

North Halton Coordinated Municipal Class Environmental Assessment Study

Virtual Public Information Centre #1

November 23, 2023 to December 21, 2023

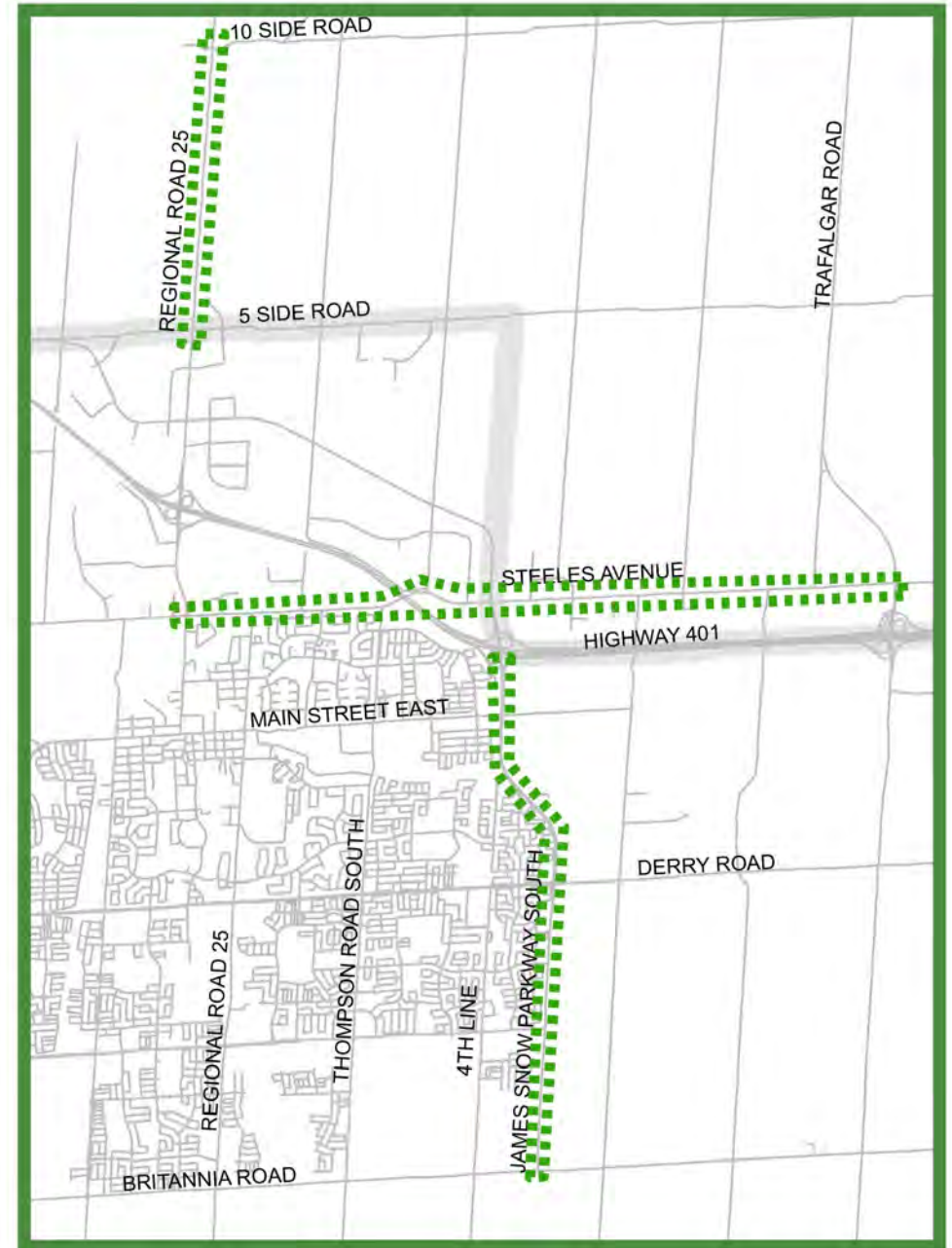


Introduction

Halton Region is undertaking the North Halton Coordinated Municipal Class Environmental Assessment (MCEA) Study to consider a range of options for corridor improvements on:

- James Snow Parkway from Britannia Road to Highway 401 (Urban corridor)
- Steeles Avenue from Regional Road 25 to Trafalgar Road (Urban corridor)
- Regional Road 25 from 5 Side Road to 10 Side Road (Rural corridor)

This Coordinated MCEA Study has been initiated given the corridors close geographical locations, however the three corridors have very different characteristics which will be recognized throughout this study.



Purpose of PIC #1

The purpose of this first Public Information Centre (PIC) is to present and receive input on the work completed to date including:

- Study Process and Schedule
- Background Information and Existing Conditions
- Problem and Opportunities
- Alternative Solutions
- Preliminary Design Considerations and Opportunities
- Next Steps



We value your input!

Your input will help to shape the decision-making process for this project.

Visit the Municipal Class Environmental Assessment (MCEA) Studies webpage on **halton.ca** to submit your comments through the online survey.

Focus of This Study

This MCEA Study is considering a range of options for improvements to James Snow Parkway (from Britannia Road to Highway 401), Steeles Avenue (from Regional Road 25 to Trafalgar Road) and Regional Road 25 (from 5 Side Road to 10 Side Road) which will depend on varying corridor characteristics, and may include:

- Roadway widening
- Cross-sectional requirements
- Active transportation
- Transit supportive infrastructure
- Intersection improvements
- Overall traffic operation improvements

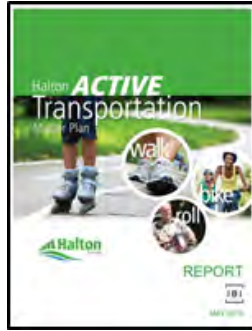


Study Background



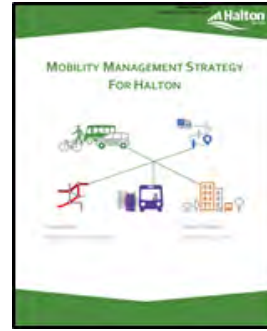
2011

The **Transportation Master Plan** provides strategies, policies and tools to meet the Region's transportation needs to 2031.



2015

The **Active Transportation Master Plan** provides strategy, infrastructure, initiatives, and programs to promote non-motorized travel in the Region.



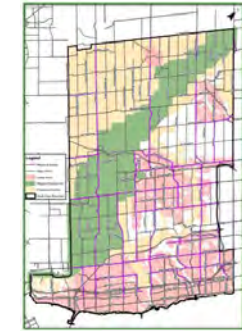
2017

The **Mobility Management Strategy (MMS)** guides the evolution of a Region-wide inter/intra Regional transportation network to 2041.



2019

The **Defining Major Transit Requirements** is the continuation of MMS to guide Regional infrastructure investment to support transit in Halton by 2031 and 2041.

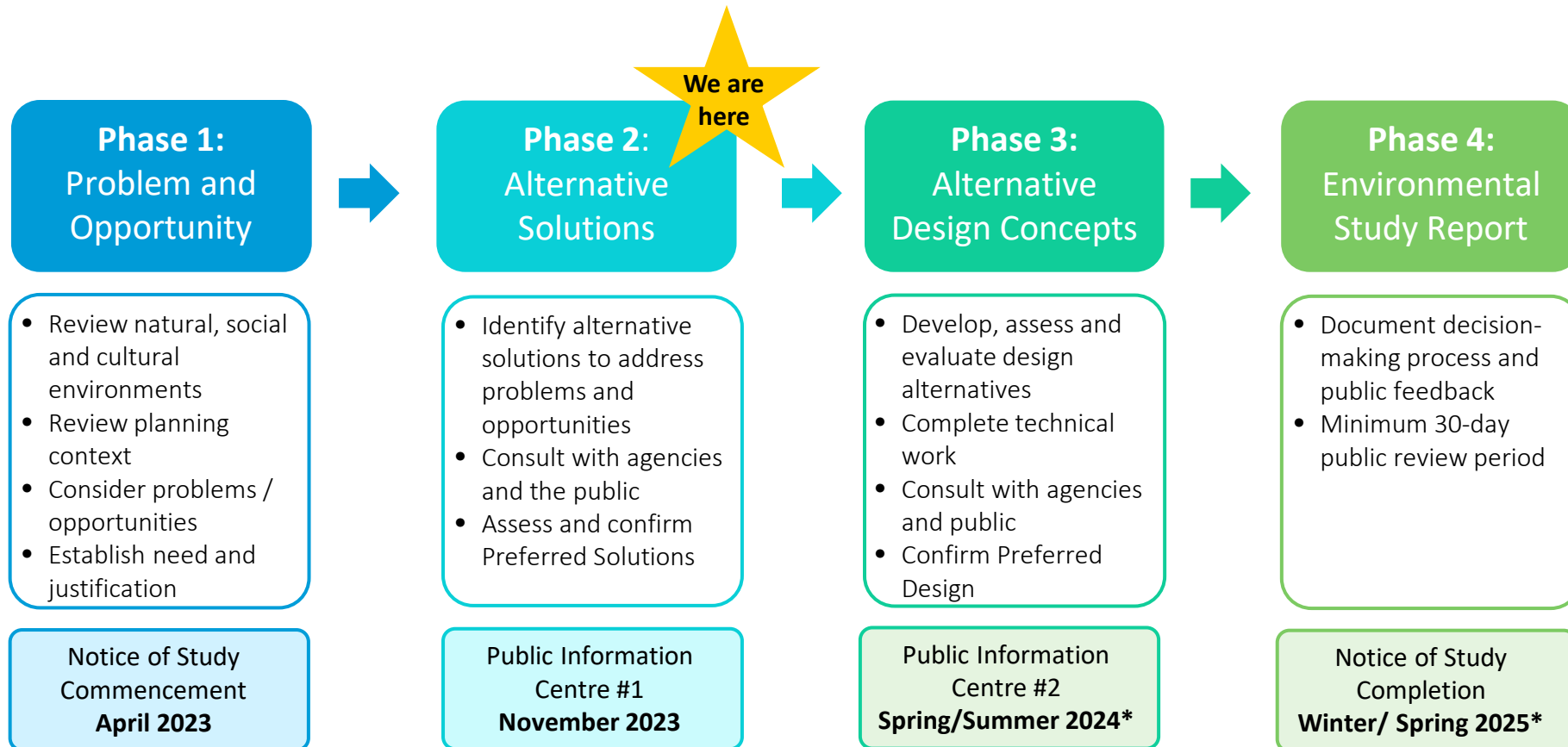


2022

The **Integrated Master Plan** was initiated in **2022** to complete the next Region-wide Water, Wastewater and Multi-Modal Transportation Master Plans to identify a long-term integrated servicing strategy for Regional infrastructure to accommodate future growth to 2051.

