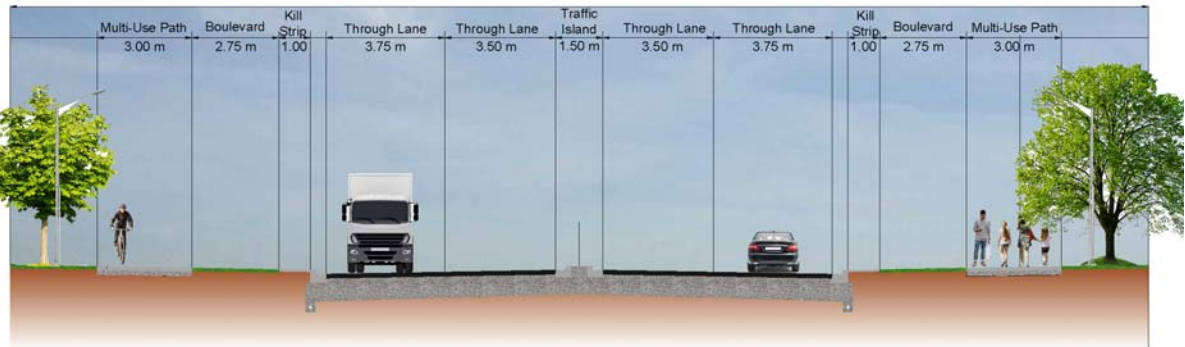
Alternative Cross-Sections

Countryside Drive	
Jurisdiction	City of Brampton
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	On-road cycle lanes and sidewalks on both sides.

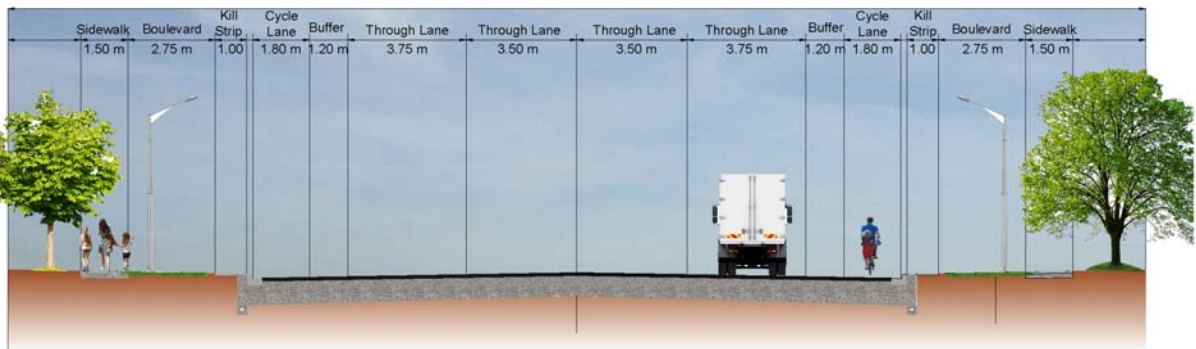
Countryside Drive - 36.0 m Right-of-Way, City of Brampton Standard



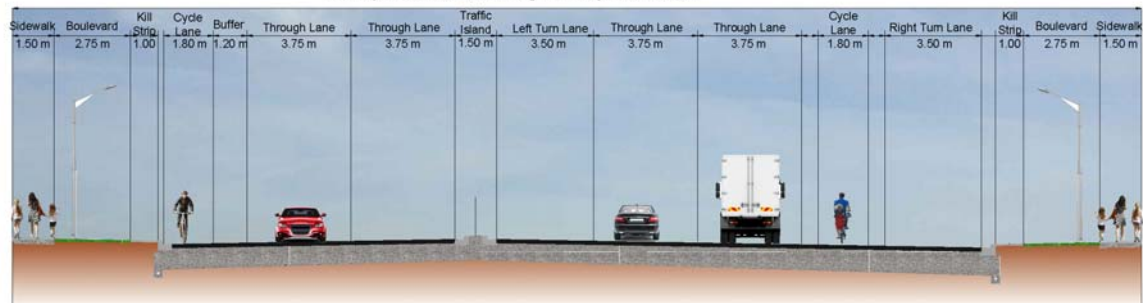
36.0 m Right-of-Way, City of Brampton Standard Lane with Dual Multi-Use Pathways



