Regional Road 25 Transportation Corridor Improvements - Steeles Avenue (Regional Road 8) to 5 Side Road Municipal Class Environmental Assessment

Welcome

Public Information Centre #1

March 8, 2018

Members of the Project Team are available to discuss and answer any questions you may have.

Please Sign In

STUDY AREA

Halton Region is carrying out a Municipal Class Environmental Assessment (MCEA) Study for improvements to the Regional Road 25 corridor from Steeles Avenue to 5 Side Road in the Town of Milton/ Town of Halton Hills.

- Study area is approximately 3km in length;
- Regional Road 25 serves local and inter-regional travel;
- Two structures are located within the study area:
  1. CNR Overpass, north of Steeles Avenue
  2. Highway 401 Overpass (currently under construction)

PURPOSE OF THE PIC

The purpose of this Public Information Centre (PIC) is to present and discuss the work completed to date and collect public input on:

- Study process;
- Background information, including the existing socio-economic, cultural and natural environment;
- Traffic analysis and future traffic forecasts;
- Problem and opportunities;
- Planning alternatives considered;
- Factors for analysis and evaluation; and
- Next steps.

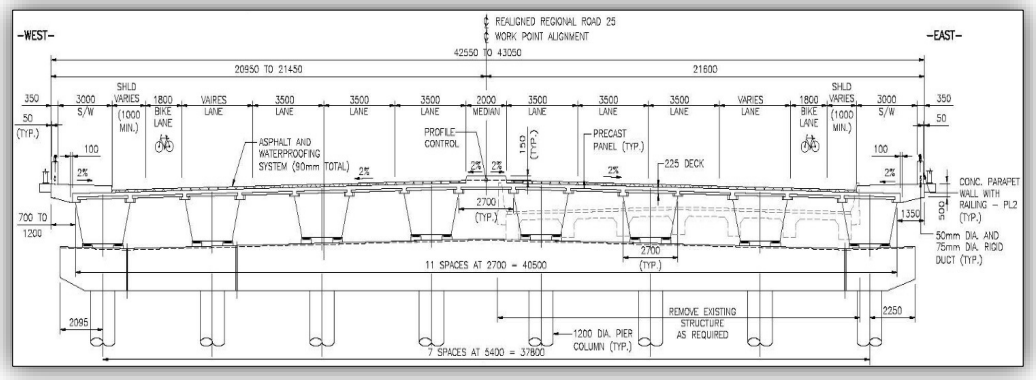
Comment sheets are available and we encourage you to fill one out at the PIC or submit it to the Project Team by

Friday March 23, 2018.

RELATED STUDIES AND PROJECTS

Regional Road 25/Highway 401 Interchange Improvements, Ministry of Transportation (MTO)

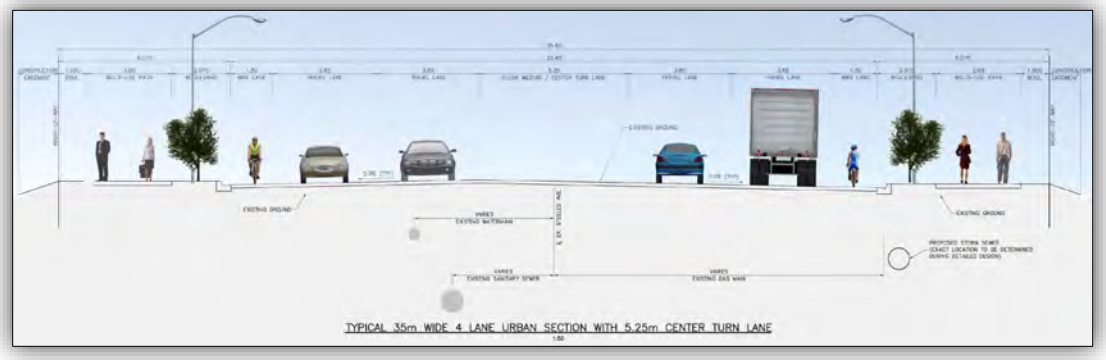
MTO is currently replacing the Regional Road 25 structure over Highway 401 to accommodate 8 core lanes and 4 collector lanes. The new structure will accommodate a future 6 lanes on Regional Road 25 and active transportation facilities (both sides).



Future Regional Road 25 Cross Section over Highway 401

Steeles Avenue Widening and Reconstruction

Construction is ongoing for the widening of Steeles Avenue (2 to 4 lanes), from Industrial Drive to Regional Road 25/Martin Street.

