

Regional Road 25 Public Information Centre #1 – Study Background & Existing Conditions (Video 2) – Text Description

Slide 6 (Video 2 – Study Background and Existing Conditions)

Hello and welcome to the Study Background and Existing Conditions video – the second of five video presentations for the Regional Road 25 MCEA study. In this video, we will review the planning and policy framework, existing study area conditions, what we've heard from the public so far in the study, and the needs and opportunities identified in the study area.

Slide 7 (Study Background)

The Provincial, Regional, and Local planning and policy framework, including relevant studies, guides infrastructure planning to support future travel demand. This slide highlights a few of the Regional plans and studies being considered as part of this study.

The Regional plans and policies shown on this slide include:

- The Halton Region Transportation Master Plan – The Road to Change (2011): This plan identifies Regional Road 25 as a primary north-south major arterial road in the Region's transportation network and identifies the need to widen Regional Road 25 from 4 to 6-lanes from Speers Road to Derry Road. The proposed right-of-way is 47 m. It should also be noted that Halton Region is currently undertaking a new Integrated Master Plan to complete the next region-wide Multi-Modal Transportation Master Plan. Further information about the Integrated Master Plan is available on the project webpage at www.halton.ca.
- The Halton Active Transportation Master Plan (2015): This plan proposes a combination of cycling and walking infrastructure on Regional Road 25, such as bike lanes, boulevard multi-use trails, paved shoulders, and sidewalks. These recommendations will be reviewed considering current design guidelines.
- The Mobility Management Strategy for Halton (2017): This strategy proposed Regional Road 25 from Bronte GO Station to Steeles Avenue as a transit priority corridor.
- The Defining Major Transit Requirements in Halton Region (2019): this plan further identified Regional Road 25 as a priority bus corridor connecting Bronte GO and Milton GO, including transit-supportive infrastructure such as transit signal priority.

Slide 8 (Regional Road 25 Today – Speers Road to Dundas Street)

The next three slides provide an overview of existing conditions in the corridor. The corridor has been divided into segments with similar characteristics.

The first slide presents the existing conditions at the south end of the study area from Speers Road to Dundas Street in the Town of Oakville.

- The posted speed limit is 60 km/h.
- There are two lanes in each direction, with additional turning lanes at intersections.
- There are sidewalks on both sides of the road and a multi-use path on the west side of the road.
- Oakville Transit uses this segment of Regional Road 25 as a transit route.
- The roadway has curbs, gutters and a raised centre median.
- There are hydro poles and street lighting on both sides of the road and three pipeline crossings.
- Two of the three bridges in the study area are in this section. They are the CN Rail / Lakeshore West GO structure over Regional Road 25 south of the QEW and the QEW interchange structure.

Slide 9 (Regional Road 25 Today – Dundas Street to Britannia Road)

The second slide presents the existing conditions in the middle section of the study area from Dundas Street in the Town of Oakville to Britannia Road in the Town of Milton.

- The posted speed limit varies from 70 to 80 km/h.
- There are 2 travel lanes in each direction, with turning lanes at intersections.
- There are paved shoulders with no dedicated pedestrian or cycling facilities and no transit routes along this segment.
- Drainage elements vary, with the road using a mixture of curb and gutter, and gravel shoulders with ditches throughout this section.
- There is a raised centre median which transitions to a flush painted median north of Old Bronte Road
- There are hydro poles on both sides of the road, with streetlights in some sections, notably between Dundas Street and Highway 407, as well as the Milton Civic Operations Centre and Britannia Road.
- There is an Enbridge gas pipeline that crosses in an east-west direction north of Highway 407.
- There is one bridge within the study area in this section, which is the Highway 407 interchange structure.

Slide 10 (Regional Road 25 Today – Britannia Road to Derry Road)

The third slide presents the existing conditions at the north end of the study area from Britannia Road to Derry Road in the Town of Milton.

- The posted speed limit varies from 50 to 70 km/h.
- There are 2 travel lanes in each direction, with turning lanes at intersections.
- There is a multi-use path on the east side of the road.
- Milton Transit uses this segment of Regional Road 25 as a transit route.
- Drainage elements vary, with the road using a mixture of curb and gutter, and gravel shoulders with ditches throughout this section.
- There is a flush painted median along the centre of the road.

- There is an Enbridge gas pipeline that crosses in an east-west direction south of Derry Road.
- There are hydro poles and streetlights along both sides of the road.

Slide 11 (Regional Land Use & Natural Features)

Regional land uses and natural features vary within the study area and consist of the following forms:

- Urban Area, with lands being used primarily by existing and future developments.
- Greenbelt & Natural Heritage Systems, which include a system of connected natural areas and open space.
- Agricultural area, with lands being used primarily for agricultural operation.

