PIC#1 Transcript

New North Regional Road Corridor Municipal Class Environmental Assessment Study Online Public Information Centre #1

Video #2: Alternative Planning Solutions, Alternative Corridor Concepts, Preliminary Recommendations and Next Steps

The following provides a text version of the audio that is included in the video, “Alternative Planning Solutions, Alternative Corridor Concepts, Preliminary Recommendations and Next Steps.”

Slide 1 (Introduction – Video #2)

Welcome to the first P-I-C for the New North Regional Road Corridor Municipal Class Environmental Assessment Study. This is the second of two videos for the P-I-C. In this video, we will review the alternative planning solutions, the evaluation of the alternative corridors, the preliminary recommendation, and next steps.

For an introduction to the study, including the purpose of the P-I-C, introduction to the M-C-E-A, overview of the context of the study area, the existing conditions, and the problem and opportunity statement, please refer to Video #1.

Slide 2 (Key Considerations)

Phase 2 of the M-C-E-A process focuses on the identification and evaluation of alternative solutions. Key considerations for developing alternatives include:

- The planned 47 metre right-of-way based on the 2011 Halton Region Transportation Master Plan.
- Pedestrian and cycling facilities to connect with the broader network.
- Intersections designed to address pedestrian and cyclists’ needs and safety.
- Integration with the ongoing Main Street East Extension M-C-E-A (subject to coordination with the Town of Milton).
- Integration with Highway 401 with a potential new interchange connection (subject to M-T-O coordination and approval).
- Integration with C-P-K-C rail crossing for a potential new grade-separation.
- Minimize impacts to residential, business, institutional, recreational properties and utilities.
- Minimize impacts to natural features and hazards including the tributaries of East Sixteen Mile Creek.

- Minimize impacts to cultural heritage resources and areas of archaeological potential; and,
- Integration with future development and land uses.

Slide 3 (Alternative Planning Solutions Evaluation Summary)

Four high-level alternative planning solutions were identified and evaluated for this project:

1. Do Nothing. The evaluation determined that this solution does not address the transportation needs within the study area.
2. Implement travel demand management (or T-D-M) measures, such as carpooling or shifting travel demand to off-peak hours. On their own, T-D-M measures do not fully address the transportation needs and are already part of the Region's overall transportation strategy.
3. Improvements to other roadways. This means widening and adding transportation capacity to existing north-south roads in the Study Area, including a combination of James Snow Parkway and Trafalgar Road. The evaluation determined that this solution does not address the transportation needs within the study area.
4. Provide additional north-south capacity with active transportation facilities and a connection with Highway 401. This need was identified in Halton Region's Transportation Master Plan and the Problem and Opportunity Statement to support future growth. As such, this solution will be carried forward as the recommended planning solution.

Slide 4 (Recommended Planning Solution)

The recommended planning solution consists of implementing a new north-south Regional Road between Steeles Avenue to Britannia Road including active transportation facilities for pedestrians and cyclists, and a new connection with Highway 401, subject to M-T-O review and approval.

Slide 5 (Typical Cross-Section Elements)

A preliminary typical cross-section was developed for what a New North Regional Road Corridor may look like. The cross-section includes:

- Boulevards on both sides of the road that provide space for:
    - Setbacks to property lines;
    - Separated pedestrian and cycling facilities;
    - Streetlighting and utilities; and
    - Curbs and drainage features.
- A raised centre median. At intersections, the space may be used for left-turn lanes with a narrow median.
- Three travel lanes in each direction to accommodate all motorized vehicles.

Slide 6 (Alternative Corridor Concepts)

Alternative corridor concepts are high-level road alignment options of the New North Regional Road Corridor.

All alternatives include a potential Highway 401 interchange in the same location as shown in the black arrow. South of the interchange location, three alternative corridor concepts were identified:

- **Alternative 1** is to extend south to the Main Street East extension, tie into existing Fifth Line, and widen to six lanes.
- **Alternative 2** is a new six-lane facility, mid-block between Fifth Line and Sixth Line.
- **Alternative 3** is to extend south to the Main Street East extension, tie into existing Sixth Line, and widen to six lanes.