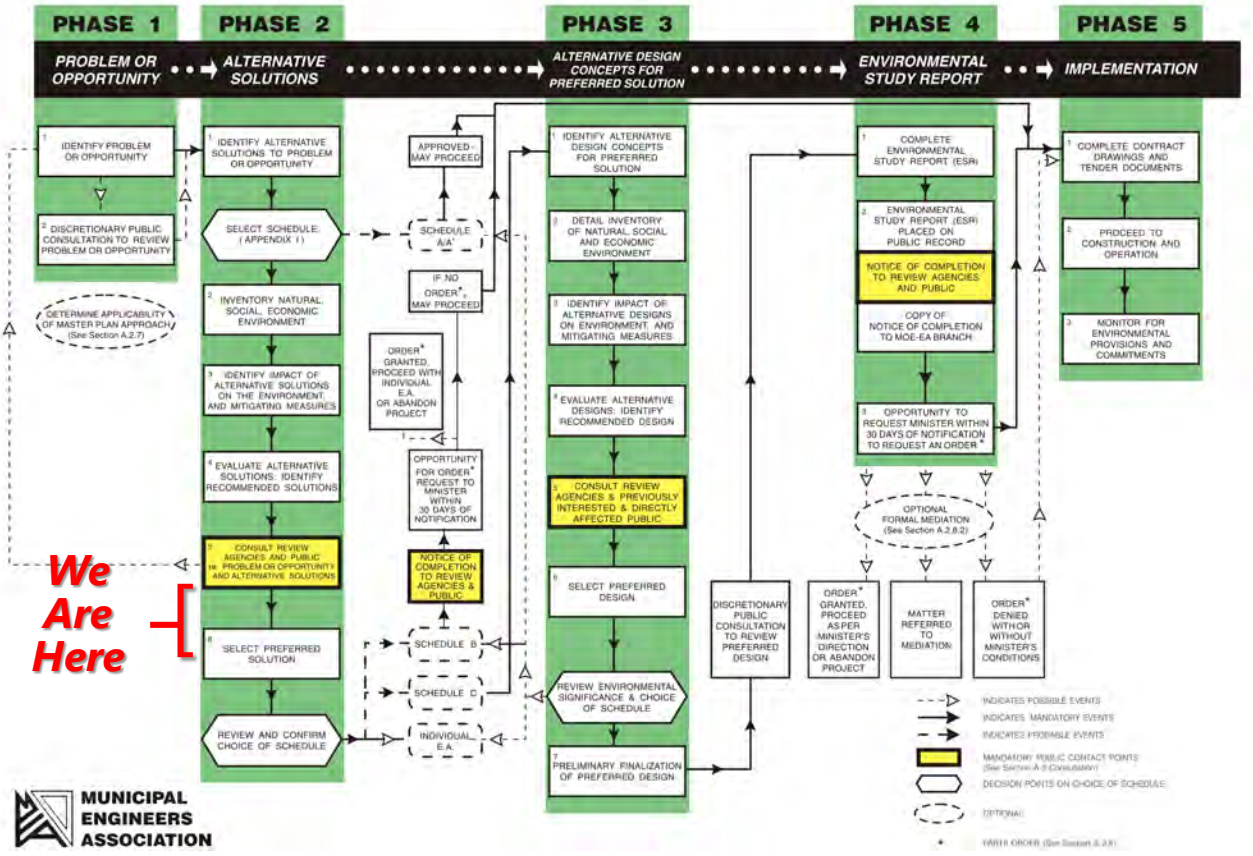


Typical Cross Section Steeles Avenue MCEA

STUDY PROCESS

The Municipal Class Environmental Assessment (MCEA) is an approved process for planning and designing municipal projects, including roads. The MCEA describes the process that proponents must follow in order to meet the requirements of the *Ontario Environmental Assessment Act*.

Based on the scope of this project, the Regional Road 25 MCEA Study is being planned as a Schedule 'C' project, which will complete Phases 1 to 4 outlined below.



STUDY SCHEDULE

PHASE 1
Problem/Opportunity

Notice of Study Commencement (June 2017)

PHASE 2
Alternative Solutions

Public Information Centre #1 (Winter 2018)

We Are Here

PHASE 3
Alternative Design Concepts for Preferred Solution

Public Information Centre #2 (Fall 2018)

PHASE 4
Environmental Study Report

File ESR Winter (2019)

STUDY ORGANIZATION

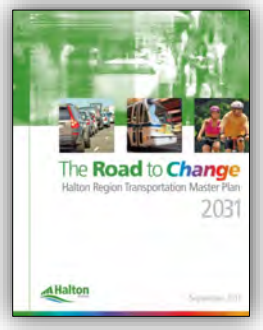
BACKGROUND

Halton Region Official Plan (ROPA 38)

- The Official Plan guides the land use planning within Halton Region through the goals, objectives and policies in the plan
- Regional Road 25 is classified as a Major Arterial Road. The purpose of a Major Arterial as defined in the Official Plan are:
  - Serve mainly inter-regional travel demands
  - May serve an *Intensification Corridor*
  - Accommodate all truck traffic
  - Accommodate *higher order transit* services and high occupancy vehicle lanes
  - Connect Urban Areas in different municipalities
  - Carry high volumes of traffic
  - Distribute traffic to and from Provincial *Freeways and Highways*
  - Accommodate *active transportation*