Municipal Class EA Process

- The MCEA is a planning and approval process for municipal infrastructure that follows the *Ontario Environmental Assessment Act*.
- This study has been identified as a Schedule 'C' project and will follow Phases 1 through 4 of the MCEA process.

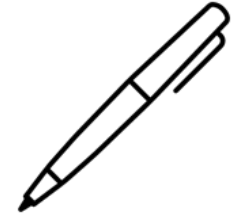


**Subject to change*

We Want to Hear from You

Please provide your comments and feedback on information presented by completing the online survey.

We will review comments and take your feedback into consideration as we move into the next phase.



North Halton Coordinated Municipal Class Environmental Assessment Study

**James Snow Parkway
From Britannia Road to
Highway 401**

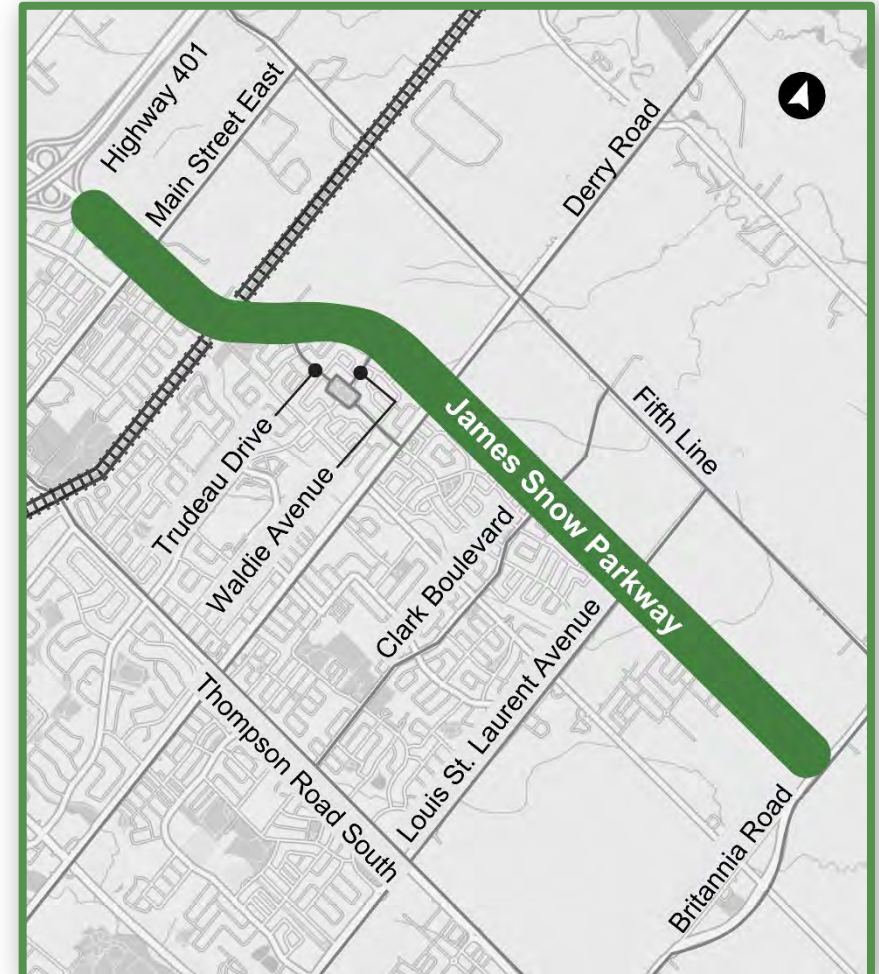


James Snow Parkway

Study Overview

This MCEA Study is considering a range of options for improvements to James Snow Parkway from Britannia Road to south of Highway 401 (5.8 km in length), including:

- Roadway widening
- Cross-sectional requirements
- Active transportation
- Transit supportive infrastructure
- Intersection improvements
- Overall traffic operation improvements



James Snow Parkway

Existing Corridor Conditions

James Snow Parkway is a major arterial between Britannia Road and Highway 401.

Between Britannia Road and Derry Road

- Speed Limit: 70km/h
- Two vehicle lanes, no centre-median
- Multi-use trail on the west from Derry Road to Louis St. Laurent Avenue
- Hydro poles on the west side

Between Derry Road and Highway 401

- Speed Limit: 60km/h north of Main Street, 70km/h south of Main Street
- Four vehicle lanes with centre-median
- A multi-use trail on the west side
- Hydro poles on east side, light poles on both sides
- A short section of James Snow Parkway is serviced by Milton Transit



James Snow Parkway

Existing Land Uses

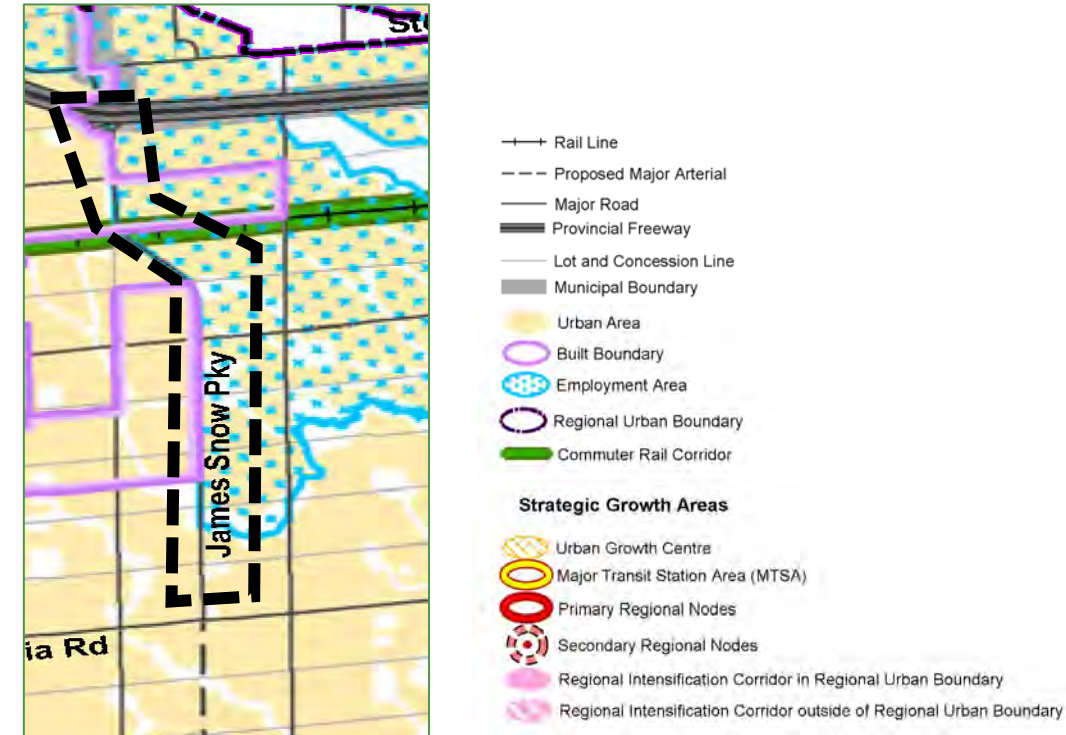
Halton Regional Official Plan*

- James Snow Parkway corridor within the Study Area is in the **Regional Urban Area**
- Parts of the corridor fall within the **Employment Area** and **Built Boundary**

Town of Milton Official Plan**

- James Snow Parkway is mainly **Residential** on the west and **Agricultural** and **Industrial** on the east side of the corridor.

