

2013 EM Projects

LOCATION

Heart Lake Road

PROJECT START

2011

PROJECT STATUS

Community volunteers completed Phase II of road ecology field monitoring as of September 30, 2013. TRCA staff are working with OREG to review and compile the data and begin preparing a report on findings from Phase II, 2013 field season.

NEXT STEPS

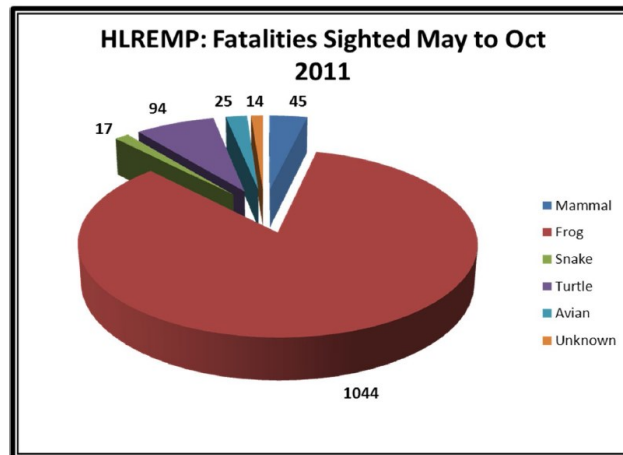
Complete the report, summarize findings from the 2013 field season and include specific recommendations for mitigating the number of WVC along this stretch of Heart Lake Rd. Share the report with project partners and explore options to move forward with implementation of the recommendations.

PARTNERS

TRCA
City of Brampton
Region of Peel
Local business
Citizen volunteers

For more information visit:
<http://trca.on.ca/the-living-city/watersheds/etobicoke-mimico-creek>

Heart Lake Road Ecology Monitoring Project



In 2011, Toronto and Region Conservation Authority (TRCA), Ontario Road Ecology Group (OREG), City of Brampton, local businesses and over 40 community volunteers partnered to execute Phase 1 of the Heart Lake Road Ecology Volunteer Monitoring Project. This area is a Provincially Significant Wetland (PSW) which is bisected by Heart Lake Road. The data collected in a 6 month period, on a 2 km stretch of road between

Sandalwood Parkway and Mayfield Road supported that this study site is a hotspot for wildlife road mortality. Project partners were in agreement that mitigation was necessary to protect local biodiversity and Species at Risk.

Phase II of this study commenced in 2013, with the placement of 3 mock-culverts and wildlife directional fencing to determine the efficacy in attracting and passing these culverts for mitigation. Volunteers have monitored the study area from April 2nd to September 30th, which again, shows high numbers of road mortality.

Mitigation is feasible, but there are ecological and engineering complications because decades ago this road was built through this wetland complex and as a result, the road is sinking. Construction timing and methods will have to be sensitive to the PSW and there are engineering considerations that are unique due to the sinking of the road and road features.