Halton Region Transportation Master Plan (TMP) to 2031 - The Road to Change

- The TMP identified a need for Regional Road 25 to be widened to 6 travel lanes

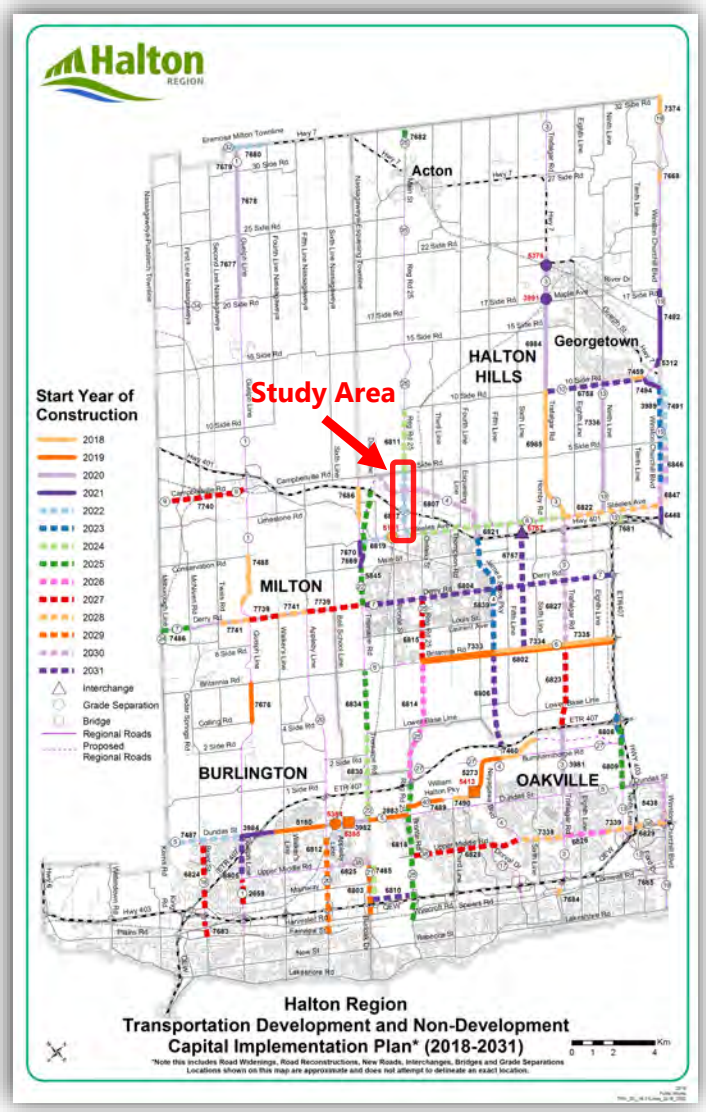


Halton Region Active Transportation Master Plan (ATMP) Study to 2031

- On Regional Road 25 (Steeles Avenue to 5 Side Road), the following active transportation facilities are proposed:
  - On-road bike lanes (both sides)
  - Sidewalks (both sides)

HALTON REGION ROADS CAPITAL PROJECTS

To support the overall growth in Halton Region, the Halton Roads Capital Projects has identified improvements to various roadway infrastructure to 2031. These are being taken into consideration when reviewing the need for improvements on Regional Road 25.