Countryside Drive - 36.0 m Right-of-Way, City of Brampton Standard with No Median



Countryside Drive - 36.0 m Right-of-Way, Intersection

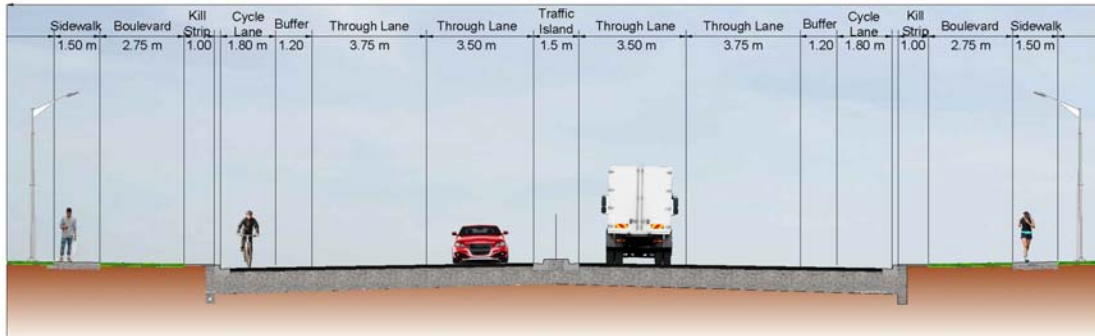


Alternative Cross-Sections

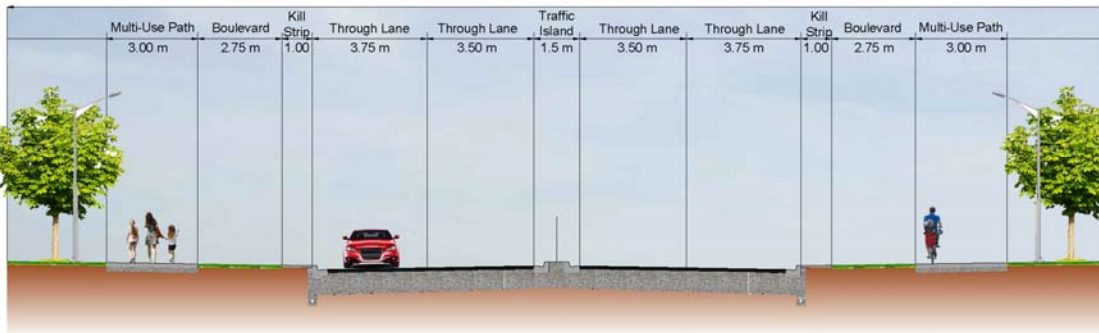
Clarkway Drive, Castlemore Road to "Main Street"

Jurisdiction	City of Brampton
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	On road cycles lanes, sidewalks on both sides

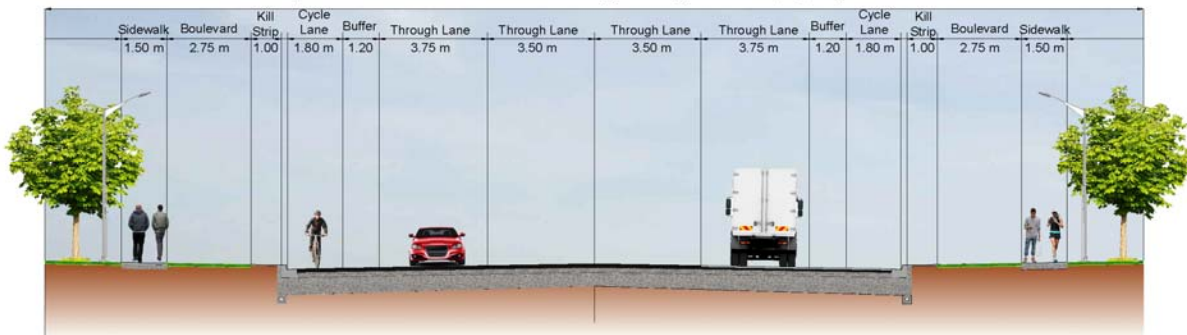
Clarkway Drive South of 'Main Street' - 36.0 m Right-of-Way, City of Brampton Standard



