

Regional Road 25 Transportation Corridor Improvements Municipal Class Environmental Assessment Study

**Speers Road to Derry Road (Regional Road 7)
Towns of Oakville and Milton**

Public Information Centre #1 – Virtual Consultation

October 12, 2023 to November 9, 2023



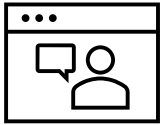
About this Public Information Centre (PIC)

Purpose of this presentation

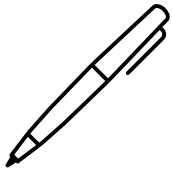
- 1. Introduce the study
- 2. Study schedule / Municipal Class Environmental Assessment (MCEA) process
- 3. Review the planning context and background information
- 4. Present the problems and opportunities & summarize existing conditions
- 5. Review alternative solutions
- 6. Present preliminary design considerations and opportunities
- 7. Obtain community feedback & identify next steps

About this Public Information Centre (PIC)

How to get involved



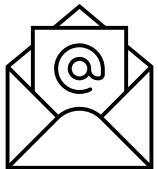
Watch the PIC videos and/or review the presentation.



Provide comments and feedback on the PIC material by completing the online survey by **November 9, 2023**.



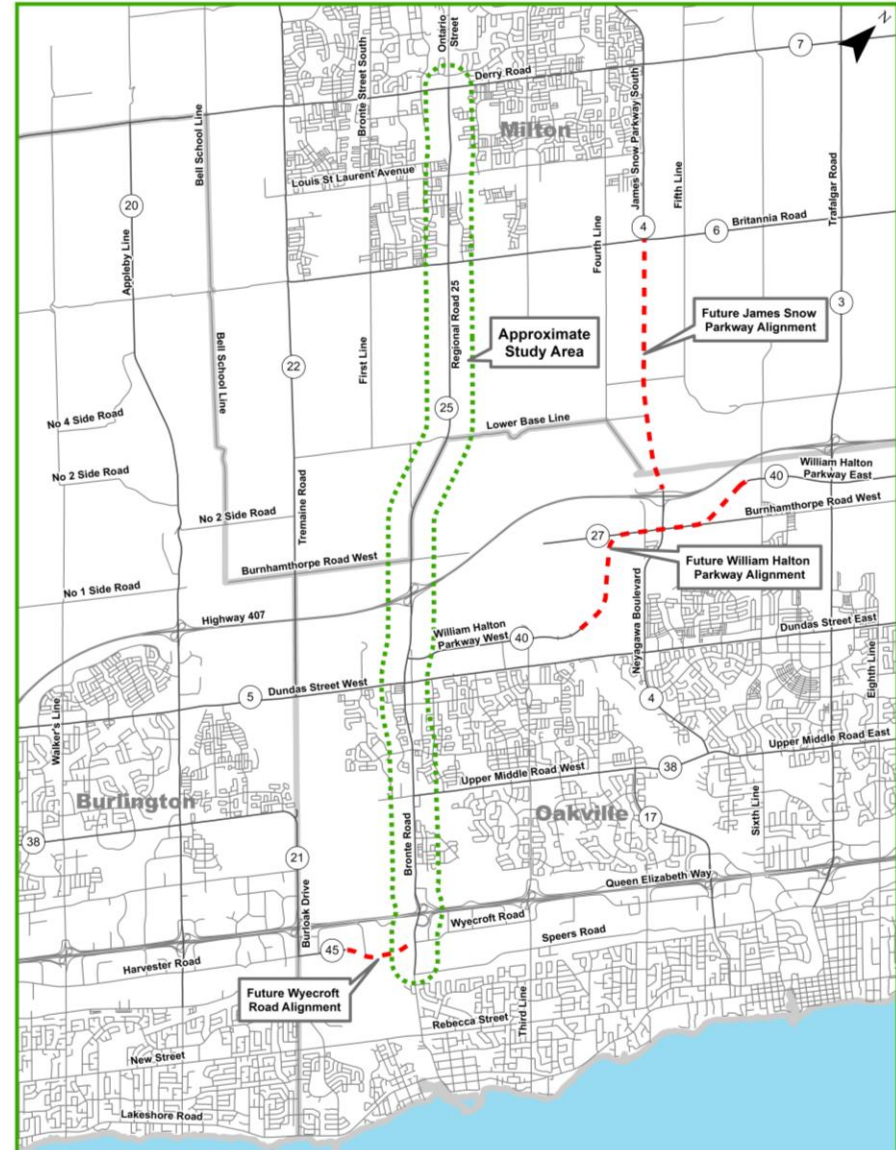
Visit the [Municipal Class Environmental Assessment studies webpage](#) on **halton.ca**.



Contact Halton Region Project Manager, Jessica Passingham at Jessica.Passingham@halton.ca to join the study mailing list or provide feedback in an alternate manner.

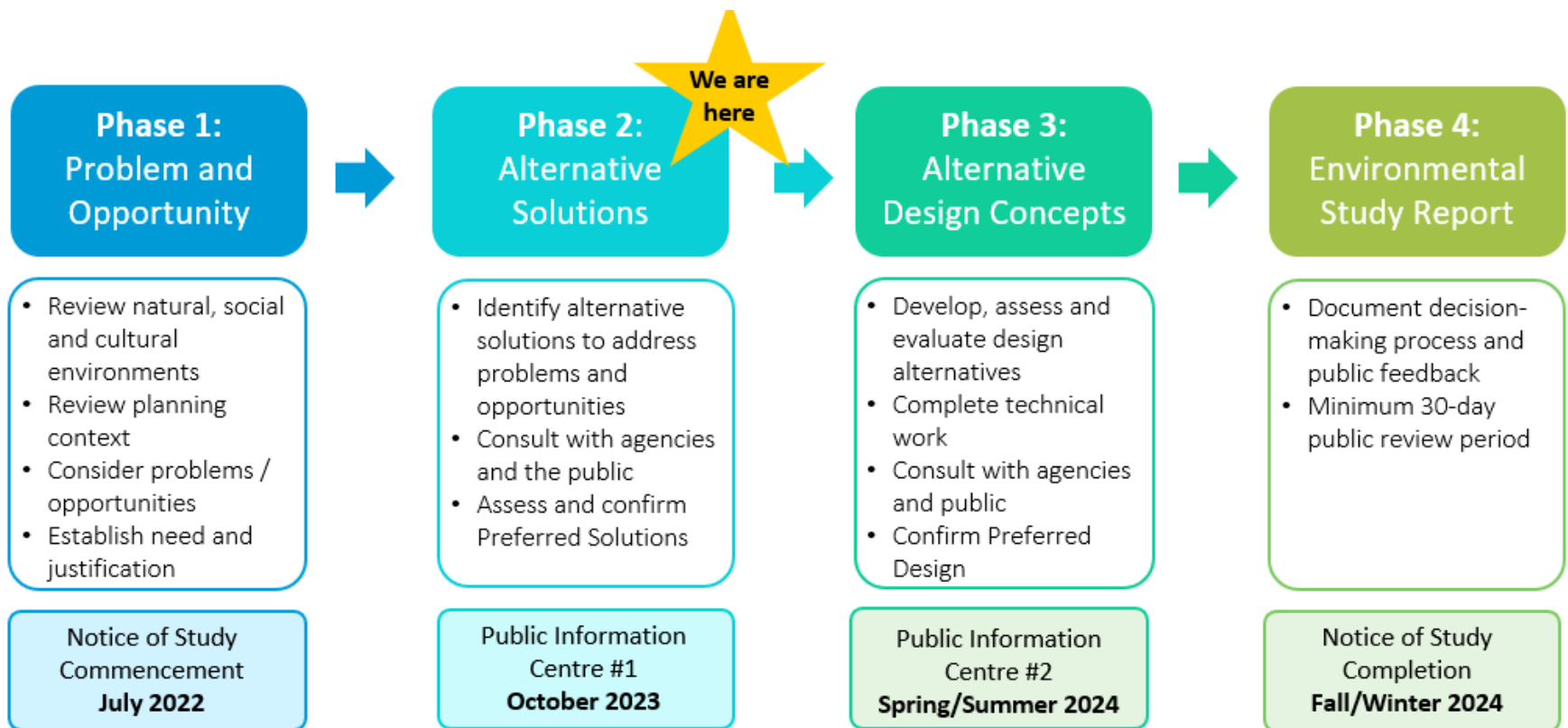
What is the focus of this Study?

