

North Halton Municipal Class Environmental Assessment (MCEA) Public Information Centre #2 – 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 (or “MCEA” Study). This video will present the improvements under consideration for the Regional Road 25 study area.

For an overview of the study as a whole, including the study area, process and schedule, what we heard in PIC #1 and process for developing the recommended solution, 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, please view Video #5 – Next Steps.

Slide 2: Preferred Solution – Regional Road 25

This MCEA Study is considering improvements to Regional Road 25 from 5 Side Road to 10 Side Road (3.0 km in length) in the Town of Halton Hills.

Following PIC #1, the preferred solution for Regional Road 25 is to:

- 1) Improve active transportation facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network; and
- 2) Improve overall operations including intersections, as well as localized widening, for example turn lanes.

Slide 3: Key Features

The existing road right-of-way for this section of Regional Road 25 varies. The Region’s Transportation Master Plan has a planned road right-of-way of 42 m. Key features along the corridor include:

- Watercourse Crossings;
- Natural Heritage Features (wetlands, regionally significant wetlands, woodlands, significant woodlands);
- Residential properties;
- Chudleigh’s Entertainment Farm;
- Golf course; and
- A roundabout planned at 5 Side Road.

Slide 4: Regional Road 25 Alternative Design Concepts

The following slides present the road and active transportation alternatives, including analysis and evaluation for the Regional Road 25 study area.

Slide 5: Corridor Segments

Based on existing characteristics, Regional Road 25 was split into two segments to evaluate the design alternatives:

- Segment 1: 5 Side Road to Chudleigh's Entertainment Farm Access; and
- Segment 2: Chudleigh's Entertainment Farm Access to 10 Side Road.

Slide 6: Design Alternatives - Overview

To address the preferred solution for Regional Road 25, design alternatives were developed, analyzed and evaluated for:

1. Localized improvements – To identify opportunities to improve traffic operations and minimize impacts to the social, cultural, and natural environments; and
2. Active Transportation Facilities (for pedestrians and cyclists) within the boulevard.

The following slides will present the design alternatives carried forward for analysis and evaluation.

Slide 7: Design Considerations

A number of key constraints and design elements were considered based on the rural corridor's character and needs:

- Active transportation facilities;
- Existing creek structures;
- Drainage;
- Impacts to businesses, residential and cultural heritage properties;
- Hydro poles;
- Stable top of bank erosion hazard limit at watercourses;
- Regulatory floodplain hazard and wetlands; and
- Minimize impacts to natural features and areas.

Slide 8: Evaluation Criteria

The design alternatives were evaluated based on the following criteria:

- Transportation, which considers the ability to accommodate future travel demand, active transportation, safety, and emergency services;

- Socio-Economic Environment, which considers existing and planned land uses, property impacts, traffic noise, and air quality;
- Cultural Environment, which considers impacts to archaeological and cultural heritage resources and the scenic and landform of the Niagara Escarpment Plan area and development;
- Natural Environment, which considers impacts to surface water and groundwater, minimize impacts to flooding, natural heritage features such as designated areas, vegetation, wildlife, aquatic habitat, species at risk; and
- Preliminary Cost, which considers construction-related costs.

Slide 9: Localized Improvement Recommendations

The following improvements were recommended for each segment of to Regional Road 25:

- Segment 1 from 5 Side Road to Chudleigh's Entertainment Farm Access: Maintain two lanes (one in each direction) with the addition of a continuous two-way left-turn lane and a 3.0m paved shoulders with a painted buffer on both sides.
- Segment 2 from Chudleigh's Entertainment Farm Access to 10 Side Road: Maintain two lanes (one in each direction) with localized improvements such as turn lanes and improvements at intersections, and 3.0m paved shoulders with painted buffer on both sides.

Slide 10: Active Transportation Alternatives

To provide cyclists and pedestrians with a safe, connected and accessible network, four design alternatives were developed to understand how to best accommodate cyclists and pedestrians along Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access:

- Alternative A: Have buffered paved shoulders on both sides;
- Alternative B: Have buffered paved shoulders on both sides, and a multi-use path on the west side;
- Alternative C: Have a buffered paved shoulder and a multi-use path on both sides; and
- Alternative D: Have a multi-use path on the west and buffered paved shoulder on the east, with a semi-urban cross-section. A semi-urban cross-section would require the addition of a concrete curb and gutter. This would raise the multi-use path and require the addition of a stormsewer and catchbasins.