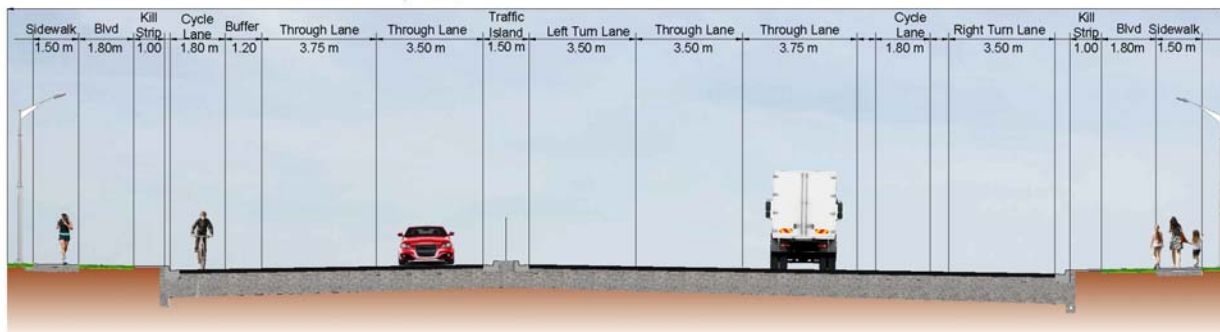
Clarkway Drive South of 'Main Street' - 36.0 m Right-of-Way, City of Brampton Standard



Clarkway Drive South of 'Main Street' - 36.0 m Right-of-Way, No Median, Cycling and Sidewalks



Clarkway Drive, South of 'Main Street Section' - Intersection

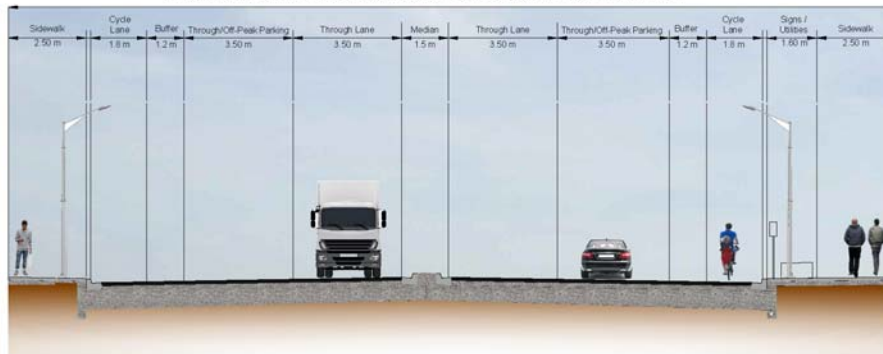


Alternative Cross-Sections

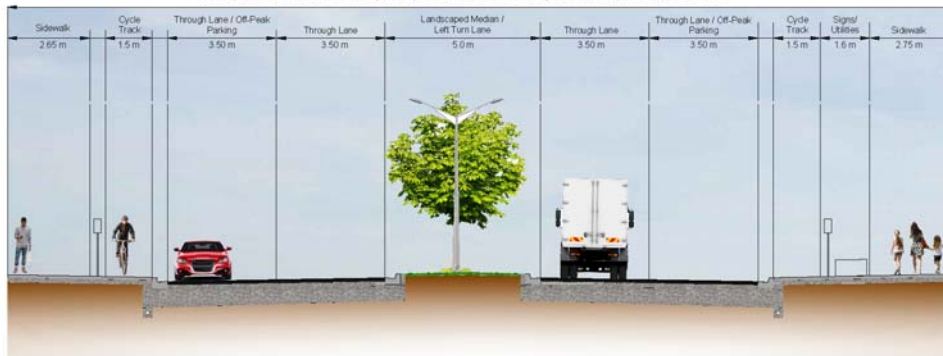
Clarkway Drive, "Main Street"