Halton Regional Official Plan



Source: Halton Regional Official Plan Amendment 49 (2022) - Map 1h Regional Urban Structure

*Office Consolidation November 2022

**Office Consolidation March 2023

James Snow Parkway

Existing Natural Heritage & Cultural Heritage

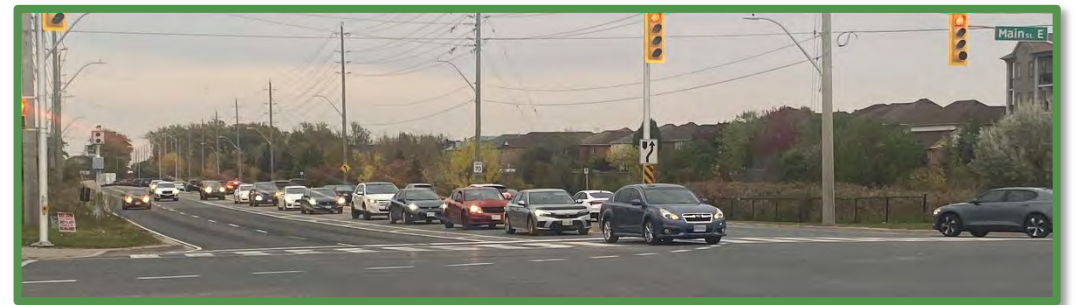
- James Snow Parkway intersects the Regional Natural Heritage System (NHS) which is made up of wetlands, woodlands, watercourses, potential wildlife and fish habitats, and other natural areas that have ecological significance.
- Crossing of a tributary to the East Sixteen Mile Creek, wetland communities, and floodplains regulated by Conservation Halton.
- A Cultural Heritage review was undertaken and no Cultural Heritage Landscapes or Built Heritage Resources were identified.
- A Stage 1 Archaeological Assessment was undertaken, and no sites were identified within 50m of the study area. Parts of the study area have archaeological potential. If lands are proposed to be impacted, a Stage 2 Archaeological Assessment will be required.



Source: Halton Regional Official Plan Amendment 49 (2022) - Map 1 Regional Structure

James Snow Parkway Existing Traffic Conditions

- In the morning and afternoon peak periods James Snow Parkway is experiencing delays at the intersections with Main Street and Derry Road.
- Eastbound, northbound and southbound movements at the intersections with Main Street and Derry Road currently experience long delays with high demand.
- The segments south of Derry Road and north of Main Street are approaching capacity in the northbound direction during the morning, and southbound direction during the afternoon peak hours.
- The corridor experiences about 17,000 – 27,200 daily vehicles between Highway 401 and Derry Road and 7,000 – 9,600 from Derry Road to Britannia Road. 3 – 5% of daily traffic are trucks.
- Current roadway users include residential and construction vehicles for the development along the east side of the corridor.



James Snow Parkway Future Transit Conditions

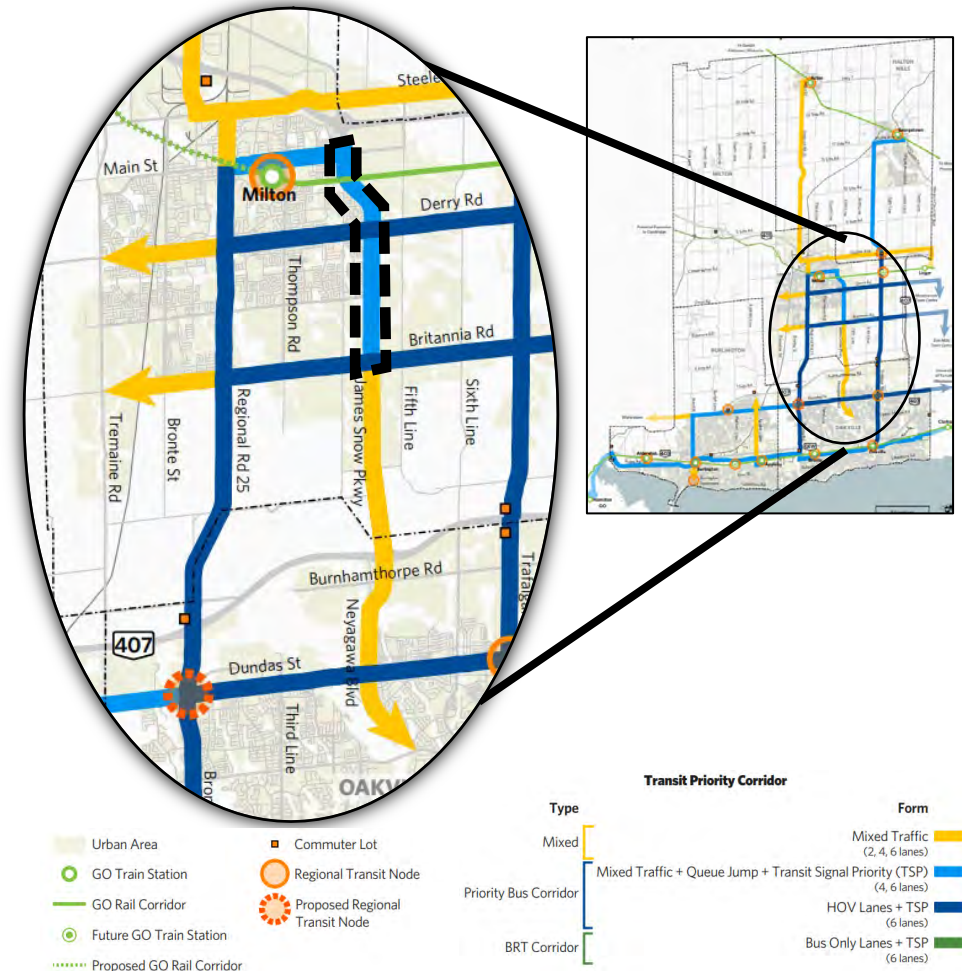
Defining Major Transit Requirements in Halton Region (2019)

2031 and 2041 Transit Priority Corridor Network

- James Snow Parkway was identified as a **Priority Bus Corridor** (in 2031 and 2041) which includes the opportunity to implement transit supportive infrastructure such as: Transit Signal Priority (TSP), Queue jump lanes, Bus shelters and Other transit stop improvements*
- TSP involves optimizing signal timing to minimize delay at signalized intersections

*To be reconfirmed through the ongoing Integrated Master Plan

Preliminary 2031 and 2041 Recommended Transit Priority Corridor Network



James Snow Parkway

Existing Safety Conditions

- A Road Safety Review was conducted as part of this study to review the condition of all features on James Snow Parkway within the study limits.
- Key findings include:
 - James Snow Parkway is experiencing a consistent number of collisions each year.
 - Most collisions occurred at James Snow Parkway at the intersections of Main Street East and Derry Road.
- Recommendations to enhance safety will be considered in the next stages of the study.

James Snow Parkway

Problem and Opportunity Statement

James Snow Parkway is a key major arterial road with an interchange at Highway 401 providing access to the Towns of Milton and Halton Hills.

Without improvements to the corridor, traffic operations are expected to experience increasing delays and demand.

To support growing travel demand, as well as a future transit priority corridor, improvements to James Snow Parkway are required to create a transportation system which is safe, continuous, connected, and coordinated for all users and abilities.

The future right-of-way will accommodate active transportation, transit supportive infrastructure, an improved pedestrian environment and allow for improvements to traffic operations at intersections and along the corridor.



James Snow Parkway - Alternative Solutions Evaluation

Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	No improvements to James Snow Parkway. Only planned improvements to 2031 will be in place.	Does not address the multi-modal needs within the study area.	Do not carry forward (for comparison purposes only).
Active Transportation Improvements	Improve active transportation facilities throughout the corridor and at intersections.	On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	Carry forward as part of overall Project strategy.
Intersection / Operational Improvements	Enhance traffic operations at intersections through physical and operational modifications.	On their own, these measures do not fully address the problem while part of the Region's overall transportation strategy.	Carry forward as part of overall Project strategy.
Improvements to James Snow Parkway	Widen James Snow Parkway to six lanes to accommodate additional travel capacity and opportunities for transit priority corridor infrastructure.	Needs identified in Transportation Master Plan, Mobility Management Strategy, and Defining Major Transit Requirements in Halton to support future growth.	Carry forward as part of overall Project strategy.
Improvements to Other Roadways	Undertake capital improvements to widen other north-south roadways in the immediate study area.	Does not address the multi-modal needs within the study area.	Do not carry forward.
Transportation Demand Management (TDM)	Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours, telecommute, etc.	On their own, TDM measures do not fully address the transportation needs and are already part of the Region's overall transportation strategy.	Continue to be supported by local program and initiatives.

James Snow Parkway Recommended Solution

To support future travel demand and a transportation system that is safe, continuous, connected, and coordinated for all users and all abilities, the recommended solution for James Snow Parkway is proposed to consist of a combination of the following three alternative solutions:

- Improve facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network;
- Improve traffic operations at intersections through physical and operational modifications; and
- Widen James Snow Parkway to six lanes to provide additional travel lanes and transit priority corridor infrastructure.



James Snow Parkway

Traffic Analysis – Future Conditions

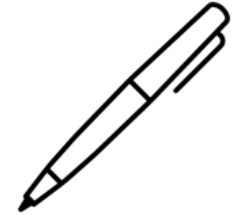
- Halton Region is undertaking an Integrated Master Plan for Water, Wastewater and Transportation that will identify infrastructure to enable Local Municipal future growth targets to 2051.
- However, there remain several projects identified through the 2011 Transportation Master Plan – The Road to Change (TMP) to be implemented to improve network connectivity and address forecasted travel demand to 2031.
- The TMP considered overall network travel demand and identified that six travel lanes are required for James Snow Parkway to accommodate future growth by 2031.
- In this study, we will take a closer look at intersection and corridor operations to better understand future needs, considering three options:
 - Maintain Existing Conditions (“Do Nothing” Alternative)
 - Widen to 6-General Purpose Lanes
 - Widen to 6-Lanes with transit priority infrastructure (transit signal priority and queue jump lanes)



We Want to Hear from You

Please provide your comments and feedback on the **James Snow Parkway study background, existing conditions, and recommended solution** by completing the online survey.