Key natural features throughout the study area are generally associated with Bronte Creek, Fourteen Mile Creek, Sixteen Mile Creek, and other unnamed tributaries.

Slide 12 (Existing Walking & Cycling Conditions)

Today, there are a variety of walking and cycling facilities along Regional Road 25. Facilities vary throughout the corridor and consist of a combination of in-boulevard multi-use path, sidewalk, paved shoulder, or none, on one or both sides of the road.

Slide 13 (Existing Transit Conditions)

Metrolinx, the Town of Oakville, and the Town of Milton operate transit routes that use various sections of Regional Road 25. Bronte GO station is located on Wyecroft Road just east of the study area and services the west side of Oakville as part of the Lakeshore West commuter rail line. The Bronte GO Station can be accessed from Wyecroft Road and Speers Road. Milton GO station is located on Main Street northeast of the study area and services the Milton area as part of the Milton commuter rail line.

Milton Transit operates the following bus routes on certain segments of Regional Road 25:

- Route 9, Ontario South
- OnDemand Service, which consists of a flexible, shared-ride service with a dynamic route and schedule

There are curbside on street stops along the corridor, which generally have few other amenities like shelters and benches.

Oakville Transit operates the following bus routes on certain segments of Regional Road 25:

- Route 6, Upper Middle
- Route 10, West Industrial
- Route 13, West Oak Trails
- Route 34, Pine Glen

The existing transit stops are generally on street curb side stops, with some laybys. The on-street stops typically have very few other amenities. A layby is designated spot on the side of the road where buses may pull out of the flow of traffic to pick up and drop off passengers.

Slide 14 (Future Transit Infrastructure Considerations)

A study called the Defining Major Transit Requirements in Halton Region or DMTR was completed in 2019 and recommended 2031 and 2041 transit priority corridor networks. The DMTR identified Regional Road 25 as a priority bus corridor with high-occupancy vehicle or HOV lanes and transit signal priority or TSP.

HOV lanes allow for bus operations to be shared with other high-occupancy vehicles to provide further priority to transit in addition to TSP.

TSP involves optimizing signal timing to minimize delay for transit vehicles at intersections. TSP techniques include extended green time, a dedicated transit phase, and transit vehicle detection which induces a green signal.

A six lane cross section would provide an opportunity to incorporate HOV lanes on the outside or curbside lanes in the corridor.

Considerations will be discussed and coordinated with MTO and 407ETR at interchange locations.

Slide 15 (Traffic Analysis – Existing Conditions)

Traffic operational analysis was conducted as part of this study to understand the existing operational needs along Regional Road 25 from Speers Road to Derry Road.

In 2022, daily travel demand in the study area ranged between 21,800 to 27,000 vehicles per day with up to 10% of the vehicles being trucks. High demand is concentrated between Wyecroft Road and William Halton Parkway, and 6 intersections experience very high travel demand during AM and PM peak hours. These intersections are shown with a red circle on the map on this slide.

Slide 16 (Traffic Analysis – Existing Conditions)

An intersection operational analysis was completed as part of this study to determine the performance of signalized intersections during AM and PM peak periods.

The graphics on this slide depict the 2022 existing conditions at signalized intersections throughout the corridor. The coloured circles on the map indicate overall operating conditions or level-of-service at each intersection. Intersection with the most delay are shown in red.

Slide 17 (Existing Traffic Conditions)

A Safety Performance Review was conducted as part of this study to review the condition of all features on Regional Road 25 within the study limits. Key tasks included:

- Background review including the Regional Road 25 Safety Review as documented in the 2021 Transportation Progress Report;
- A collision analysis; and
- Field investigations which were undertaken between March and August 2023 .

Key findings of the Safety Performance Review include the following:

- The highest number of collisions occurred during PM peak hours (3:00 pm to 6:00 pm).
- The greatest difference between the operating speed and posted speed limit was observed between Dundas Street and Britannia Road.
- Some intersections do not have accessible pedestrian control signals or tactile plates.

Recommendations to enhance safety will be considered in the next stages of the study.

Slide 18 (Spring 2023 Online Survey)

Regional Road 25 plays a key role in connecting the communities in Oakville and Milton. An online survey was conducted on halton.ca between March 27 and April 14, 2023, to gather community feedback about existing conditions on Regional Road 25, frequent travel modes and patterns, and opportunities for the corridor.

182 people participated in the survey. Many of the survey participants were Halton Region residents and/or commuters that use Regional Road 25 as a key part of their commute.

Slide 19 (What We Heard)

To understand how the community moves throughout the corridor, participants were asked to identify how often they use Regional Road 25 and the modes of transportation they regularly use to travel for their weekly activities.