Jurisdiction	City of Brampton
Required number of lanes	4
SP47 TMP-Recommended Active Transportation Facilities	On road cycles lanes, sidewalks on both sides

Clarkway "Main Street" - 28.50 m Minimum Right-of-Way - No Dedicated On-Street Parking, Compromise City of Brampton Lane Widths



Clarkway "Main Street" - 30.50 m Minimum Right-of-Way - No Dedicated On-Street Parking, Compromise City of Brampton Lane Widths



Clarkway "Main Street" - 36.0 m Rights-of-Way - No Dedicated On-Street Parking, Compromise City of Brampton Lane Widths



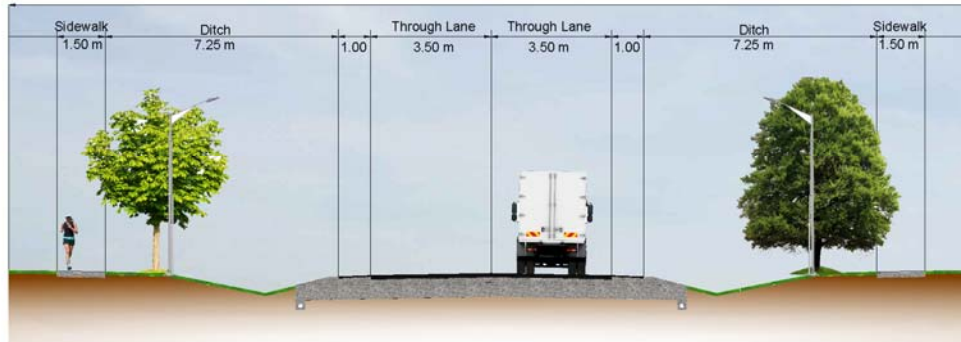
! This Section of Clarkway is Subject to More Detailed Evaluation

Alternative Cross-Sections

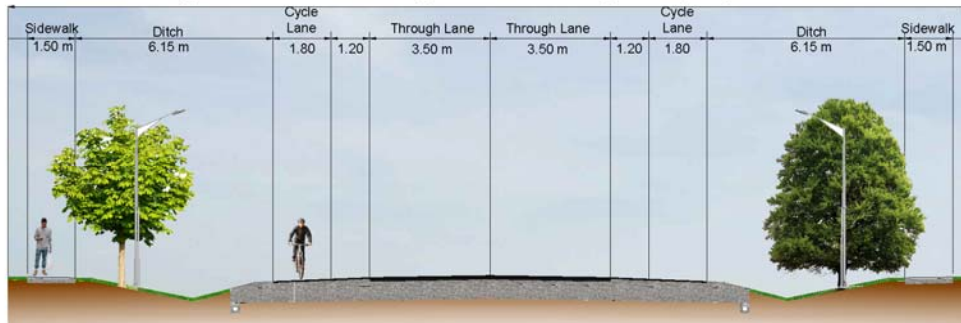
Clarkway Drive, East-West Arterial to Countryside Drive

Jurisdiction	City of Brampton
Required number of lanes	2
SP47 TMP-Recommended Active Transportation Facilities	On road cycle lanes, 1.5 m sidewalk on both sides

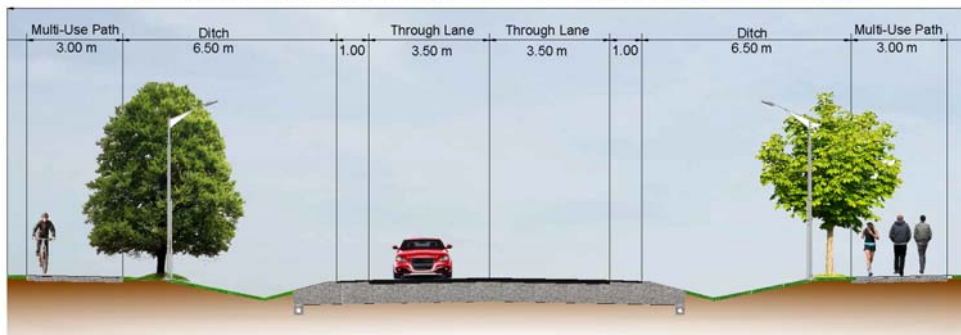
Clarkway Drive, EW Arterial to Countryside Drive - 30.0 m Right-of-Way, City of Brampton Standard Rural Section