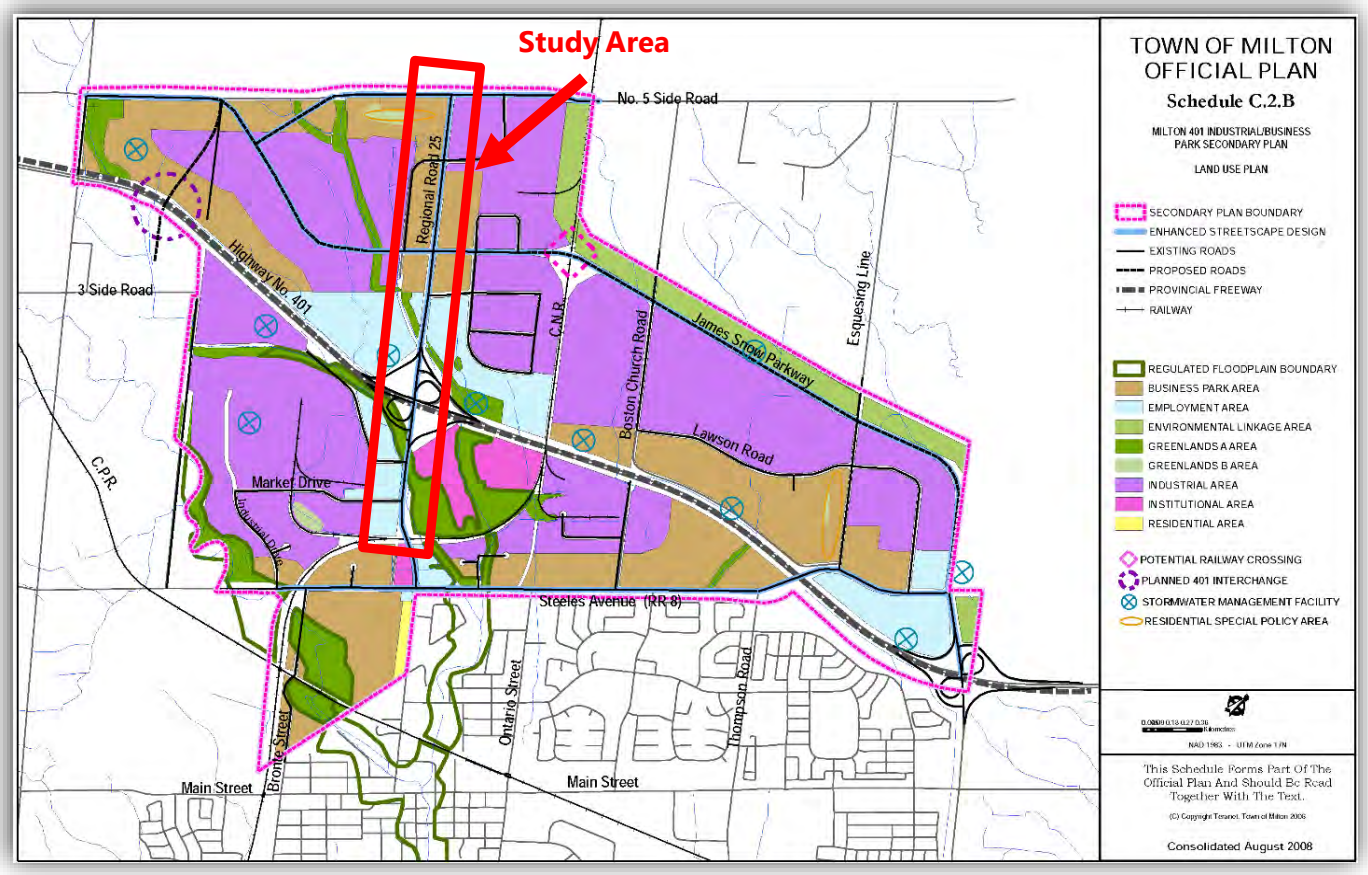


Note: The Road Capital Projects plan is subject to annual Regional Council review

EXISTING CONDITIONS

Social-Economic Environment

The study area is located within the Milton 401 Industrial/ Business Park Planning Area. Land uses along the corridor include Employment, Industrial, and Institutional.



EXISTING CONDITIONS
Cultural Environment

Built Cultural Heritage/Cultural Heritage Landscapes

A review of potential built heritage and cultural heritage landscapes within the study area was undertaken. Two heritage resources were identified:

Milton Train Station

- Constructed late 19th / 20th century
- Originally located on Bronte Street North approximately 1.25km south of the current location
- Train Station moved to Unity Park (now Chris Hadfield Park) in 1974 and restored in 1975

Maplehurst Correctional Complex and Vanier Centre for Women

- Opened in September 1975 as one of the first super jails in Ontario
- The complex's buildings, pod-style design, landscape arrangement of circulation routes, and work and recreational areas, are identified heritage attributes

EXISTING CONDITIONS

Cultural Environment

Archaeology

A Stage 1 Archaeological Assessment has been completed along the corridor to identify areas of archaeological potential:

- The majority of the study area is disturbed by previous construction or ditching, with little to no archaeological potential
- Three areas of archaeological potential were identified along the corridor
- A Stage 2 Archaeological Assessment will be required as part of detail design

Regional Road 25 Looking South

Regional Road 25 Looking South

Regional Road 25 Looking South – Chris Hadfield Park

EXISTING CONDITIONS

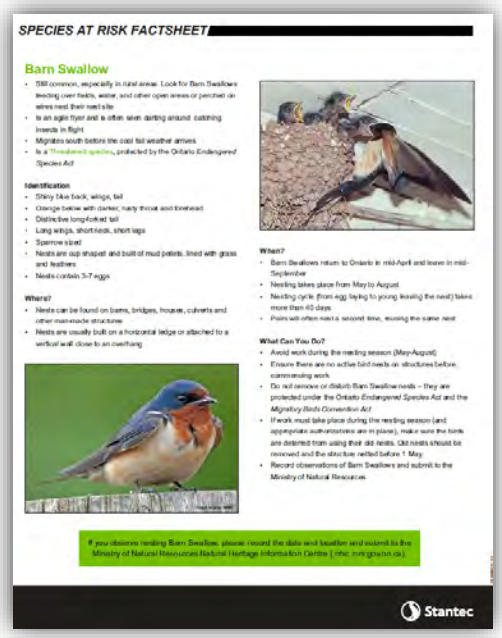
Natural Environment

Natural Heritage Background Data

- One recent record (1987) of a Species at Risk and provincially rare species (Redside Dace) was noted.
- No designated natural features (e.g., Provincially Significant Wetlands) are present within the study area.

