

# North Halton Municipal Class Environmental Assessment (MCEA) Public Information Centre #1 – Regional Road 25 (Video 4) – Text Description

## Slide 1 (Regional Road 25 Introduction)

Welcome to the Regional Road 25 corridor of the North Halton Coordinated Municipal Class Environmental Assessment Study (or “MCEA” Study). This video will discuss information that pertains specifically to this section of the study area. For an overview of the study as a whole, including the purpose of the study, study process and schedule, and overall study area, please view Video #1 – Introduction. To learn about the James Snow Parkway corridor, please view Video #2. To learn about the Steeles Avenue corridor, please view Video #3. For next steps, including evaluation frameworks and PIC #2, please view Video #5 – Next Steps.

## Slide 2 (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) in the Town of Halton Hills, including road widening, cross-sectional requirements, active transportation, paved shoulders, intersection improvements, and overall traffic operation improvements.

## Slide 3 (Existing Cross Section)

Regional Road 25 is a major arterial road with a rural cross section from 5 Side Road and 10 Side Road.

The speed limit of Regional Road 25 north of 5 Side Road is 80 km/h with two vehicle lanes, no centre-median, paved shoulders and hydro poles on the east side.

## Slide 4 (Existing Land Uses)

According to the Region’s 2022 Official Plan, Regional Road 25 falls in the rural area of Halton region.

According to the Town of Halton Hills’ 2020 Official Plan, Regional Road 25 is surrounded by protected natural environment in the north, and agricultural land at the south end of the corridor.

## Slide 5 (Existing Natural Heritage)

From a Natural Heritage perspective, 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. There are three crossings of the Middle Sixteen Mile Creek and tributaries. Wetlands, watercourses and floodplains are regulated by Conservation Halton.

## Slide 6 (Existing Cultural Heritage)

A Cultural Heritage review was undertaken and identified the following cultural heritage resources:

- 3 known Built Heritage Resources, and
- 2 potential Cultural Heritage Landscapes.

A Stage 1 Archaeological Assessment was undertaken and identified that 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.

## Slide 7 (Existing Traffic Conditions)

In terms of 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. High 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 per cent of daily traffic are trucks.

## Slide 8 (Future Transit Conditions)

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 Mixed Traffic, which could support transit and auto traffic.

## Slide 9 (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. 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.

## Slide 10 (Problem & Opportunity Statement)

Based on the planning and transportation context, we have developed the following to summarize the problem and opportunity statement for Regional Road 25.

- 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.

Alternative solutions to address this problem and opportunity statement are addressed on the next slide.

## Slide 11 (Alternative Solutions Evaluation)

The MCEA process requires that alternative solutions be considered to address the problem and opportunity statement identified for the study area. Alternative solutions represent functionally different solutions to address the problem and opportunity statement. This slide presents a summary of the assessment of the alternative solutions.

Alternatives for Regional Road 25 include:

1. Do Nothing which is maintenance of the existing conditions on Regional Road 25.
2. Active Transportation Improvements which includes improving active transportation facilities throughout the corridor and at intersections to support healthy and safe communities, active lifestyles and provide inclusive multi-modal transportation options for all users of all abilities.
3. Intersection / Operational Improvements which include enhancing traffic operations at intersections through physical and operational modifications.
4. Improvements to Regional Road 25 which includes widening Regional Road 25 to accommodate additional travel capacity. This could include localized widening, for example turn lanes.
5. Improvements to Other Roadways which includes undertaking capital improvements to widen other north-south roadways in the immediate study area.
6. Transportation Demand Management which includes implementing measures to manage travel demand by encouraging carpooling, shifting travel demand through off-peak hours through flexible work hours and telecommute.

## Slide 12 (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.

## Slide 13 (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 four travel lanes are required for Regional Road 25 to accommodate future growth and transit priority by 2031.

In this study, we will take a closer look at intersection and localized corridor operations, and the need for localized widenings.

### **Slide 14 (We Want to Hear From You)**

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.

As mentioned earlier, please view Video #2 to learn more about the James Snow Parkway corridor and Video #3 to learn more about the Steeles Avenue corridor. For next steps, including evaluation frameworks and PIC #2, please view Video #5 – Next Steps.