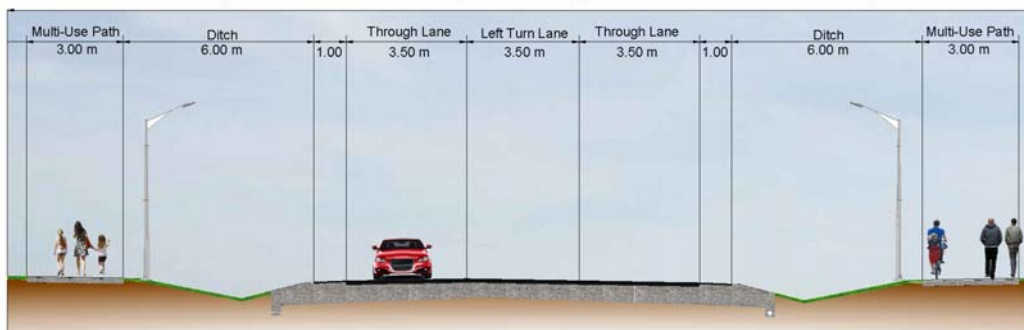
Clarkway Drive, EW Arterial to Countryside Drive - 30.0 m Right-of-Way, Separate AT Facilities



Clarkway Drive, EW Arterial to Countryside Drive - 30.0 m Right-of-Way, Multi-Use Pathways



Clarkway Drive, EW Arterial to Countryside Drive - Typical Intersection, Multi-Use Pathways

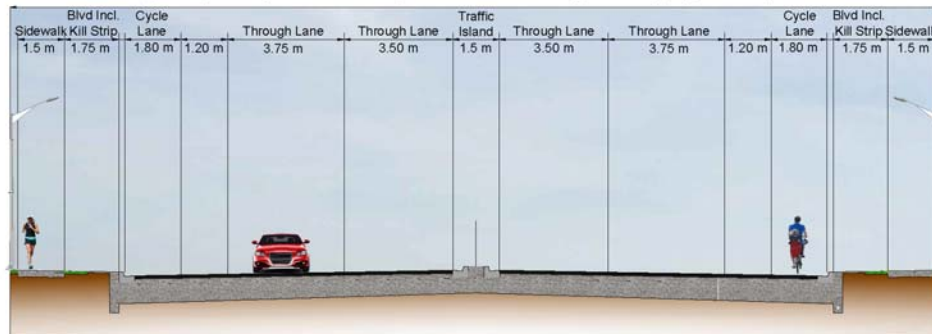


Alternative Cross-Sections

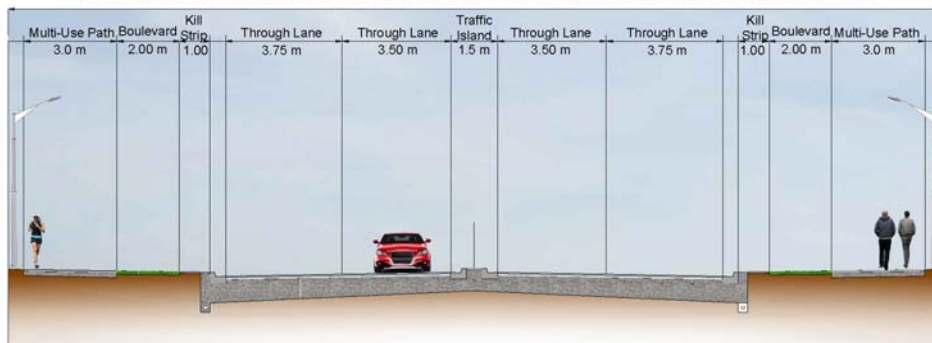
Clarkway Drive, Countryside Drive to Mayfield Road

Jurisdiction	City of Brampton
Required number of lanes	2-4
SP47 TMP-Recommended Active Transportation Facilities	Multi-use path, sidewalks opposite side from multi-use path