Results of Field Investigations

- Cultural woodlands, thickets and meadows are associated with vacant lots, railway embankments and watercourses.
- Wetland vegetation is associated with watercourses and stormwater management facilities.
- Notable species observations include Barn Swallow (threatened), Monarch Butterfly (special concern) and Big Bluestem grass (locally uncommon).



SPECIES AT RISK FACTSHEET

Barn Swallow

- Still common, especially in rural areas. Look for Barn Swallows feeding over fields, water, and other open areas or perched on wires near their nest site
- Is an agile flyer and is often seen darting around catching insects in flight
- Migrates south before the cool fall weather arrives
- Is a Threatened species, protected by the Ontario Endangered Species Act

Identification

- Shiny blue back, wings, tail
- Orange below with darker, rusty throat and forehead
- Distinctive long-forked tail
- Long wings, short neck, short legs
- Sparrow sized
- Nests are cup shaped and built of mud pellets, lined with grass and feathers
- Nests contain 3-7 eggs

Where?

- Nests can be found on barns, bridges, houses, culverts and other man-made structures
- Nests are usually built on a horizontal ledge or attached to a vertical wall close to an overhang

When?

- Barn Swallows return to Ontario in mid-April and leave in mid-September
- Nesting takes place from May to August
- Nesting cycle (from egg laying to young leaving the nest) takes more than 40 days
- Pairs will often nest a second time, reusing the same nest

What Can You Do?

- Avoid work during the nesting season (May-August)
- Ensure there are no active bird nests on structures before commencing work
- Do not remove or disturb Barn Swallow nests – They are protected under the Ontario *Endangered Species Act* and the *Migratory Birds Convention Act*
- If work must take place during the nesting season (and appropriate authorizations are in place), make sure the birds are deterred from using their old nests. Old nests should be removed and the structure netted before 1 May
- Record observations of Barn Swallows and submit to the Ministry of Natural Resources

If you observe nesting Barn Swallow, please record the date and location and submit to the Ministry of Natural Resources Natural Heritage Information Centre (nhic.mnr@ontario.ca)