We will review comments and take your feedback into consideration as we move into the next phase and develop alternative design concepts.



North Halton Coordinated Municipal Class Environmental Assessment Study

Steeles Avenue
From Regional Road 25 to
Trafalgar Road



Steeles Avenue Study Overview

This MCEA Study is considering a range of options for improvements to Steeles Avenue from Regional Road 25 (Martin Street) to Trafalgar Road (7.7 km in length), including:

- Roadway widening
- Cross-sectional requirements
- Active transportation
- Transit supportive infrastructure
- Intersection improvements
- Overall traffic operation improvements

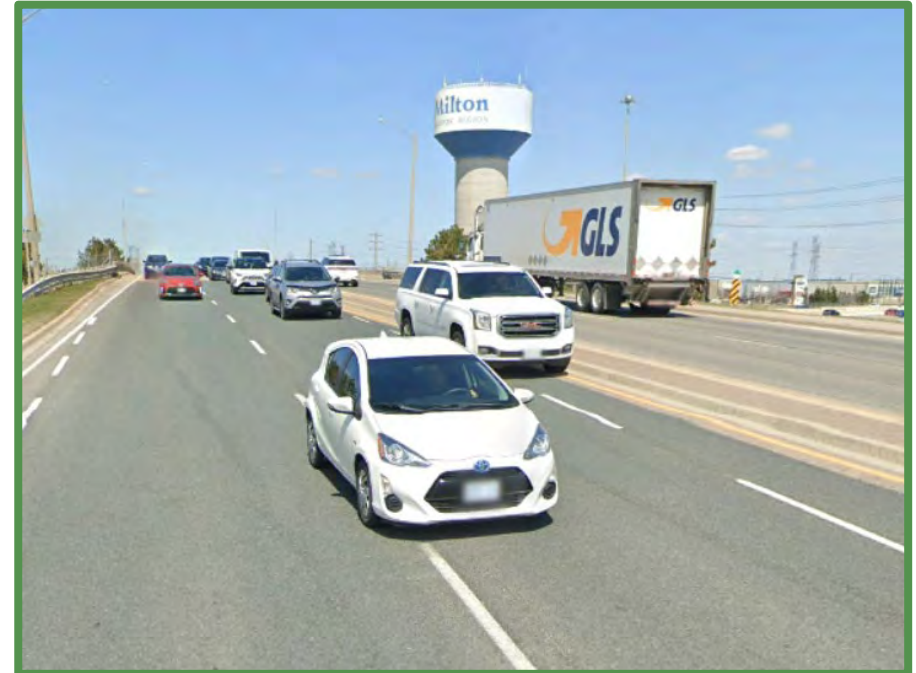


Steeles Avenue

Existing Conditions

Steeles Avenue is a major arterial road with a posted speed limit of 50 km/h from Regional Road 25 to Ontario Street North, 60 km/h to James Snow Parkway and 70 km/h to Trafalgar Road. Steeles Avenue currently consists of:

- Four vehicle lanes
- Sidewalk and multi-use paths vary throughout the corridor with some gaps
- Bus stops approximately every 500 metres on Steeles Avenue in both east and west directions within the study area
- Hydro poles alternate between the north and south sides of the road



Steeles Avenue Existing Land Uses

Halton Regional Official Plan*

- Steeles Avenue corridor within the Study Area is mostly in the **Regional Urban Area**
- Parts of the corridor fall within the **Employment Area** and **Built Boundary**.

Town of Milton Official Plan** and Town of Halton Hills Official Plan***

- Adjacent land use is mainly **Residential** and **Commercial** west of James Snow Parkway and **Industrial** and **Commercial** east of James Snow Parkway

Halton Region Official Plan



Source: Halton Regional Official Plan Amendment 49 (2022) - Map 1h Regional Urban Structure

*Office Consolidation November 2022

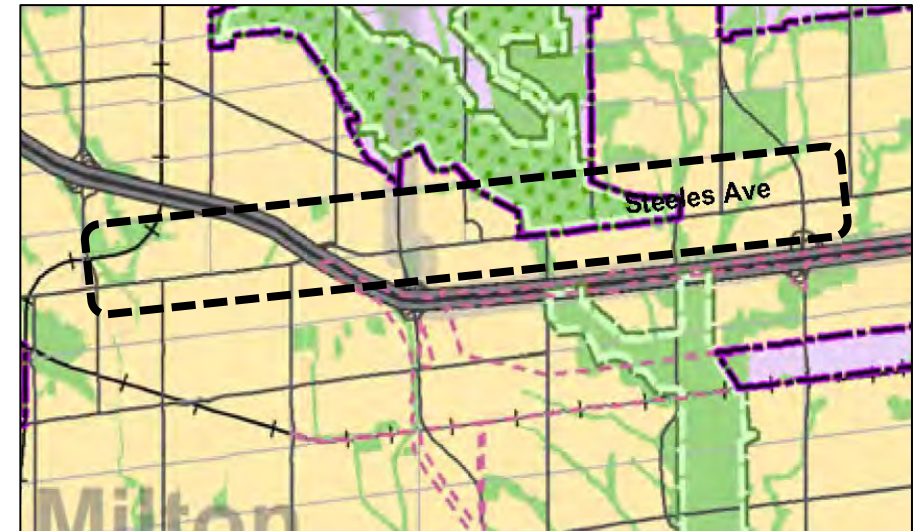
**Office Consolidation March 2023

***Office Consolidation December 2020

Steeles Avenue

Existing Natural Heritage

- Steeles Avenue intersects the Regional Natural Heritage System (NHS), and Greenbelt NHS, watercourses, wetlands, woodlands, potential wildlife and fish habitats, and other natural areas that have ecological significance.
- There are seven watercourse crossings, including Middle Sixteen Mile Creek and its tributaries.
- One watercourse provides habitat for Species at Risk.
- Wetlands, watercourses and floodplains are all regulated by Conservation Halton.



Source: Halton Regional Official Plan Amendment 49 (2022) - Map 1 Regional Structure

Steeles Avenue

Existing Cultural Heritage

A Cultural Heritage review was undertaken and identified the following:

- 5 known Built Heritage Resources
- 5 potential Built Heritage Resources
- 1 potential Cultural Heritage Landscape

A Stage 1 Archaeological Assessment review was undertaken which identified the following:

- 29 previously registered archaeological sites are located within 1 km of the study area, one of which is located within 50m.
- Parts of the study area exhibit archaeological potential. If lands are proposed to be impacted, a Stage 2 Archaeological Assessment will be required.

Existing Known Built Heritage Resources



Steeles Avenue - Existing Traffic Conditions

- Steeles Avenue operates with delay at the major intersections including Martin Street, Ontario Street, Esquesing Line, James Snow Parkway, and Trafalgar Road.
- The delay at the intersection with Trafalgar Road is caused by high morning and afternoon volumes on the eastbound, westbound, and southbound approaches, as drivers travel to/from the Highway 401 interchange or other commercial attractions.
- The segments along Steeles Avenue eastbound between James Snow Parkway and Sixth Line in the morning peak hour, and westbound from Trafalgar Road to Sixth Line in the afternoon peak hour are approaching capacity due to high directional commuter trips.
- The corridor experiences about 19,000 – 28,600 daily vehicles between Regional Road 25 and James Snow Parkway and 15,000 – 15,800 from James Snow Parkway to Trafalgar Road. 7 – 13% of daily traffic are trucks.



Steeles Avenue Future Transit Conditions

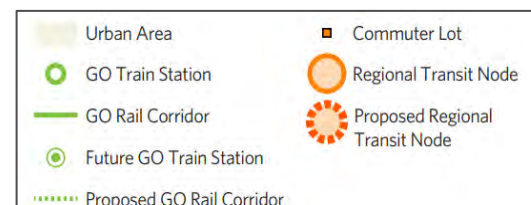
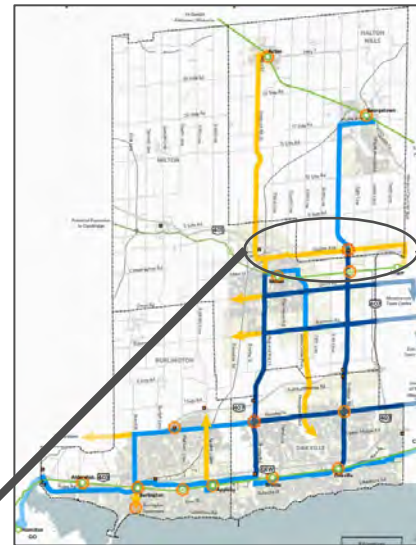
Defining Major Transit Requirements in Halton Region (2019)

2031 and 2041 Transit Priority Corridor Networks

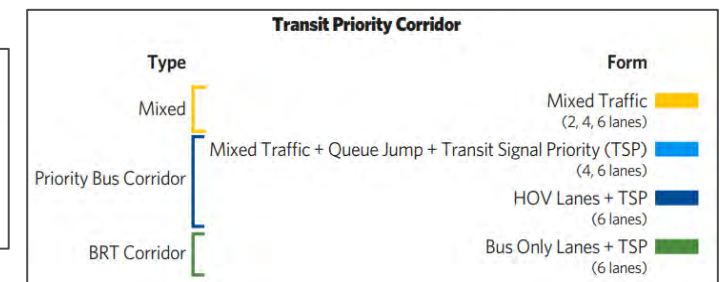
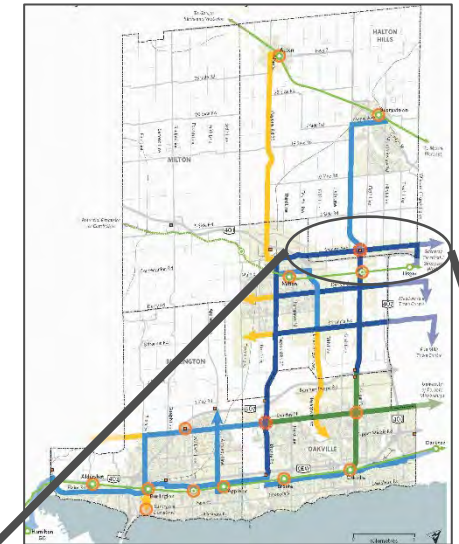
- Steeles Avenue is identified as **Mixed Traffic (2031)** and **Priority Bus Corridor (2041)**, which includes the opportunity to implement transit supportive infrastructure such as: High Occupancy Vehicle (HOV), Transit Signal Priority (TSP), Queue jump lanes, Bus shelters and Other transit stop improvements*
- TSP involves optimizing signal timing to minimize delay at signalized intersections.

