

# North Halton Municipal Class Environmental Assessment (MCEA) Public Information Centre #2 – Steeles Avenue (Video 3) – Text Description

## Slide 1: Steeles Avenue Introduction

Welcome to the Steeles Avenue corridor of the North Halton Coordinated Municipal Class Environmental Assessment (or “MCEA”) Study. This video will present the improvements under consideration for the Steeles Avenue 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 the 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 Regional Road 25 corridor, please view Video #4. For next steps, please view Video #5 – Next Steps.

## Slide 2: Preferred Solution – Steeles Avenue

This MCEA Study is considering improvements to Steeles Avenue from Regional Road 25 (Martin Street) to Trafalgar Road (7.7 km in length) in the Towns of Milton and Halton Hills.

Following PIC #1, the preferred solution for Steeles Avenue is to:

- 1) Improve facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network;
- 2) Improve traffic operations at intersections through physical and operational modifications; and
- 3) Widen Steeles Avenue to six lanes to provide additional travel lanes and protect for future Transit Priority Corridor infrastructure.

It should be noted that Transit Priority Corridor infrastructure may include future potential 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**.

## Slide 3: Key Features

The existing road right-of-way for this section of Steeles Avenue varies. The Region’s Transportation Master Plan has a planned road right-of-way of 47 m. Key features along the corridor include:

- Watercourse Crossings;
- Steeles Avenue & Highway 401 Underpass;
- Truck Inspection Station;

- Natural Heritage Features;
- Cultural Heritage Resources and Landscapes; and
- Residential, industrial, and commercial development.

## Slide 4: Steeles Avenue Alternative Design Concepts

The following slides present the road widening and active transportation alternatives, including analysis and evaluation for the Steeles Avenue study area.

## Slide 5: Corridor Segments

Based on existing characteristics, Steeles Avenue was split into three segments to evaluate the design alternatives:

- Segment 1: Regional Road 25 to Thompson Road;
- Segment 2: Thompson Road to James Snow Parkway; and
- Segment 3: James Snow Parkway to Trafalgar Road.

## Slide 6: Design Considerations

A number of key constraints and design elements were considered based on the urban corridor's character and needs. These include:

- Multi-modal transportation corridor for all users of all abilities;
- Cycling facilities to connect with the broader network based on the urban context;
- Protect for future Transit Priority Corridor infrastructure;
- Stormwater conveyance, management and outlets;
- Impacts to businesses, and residential properties;
- Existing highway and creek structures;
- Tie into existing transportation network;
- 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 7: Design Alternatives - Overview

To address the preferred solution for Steeles Avenue, design alternatives were developed, analyzed and evaluated for:

1. Road Widening – To identify how the road should be widened to support travel demands while also considering a best fit approach 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 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;
- Natural Environment, which considers impacts to surface water and groundwater, minimizes impacts to flooding, natural heritage features such as designated areas, vegetation, wildlife, aquatic habitat, and species at risk; and
- Preliminary Cost, which considers construction-related costs.

## Slide 9: Road Widening Alternatives

The following alternatives were considered to widen Steeles Avenue from four to six lanes.

- Alternative 1: Widen about the Centreline. Improvements are balanced on both sides of Steeles Avenue;
- Alternative 2: Widen to the North. Improvements are shifted to the north; and
- Alternative 3: Widen to the South. Improvements are shifted to the south.

Please note that the design alternatives for active transportation facilities were reviewed and evaluated separately and will be presented later in the video.

## Slide 10: Road Widening Evaluation

The next few slides will summarize the assessment of the road widening alternatives for each segment. For Segment 1 of Steeles Avenue from Regional Road 25 to Thompson Road, Alternative 2 - Widen to the North is recommended. This option:

- Minimizes impacts to residential properties on the south;
- Minimizes impacts to businesses on the north side; and
- Minimizes impacts to built heritage resources

## Slide 11: Road Widening Evaluation

For Segment 2 of Steeles Avenue from Thompson Road to James Snow Parkway, Alternative 1 – Widen about the Centreline is recommended. This option:

- Minimizes impacts to existing properties adjacent to the corridor;
- Minimizes impacts to sensitive natural heritage features; and

- Minimizes impacts to Steeles Avenue Underpass at Highway 401.

## Slide 12: Road Widening Evaluation

For Segment 3 of Steeles Avenue from James Snow Parkway to Trafalgar Road, Alternative 1 – Widen about the Centreline is recommended. This option:

- Minimizes impacts to existing properties adjacent to the corridor;
- Balances impacts to built heritage resources;
- Minimizes impacts to sensitive natural heritage features, including significant woodlands and wetlands;
- Balances impacts at the three watercourse crossing structures.

## Slide 13: Active Transportation Alternatives

To provide cyclists and pedestrians with a safe, connected and accessible network, two design alternatives were developed to understand how to best accommodate cyclists and pedestrians along Segments 1 and 2:

- Alternative A: Multi-use paths on both sides; and
- Alternative B: Multi-use path on one side, sidewalk on the other side.