Stantec

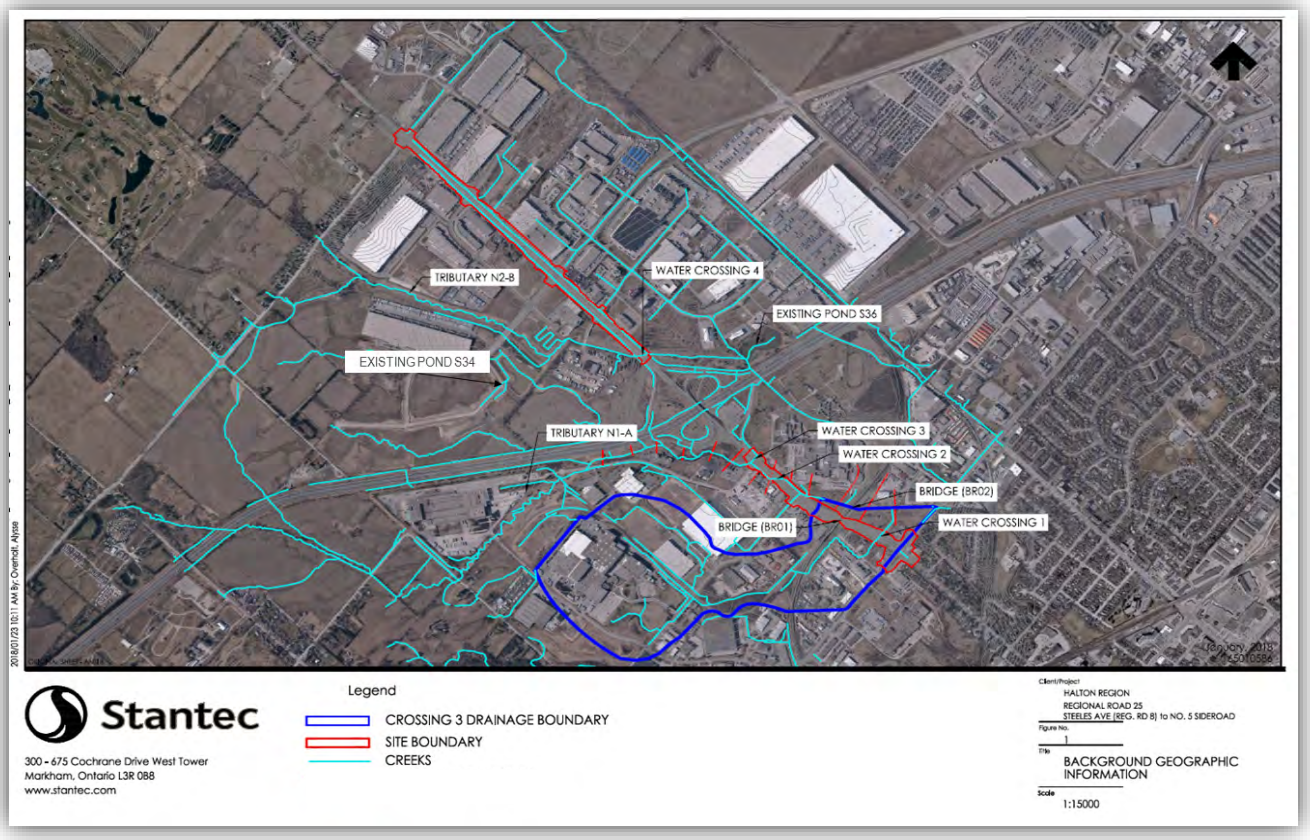
EXISTING CONDITIONS

Stormwater Drainage

The study area contains tributaries and channels of Sixteen Mile Creek that ultimately drain to Lake Ontario.

Two stormwater management ponds in the vicinity of the study area provide quantity and quality control, including:

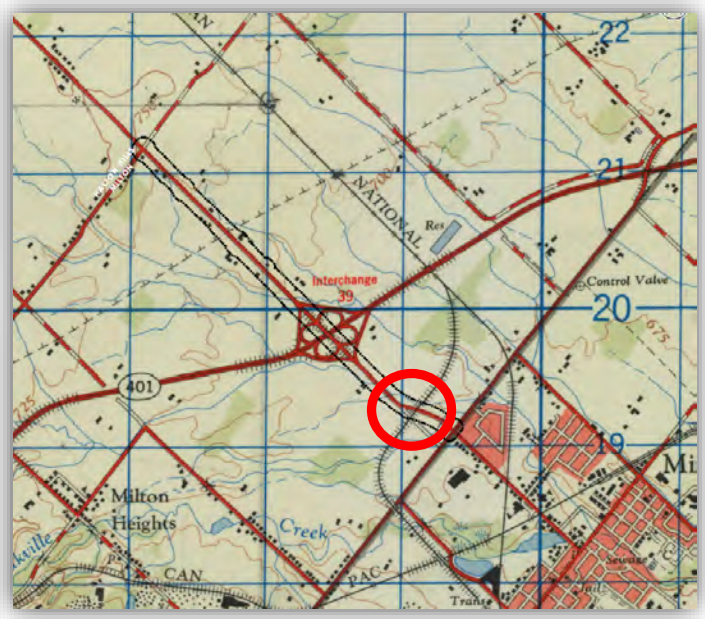
- S34 - southwest of the Regional Road 25/James Snow Parkway intersection
- S36/Milton Pond – northeast of the Highway 401/Regional Road 25 intersection
- Road runoff between Highway 401 and 5 Side Road collects via storm sewers on Regional Road 25 and outlets to the Milton Pond
- Road runoff between Highway 401 and Steeles Avenue collects via storm sewers, and drains to a tributary of Sixteen Mile Creek



EXISTING CONDITIONS
CN Rail Crossing

- The railway line was part of the Grand Truck Railroad until 1923. Canadian National Railways is the current operator. In 1963, a new spur of the line was constructed that carried the railroad over Regional Road 25. The rail spur connects to the main CN line approximately one kilometer south of Steeles Avenue.

- Currently four lanes of traffic, (two in each direction), are accommodated under the overpass.



TRANSPORTATION

Existing Conditions

- Regional Road 25 is an existing four-lane major arterial road.
- Posted speed limit of 50 km/h between Steeles Avenue and James Snow Parkway, and 70 km/h between James Snow Parkway and 5 Side Road.
- There is a CNR over-pass rail north of Steeles Avenue.
- Daily travel demand ranges between 18,000 (near 5 Side Road) to 34,000 vehicles (near Steeles Avenue).
- Trucks are approximately 8% to 13% of all traffic.

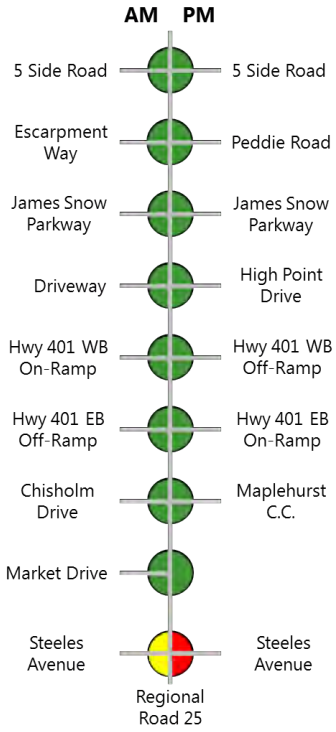
Future Conditions

- Future corridor travel demand to 2031 is predicted to have average peak hour growth rates between approximately 2% and 4% per year.
- Daily travel demand projections for 2031 are estimated to range between 27,000 to 52,000 vehicles:
    - Steeles Avenue to Hwy 401 WB Off-Ramp - 49,000 to 52,000 vehicles; and
    - Hwy 401 WB Off-Ramp to 5 Side Road - 52,000 to 27,000 vehicles.