*To be reconfirmed through the ongoing Integrated Master Plan

Preliminary 2031
Recommended Transit
Priority Corridor Network



Preliminary 2041
Recommended Transit
Priority Corridor Network



Steeles Avenue

Existing Safety Conditions

- A Road Safety Review was conducted as part of this study to review the condition of all features on Steeles Avenue within the study limits.
- Key findings include:
 - Steeles Avenue is experiencing a consistent number of collisions each year, with a reduction in severe collisions.
 - Most collisions occurred at the intersections of Regional Road 25, James Snow Parkway and Trafalgar Road.
- Recommendations to enhance safety will be considered in the next stages of the study.

Steeles Avenue

Problem & Opportunity Statement

Steeles Avenue is a key east-west link providing connections in the Towns of Milton and Halton Hills.

Without improvements to the corridor, traffic operations are expected to experience increasing delays and demand.

To support growing travel demand, as well as a future transit priority corridor, improvements to Steeles Avenue are required to create a transportation system which is safe, continuous, connected, and coordinated for all users and abilities.

The future right-of-way will accommodate active transportation, transit supportive infrastructure, an improved pedestrian environment and allow for improvements to traffic operations at intersections and along the corridor.



Steeles Avenue - Alternative Solution Evaluation

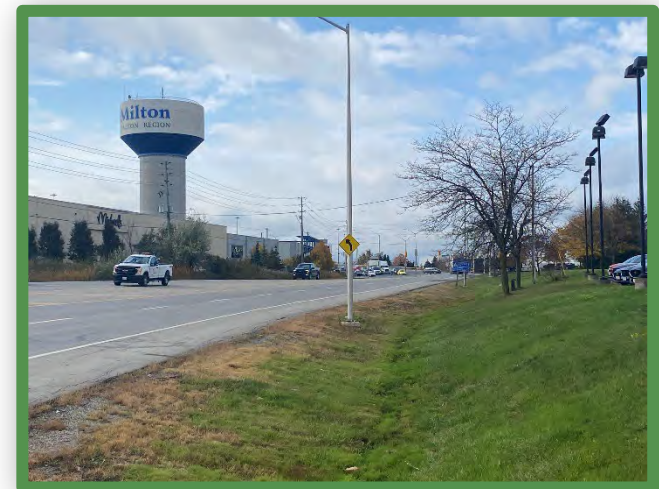
Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	No improvements to Steeles Ave. Only planned improvements to 2031 will be in place.	Does not address the multi-modal needs within the study area.	Do not carry forward (for comparison purposes only).
Active Transportation Improvements	Improve active transportation facilities throughout the corridor and at intersections.	On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	Carry forward as part of overall Project strategy.
Intersection / Operational Improvements	Enhance traffic operations at intersections through physical and operational modifications.	On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	Carry forward as part of overall Project strategy.
Improvements to Steeles Avenue	Widen Steeles Avenue to six lanes to accommodate additional travel capacity and opportunities for transit priority corridor infrastructure.	Needs identified in Transportation Master Plan, Mobility Management Strategy and Defining Major Transit Requirements in Halton to support future growth.	Carry forward as part of overall Project strategy.
Improvements to Other Roadways	Undertake capital improvements to widen other east-west roadways in the immediate study area.	Does not address the multi-modal needs within the study area.	Do not carry forward.
Transportation Demand Management (TDM)	Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours, telecommute, etc.	On their own, TDM measures do not fully address the transportation needs and are already part of the Region's overall transportation strategy.	Continue to be supported by local program and initiatives.

Steeles Avenue

Recommended Solution

In order to support future travel demand and a transportation system that is safe, continuous, connected, and coordinated for all users and all abilities, the recommended solution for Steeles Avenue is proposed to consist of a combination of the following three alternative solutions:

- Improve facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network;
- Improve traffic operations at intersections through physical and operational modifications; and
- Widen Steeles Avenue to six lanes to provide additional travel lanes and opportunities for HOV and transit priority corridor infrastructure.



Steeles Avenue

Traffic Analysis – Future Conditions

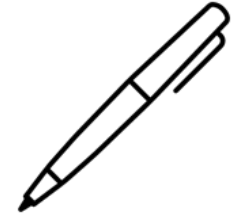
- Halton Region is undertaking an Integrated Master Plan for Water, Wastewater and Transportation that will identify infrastructure to enable Local Municipal future growth targets to 2051.
- However, there remain several projects identified through the 2011 Transportation Master Plan – The Road to Change (TMP) to be implemented to improve network connectivity and address forecasted travel demand to 2031.
- The TMP considered overall network travel demand and identified that six travel lanes are required for Steeles Avenue to accommodate future growth by 2031.
- In this study, we will take a closer look at intersection and corridor operations to better understand future needs, considering three options:
 - Maintain Existing Conditions (“Do Nothing” Alternative)
 - Widen to 6-General Purpose Lanes
 - Widen to 4-General Purpose Lanes + 2 High-Occupancy Vehicle (HOV)



We Want to Hear from You

Please provide your comments and feedback on the **Steeles Avenue study background, existing conditions, and recommended solution** by completing the online survey.

We will review comments and take your feedback into consideration as we move into the next phase and develop alternative design concepts.



North Halton Coordinated Municipal Class Environmental Assessment Study

Regional Road 25
**From 5 Side Road to 10 Side
Road**



Regional Road 25 Study Overview

This MCEA Study is considering a range of options for improvements to Regional Road 25 from 5 Side Road to 10 Side Road (3.0 km in length), including:

- Roadway widening
- Cross-sectional requirements
- Active transportation
- Paved shoulders
- Intersection improvements
- Overall traffic operation improvements.



Regional Road 25

Existing Cross Section

Regional Road 25 is a major arterial road with a rural cross section and a posted speed limit of 80 km/h north of 5 Side Road.

Regional Road 25 currently consists of:

- Two vehicle lanes, no centre-median
- Paved shoulders north of 5 Side Road
- Hydro poles on the east side of the road



Regional Road 25

Existing Land Uses

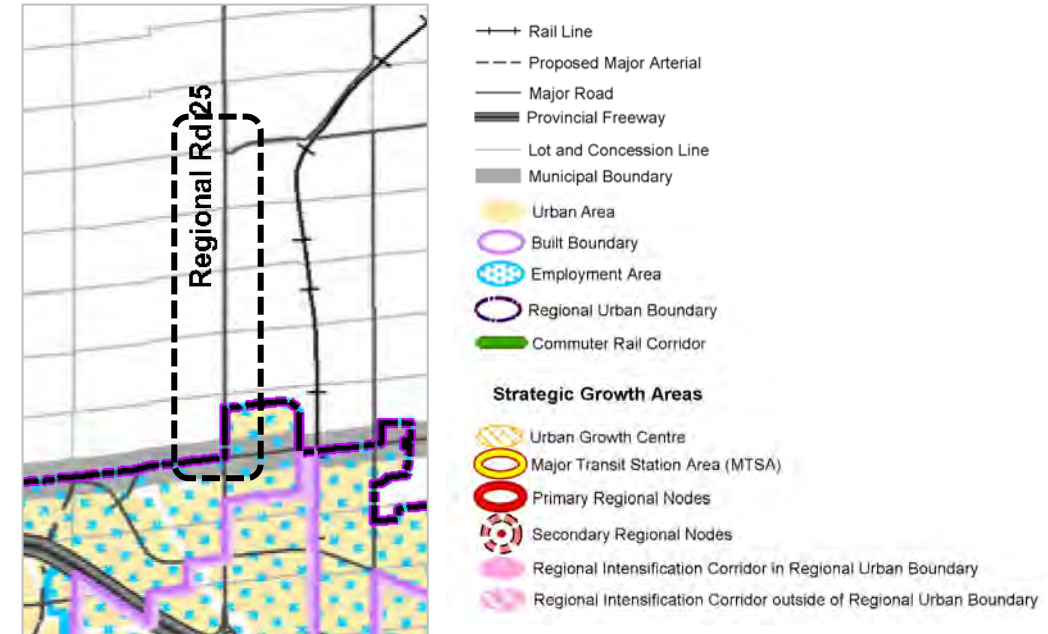
Halton Regional Official Plan*

- Regional Road 25 corridor within the Study Area is located outside of the **Regional Urban Area**.