Slide 11: Active Transportation Evaluation

This slide summarizes the evaluation of the active transportation alternatives for Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access.

Alternative B: Buffered paved shoulders on both sides, and a multi-use path on the west side is recommended for Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access.

Slide 12: Active Transportation Alternatives

To provide cyclists and pedestrians with a safe, connected and accessible network, four design alternatives were developed to understand how to best accommodate cyclists and pedestrians along Regional Road 25 from Chudleigh's Entertainment Farm Access to 10 Side Road:

- Alternative A: Have buffered paved shoulders on both sides;
- Alternative B: Have buffered paved shoulders on both sides and a multi-use path on the west side;
- Alternative C: Have buffered paved shoulders and multi-use path on both sides; and
- Alternative D: Have a multi-use path on the west side and a buffered paved shoulder on the east, semi-urban. A semi-urban cross-section would require the addition of a concrete curb and gutter. This would raise the multi-use path and require the addition of a stormsewer and catchbasins.

Slide 13: Active Transportation Evaluation

This chart summarizes the evaluation of the active transportation alternatives for Regional Road 25 from Chudleigh's Entertainment Farm Access to 10 Side Road.

Alternative A: Buffered paved shoulders on both sides is recommended for Regional Road 25 from Chudleigh's Entertainment Farm Access to 10 Side Road because it minimizes impacts to sensitive natural heritage features.

Slide 14: Regional Road 25 Preliminary Preferred Alternative Design

The following slides present the Preliminary Preferred Alternative Design for the Regional Road 25 study area.

Slide 15: Preliminary Recommended Cross-Section

The preliminary preferred alternative cross-section for Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access, includes maintaining two lanes with the addition of a continuous two-way left-turn lane, paved shoulders with painted buffers on both sides and a multi-use path on the west side.

Slide 16: Preliminary Recommended Cross-Section

The preliminary preferred alternative cross-section for Regional Road 25 in constrained locations will incorporate a stormsewer to reduce property impacts to residential areas. The cross-section includes maintaining two lanes with the addition of a continuous two-way left-turn lane, paved shoulders with painted buffers on both sides and a multi-use path on the west side.

Slide 17: Preliminary Recommended Cross-Section

The preliminary preferred alternative cross-section for Regional Road 25 from Chudleigh's Entertainment Farm Access to 10 Side Road, includes maintaining two lanes with localized improvements, including turning lanes and paved shoulders with painted buffers on both sides.

Slide 18: Preliminary Preferred Alternative Design

This page presents the preliminary preferred alternative design from 5 Side Road to just north of Chudleigh's Entertainment Farm access. Key design features and improvements along this segment of the corridor include:

- Buffered paved shoulders on both sides;
- Two way left-turn lane;
- Multi-use path on the west side;
- Future roundabout at 5 Side Road as part of a separate detailed design study; and
- The constrained area just south of Chudleigh's Entertainment Farm access where a stormsewer and catchbasins are recommended to reduce property impacts.

Slide 19: Preliminary Preferred Alternative Design

This page presents the preliminary preferred alternative design from north of Chudleigh's Entertainment Farm to just south of Glencairn Golf Club access, highlighting key features and improvements along the Regional Road 25 corridor. Key design features / considerations along the corridor include:

- Buffered paved shoulders on both sides;
- Two way left-turn lane; and
- Portion of the study area is within the Niagara Escarpment Plan Area.

Slide 20: Preliminary Preferred Alternative Design

This page presents the preliminary preferred alternative design from south of Glencairn Golf Club access to 10 Side Road, highlighting key features and improvements along the Regional Road 25 corridor. Key design features / considerations along the corridor include:

- Buffered paved shoulders on both sides;
- Left and right-turn lanes at access roads and 10 Side Road; and
- Study area is within the Niagara Escarpment Plan Area.

Slide 21: Renderings

The conceptual renderings are located just south of Chudleigh's Entertainment Farm Access, facing north, as well as just south of 10 Sideroad, facing north. The renderings were created to demonstrate conceptually only the road cross-section following implementation of the planned future improvements.

Thank you for taking the time to watch this presentation and learn more about the study. We encourage you to also watch the other videos prepared as part of this PIC and to share your input with the project team. Your feedback is valuable to us!

To learn more about the James Snow Parkway corridor, please view Video #2. To learn more about the Steeles Avenue corridor, please view Video #3. For next steps, please view Video #5.