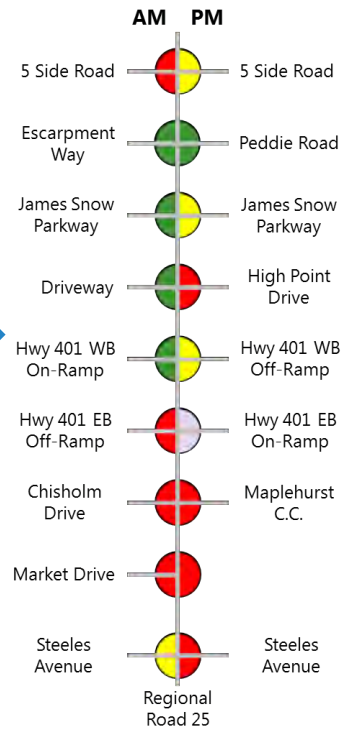
EXISTING AND FUTURE CONDITIONS
Transportation

A traffic assessment was completed to understand the operating conditions at the signalized intersections on Regional Road 25 under the following Scenarios

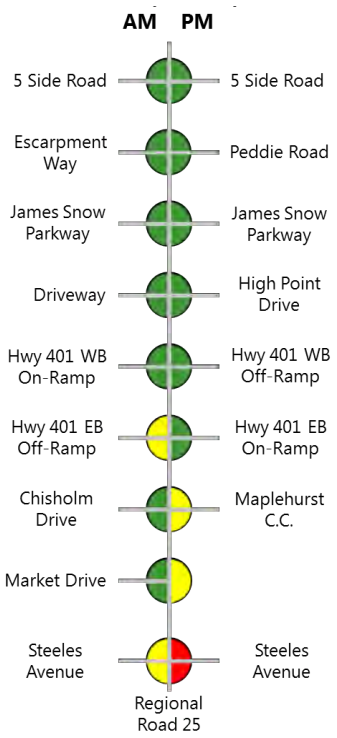
EXISTING CONDITIONS*



2031 CONDITIONS WITH NO IMPROVEMENTS to RR 25

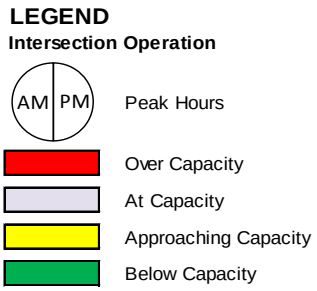


2031 CONDITIONS WITH IMPROVEMENTS to RR 25



* Existing conditions represent 2016.

EXAMPLE: At Steeles Avenue in 2031, the intersection is over-capacity in the PM peak hour



- Under the **"Do Nothing"** scenario, with no improvements to Regional Road 25, many intersections are projected to operate at or over capacity by 2031.
- Intersection improvements to Regional Road 25 (i.e., widening to 6 lanes) will alleviate capacity issues at major intersections and will support future growth and development.

PROBLEM AND OPPORTUNITIES

- Without improvements Regional Road 25 is expected to experience delays during peak periods as travel demand continues to grow by 2031.
- To support future growth and travel demand, improvements to the Regional Road 25 corridor are required.
- The improved corridor should support all modes of transportation (i.e. active transportation, transit services, inter-regional travel, agricultural vehicles and goods movement).
- Therefore, Halton Region is carrying out this study to address these requirements in accordance with the MCEA process.

PLANNING ALTERNATIVES

Improvements to the Regional Road 25 corridor are required to support existing and future transportation needs while respecting the social, cultural and natural environment. The following Planning Alternatives have been considered.

Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	Status quo; only planned improvements will be in place, including the widening of Steeles Avenue, the James Snow Parkway extension, and the Tremaine Road realignment (with interchange)	Does not address needs within the study area	Not recommended for further consideration (for comparison purposes only)
Limit Development	Limit development within the Town of Milton/Town of Halton Hills	Future projections have been based on approved future urban area within the Halton Region and local municipal Official Plans	Do not carry forward
Travel Demand Management Measures	Measures to manage travel demand, such as carpooling, flexible work hours, telecommute, etc.	On their own, TDM measures do not address the problem, and are part of the Region's overall transportation strategy	Carry forward within overall strategy
Improved Transit Service/ Other Modes of Transportation	Continue to support transit services and provide facilities for active transportation use to accommodate pedestrians and cyclists	On their own, these measures do not address the problem, while part of the Region's overall transportation strategy	Carry forward within overall strategy
Intersection and/or Operational Improvements	Enhance operations of roadways through minor improvements (i.e. traffic signals, provision of turning lanes, etc.)	On their own, do not address the problem while part of the Region's overall transportation strategy	Carry forward within overall strategy
Improvements to Other Roadways	Widen regional roadways in the immediate study area beyond planned improvements (e.g. Steeles Avenue, James Snow Parkway, and Tremaine Road)	Part of the Region's overall transportation strategy (Transportation Master Plan)	Part of overall Regional transportation strategy
Improvements to Regional Road 25	Improvements to the Regional Road 25 corridor, including provision for active transportation	Needs identified in Halton Region Transportation Master Plan to support future growth	Carry forward within overall strategy

A combination of improvements are carried forward as part of the overall improvement strategy.