Most participants frequently drive on Regional Road 25, followed by other modes of transportation, including cycling, walking, using transit, or using a mobility device or other mode.

Key destinations for drivers in the corridor include work, followed by shopping areas and services.

Most pedestrians and cyclists are using the corridor for recreation or to access recreational activities.

Most transit users are heading to work, services, shopping, or recreation activities.

Slide 20 (What We Heard)

Safety remains Halton Region's top priority for all transportation improvements. In addition to safety, participants were asked to rank the corridor improvements shown on the slide from most important to least important.

Improved travel capacity for all road users was ranked as the most important improvement, followed by improved cycling facilities, intersections, pedestrian facilities, landscaping, 'other', and transit.

'Other' suggested improvements included:

- Transit connectivity between Oakville and Milton
- Pedestrian and cyclist-friendly intersections
- Noise mitigation measures
- Roundabouts at select intersections

Slide 21 (What We Heard)

Key themes that emerged from questions and comments echoed the 'other suggested improvements' and included:

- Prioritize pedestrian and cyclists safety at intersections.
- Add physically separated cycling facilities.
- Consider roundabouts at select intersections.
- Improve transit connectivity between Oakville and Milton.

The survey results will be used to confirm the corridor needs and priorities for future improvements to Regional Road 25 as the study progresses.

Slide 22 (Needs and Opportunities)

Based on the planning and transportation context and community input, we have developed the following statement to summarize the needs and opportunities for the Regional Road 25 MCEA study.

- Regional Road 25 is a key north-south link connecting communities in the Towns of Oakville and Milton and provides access to provincial highway facilities (QEW and Highway 407), as well as inter-regional transit facilities (Bronte and Milton GO Stations).
- Without improvements to Regional Road 25, traffic operations will continue to experience high demand during peak periods and intersections will be operating over capacity while travel demand continues to grow.
- To support future growth, travel demand, network connectivity, and a future priority bus corridor, infrastructure improvements to Regional Road 25 are required to create a transportation system that is safe, continuous, connected, and coordinated for all users and all abilities.
- The future right-of-way will accommodate potential HOV/transit facilities, cycling facilities, an improved pedestrian and streetscape environment, and allow for improvements to traffic operations at intersections and throughout the corridor.

Alternative solutions to address these needs and opportunities will be reviewed in the next video in this series, Video 3.

Slide 23 (Cultural Heritage)

A Cultural Heritage Report has been prepared for the study. Once a preferred design has been selected, the Cultural Heritage report will be updated to identify potential impacts to the features and associated mitigation measures. The Cultural Heritage assessment found:

- There are 27 properties and features along the corridor that have potential or confirmed cultural heritage value or interest.
- Two properties and one feature are designed under Part IV of the Ontario Heritage Act.
- 12 properties in the study area are listed on the Towns of Oakville and Milton Heritage Registers.

Slide 24 (Archaeology)

A Stage 1 Archaeological Assessment has been completed to determine whether there is potential for archaeological sites within the study area. Areas with archaeological potential will require further archaeological assessment if impacted by the preferred design.

The assessment found that a large portion of the study area has been previously disturbed or subject to previous archaeological assessment. A small portion of the study area appears to have archaeological potential. These areas include agricultural fields and lawns.

There are two cemeteries located adjacent to Regional Road 25. Impacts to these areas are to be avoided.

Slide 25 (Natural Environment – Existing Conditions)

Background review and field investigations conducted during spring and summer this year identified the following Natural Heritage features within 120 m of the study area:

- Significant woodlands and valleylands: including those along Bronte Creek, Fourteen Mile Creek, and Sixteen Mile Creek.
- A Provincially significant wetland: the North Oakville-Milton West Wetland Complex.
- Unevaluated wetland: which will be considered during the development and evaluation of alternative design concepts.

The map on the slide shows the Natural Heritage features in the north segment of the corridor from Derry Road south to Highway 407. A map of the south segment of the corridor is shown on the following slide.

Slide 26 (Natural Environment – Existing Conditions)

Natural Heritage features listed on this slide include the following:

- Areas of Natural and Scientific Interest: Bronte Creek Provincial Park Nature Reserve Zone ANSI (Life Science), and Trafalgar Moraine ANSI (Earth Science).
- Fish habitat: several major watercourses and their tributaries were identified including Sixteen Mile Creek, Fourteen Mile Creek, and Bronte Creek.
- Species at risk (SAR) and/or their habitat:
 - Much of the study corridor is urbanized; nonetheless, SAR habitat is present and generally associated with naturalized areas such as woodlands, wetlands and open meadow habitats.

Slide 27 (We Want to Hear From You)

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