- In order to consider a range of options for corridor improvements to Regional Road 25 from Speers Road to Derry Road (Regional Road 7), in the Towns of Oakville and Milton, Halton Region is undertaking a Municipal Class Environmental Assessment Study (MCEA).
- The study will examine:
 - overall transportation operations and safety in the Regional Road 25 corridor and future traffic needs to 2031;
 - active transportation & transit supportive infrastructure in the corridor;
 - lane requirements (e.g., road widening);
 - intersection improvements; and
 - impacts on the social, cultural and natural environments.



Study Process & Schedule

- The MCEA is a planning and approval process for municipal infrastructure that follows Ontario's *Environmental Assessment Act*.
- This study has been identified as a Schedule 'C' project and will follow Phases 1 through 4 of the MCEA process.



Regional Road 25 Municipal Class Environmental Assessment Study

Public Information Centre #1

Video 2 – Study Background and Existing Conditions

Study Background

Regional Documents

Document Purpose

Key Context for Regional Road 25

**Halton Region
Transportation
Master Plan (TMP)
– The Road to
Change (2011)**



Provides strategies, policies and tools to meet the Region's transportation needs to 2031. Development of the next region-wide Integrated Master Plan is ongoing.

- Primary north-south major arterial road.
- Identified need to widen from 4 to 6 lanes.
- Proposed 47 m right-of-way (ROW).

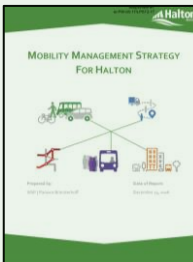
**Halton Active
Transportation
Master Plan
(2015)**



Provides strategy, infrastructure, initiatives, and programs to promote non-motorized travel in the Region.

- Proposed cycling facilities include bike lanes, boulevard multi-use trail and paved shoulders.
- Proposed walking network includes boulevard multi-use trail and sidewalks.

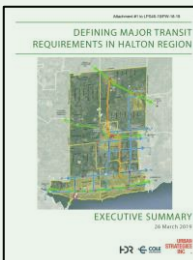
**Mobility
Management
Strategy (MMS)
for Halton (2017)**



Guides the evolution of a region-wide inter/intra regional transportation network to 2041.

- Proposed Regional Road 25 as a *Transit Priority Corridor*.

**Defining Major
Transit
Requirements
(DMTR) in Halton
Region (2019)**



Continuation of MMS to guide Regional infrastructure investment to support transit.

- Proposed Regional Road 25 as a *Priority Bus Corridor* with high-occupancy vehicle lanes and transit signal priority in the preliminary 2031 and 2041 recommended transit priority corridor networks.

Regional Road 25 Today – Speers Road to Dundas Street

Existing Corridor Conditions

Driving:

- 60 km/h posted speed
- 4 travel lanes (2 per direction) with turning lanes at intersections

Walking, Cycling, Other Active Modes & Transit:

- Sidewalks on both sides of the road
- Multi-use path on the west side of the road
- Oakville Transit Route

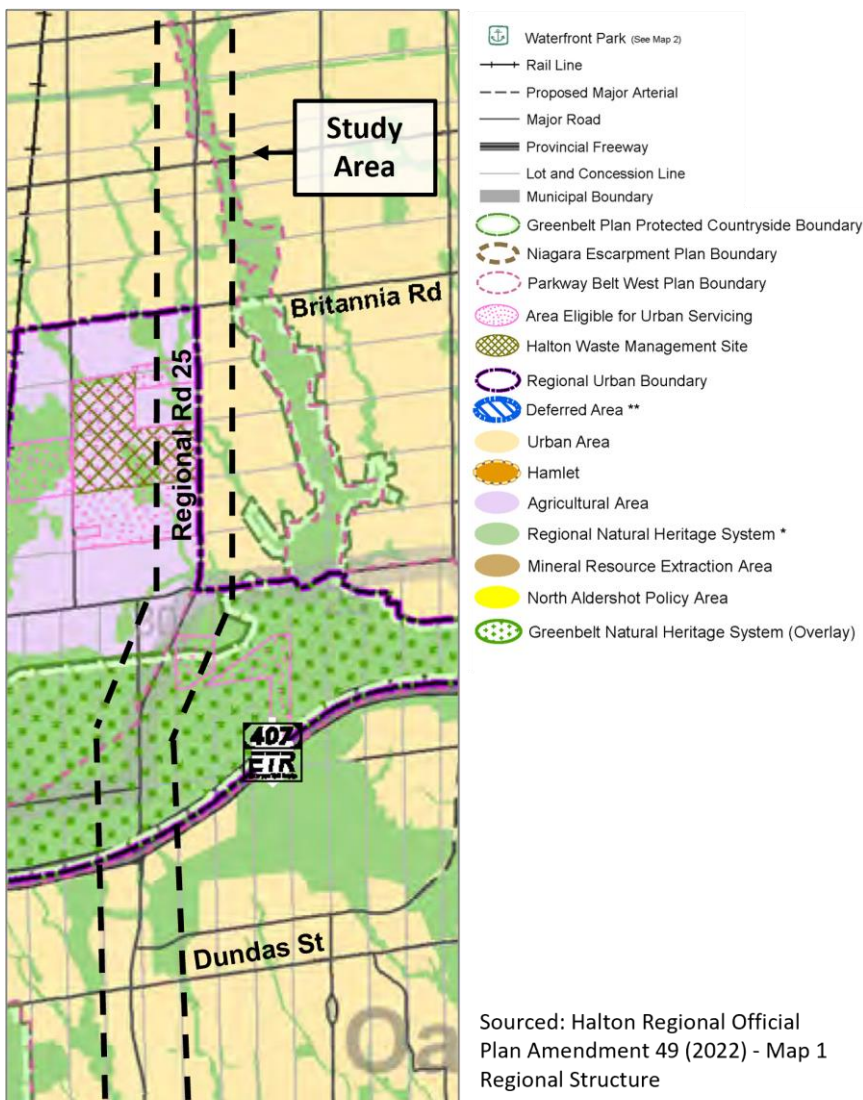
Roadway & Utilities:

- Urban setting with curb and gutter
- Raised centre median
- Hydro poles on both sides of the road
- Street lighting on both sides of the road
- Trans-Northern, TransCanada & Enbridge pipeline crossings
- 2 bridges (CN Rail/Lakeshore West GO & QEW interchange)



Sourced: Halton Regional Official Plan Amendment 49 (2022) - Map 1 Regional Structure

Regional Road 25 Today – Dundas Street to Britannia Road



Sourced: Halton Regional Official Plan Amendment 49 (2022) - Map 1 Regional Structure

Existing Corridor Conditions

Driving:

- 70 to 80 km/h posted speed
- 4 travel lanes (2 per direction) with turning lanes at intersections

Walking, Cycling, Other Active Modes & Transit:

- Paved shoulders with no dedicated pedestrian or cycling facilities
- No transit routes

Roadway & Utilities:

- Rural setting with mix of curbs, gravel shoulders, and ditches
- Raised centre median transitions to a flush painted median north of Old Bronte Road
- Hydro poles on both sides of the road
- Enbridge pipeline crossing
- Street lighting in some sections (Dundas Street to Highway 407 & Milton Civic Operations Centre to Britannia Road)
- 1 bridge (Highway 407 interchange)

Regional Road 25 Today – Britannia Road to Derry Road

Existing Corridor Conditions

Driving:

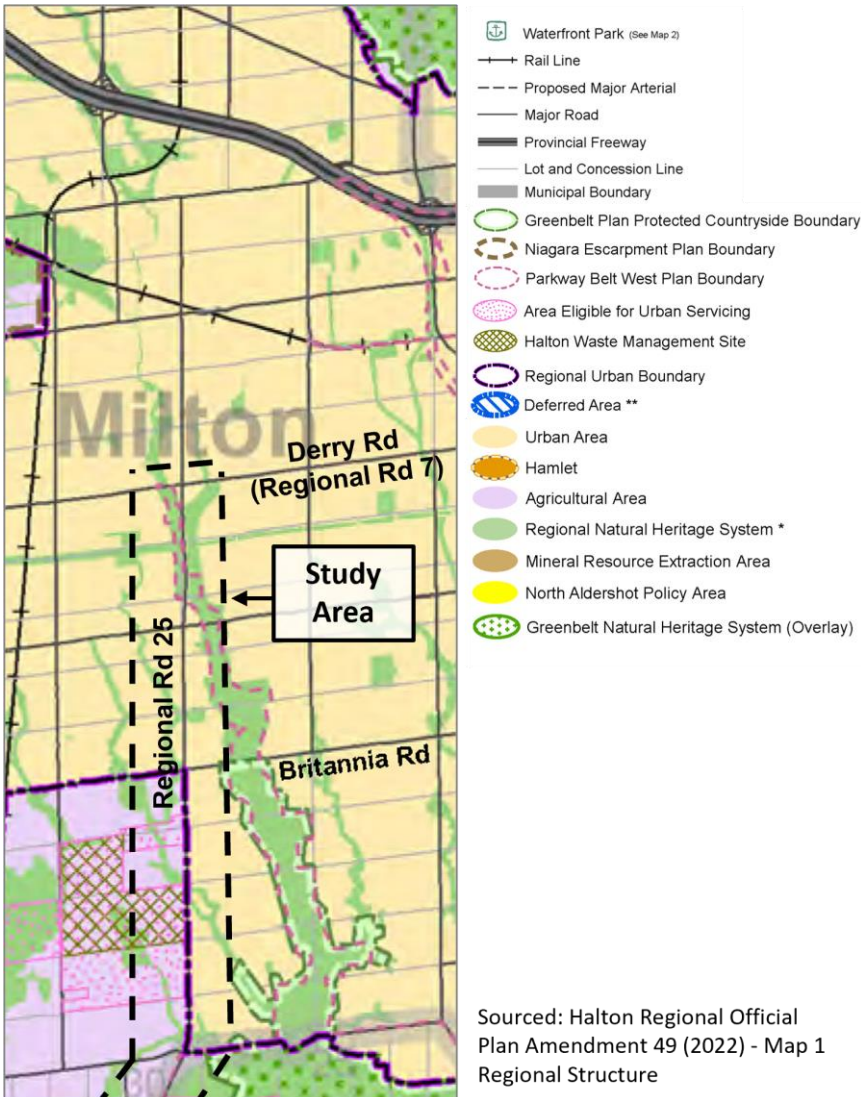
- 50 to 70 km/h posted speed
- 4 travel lanes (2 per direction) with turning lanes at intersections

Walking, Cycling, Other Active Modes & Transit:

- Multi-use path on east side of road
- Milton Transit route

Roadway & Utilities:

- Rural and urban setting with a mix of curb and gutter, shoulders and ditches
- Flush painted median
- Enbridge pipeline crossing
- Hydro poles on both sides of the road
- Street lighting on both sides of the road



Existing Walking & Cycling Conditions

There are a variety of walking and cycling facilities along Regional Road 25.

Boulevard Multi-Use Path & Sidewalk

Paved Shoulder

Sidewalk

Boulevard Multi-Use Path



Existing Transit Conditions

Metrolinx (GO Transit)



- Milton GO Station on Main Street (northeast of study area) provides commuter rail service along the Milton Line



- Bronte GO Station on Wyecroft Road (east of study area) provides commuter rail service along the Lakeshore West line

Milton Transit

- Milton Transit currently services a segment of Regional Road 25 via:
 - Route 9 Ontario South
 - OnDemand Service (flexible, shared-ride service with no fixed route or schedule)
- Curbside transit stops with some amenities (e.g., shelter, signage, seating, lighting, trash can, etc.)

Oakville Transit

- Oakville Transit currently services a segment of Regional Road 25 via the following bus routes:
 - Route 6 Upper Middle
 - Route 10 West Industrial
 - Route 13 Westoak Trails
 - Route 34 Pine Glen
- Curbside transit stops with some amenities (e.g., shelter, signage, seating, lighting, trash can, etc.)



