

North Halton Municipal Class Environmental Assessment (MCEA) Public Information Centre #2 – James Snow Parkway (Video 2) – Text Description

Slide 1: James Snow Parkway Introduction

Welcome to the James Snow Parkway corridor of the North Halton Coordinated Municipal Class Environmental Assessment Study (or “MCEA”). This video will present the improvements under consideration for the James Snow Parkway study area. To learn about the Steeles Avenue corridor, please view Video #3. 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 – James Snow Parkway

This MCEA Study is considering a range of options for improvements to James Snow Parkway from Britannia Road to south of Highway 401 (5.8 km in length) in the Town of Milton.

Following PIC #1, the preferred solution for James Snow Parkway 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 James Snow Parkway 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 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**.

Slide 3: Key Features

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

- CPKC Rail Crossing;
- Milton Fire Station;
- Watercourse Crossing;
- Natural Heritage Features (wetlands, regionally significant wetlands, woodlands, significant woodlands); and
- Residential, industrial, and commercial development.

Slide 4: James Snow Parkway Alternative Design Concepts

James Snow Parkway Alternative Design Concepts. The following slides will present the road widening and active transportation alternatives, including analysis and evaluation.

Slide 5: Corridor Segments

Based on existing characteristics, James Snow Parkway was split into three segments to evaluate the design alternatives:

- Segment 1: Britannia Road to Louis St. Laurent Avenue;
- Segment 2: Louis St. Laurent Avenue to Derry Road; and
- Segment 3: Derry Road to south of the Highway 401 interchange.

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 in with the broader network based on the urban context;
- Protect for the future Transit Priority Corridor infrastructure;
- Stormwater conveyance, management and outlets;
- Impacts to businesses, and residential properties;
- Existing rail and creek structures;
- Tie into existing transportation network (i.e., Highway 401 at James Snow Parkway);
- 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 James Snow Parkway, design alternatives were developed, analyzed and evaluated for:

1. Road Widening – To identify how the road should be widened to support travel demand, 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, and minimizes 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: Road Widening Alternatives

The following alternatives were considered to widen James Snow Parkway from four to six lanes:

- Alternative 1: Widen about the Centreline. Improvements are balanced on both sides of James Snow Parkway to balance impacts;
- Alternative 2: Widen to the West. Improvements are shifted to the west; and
- Alternative 3: Widen to the East. Improvements are shifted to the east.

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 summarize the assessment of the road widening alternatives for each segment of James Snow Parkway. For Segment 1 of James Snow Parkway from Britannia Road to Louis St. Laurent Avenue, Alternative 1 – Widen about the Centreline is recommended. This option:

- Minimizes impact to wetlands and balances impacts at the watercourse crossing structure; and
- Maximizes improvements within the available right-of-way and minimizes overall property impacts.

Slide 11: Road Widening Evaluation

For Segment 2 of James Snow Parkway from Louis St. Laurent Avenue to Derry Road, Alternative 3 – Widen to the East is recommended. This option:

- Avoids impacts to residential properties on the west side; and

- Minimizes impacts to sensitive natural features, which include significant woodlands and wetlands.

Slide 12: Road Widening Evaluation

For Segment 3 of James Snow Parkway from Derry Road to south of Highway 401, Alternative 1 – Widen about the Centreline is recommended. This option:

- Avoids impacts to wetlands;
- Maximizes improvements within the available right-of-way and minimizes overall property impacts; and
- Maintains the existing CPKC Rail structure.

Slide 13: Active Transportation Alternatives

To provide cyclists and pedestrians with a safe, connected and accessible network, five design alternatives were developed to understand how to best accommodate cyclists and pedestrians in the James Snow Parkway corridor:

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

Slide 14: Active Transportation Evaluation

This chart summarizes the evaluation of the active transportation alternatives for the entire James Snow Parkway corridor.

Alternative A: Cycle tracks and sidewalks on both sides is recommended for James Snow Parkway because it provides dedicated and separated space for cyclists and pedestrians.

Slide 15: James Snow Parkway Preliminary Preferred Alternative Design

The following slides will present the Preliminary Preferred Alternative Design for James Snow Parkway.

Slide 16: Preliminary Recommended Cross-Section

The conceptual image of the James Snow Parkway corridor cross-section includes widening to six lanes, following a best fit approach and sidewalk and boulevard cycle tracks on both sides. Improvements to James Snow Parkway will include:

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

Slide 17: CPKC Rail Bridge

A conceptual image of the James Snow Parkway cross-section at the CPKC Rail Bridge is shown on this slide. The CPKC Rail Bridge accommodates a six-lane James Snow Parkway while maintaining the existing centre pier. The cycle tracks and sidewalks will be raised on both sides to provide a continuous elevation along the corridor.

Slide 18: Preliminary Preferred Alternative Design

This page presents the preliminary preferred alternative design from Britannia Road to north of Clark Boulevard. 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 throughout the corridor; and
- Two new signalized intersections, including at Whitlock Avenue and Street 1 (between Britannia Road and Whitlock Avenue).

Slide 19: Preliminary Preferred Alternative Design

This page presents the preliminary preferred alternative design from just south of Derry Road to the CPKC rail corridor crossing. 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 throughout the corridor; and
- No impacts to CPKC Rail Underpass.

Slide 20: Preliminary Preferred Alternative Design

This page presents the preliminary preferred alternative design from the CPKC railway crossing to just north of Main Street. 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 up to Main Street; and
- No impacts to Highway 401 interchange ramps.

Slide 21: Renderings

These two conceptual renderings present the cross-section north of Britannia Road facing north, as well as north of Derry Road, 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 about the Steeles Avenue corridor, please view Video #3. To learn about the Regional Road 25 corridor, please view Video #4. For next steps, please view Video #5 – Next Steps.