

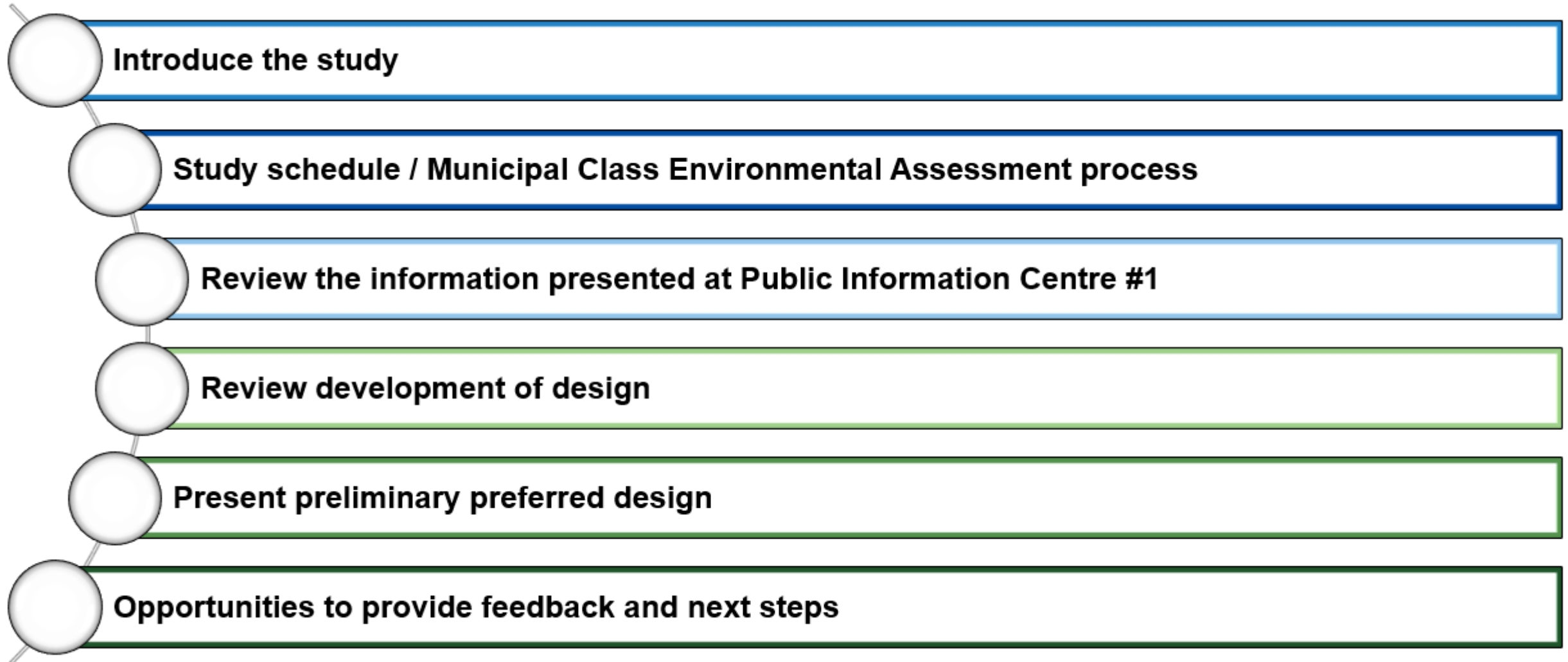
# **Regional Road 25 Municipal Class Environmental Assessment Study**

**Speers Road to Derry Road (Regional Road 7)  
Towns of Oakville and Milton**

Public Information Centre #2 – Virtual Consultation  
June 19, 2025 to July 17, 2025



# About this Public Information Centre



# About this Public Information Centre

## How to get involved



Watch the Public Information Centre (PIC) videos and/or review the presentation.



Provide comments and feedback on the PIC material by completing the online survey by **July 17, 2025**.



Visit the Municipal Class Environmental Assessment studies webpage on **halton.ca**.