Town of Halton Hills Official Plan**

- Regional Road 25 is mainly **Protected Natural Environment** in the north and **Agricultural lands** on the south end of the corridor.

Halton Region Official Plan



Source: Halton Regional Official Plan Amendment 49 (2022) - Map 1h Regional Urban Structure

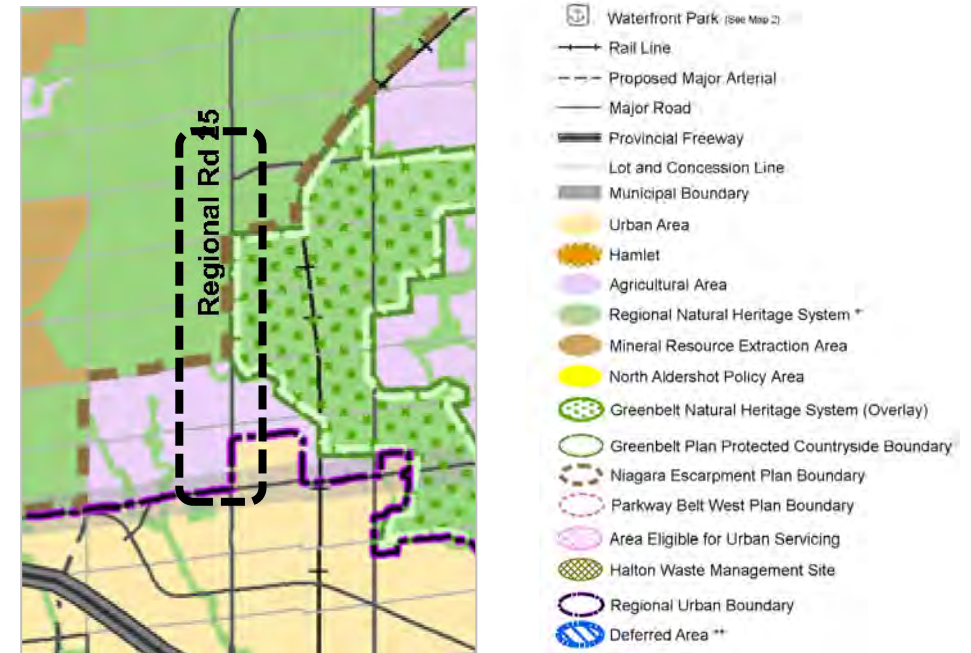
*Office Consolidation November 2022

**Office Consolidation December 2020

Regional Road 25

Existing Natural Heritage

- Parts of the study corridor fall within the Niagara Escarpment and Greenbelt Plan.
- The study area intersects the Regional Natural Heritage System (NHS) and Greenbelt NHS which is made up of wetlands, woodlands, watercourses, potential wildlife and fish habitats, and other natural areas that have ecological significance.
- Three crossings of the Middle Sixteen Mile Creek and tributaries.
- Wetlands, watercourses and floodplains are regulated by Conservation Halton.



Source: Halton Regional Official Plan Amendment 49 (2022) - Map 1 Regional Structure

Regional Road 25

Existing Cultural Heritage

A Cultural Heritage review was undertaken and identified the following:

- 3 known Built Heritage Resources were identified
- 2 potential Cultural Heritage Landscapes

A Stage 1 Archaeological Assessment was undertaken which identified the following:

- 11 previously registered archaeological sites exist within 1 km of the study area
- Parts of the study area have archaeological potential. If lands are proposed to be impacted, a Stage 2 Archaeological Assessment will be required.



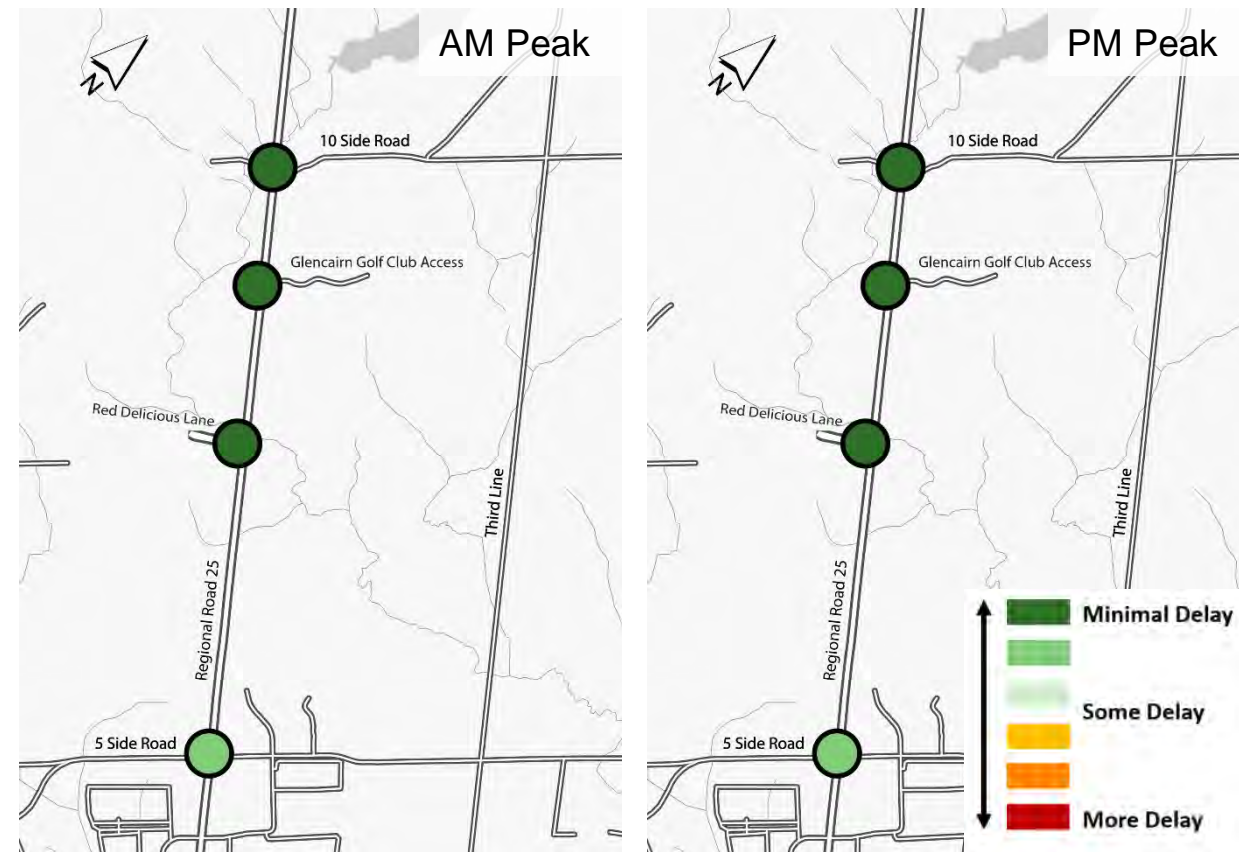
Existing Known
Built Heritage
Resources



Regional Road 25

Existing Traffic Conditions

- Regional Road 25 generally operates well with minimal intersection delays. Most of the delays experienced by drivers to the north of 5 Side Road are due to left turns into and out of residential, commercial and tourist destinations.
- Delays occur for vehicles turning left onto Regional Road 25 at unsignalized intersections during the afternoon peak hour due to high northbound demand.
- The corridor experiences about 11,500 daily vehicles, including farm vehicles. 12% of daily traffic are trucks.



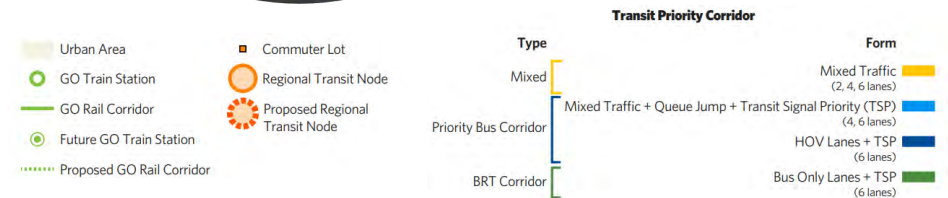
Regional Road 25 Future Transit Conditions

Defining Major Transit Requirements in Halton Region (2019)

2031 and 2041 Transit Priority Corridor Networks

- Regional Road 25 is identified as **Mixed Traffic**, which could support transit and auto traffic.

Preliminary 2031 and 2041 Recommended Transit Priority Corridor Network



Regional Road 25

Existing Safety Conditions

- A Road Safety Review was conducted as part of this study to review the condition of all features on Regional Road 25 within the study limits.
- Key findings include:
 - Regional Road 25 is experiencing a consistent number of collisions each year, with a reduction in severe collisions.
 - Most collisions occurred at Regional Road 25 and 5 Side Road.
- Recommendations to enhance safety will be considered in the next stages of the study.

Regional Road 25

Problem & Opportunity Statement

Regional Road 25 is a north-south link providing connections within the Towns of Halton Hills and Milton.

Without localized improvements, traffic operations are expected to experience increasing delays.

The future right-of-way will consider the unique rural characteristics of Regional Road 25 and will accommodate all road users, including farm vehicles and active transportation.



