

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

Welcome

Public Information Centre #2
Tuesday, June 11, 2019

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



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:

- Activities since PIC #1 (March 8, 2018);
- Analysis and evaluation of Design Alternatives;
- Identification of Preliminary Preferred Design;
- Proposed improvements on Regional Road 25 corridor to address future travel demand;
- Potential impacts and proposed mitigation; and
- Next steps.

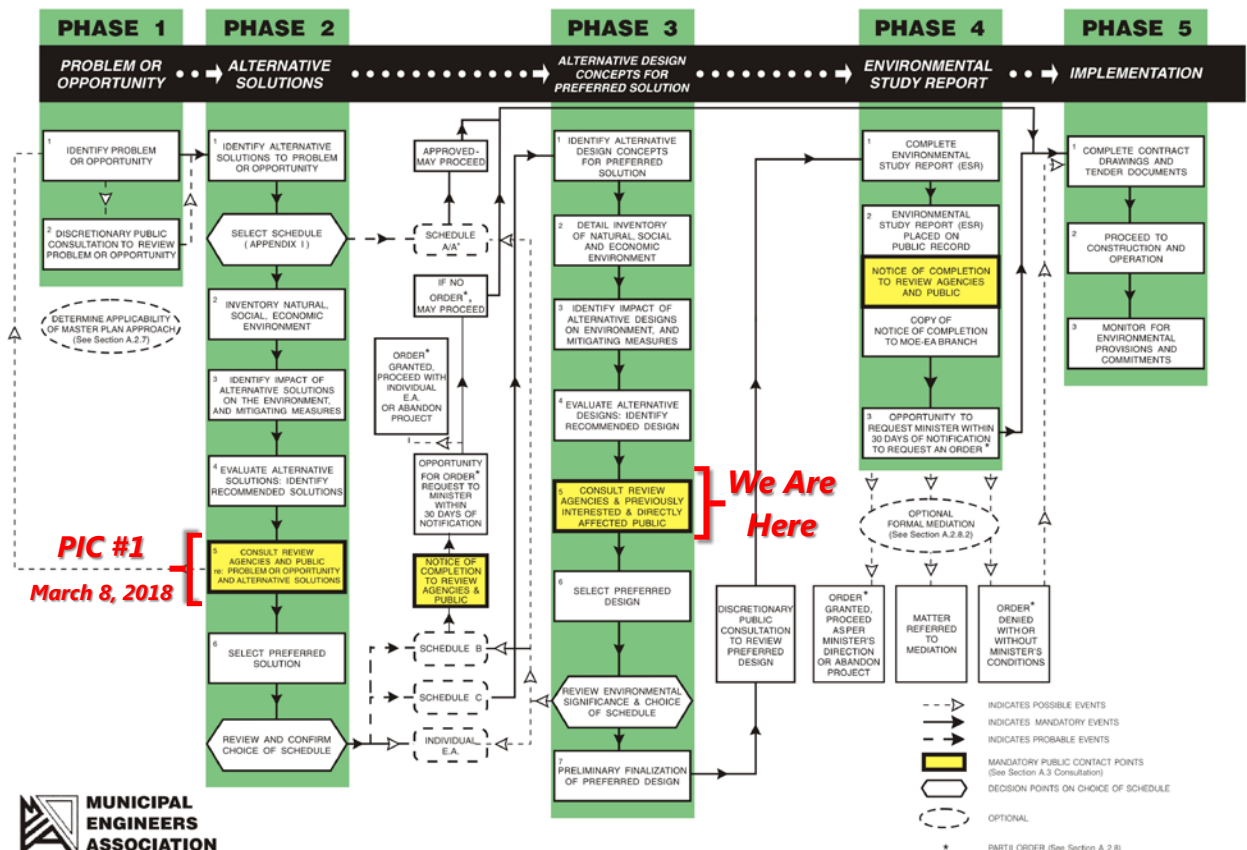
Comment sheets are available and we encourage you to fill one out at the PIC or submit it to the Project Team by **Friday, June 28, 2019.**