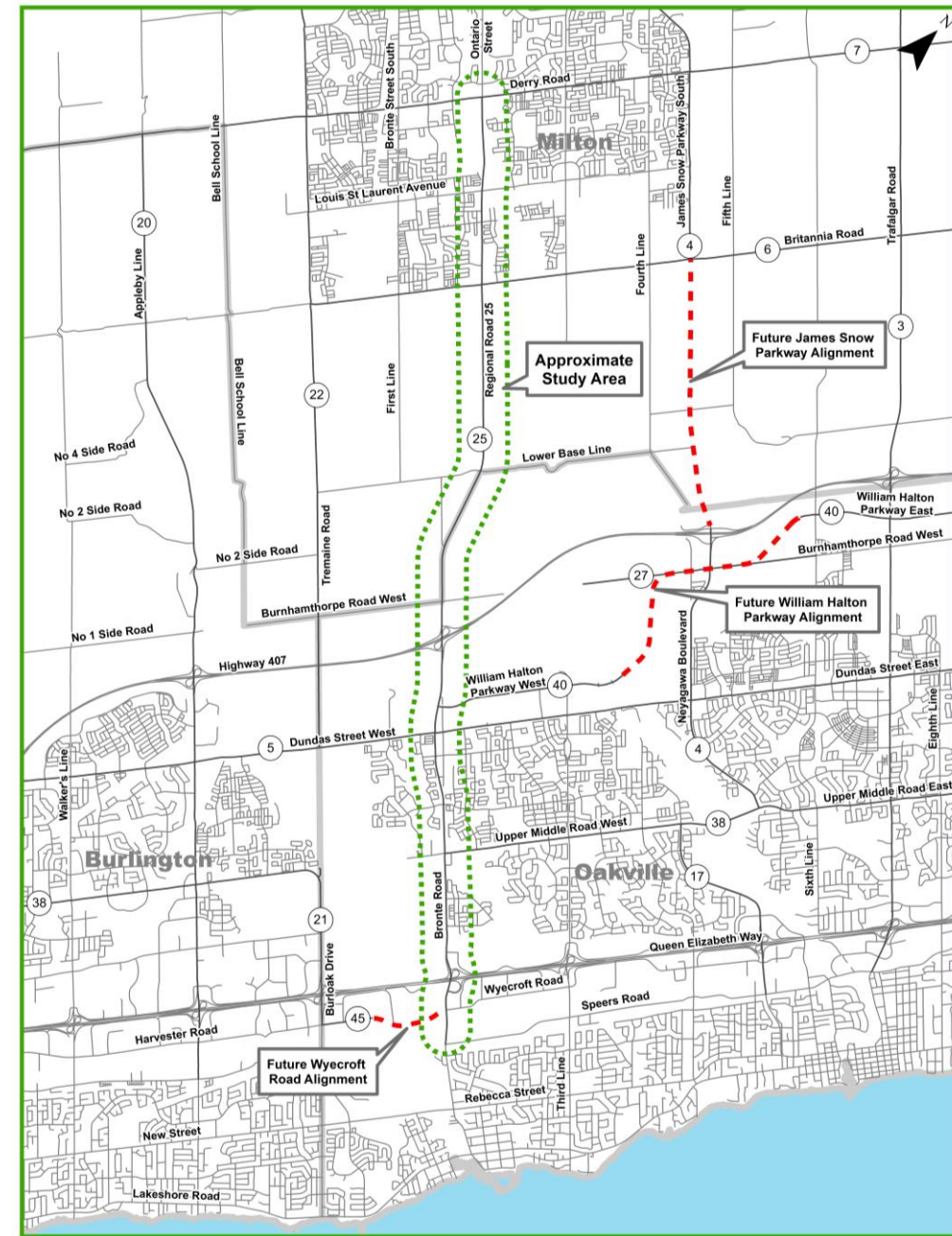
Contact the Halton Region Project Team at RR25MCEA@halton.ca to join the study mailing list or provide feedback in an alternative manner.

