

# Regional Road 25 Municipal Class Environmental Assessment - Public Information Centre #2

## Introduction (Video 1) – Text Description

The following provides a text version of the audio that is included in the Introduction video.

### Slide 1: Introduction

Hello and welcome to the second Public Information Centre, or “PIC” for short, for the Regional Road 25 Transportation Corridor Improvements Municipal Class Environmental Assessment Study, which we will refer to as “the study” in this video.

This PIC includes a series of four videos that will:

- introduce the study;
- review the information presented at the first PIC;
- present the preliminary preferred design for the corridor; and
- outline the next steps for the study.

In *this* video, we will discuss the purpose of the PIC, explain the purpose of the study, and talk about the study process and schedule. We will also let you know what we heard at the first PIC, outline the problems and opportunities, and discuss alternative solutions.

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 our project team. Your feedback is valuable to us!

### Slide 2: About this Public Information Centre (PIC)

This is the second of two Public Information Centres planned for this study. The purpose of this PIC is to:

- Introduce the study
- Outline the study schedule and process for a Municipal Class Environmental Assessment or MCEA
- Review the information presented at Public Information Centre #1
- Review the development process for the design of the project
- Present our preliminary preferred design
- Obtain community feedback and identify next steps

### Slide 3: About this Public Information Centre (PIC)

Your input is very valuable and will help us to shape the decision-making process for this project. We encourage you to review the presentation and to provide your input to our Project

Team through the online survey on halton.ca. We ask that you provide your input by July 17, 2025, so it can be incorporated into the next phase of this study.

In addition to this video, the presentation and video transcript are available on the study webpage.

You may also visit the Municipal Class Environmental Assessment studies webpage on halton.ca to view study updates or contact the Project Team at [RR25MCEA@halton.ca](mailto:RR25MCEA@halton.ca) to join the study mailing list or to provide feedback in an alternate manner.

## Slide 4: Study Purpose

Halton Region is undertaking a Municipal Class Environmental Assessment Study (MCEA) 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.

The study area extends approximately 16 kilometres along Regional Road 25 from Speers Road in the Town of Oakville to Derry Road in the Town of Milton.

The study is examining:

- Overall transportation operations and safety in the Regional Road 25 corridor and future traffic needs
- Active transportation, such as walking and cycling, and transit infrastructure in the corridor
- Lane requirements (for example, road widening)
- Intersection improvements
- Impacts on the social, cultural, and natural environments

## Slide 5: 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 to 4 of the MCEA process.

Consultation is ongoing throughout the four phases of the MCEA process, and we welcome your comments and feedback at any time during the study. The four boxes at the bottom of this slide represent key consultation milestones that are planned throughout the study process. Project notices will be issued to agencies, stakeholders, and the public in advance of these events.

This study was initiated in July 2022, and we are currently approaching the end of Phase 3 of the MCEA process. This is the second and final PIC before the study completion. The first PIC was held from October to November 2023.

At the end of the study, an Environmental Study Report will be prepared to document the study recommendations and decision-making process. The Environmental Study Report will be available for public review for a minimum of 30 days. A Notice of Study Completion will be issued to commence the review period.

## **Slide 6: What We Heard at Public Information Centre #1**

The first Public Information Centre was held from October 17 to November 9, 2023.

Over 45 comments were received from the public and other stakeholders. The majority of comments we received were related to how travel demand, safety, transit, active transportation, goods movement, and emergency vehicle access are being considered. We also received comments related to noise and air quality, impacts to property, and the historic White Oak Tree.

Following the PIC, the Project Team reviewed comments and answered frequently asked questions on the study webpage at [halton.ca](http://halton.ca). We then developed the preliminary design for the study corridor and continued to consult with technical agencies and stakeholders.

## **Slide 7: MCEA Phase 2 – Preferred Solutions**

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 a combination of the following three alternative solutions.

The recommended design for Regional Road 25 will improve active transportation facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network; it will improve traffic operations at intersections through physical and operational modifications; and it will widen Regional Road 25 to six lanes to provide additional travel lanes and opportunities for transit priority corridor infrastructure.

It should be noted that Transit Priority Corridor infrastructure may include future potential High Occupancy Vehicle (HOV) lanes, transit signal priority and queue jump lanes. Transit priority corridor infrastructure to be confirmed through the ongoing Integrated Master Plan. For more information, visit the Integrated Master Plan webpage on [halton.ca](http://halton.ca).

## **Slide 8: Process for Developing a Recommended Alternative**

The development of the preliminary preferred design typically involves 5 steps. The first two steps: Identify Design Considerations and Constraints, and Road Cross-Section elements were presented at the first Public Information Centre.

This Public Information Centre will focus on the last three steps.

The first step is Road Alignment. This step involves examining options for the alignment of the roadway within the corridor where there is flexibility to avoid constraints.

The second step is Road Design Features. This step involves intersection development and consideration of modifications to the typical cross-section and alignment in constrained areas.

The third and final step is Recommended Design. This step represents a combination of all design components in addition to streetscape design to create a preliminary plan.

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