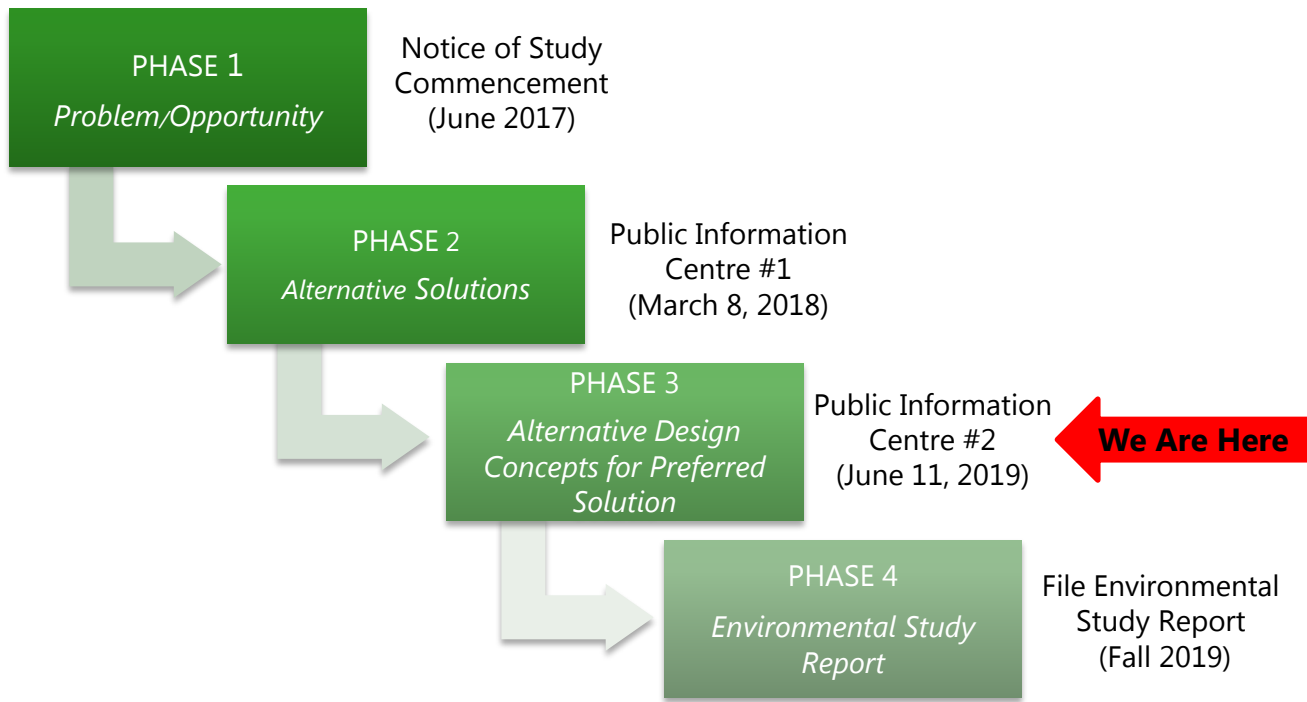
STUDY PROCESS

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



STUDY ORGANIZATION



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 and provide improved safety for all road users.
- 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 Alternative Solutions have been considered.

Alternatives	Description	Evaluation Summary	Recommendation
Do Nothing	Status quo; only planned improvements to 2031 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 currently approved Official Plans in Halton Region and Town of Milton	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 and safety 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 to 2031 (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 and Active Transportation Master Plan to support future growth	Carry forward within overall strategy

A combination of improvements was confirmed to be the preferred alternative solution.

PIC #1 SUMMARY

(March 8, 2018)

Key PIC #1 Comments:

- General understanding and support for the preferred solution
- Support for active transportation facilities along Regional Road 25
- Opportunity to synchronize traffic signals along Regional Road 25

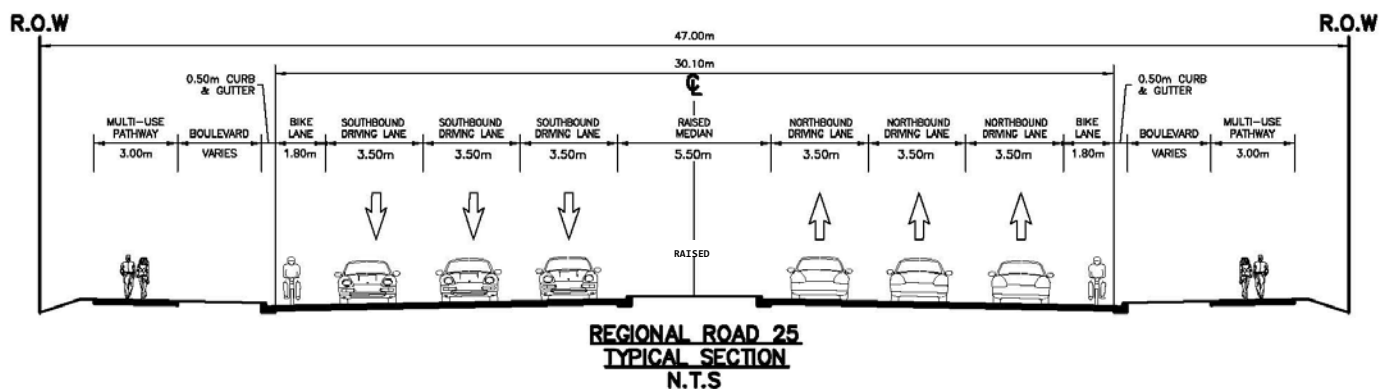
After PIC #1:

- Reviewed and responded to comments
- Confirmed the preferred Alternative Solution
- Developed Design Alternatives to implement the preferred alternative solution
- Consulted with Technical Agencies and Stakeholders
- Identified Preliminary Preferred Design

DEVELOPMENT OF DESIGN ALTERNATIVES

The typical cross-section will generally accommodate the following improvements (adjustments as required for “Best Fit”):

- 47 metre right-of-way
- Widening from four to six lanes with raised centre-median
- 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)
- Left turns at signals only
- Opportunity for landscaping within right-of-way



DEVELOPMENT OF DESIGN ALTERNATIVES

Consideration was given to the following widening alternatives (four to six lanes) for improvements to Regional Road 25 between Steeles Avenue and 5 Side Road:

- **Alternative 1** - Widen to the west of existing centerline (holding east property line)
- **Alternative 2** - Widen to the east of existing centerline (holding west property line)
- **Alternative 3** - Widen symmetrically on both sides of existing centerline
- **Alternative 4** - "Best Fit" (combination of Alternates 1, 2 & 3)

DEVELOPMENT OF DESIGN ALTERNATIVES

The design alternatives have been reviewed based on comments received from agencies, stakeholders and members of the public, and evaluated based on the following factors:

Transportation



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

Cultural Environment



- Built Cultural Heritage
- Cultural Heritage Landscapes
- Archaeological Resources

Socio-Economic Environment



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

Natural Environment



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

Engineering Considerations



- Structural Requirements
- Municipal Services/Utilities
- Construction Staging
- Drainage and Stormwater Management

Preliminary Cost Estimate



- Construction
- Operations and Maintenance
- Utility Relocation

EVALUATION OF DESIGN ALTERNATIVES FOR REGIONAL ROAD 25 WIDENING

The design alternatives have been evaluated based on transportation, cultural, socio-economic, natural environment, engineering considerations and preliminary costs, in order to determine the preferred alternative design.

	ALTERNATIVE 1 WIDEN TO THE WEST	ALTERNATIVE 2 WIDEN TO THE EAST	ALTERNATIVE 3 WIDEN SYMMETRICALLY	ALTERNATIVE 4 BEST FIT
Transportation	No preference – all alternatives meet transportation objectives			
Cultural Environment	Moderately Preferred	Moderately Preferred	Most Preferred	Most Preferred
Socio-economic Environment	Least Preferred	Least Preferred	Moderately Preferred	Most Preferred
Natural Environment	Least Preferred	Least Preferred	Moderately Preferred	Most Preferred
Engineering Considerations	Moderately Preferred	Least Preferred	Least Preferred	Most Preferred
Preliminary Cost Estimate	Least Preferred	Least Preferred	Most Preferred	Moderately Preferred
SUMMARY	NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	RECOMMENDED

Preliminary Preferred Design:
Widening from 4 to 6 lanes along existing Regional
Road 25 based on a “best fit” design.

PROPOSED MITIGATION MEASURES

Key highlights include:

- Work with impacted property owners during detailed design
- A Stage 2 Archaeological Assessment will be carried out during detailed design, as required
- Provisions will be made to minimize disruption to cultural landscapes during construction
- Limit encroachment into natural vegetation through design and construction methods
- Minimize removal of vegetation and re-stabilize and re-vegetate disturbed areas following construction
- Vegetation clearing and removal activities to avoid breeding bird period and to avoid direct impacts to wildlife
- Use enhanced erosion and sediment control measures, where required
- Confirm construction staging during detailed design

NEXT STEPS

Following this PIC, the Project Team will:

- Review, address and incorporate comments received on the Preliminary Preferred Design
- Meet with agencies and other stakeholders as required
- Confirm the Preliminary Preferred Design
- Prepare the Environmental Study Report (ESR) which documents the study decision making process and recommendations
- File the Study ESR for a minimum of 30 day review period (Fall 2019)

Information presented is available on the Region's website:

www.halton.ca

Please provide input by completing a comment sheet. Completed sheets can either be dropped in the comment box 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 June 28, 2019.

Thank you for attending!



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