# 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.

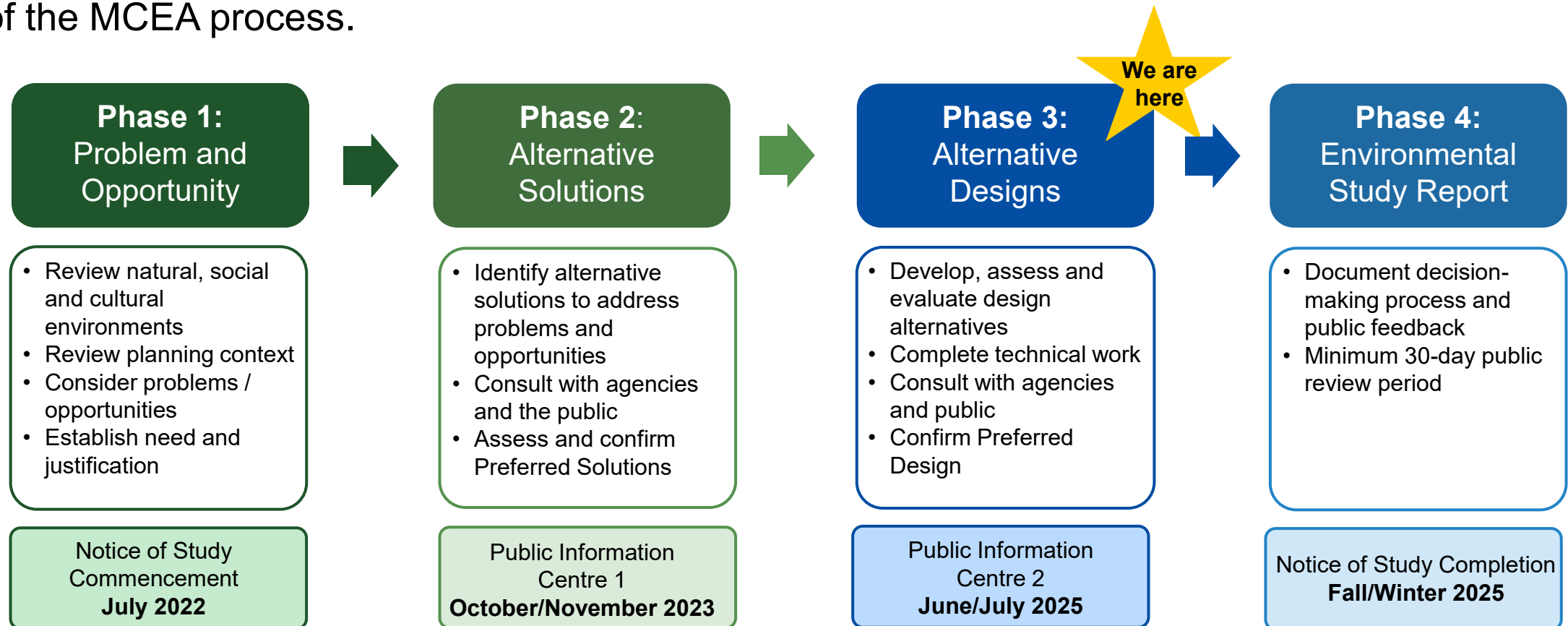
This study is examining:

- Overall transportation operations and safety, and future travel demand
- Active transportation & transit infrastructure
- Lane requirements
- Intersection improvements
- Impacts on the social, cultural and natural environments



# Study Process & Schedule

- The Municipal Class Environmental Assessment (MCEA) and approval process for municipal infrastructure that follows Ontario's *Environmental Assessment Act*.
- The study has been identified as a Schedule 'C' project and is following Phase 1 through 4 of the MCEA process.



# What We Heard at Public Information Centre #1

**Public Information Centre #1 was held from October 17 to November 9, 2023.**

## **Key Public Information Centre #1 comments:**

- Majority of comments were related to how travel demand, safety, transit, active transportation, goods movement, and emergency vehicle access are being considered, in addition to impacts related to noise, air quality, property, and the White Oak Tree.

## **After Public Information Centre #1:**

- Reviewed comments and answered frequently asked questions to the study webpage on **halton.ca**
- Developed the preliminary preferred design for the study corridor
- Consulted with technical agencies and stakeholders