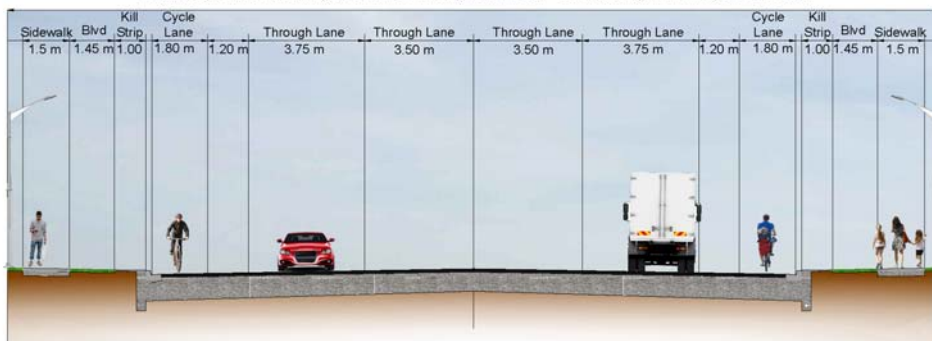
Clarkway Drive, Countryside Drive to Mayfield Road - 30.0 m Right-of-Way, City of Brampton Standard



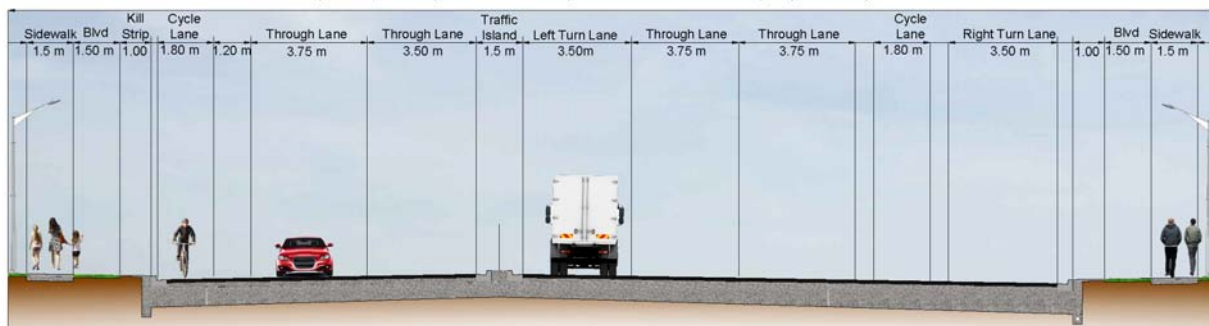
Clarkway Drive, Countryside Drive to Mayfield Road - 30.0 m Right-of-Way, City of Brampton Standard



Clarkway Drive, Countryside Drive to Mayfield Road, - 30.0 m Right-of-Way, No Median



Clarkway Drive, Countryside Drive to Mayfield Road - Intersection, City of Brampton Standard



Thank-you for your Participation!

Next Steps

- 1. Your input is important!** The project team will be determining preferred alternatives based on feedback from this PIC, technical investigations, and consultation with technical and regulatory agencies.
- 2. Complete the Environmental Inventory** through field investigations to confirm findings of the SP47 Master Environmental Servicing Plan, particularly along the preferred alignments.
- 3. Develop the preferred design concepts and cross-sections.** Using comments received at this PIC, as well as input from stakeholders and agencies, the conceptual designs for each arterial will be developed.
- 4. Present and gather input on the preliminary designs at PIC #2.** The preliminary designs will be presented for further comment at:

! PIC # 2 planned for spring 2017

- 5. Complete the preliminary designs.** Based on feedback from PIC#2, as well as consultation with stakeholder groups and agencies, the conceptual designs will be modified and advanced to the preliminary design stage. Anticipated impacts and mitigation methods will be fully documented.
- 6. Prepare and file the Environmental Study Report.** The Environmental Study Report will be prepared and available for review and comment during a 30 day review period.



We Want to Hear From You!



Let us know what is most important to you, your family and/or your business.

Please complete the comment sheet and place it in the Comment Box or send your comments to one of the mailing or email addresses listed on the comment sheet.

**Comment
Deadline
December
8th**