FACTORS FOR ANALYSIS AND EVALUATION

The design concepts will be reviewed based on comments received from agencies, stakeholders and members of the public, and evaluated based on the following factors:

Socio-Economic Environment

- Existing and Future Land Uses
- Industrial/Commercial Operations
- Institutional/Recreational Uses
- Potential Property Requirements
- Property Access
- Noise Levels
- Illumination
- Air Quality

Cultural Environment

- Built Cultural Heritage
- Cultural Heritage Landscapes
- Archaeological Resources

Natural Environment

- Vegetation
- Wildlife
- Creek Crossings
- Natural Hazards
- Policy Areas

Transportation

- Corridor Capacity and Operations
- Intersection Capacity and Operations
- Geometric Standards
- Access Management
- Construction Staging
- Active Transportation

Engineering Considerations

- Structural Requirements (CNR Overpass, Culverts)
- Municipal Services/Utilities
- Construction Staging
- Drainage and Stormwater Management

Preliminary Cost Estimate

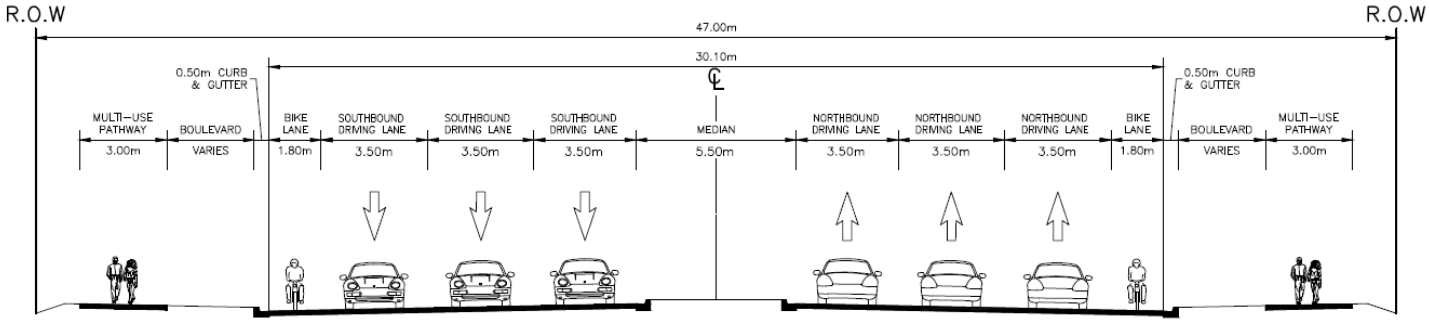
- Construction
- Operations and Maintenance
- Utility Relocation

TYPICAL CROSS-SECTION FOR REGIONAL ROAD 25

The proposed cross-section for Regional Road 25 is based on the Region's Right-of-Way Guidelines, as part of the Transportation Master Plan.

The typical cross-section will accommodate the following improvements:

- 47 metre right-of-way
- 6-lane roadway
- Accommodates continuous pedestrian and cycling facilities
  - 3.0 metre multi-use trail (both sides of the road)
  - 1.8 metre exclusive bicycle lane (both sides of the road)
- Opportunity for landscaping within right-of-way



REGIONAL ROAD 25
TYPICAL SECTION
N.T.S

CONSIDERATION FOR DESIGN CONCEPTS

A number of alternative design concepts will be developed to find the 'best-fit' for Regional Road 25 improvements throughout the corridor.

In developing the design concepts, a number of key constraints and design elements will be considered:

- Compatibility with existing and future development, and potential property impacts;
- Access to/from adjacent properties;
- Provision for pedestrians and cyclists;
- Geometric design requirements;
- Intersection and turning lane requirements; and
- Existing structures (including Highway 401, CN Rail).

NEXT STEPS

After this Public Information Centre, the following will be carried out:

- Review and incorporate the input received from the public, review agencies, and Indigenous Communities.
- Confirm preferred alternative solution.
- Develop design alternatives to implement the preferred solution.
- Continue to consult with technical agencies and other stakeholder groups.
- Conduct PIC #2 to receive input on the preferred preliminary design.

Information presented is available on the Region's website:

www.halton.ca/EAprojects

Please Complete a Comment Sheet

Please provide input by completing a Comment Sheet. Completed sheets can either be dropped in the comment boxes or submitted by mail, fax or e-mail to either of the following Project Team members:

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Please provide all comments by Friday March 23, 2018.

Thank You For Attending!