# 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:

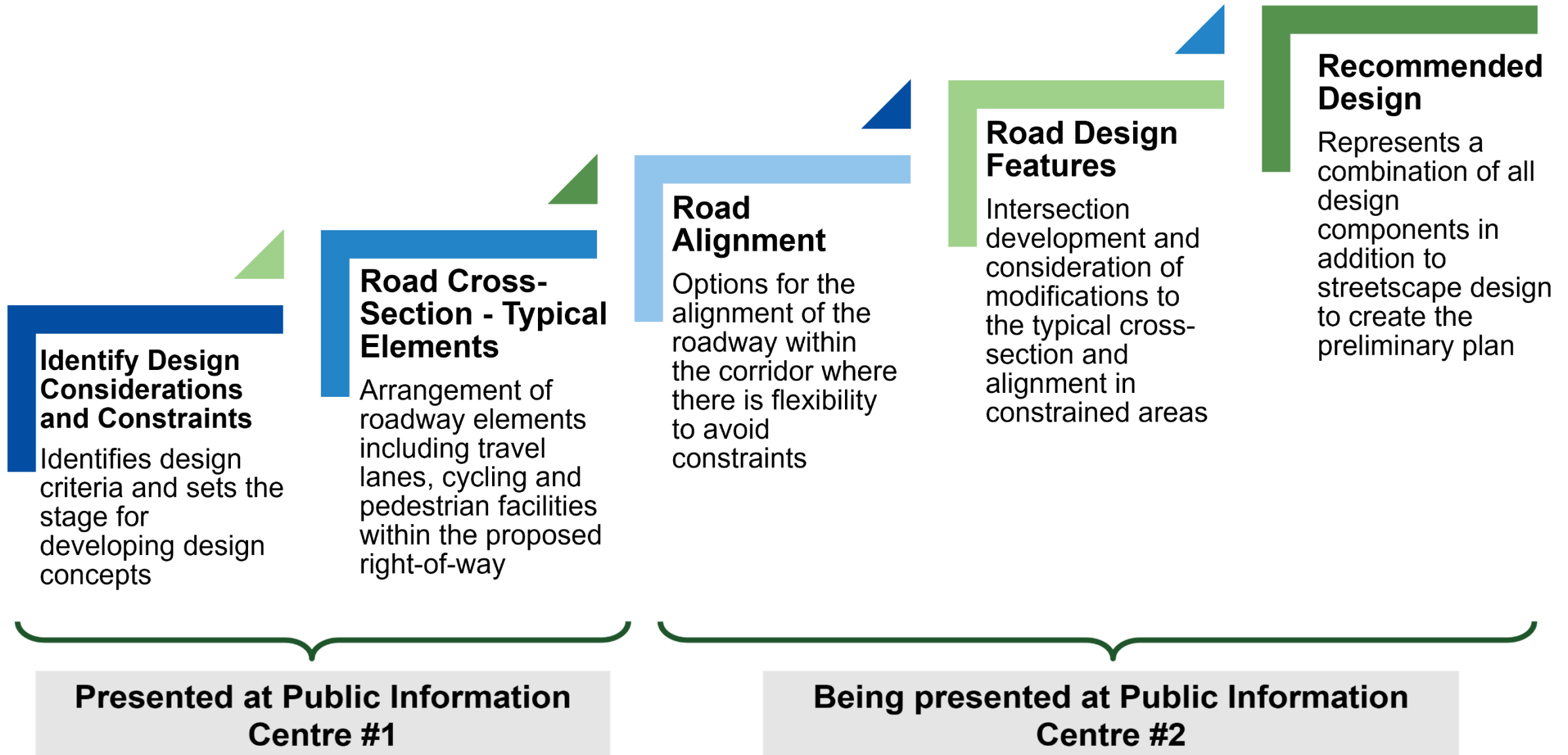
- **Improve active transportation facilities** for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network
- **Improve traffic operations** at intersections through physical and operational modifications
- **Widen Regional Road 25 to six lanes** provide additional travel lanes and opportunities for **HOV and transit priority corridor\*** infrastructure

\*Transit priority corridor infrastructure may include future potential HOV lanes, transit signal priority and queue jump lanes. Transit priority corridor infrastructure will be confirmed through the ongoing Integrated Master Plan. For more information, visit the Integrated Master Plan webpage on [halton.ca](https://www.halton.ca).