Slide 7 (Evaluation Criteria)

The three alternative corridor concepts were evaluated based on four main evaluation criteria categories:

- **Transportation:** which considers the ability to accommodate future travel demand, road network compatibility and connectivity, active transportation, constructability, phasing and staging, rail-road grade separation, and utilities.
- **Cultural Environment:** which considers impacts to archaeological and cultural heritage resources.
- **Natural Environment:** which considers impacts to terrestrial features, watercourse crossings, fisheries and aquatic habitat, wildlife, and surface water quality and quantity.
- **Socio-Economic Environment:** which considers impacts to future development, property effects, existing land use, community effects, access, noise, and effects on climate change.

Slide 8 (Evaluation of Alternative Corridor Concepts)

The table on this slide summarizes the evaluation of the three alternative corridor concepts. Cells shaded in green represent the most preferred alternatives for each of the evaluation criteria noted in the previous slide. Cells shaded in yellow represent less preferred alternatives and cells in gray are the least preferred alternatives.

In summary, the preliminary preferred corridor concept is Alternative 1, a new six-lane corridor from Steeles Avenue to Britannia Road that ties into existing Fifth Line and widening to six lanes.

Slide 9 (Preliminary Preferred Corridor Concept – Alternative 1)

The preliminary preferred corridor concept, Alternative 1, includes:

- A potential new Highway 401 Interchange (subject to M-T-O review and approval);

- An intersection with the Main Street East extension (subject to coordination with the Town of Milton); and
- Widening Fifth Line to six lanes south of Main Street to Britannia Road (subject to coordination with the Town of Milton).

Alternative 1 minimizes potential impacts to the natural and cultural environment, utilizes the existing Fifth Line corridor with a proposed road widening, and supports planned growth and secondary plans in the area.

Slide 10 (Process for Developing the Preliminary Design Concept)

The graphic shows the process through which the design of the New North Regional Road Corridor will be developed.

At this P-I-C, we presented the first two steps of the design process.

At the second P-I-C, we will present the next three steps:

- Road Alignment - developing 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 area; and finally,
- Preliminary Design - a combination of all design components in addition to streetscape design to create the overall preliminary plan for the New North Regional Road Corridor.

Slide 11 (Design Considerations and Opportunities)

In Phase 3 of the M-C-E-A Process, Design Alternatives will be developed based on the Recommended Solution and the Preliminary Preferred Corridor Concept. In developing the Design Alternatives, a number of key constraints and design elements need to be considered. These include:

- Evaluating options for the potential Highway 401 interchange (subject to M-T-O coordination and approval);
- Coordinating with the Town of Milton Main Street East Extension M-C-E-A study;
- Avoiding or mitigating impacts to Hydro One and Enbridge Gas Infrastructure;
- Grade-separating the New North Regional Road Corridor at the C-P-K-C rail corridor crossing, considering future planning for the Milton Line GO Transit service;
- Addressing potential implications of regulated floodplain, wetland, meander belt, and stable top of bank hazards, as well as watercourses, including tributaries to East Sixteen Mile Creek, and other environmental features.
- Addressing impacts to cultural heritage resources;
- Addressing municipal servicing and drainage requirements;
- Limiting and mitigating property impacts;

- Providing active transportation facilities for users of all abilities, including protected intersections;
- Incorporating intersections with existing and proposed roadways; and
- Determining facility cross-sections that fit within the planned 47m right-of-way.

Slide 12 (Next Steps in the M-C-E-A Study)

Following this P-I-C, the Project Team will:

- Review and consider feedback from agencies, stakeholders, Indigenous Communities and First Nations, and the public;
- Confirm the recommended planning solution and preliminary corridor concept;
- Develop and evaluate design alternatives;
- Identify a recommended preferred design; and
- Develop the preliminary design and present at Public Information Centre #2.

Your input is very valuable to us. There are two ways to provide feedback on this study:

- By completing the online survey on the study webpage at halton.ca or
- By contacting the Project Team at NewNorthRRMCEA@halton.ca.

Please provide your feedback by June 18, 2026. If you would like to be added to the study mailing list, please contact the Project Team at NewNorthRRMCEA@halton.ca.

Thank you for your participation!