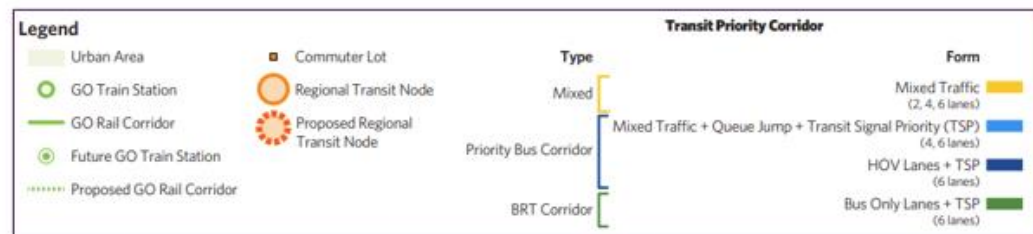
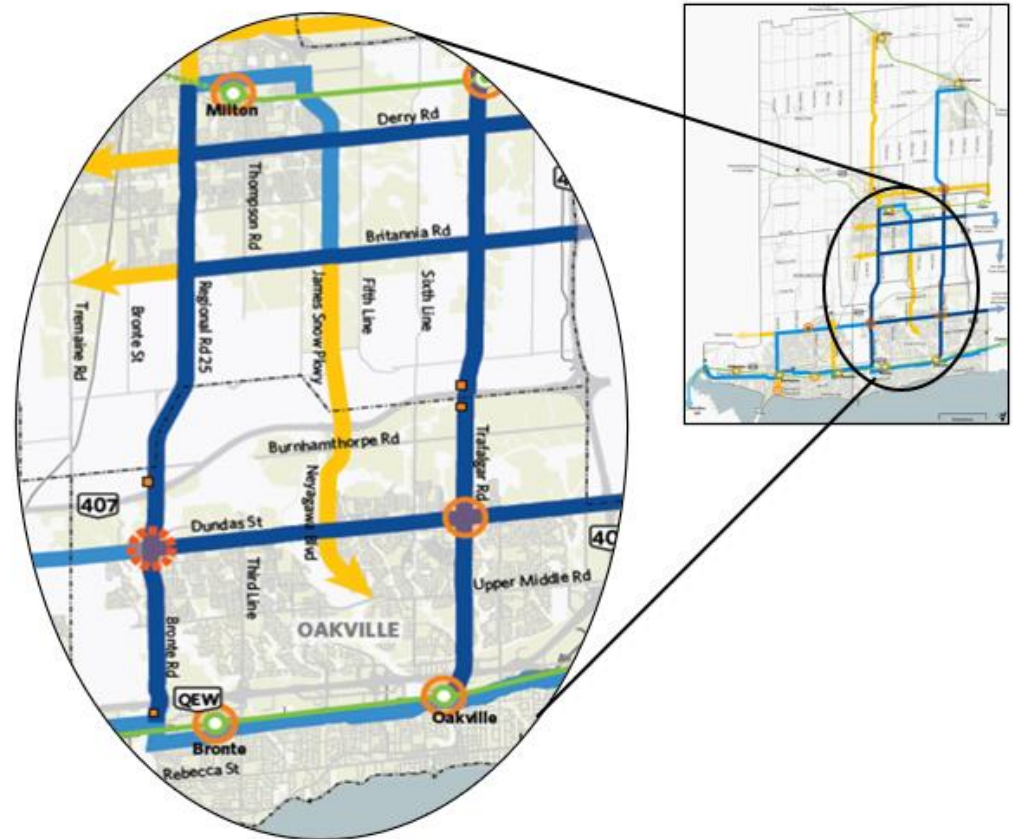
Sourced: <https://www.oakvilletransit.ca/schedules-maps/> & <https://www.milton.ca/en/living-in-milton/schedules-and-maps.aspx>

Future Transit Infrastructure Considerations

- Defining Major Transit Requirements (DMTR) in Halton Region (2019) 2031 and 2041 transit priority corridor networks identified Regional Road 25 as a **Priority Bus Corridor with high-occupancy vehicle (HOV) lanes and transit signal priority (TSP) ***
- HOV lanes allow for bus operations to be shared with HOVs.
- TSP involves optimizing signal timing to minimize delay at signalized intersections.
- 6-lane cross section would provide opportunity to incorporate HOV lanes on the outside lanes.
- Considerations to be discussed/coordinated with MTO and 407ETR at interchange locations.

* To be reconfirmed through the ongoing Integrated Master Plan

Preliminary 2031 Recommended Transit Priority Corridor Network



DMTR – Figure i-4 Preliminary 2031 Recommended Transit Priority Corridor Network Map is available at halton.ca

Traffic Analysis – Existing Conditions



Daily Travel Demand

- Ranges from 21,800 to 27,000 vehicles



Truck Percentage

- Up to 10%

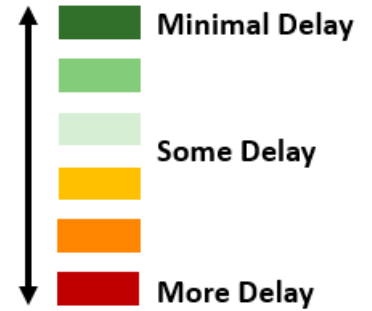


Travel Demand

- High demand concentrated between Wycroft Road and William Halton Parkway
- 6 intersections experience very high travel demand during AM & PM peak hours (●)



Traffic Analysis – Existing Conditions



2022 AM Peak Period Conditions



2022 PM Peak Period Conditions



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)
 - Collision Analysis
 - Field Investigation (conducted from March to August 2023)
- Key Findings:
 - The highest number of collisions occurred during PM peak hours (3:00 pm to 6:00 pm).
 - The greatest difference between operating and posted speeds 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.

Spring 2023 Online Survey

- The goal of the online survey was to gather community feedback about existing conditions in the Regional Road 25 corridor and opportunities for improvement.
- The survey was open from March 27 to April 14, 2023, on halton.ca.
- 182 participants completed the survey.



Survey Participants (Based on 182 responses)

Halton Region residents who do not live on Regional Road 25

60%



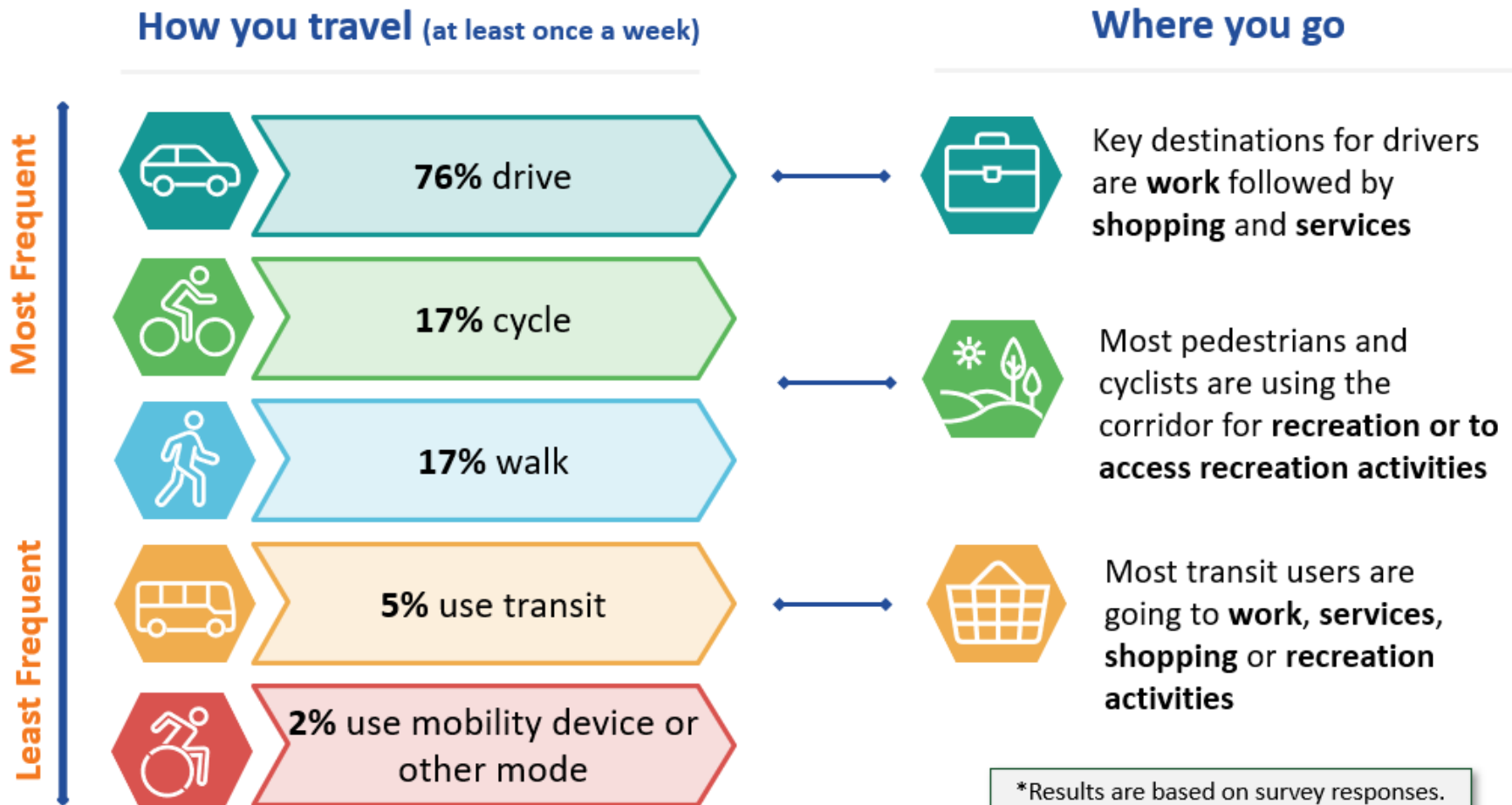
Commuters that regularly use Regional Road 25

