

North Halton Municipal Class Environmental Assessment (MCEA) Public Information Centre #1 – Next Steps (Video 5) – Text Description

Slide 1 (Next Steps Introduction)

This video outlines the next steps in the North Halton Coordinated Municipal Class Environmental Assessment Study, or MCEA study for short.

Slide 2 (Process for Developing Recommended Solution)

Having identified the problem and opportunity statement for the corridors in Phase 1, as well as identifying the recommended solution in Phase 2, the study is now proceeding to Phase 3. Phase 3 of the MCEA process involves developing and assessing alternative design concepts to suit the specific needs of each unique corridor.

We want to hear from you. Please provide your comments and feedback on the recommended solutions by completing the online surveys and/or submitting comments directly to the project team by emailing the Project Manager listed on the last page. We will review and take feedback into consideration as we move into the next phase and develop alternative design concepts.

Slide 3 (Design Considerations & Opportunities) - Urban

In developing the Design Alternatives, a number of key constraints and design elements need to be considered, based on each urban corridors' character and needs such as:

- Existing highway, rail and creek structures
- Hydro poles
- Stormwater conveyance, management and outlets
- Impacts to businesses, residential, tourist locations and cultural heritage properties
- Existing and future development supporting transit-oriented infrastructure
- Planned overall road right-of-way width of 47 metres, which is consistent with the Region's Transportation Master Plan
- Multi-modal transportation for all users of all abilities
- Cycling facilities to connect in with the broader network based on urban context
- Provision of a high-quality pedestrian and cycling environment to encourage active transportation
- Transit Infrastructure Considerations
- Tie into existing transportation network
- Stable top of bank erosion hazard limit at watercourses
- Regulatory floodplain hazard and wetlands, and
- To minimize impacts to natural features and areas

Slide 4 (Design Considerations & Opportunities) - Rural

In developing the Design Alternatives, a number of key constraints and design elements need to be considered as they relate to the rural corridor's character and needs such as:

- Existing creek structures
- Hydro poles
- Drainage
- Impacts to businesses, residential, tourist locations and cultural heritage properties
- Planned overall road right-of-way width of 42 metres, which is consistent with the Region's Transportation Master Plan
- 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, and
- To minimize impacts to natural features and areas

Slide 5 (Design Considerations – Active Transportation – Urban and Rural Intersections)

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 – which is horizontally and vertically separated from vehicle lanes by a curb and buffer or boulevard. The cycle track may be one way or two-way
- Multi-Use Path – which is horizontally and vertically separated from vehicular lanes by a curb and buffer and shared by cyclists and pedestrians
- Paved shoulder – often found on rural roads, providing vertical separation from vehicle lanes

Slide 6 (Active Transportation at Intersections)

There are many strategies that may be used to implement the design principles described on the previous slide. Some sample strategies include:

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

An example of a pavement marking is a crossride, as shown in the images on the slide. A crossride provides a designated space where cyclists are permitted to ride across an intersection or crossing. Several different pavement markings may be used to delineate a crossride depending on the type of crossride. Green surface treatment may be applied to increase the visibility of a cycling facility, highlight conflict areas and reinforce the priority of people riding bikes in conflict areas.

Slide 7 (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 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 to reserve lanes for bus operations to be shared with HOVs (e.g., 2+ vehicle occupancy)
- 6-lane cross section to provide an opportunity to incorporate HOV lanes on the outside lanes
- Transit shelters and amenities to provide essential information and comfort to transit users.

Slide 8 (Typical Cross-Section Elements – Urban)

Typical cross-section elements for urban corridors include boulevards on both sides of the road, a raised centre median, and 3-lanes in each direction. The boulevard on both sides of the road provides space for setbacks to the property line, streetscape and landscape features, separated pedestrian and cycling facilities, utilities and illumination, transit stops, and curbs and gutter space. Raised centre medians allow for left turn lanes at intersections, and 3-lanes in each direction allow for space to accommodate potential future high-occupancy or rapid bus lanes.

Slide 9 (Typical Cross Section Elements – Rural)

Typical cross-section elements for rural areas include the roadside area, travel lanes, and paved shoulders / active transportation facilities. Similar to urban cross-sections, the roadside area allows for setback to property lines, utilities and illumination, as well as vegetation, stormwater and drainage, for example, ditches. The Region is currently reviewing the need for localized widening at for example key intersections. Paved shoulders and active transportation facilities are under review.

Slide 10 (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.
- Confirm preferred alternative solutions.
- Develop and evaluate the design alternatives.
- Identify a recommended preferred design for each corridor.
- Host PIC #2, which is anticipated for Spring/Summer of 2024.

Slide 11 (How to Participate)

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

- Complete the online survey on the project website at **halton.ca**
- Contact the Project Manager at melissa.alexander@halton.ca

The deadline to provide comments is Thursday December 21, 2023. If you would like future notifications about the North Halton Coordinated MCEA, please email the Halton Region Project Manager. Thank you for your participation!

Slide 12 (Thank You)

N/A.