Regional Road 25 - Alternative Solution Evaluation

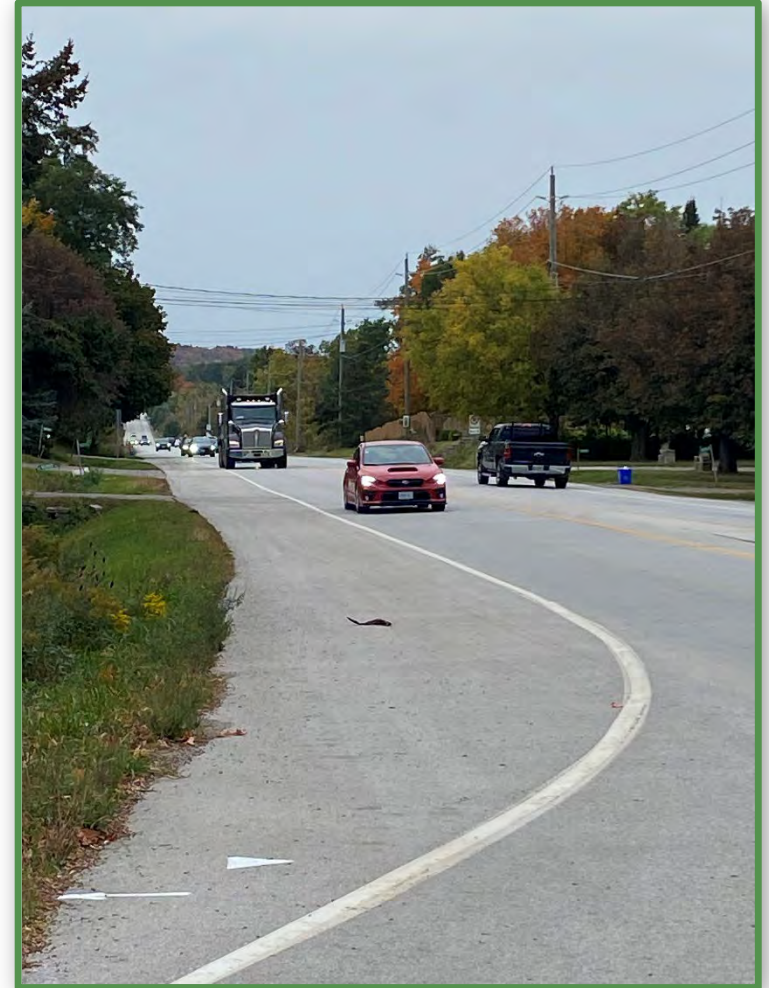
Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	No improvements to Regional Road 25. Only planned improvements to 2031 will be in place.	Does not address the multi-modal needs within the study area.	Do not carry forward (for comparison purposes only).
Active Transportation Improvements	Improve active transportation facilities throughout the corridor and at intersections.	On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	Carry forward as part of overall Project strategy.
Intersection / Operational Improvements	Enhance traffic operations at intersections through physical and operational modifications.	On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	Carry forward as part of overall Project strategy.
Improvements to Regional Road 25	Widen Regional Road 25 to four lanes to accommodate additional travel capacity.	Needs identified Transportation Master Plan, Mobility Management Strategy, and Defining Major Transit Requirements in Halton to support future growth.	Carry forward localized widening for example, turn lanes.
Improvements to Other Roadways	Undertake capital improvements to widen other north-south roadways in the immediate study area.	Does not address the multi-modal needs within the study area.	Do not carry forward.
Transportation Demand Management (TDM)	Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours, telecommute, etc.	On their own, TDM measures do not fully address the transportation needs and are already part of the Region's overall transportation strategy.	Continue to be supported by local program and initiatives.

Regional Road 25

Recommended Solution

In order to support future travel demand and a transportation system that is safe, continuous, connected, and coordinated for all users and all abilities, the recommended solution for Regional Road 25 is proposed to consist of a combination of the following alternative solutions:

- Improve facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network; and
- Improve overall operations including intersections, as well as localized widening for example turn lanes.



Regional Road 25

Traffic Analysis – Future Conditions

- Halton Region is undertaking an Integrated Master Plan for Water, Wastewater and Transportation that will identify infrastructure to enable Local Municipal future growth targets to 2051.
- However, there remain several projects identified through the 2011 Transportation Master Plan – The Road to Change (TMP) to be implemented to improve network connectivity and address forecasted travel demand to 2031.
- The TMP considered overall network travel demand and identified a potential need for four travel lanes for Regional Road 25 to accommodate future growth to 2031.
- In this study, we will take a closer look at intersections and localized corridor operations, and the need for localized widenings.



We Want to Hear from You

Please provide your comments and feedback on **Regional Road 25 study background, existing conditions, and recommended solution** by completing the online survey.

We will review comments and take your feedback into consideration as we move into the next phase and develop alternative design concepts.



North Halton Coordinated Municipal Class Environmental Assessment Study

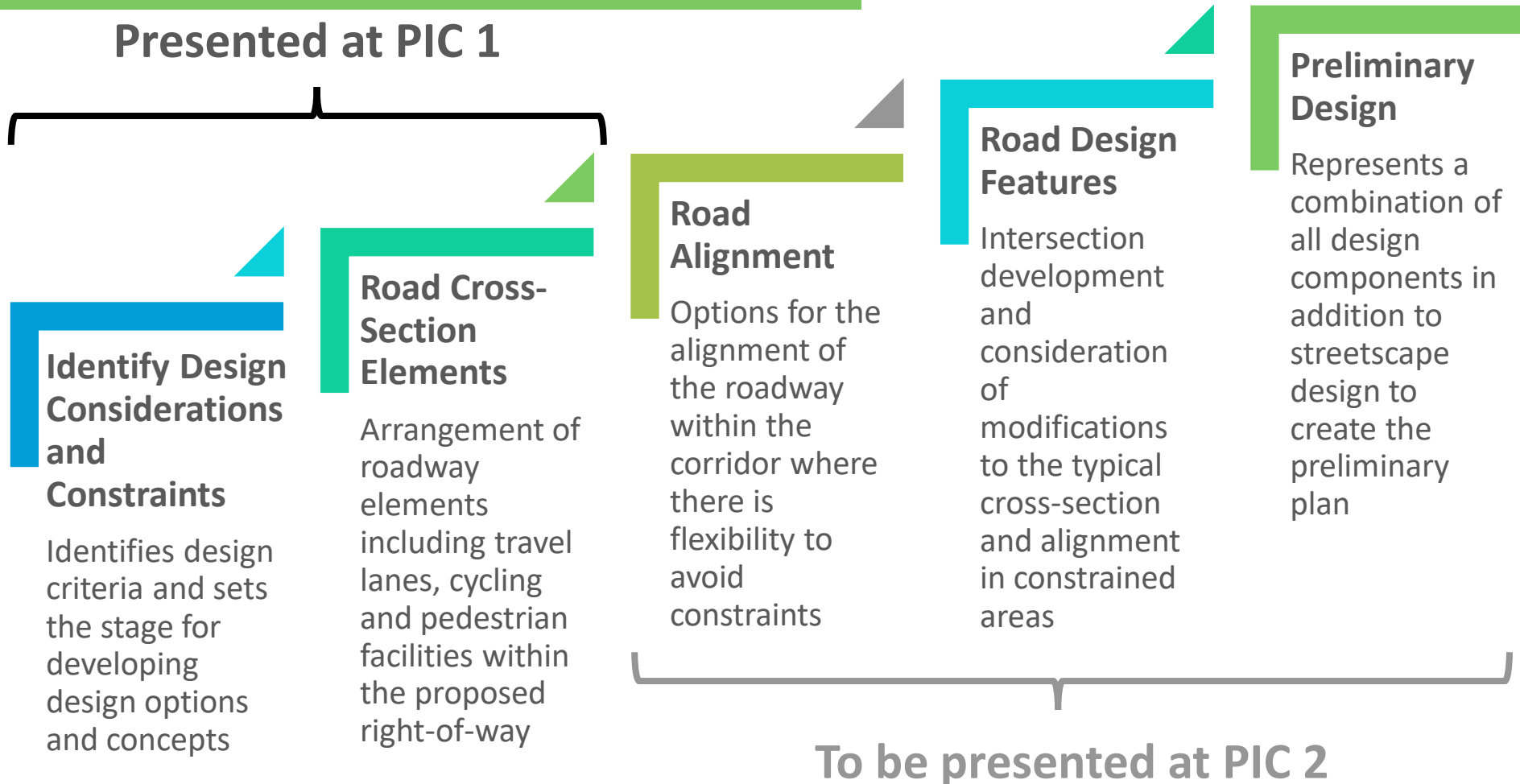
Next Steps



Process for Developing Recommended Solution



We want to hear from you. Please provide your comments and feedback on the recommended solutions by completing the online survey. We will review and take feedback into consideration as we move into next phase and develop alternative design concepts.