57%



What We Heard

Tell us how you use Regional Road 25*



What We Heard

Tell us how we can improve Regional Road 25*

Safety remains Halton's top priority for all transportation improvements.
What other corridor improvements are important to you?

- 1 **Travel capacity:** improve for all road users
- 2 **Cycling facilities:** continuous & separated
- 3 **Intersections:** improve operations
- 4 **Pedestrian facilities:** continuous multi-use path
- 5 **Landscaping:** enhance landscaping features to create an attractive streetscape
- 6 **Other**
- 7 **Transit:** improve transit stops

'Other' suggested improvements:

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



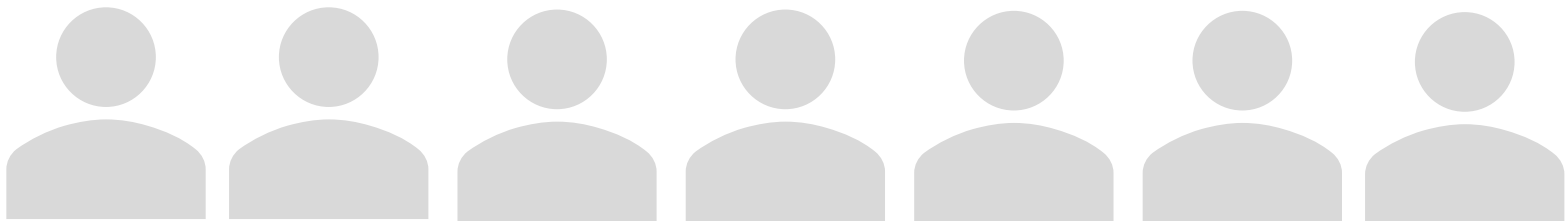
*Results are based on survey responses.

What We Heard

Additional Feedback

Key themes that emerged from questions and comments from survey respondents include:

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



Needs and Opportunities

- 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 Video 3.

Cultural Heritage

- A Cultural Heritage Report has been prepared to the study.
- Once a preferred design concept has been selected, the report will be updated to include a heritage impact assessment.

Key Findings...

27 properties and features along the corridor have potential or confirmed cultural heritage value or interest

2 properties and 1 feature are designated under Part IV of the *Ontario Heritage Act*:

- White Oak Tree north of the QEW at 1179 Regional Road 25
- Queen Anne style house at 2478 Old Bronte Road
- Willow Grove House at 5576 Regional Road 25

12 properties listed on the Towns of Oakville and Milton Heritage Registers

Designated Feature

White Oak Tree north of the QEW



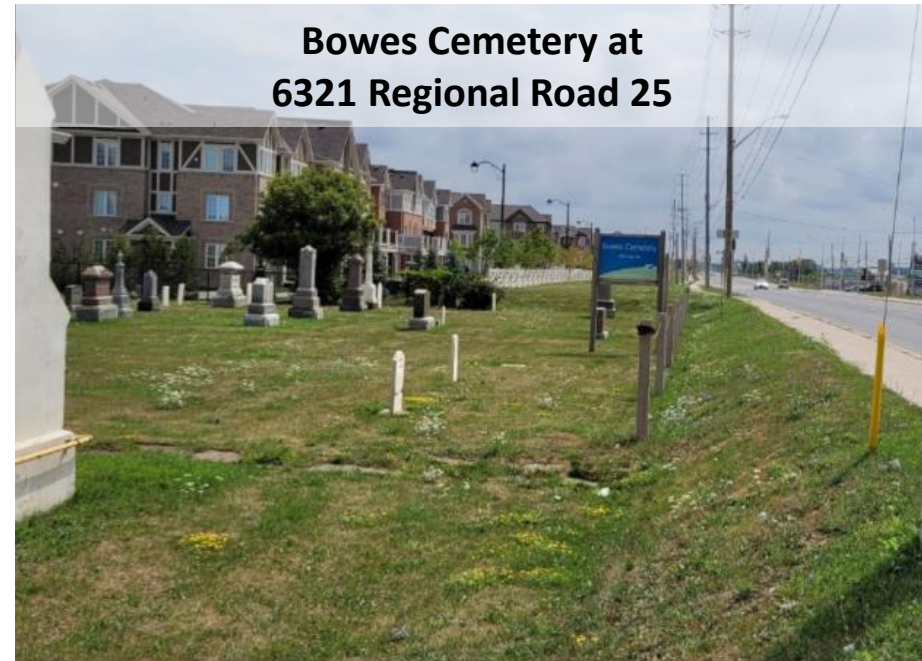
Archaeology

- A Stage 1 Archaeological Assessment has been completed for the study.
- Areas with archaeological potential will require further assessment if impacted by the preferred design concept.

Key Findings...