## Slide 14: Active Transportation Evaluation

This slide summarizes the evaluation of the active transportation alternatives for Segments 1 and 2 of Steeles Avenue from Regional Road 25 to James Snow Parkway.

Alternative B: Multi-use path on one side and a sidewalk on the other side is recommended for Steeles Avenue from Regional Road 25 to James Snow Parkway because it provides facilities for pedestrians and cyclists while minimizing property impacts.

## Slide 15: 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 Segment 3:

- Alternative A: Have multi-use paths on both sides;
- Alternative B: Have a multi-use path on one side and a sidewalk on the other side.
- Alternative C: Have a cycle track and sidewalk on both sides; and
- Alternative D: Have a dual cycle track and sidewalk on one side, and a sidewalk on the other side.

## Slide 16: Active Transportation Evaluation

This slide summarizes the evaluation of the active transportation alternatives for Segment 3 of Steeles Avenue from James Snow Parkway to Trafalgar Road.

Alternative C: Cycle track and sidewalks on both sides is recommended for Steeles Avenue from James Snow Parkway to Trafalgar Road because it provides separated space between pedestrians and cyclists.

## Slide 17: Steeles Avenue Preliminary Preferred Alternative Design

The following slides present the Preliminary Preferred Alternative Design for the Steeles Avenue study area.

## Slide 18: Preliminary Recommended Cross-Section

The conceptual image of the Segment 1 cross-section, which is Steeles Avenue from Regional Road 25 to Thompson Road, includes widening to six lanes and a multi-use path on the south and a sidewalk on the north. Improvements to Segment 1 include:

- Protected intersections with crossrides and crosswalks for cyclists and pedestrians;
- Protect for future Transit Priority Corridor infrastructure; and
- Streetscaping and illumination.

## Slide 19: Preliminary Recommended Cross-Section

The conceptual image of Segment 2 cross-section, for Steeles Avenue from Thompson Road to James Snow Parkway, includes widening to six lanes, and a multi-use path on the north and a sidewalk on the south. Improvements to Segment 2 include:

- Protected intersections with crossrides and crosswalks for cyclists and pedestrians;
- Protect for future Transit Priority Corridor infrastructure; and
- Streetscaping and illumination.

## Slide 20: Preliminary Recommended Cross-Section

The conceptual image of Segment 3 cross-section, for Steeles Avenue from James Snow Parkway to Trafalgar Road, includes six lanes, and a cycle track and sidewalk on both sides, transitioning to a multi-use path at constrained locations. Improvements to Segment 3 are:

- Protected intersections with crossrides and crosswalks for cyclists and pedestrians;
- Protect for future Transit Priority Corridor infrastructure;
- Modification to the Truck Inspection Station; and
- Streetscaping and illumination.

## Slide 21: Highway 401 / Steeles Avenue Underpass

A conceptual image of the Steeles Avenue Underpass at Highway 401 cross-section is shown on this slide. Structural modifications (widening) of the Steeles Avenue Underpass at Highway 401 are required to accommodate six lanes, a multi-use path on one side and a sidewalk on the other side. Improvements within the Ministry's right-of-way, including the structure, are subject to the Ministry of Transportation Ontario's (MTO) review and approval.

## Slide 22: Preliminary Preferred Alternative Design

This page presents the preliminary preferred alternative design from Regional Road 25 to the Highway 401 structure. Key design features and improvements along this segment of the corridor include:

- Widen to six vehicle lanes (three per direction);
- Sidewalk on the north side, and a multi-use path on the south
- A new signalized intersection at Wheelbrator Way; and
- A proposed widening of the Highway 401 structure on both sides to support a multi-use path on the north and sidewalk on the south. Structural modification of Steeles Underpass at Highway 401 will be in consultation with MTO.

## Slide 23: Preliminary Preferred Alternative Design

This page presents the preliminary preferred alternative design from the Highway 401 structure to the Truck Inspection Station. Key design features and improvements along this segment of the corridor include:

- Widen to six vehicle lanes (three per direction);
- Sidewalk on the north side, and a multi-use path on the south from Highway 401 to James Snow Parkway;
- Cycle tracks and sidewalks on both sides from James Snow Parkway to the Truck Inspection Station;
- A new proposed signalized intersection at Cleve Court; and
- Modifications to the Truck Inspection Station.

## Slide 24: Preliminary Preferred Alternative Design

This page presents the preliminary preferred alternative design from Sixth Line to Trafalgar Road. Key design features and improvements along this segment of the corridor include:

- Widen to six vehicle lanes (three per direction);
- Cycle tracks and sidewalks on both sides; and
- Reduced boulevard just west of Hornby Road and Trafalgar Road to minimize impacts to the two heritage buildings (Loyal Orange Lodge located west of Hornby Road and a church, south of Steeles Avenue, west of Trafalgar Road).

## Slide 25: Renderings

The conceptual renderings are located west of the Esquesing Line, facing east; and east of Fifth Line North, facing east. 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 about the James Snow Parkway corridor, please view Video #2. To learn about the Regional Road 25 corridor, please view Video #4. For next steps, please view Video #5 – Next Steps.