Design Considerations and Opportunities - Urban

In Phase 3 of the MCEA Process, Design Alternatives will be developed based on the Alternative Solutions carried forward for further review. In developing the Design Alternatives, a number of key constraints and design elements need to be considered, based on each urban corridor's character and needs:

- Existing highway, rail and creek structures
- Hydro poles
- Stormwater conveyance, management and outlets
- Impacts to businesses, residential and cultural heritage properties
- Existing and future development supporting transit-orientated infrastructure
- Planned overall road right-of-way width of 47 m (Steeles Avenue and James Snow Parkway) consistent with the Region's TMP
- Multi-modal transportation for all users of all abilities
- Cycling facilities to connect in with the broader network based on the urban context
- Provision of a high-quality pedestrian and cycling environment to encourage active transportation
- Transit infrastructure considerations
- Tie into existing transportation network (i.e., Highway 401 at James Snow Parkway)
- Stable top of bank erosion hazard limit at watercourses
- Regulatory floodplain hazard and wetlands
- Minimize impacts to natural features and areas

Design Considerations and Opportunities - Rural

In Phase 3 of the MCEA Process, Design Alternatives will be developed based on the Alternative Solutions carried forward for further review. In developing the Design Alternatives, a number of key constraints and design elements need to be considered, based on the rural corridor's character and needs:

- Existing creek structures
- Hydro poles
- Drainage
- Impacts to businesses, residential and cultural heritage properties
- Planned overall road right-of-way width of 42 m consistent with the Region's TMP
- Multi-modal transportation for all users of all abilities
- Cycling facilities to connect in with the broader network based on the rural context
- Provision of a high-quality pedestrian and cycling environment to encourage active transportation
- Stable top of bank erosion hazard limit at watercourses
- Regulatory floodplain hazard and wetlands
- Minimize impacts to natural features and areas

Design Considerations

Active Transportation

To encourage and support a transportation system that is safe, continuous, connected, and coordinated for all users and abilities, the following active transportation facilities are being reviewed for implementation.



Cycle Track

Horizontally and vertically separated from vehicle lanes by a buffer – cycle lane may be one or two-way.



Multi-Use Path

Horizontally and vertically separated from vehicular lanes by a curb and buffer – shared by cyclists and pedestrians.



Paved Shoulder

Often found on rural roads, providing vertical separation from vehicle lanes.

Active Transportation at Intersections

Sample strategies used to implement the design concepts include, but are not limited to:

- pavement markings and solid green surface treatment;
- signs;
- bicycle signals; and
- setback crossings.

In some cases, space constraints may limit available design choices.

Sample Strategies

Protected Corner



Crossride



Design Considerations - Transit

James Snow Parkway and Steeles Avenue are identified as Transit Priority Corridors. Associated transit supportive infrastructure that may be considered for the corridors could include:

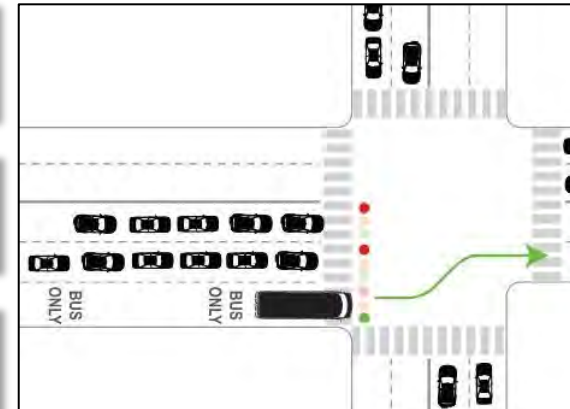
Transit signal priority (TSP) to reduce the time that transit vehicles spend waiting at red traffic lights.

Queue jump lanes to allow transit vehicles to pull ahead of vehicular queues at intersections.

High-occupancy vehicle (HOV) / transit lanes (Recommended for Steeles Avenue Only) to reserve lanes for bus operations to be shared with HOVs (e.g., 2+ vehicle occupancy).

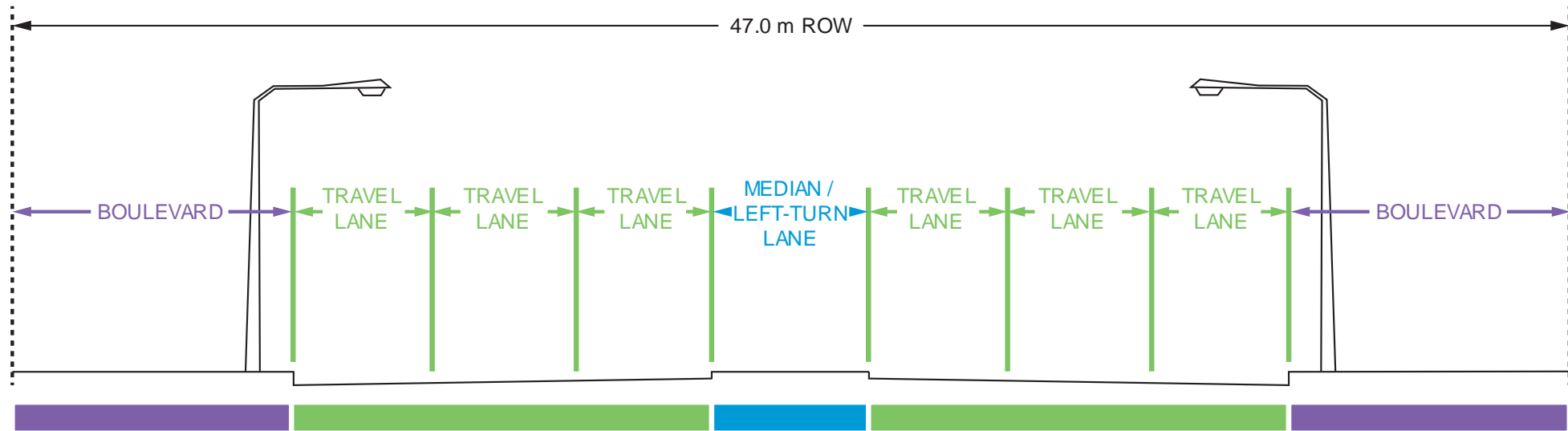
6-lane cross section to provide improve road capacity for both corridors, and an opportunity to incorporate HOV lanes on the outside lanes for Steeles.

Transit shelters and amenities to provide essential information and comfort to transit users.



Typical Cross-Section Elements

Urban (James Snow Parkway and Steeles Avenue)



Boulevard on both sides of the road Provides space for:

- Setback to property line
- Streetscape & landscape features
- Separated pedestrian & cycling facilities
- Utilities & illumination
- Transit stops
- Curb & gutter



Raised Centre Median

At intersections this space may be used for left turn lanes



3-lanes in each direction

With space to accommodate potential future high-occupancy vehicle (HOV)

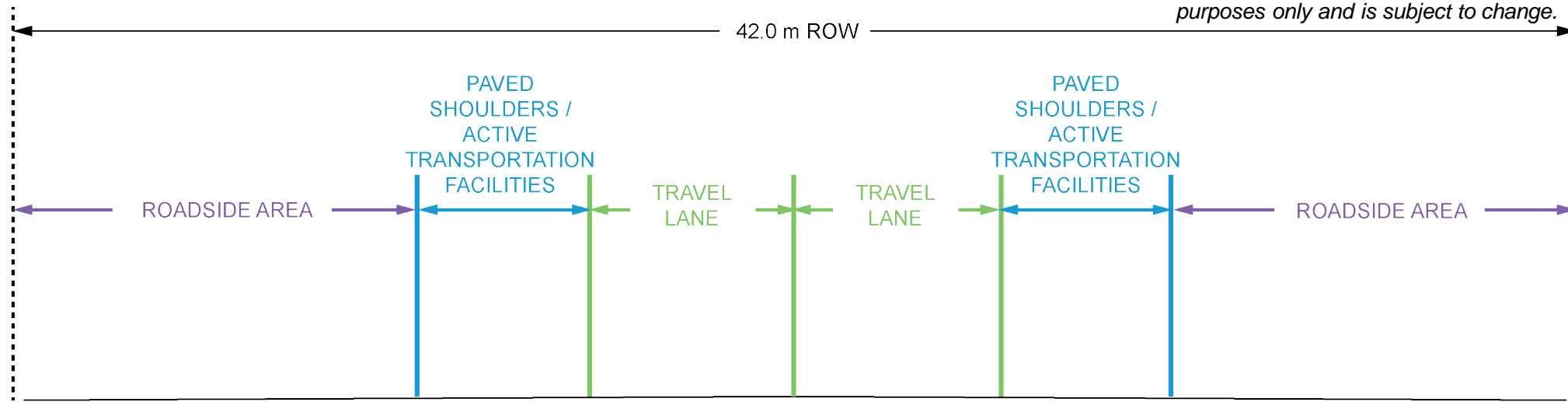


Note: The figure is for illustration purposes only and is subject to change.

Typical Cross-Section Elements

Rural (Regional Road 25)

Note: The figure is for illustration purposes only and is subject to change.



Roadside Area

Provides space for:

- Setback to property line
- Utilities & illumination
- Vegetation, stormwater & drainage, for example, ditches



Travel lanes under review

The Region is currently reviewing the need for localized widening at, for example, key intersections.

Paved shoulders / active transportation facilities are under review

The Region plans to provide active transportation facilities along Regional Road 25.



Next Steps in the Study

Following this public consultation period, the project team will:



Review and respond to comments received from Stakeholders and members of the public



Identify a recommended preferred design for each corridor



Confirm preferred alternative solutions



PIC #2 – Anticipated Spring/ Summer 2024



Develop and evaluate the design alternatives

How to Participate



Your input is very valuable to us! There are two ways to provide your feedback on this study:



Visit the project website on [halton.ca](https://www.halton.ca) to submit your comments using the online survey



Contact the Project Manager at Melissa.Alexander@halton.ca

Have your say. The deadline to submit comments is Thursday, December 21, 2023. If you would like to receive future notifications and updates on the project, please email the Project Manager to be added to the mailing list.

Thank you for your participation!

Thank You