- **Large portion** of the study area has been previously disturbed or subject to previous archaeological assessment.
- **Small portion** of the study area appears to have archaeological potential. These areas include agricultural fields and lawns.
- Impacts to be avoided at **2 cemeteries** along the corridor:
 - Bowes Cemetery at 6321 Regional Road 25
 - Holy Family Cemetery at 2523 Lower Base Line

Area with Archaeological Potential

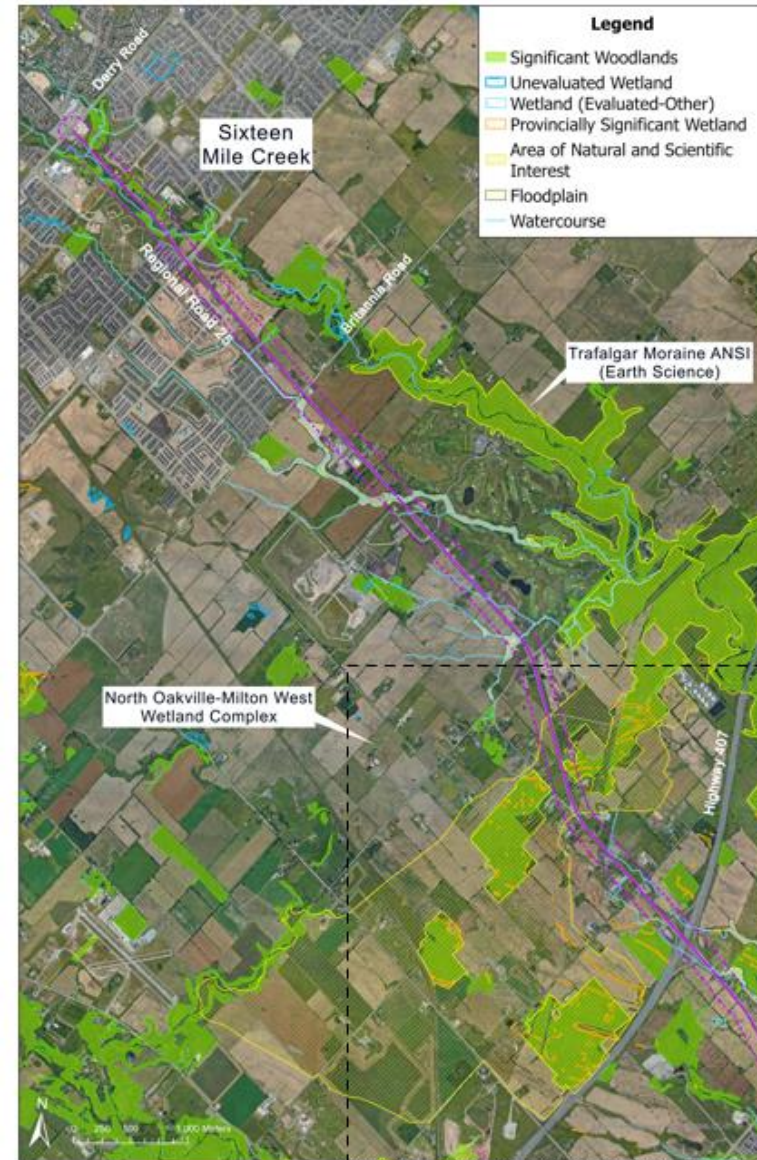


Natural Environment – Existing Conditions

Background review and field investigations (spring/summer 2023) identified the following Natural Heritage features within 120 m of the study area along Regional Road 25 between Speers Road and Derry Road.

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

List of natural features continue on the next slide.....



Natural Environment – Existing Conditions

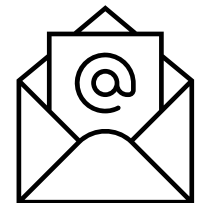
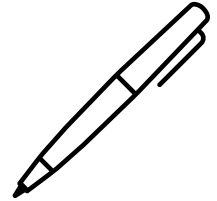
- **Areas of Natural and Scientific Interest:** Bronte Creek Provincial Park Nature Reserve Zone ANSI (Life Science), and Trafalgar Moraine ANSI (Earth Science).
- **Fish habitat:** several major watercourses and their tributaries were identified.
 - Sixteen Mile Creek, Fourteen Mile Creek, and Bronte 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.



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 the next phase and develop alternative design concepts.



Regional Road 25 Municipal Class Environmental Assessment Study

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Video 3 – Alternative Solutions

Alternative Solutions

The following Alternative Solutions were considered to address the needs and opportunities in the study area:

- 1 Do Nothing:** maintain existing condition of Regional Road 25.
- 2 Active Transportation Improvements:** improve 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:** intersection improvements include turning lanes, additional lanes through the intersection and consideration of roundabouts. Operational improvements include modifications to signal timing plans, traffic signal interconnect systems, and road user information systems.
- 4 Improvements to Regional Road 25:** widen Regional Road 25 to accommodate additional travel capacity and opportunities for HOV and transit priority corridor infrastructure.
- 5 Transportation Demand Management:** implement measures that encourage people to modify their travel habits (e.g. make fewer trips, travel outside peak periods), or use sustainable modes of transportation to reduce vehicular demand.
- 6 Improvements to Other Routes Beyond Planned Programs:** undertake capital improvements to widen other north-south roadways in proximity to the study area beyond planned improvements.

Alternative Solutions Evaluation Summary

Improvements to Regional Road 25 are required to support existing and future transportation needs while respecting the social, cultural, and natural environment.

Alternative Solutions	Description	Evaluation Summary	Recommendation
Do Nothing	<ul style="list-style-type: none"> No improvements to Regional Road 25 from Speers Road to Derry Road. Only planned improvements to 2031 will be in place. 	<ul style="list-style-type: none"> Does not address the multi-modal needs within the study area. 	Do not carry forward
Active Transportation Improvements	<ul style="list-style-type: none"> Improve active transportation facilities throughout the corridor and at intersections. 	<ul style="list-style-type: none"> On their own, these measures do not fully address the problem while part of the Region's overall transportation strategy. 	Carry forward as part of overall project strategy
Intersection / Operational Improvements	<ul style="list-style-type: none"> Improve traffic operations at intersections through physical and operational modifications. 	<ul style="list-style-type: none"> On their own, these measures do not fully address the problem while part of the Region's overall transportation strategy. 	Carry forward as part of overall project strategy
Improvements to Regional Road 25	<ul style="list-style-type: none"> Widen Regional Road 25 to accommodate additional travel capacity and opportunities for HOV and transit priority corridor infrastructure. 	<ul style="list-style-type: none"> Needs identified in Transportation Master Plan, Mobility Management Strategy, and Defining Major Transit Requirements in Halton to support future growth. 	Carry forward as part of overall project strategy
Transportation Demand Management (TDM)	<ul style="list-style-type: none"> Measures to manage travel demand by encouraging carpooling; shifting travel demand through off-peak hours through flexible work hours, telecommute, etc. 	<ul style="list-style-type: none"> On their own, TDM measures do not fully address the transportation needs and are already part of the Region's overall transportation strategy. 	Continue to be supported by local programs and initiatives
Improvements to Other Routes Beyond Planned Programs	<ul style="list-style-type: none"> Undertake capital improvements to widen other north-south roadways in proximity to the study area beyond planned improvements. 	<ul style="list-style-type: none"> Does not address the multi-modal needs within the study area. 	Do not carry forward

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 three alternative solutions:

- Improve facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network
- Improve traffic operations at intersections through physical and operational modifications
- Widen Regional Road 25 to provide additional travel lanes and opportunities for HOV and transit priority corridor infrastructure

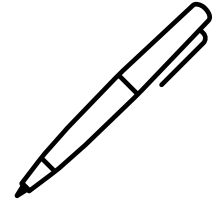


Traffic Analysis – Future Conditions

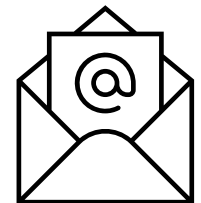
- As Halton Region proceeds to undertake the Integrated Master Plan for Water, Wastewater and Transportation that will identify infrastructure to enable Local Municipal future growth targets, there remain several projects identified through the 2011 Transportation Master Plan – The Road to Change (TMP) to be implemented to improve network connectivity and address forecasted travel demand to 2031.
- The TMP considered overall network travel demand and identified that 6-lanes are required for Regional Road 25 to accommodate future growth and transit priority.
- In this study, we will look at intersection and corridor operations to better understand future needs, considering four options:
 - Maintain Existing Conditions (“Do Nothing” Alternative)
 - Widen to 6-General Purpose Lanes
 - Widen to 4-General Purpose Lanes + 2 High-Occupancy Vehicle (HOV) / Transit Only Lanes
 - Widen to 4 General Purpose Lanes + 2 Transit Only Lanes

We Want to Hear From You

Please provide your comments and feedback on the **recommended solution** by completing the online survey.



We will review and take feedback into consideration as we move into the next phase and develop alternative design concepts.



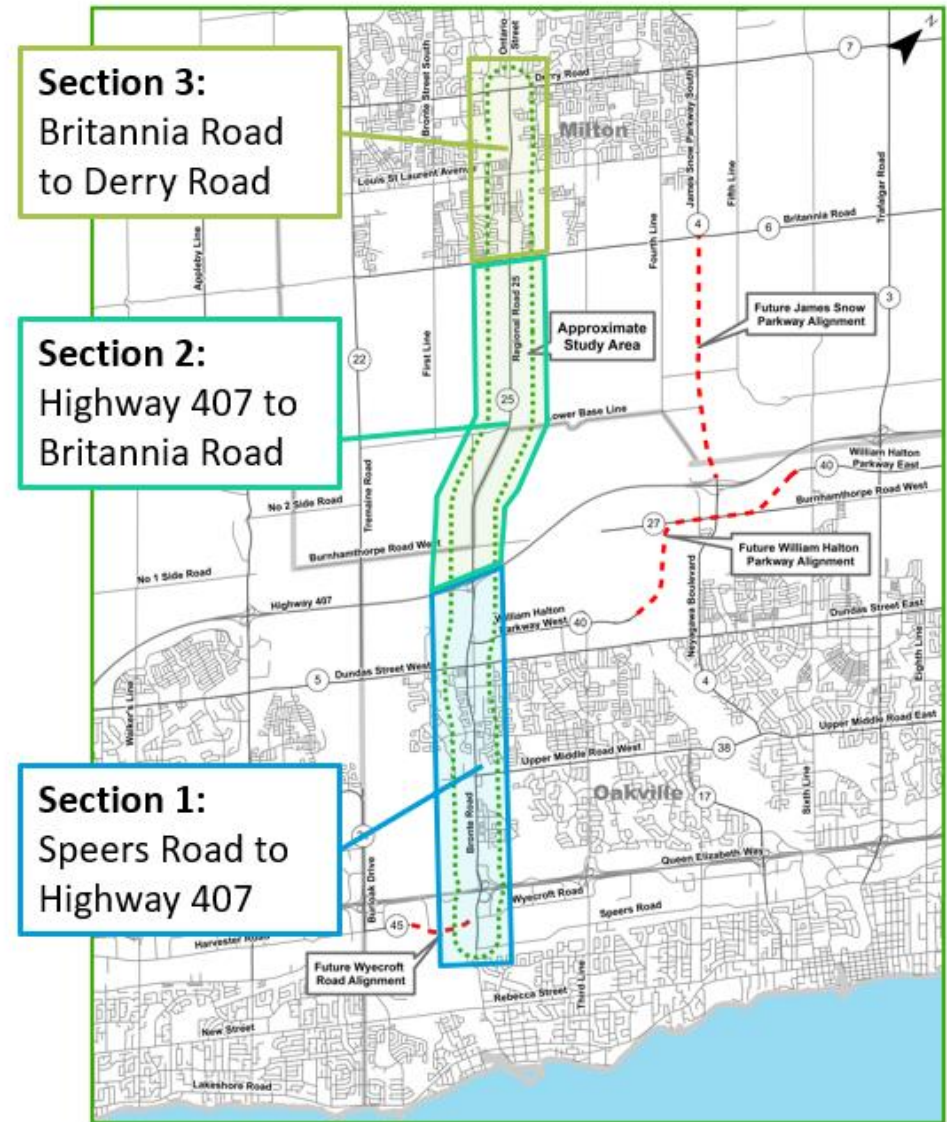
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Video 4 – Preliminary Design Considerations and Opportunities

Development of Alternative Design Concepts

- The corridor will be divided into three sections based on areas with similar character and conditions:
 - **Section 1:** Speers Road to Highway 407 (including the QEW interchange)
 - **Section 2:** Highway 407 to Britannia Road
 - **Section 3:** Britannia Road to Derry Road
- The outcomes of the development of alternative design concepts may vary in each section.



Preliminary Design Considerations and Opportunities

- Inclusive and multi-modal transportation system available to all users of all abilities
- A safe and efficient cycling and pedestrian environment, including at intersections and interchanges
- Protection at intersections for cyclists and pedestrians
- Select cycling facility type and integration with planned cycling facilities within the broader network
- Minimize impacts to properties (residential, business, institutional, recreational, etc.)
- Integration with future development
- Minimize impacts to natural features
- Protect the White Oak Tree
- Consideration for drainage, stormwater management, and flood storage
- Protect space for transit stops and needs for future stops (shelter, power, utilities, etc.)
- Tie into QEW and Highway 407 interchanges
- Consideration for major utilities and pipeline crossings throughout the corridor

Design Considerations

Active Transportation

Facilities for pedestrians and cyclists will be provided along Regional Road 25. Details will be confirmed based on current design guidelines and localized constraints throughout the corridor.



Cycle Track & Sidewalk

Horizontally and vertically separated from vehicle lanes by a curb and buffer or boulevard – cycle track may be one- or two-way.



Multi-Use Path

Horizontally and vertically separated from vehicle lanes by a curb and buffer – shared by cyclists and pedestrians.

Active Transportation at Intersections

- Safety is Halton Region's top priority for the transportation network and active transportation is a key element to providing an inclusive and multi-modal transportation system available to all users of all abilities.
- Intersections must be designed to address the needs of pedestrians and cyclists and create safe and comfortable active transportation network.
- Design principles to manage potential conflicts between pedestrians, cyclists, and motorists include:
 - separating high-risk conflicts in time or space;
 - maximizing visibility;
 - clearly communicating right-of-way and expected yielding behaviour;
 - minimizing delay; and
 - reducing motor vehicle speed.



Active Transportation at Intersections

- Sample strategies used to implement the design principles include but are not limited to:
 - pavement markings & solid green surface treatment;
 - signs;
 - bicycle signals; and
 - setback crossings.
- In some cases, space constraints may limit available design choices.

Sample Strategies

Protected Corner



Crossride



Design Considerations

Transit Infrastructure

Regional Road 25 is identified as a Priority Bus Corridor. Associated transit supportive infrastructure that may be considered for the corridor includes:

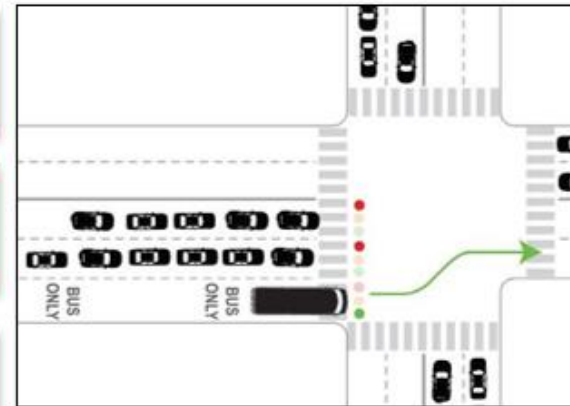
Transit signal priority (TSP) to reduce the time that transit vehicles spend waiting at red traffic lights.

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.



Typical Road Cross-Section Elements

Urban arterial road with 47 m right-of-way (ROW)



Boulevard on both sides of the road

Provides space for:

- Setback to property line
- Streetscape & landscape features
- Separated pedestrian & cycling facilities
- Utilities & illumination
- Transit stops
- Curb & gutter



Raised Centre Median

At intersections this space may be used for left turn lanes



3-lanes in each direction

With space to accommodate potential future high-occupancy vehicle (HOV) and transit lanes.



Process for Developing Recommended Solution

Presented at PIC 1

Identify Design Considerations and Opportunities

Identifies design criteria and sets the stage for developing design options and concepts

Road Cross-Section Elements

Arrangement of roadway elements including travel lanes, cycling and pedestrian facilities within the proposed right-of-way

Road Alignment

Options for the alignment of the roadway within the corridor where there is flexibility to avoid constraints

Road Design Features

Intersection development and consideration of modifications to the typical cross-section and alignment in constrained areas

Preliminary Design

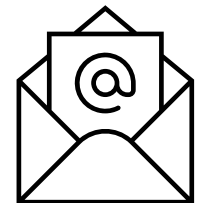
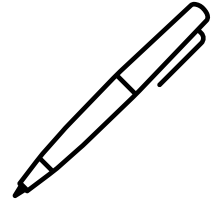
Represents a combination of all design components in addition to streetscape design to create the preliminary plan

To be presented at PIC 2

We Want to Hear From You

Please provide your comments and feedback on the **preliminary design considerations and opportunities** by completing the online survey.

We will review and take feedback into consideration as we move into the next phase and develop alternative design concepts.

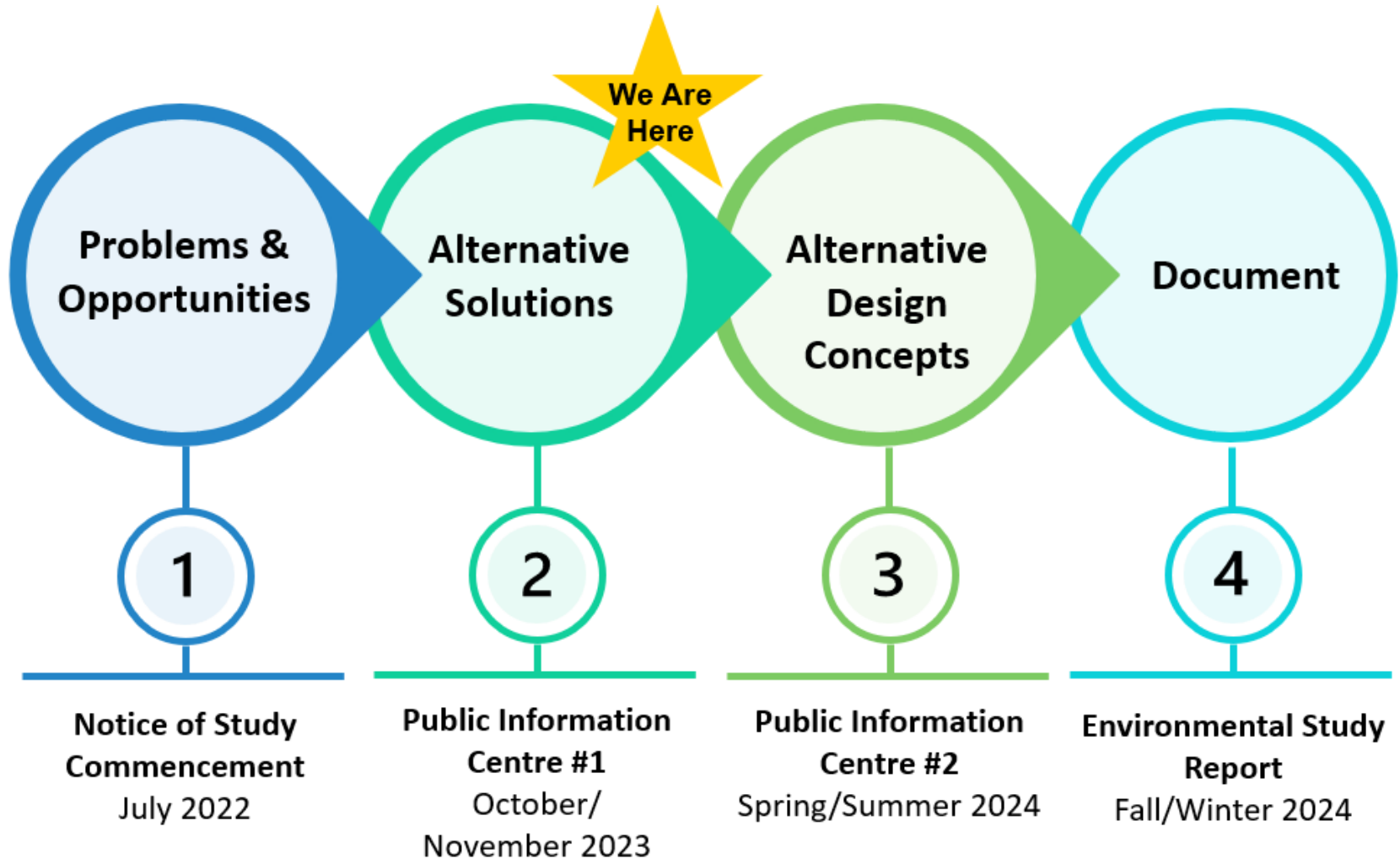


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Video 5 – Next Steps

Study Milestones

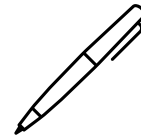


Next Steps in the MCEA Study

Following this Public Information Centre; the Project Team will:

- Review and consider feedback from agencies, stakeholders, Indigenous Communities, and the public
- Develop and assess alternative design concepts for each corridor section
- Develop the preliminary design and present at Public Information Centre #2 (PIC 2) in Spring/Summer 2024 (tentative)

How to stay involved



Online survey

Provide your feedback by
November 9, 2023



Study webpage

Learn more about the project at
halton.ca



Contact the Project Team

Reach out to the Project Manager

Jessica Passingham, P.Eng

Project Manager

Halton Region

905-825-6000 ext. 7556

Jessica.Passingham@halton.ca