# Process for Developing a Recommended Alternative





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

**Video 2 – Development of Preliminary Preferred  
Design**



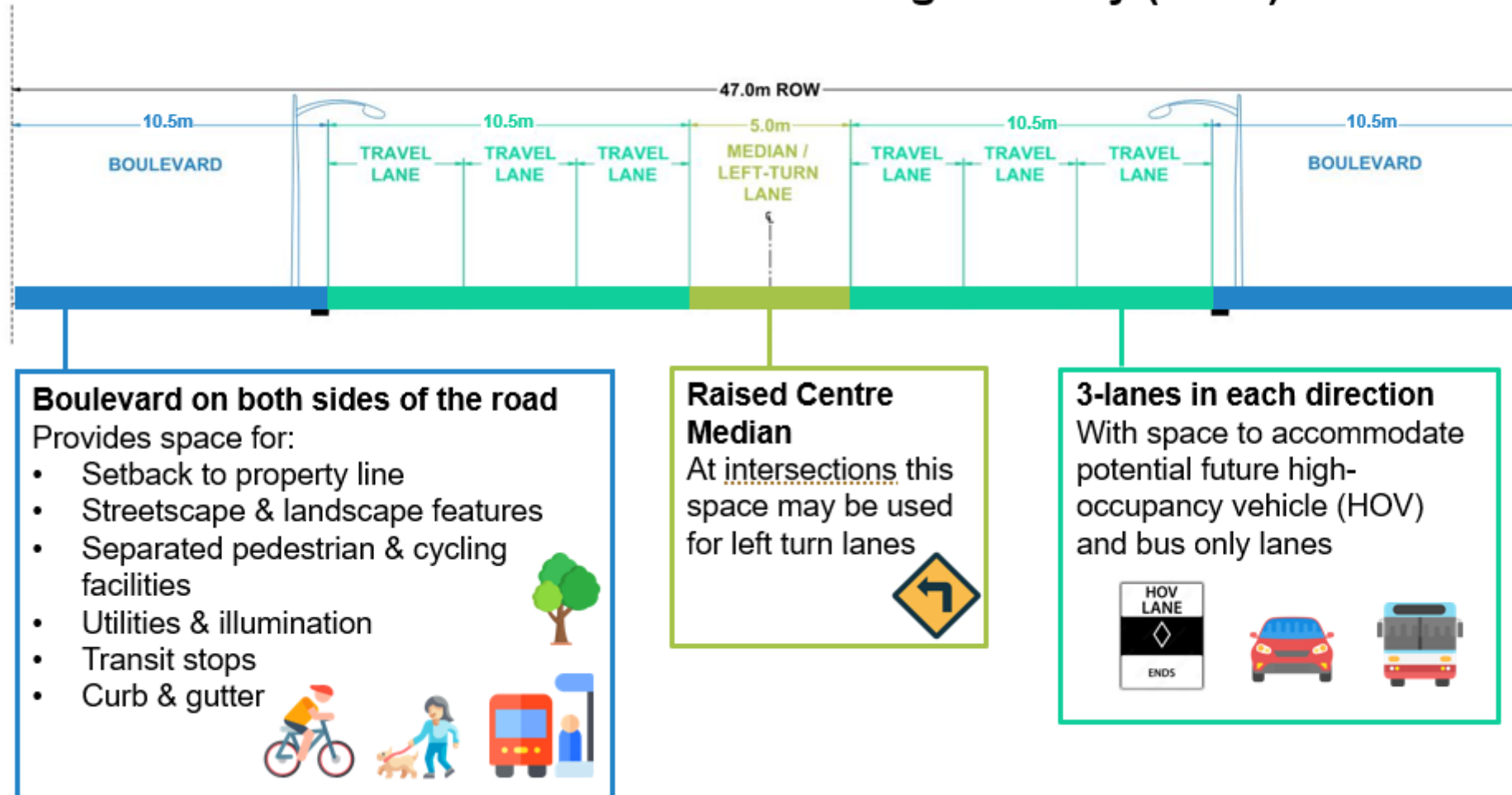
# Design Considerations

- Protect the White Oak Tree (*Natural Heritage Tree under the Ontario Heritage Act – Part IV*)
- In-boulevard cycling facilities (cycle track or multi-use path) based on vehicle speeds and volumes
- Intersections must be designed to address pedestrians and cyclists' needs and safety and will be planned in consideration of the ongoing Integrated Master Plan
- Planned 47 m right-of-way per Halton Region's Transportation Master Plan (2011)
- Minimize impacts to properties (residential, business, institutional, recreational, etc.)
- Minimize impacts on natural features
- Protect space for transit priority corridor infrastructure
- Integrate changes with QEW and Highway 407 interchanges
- Integration with future development and land uses



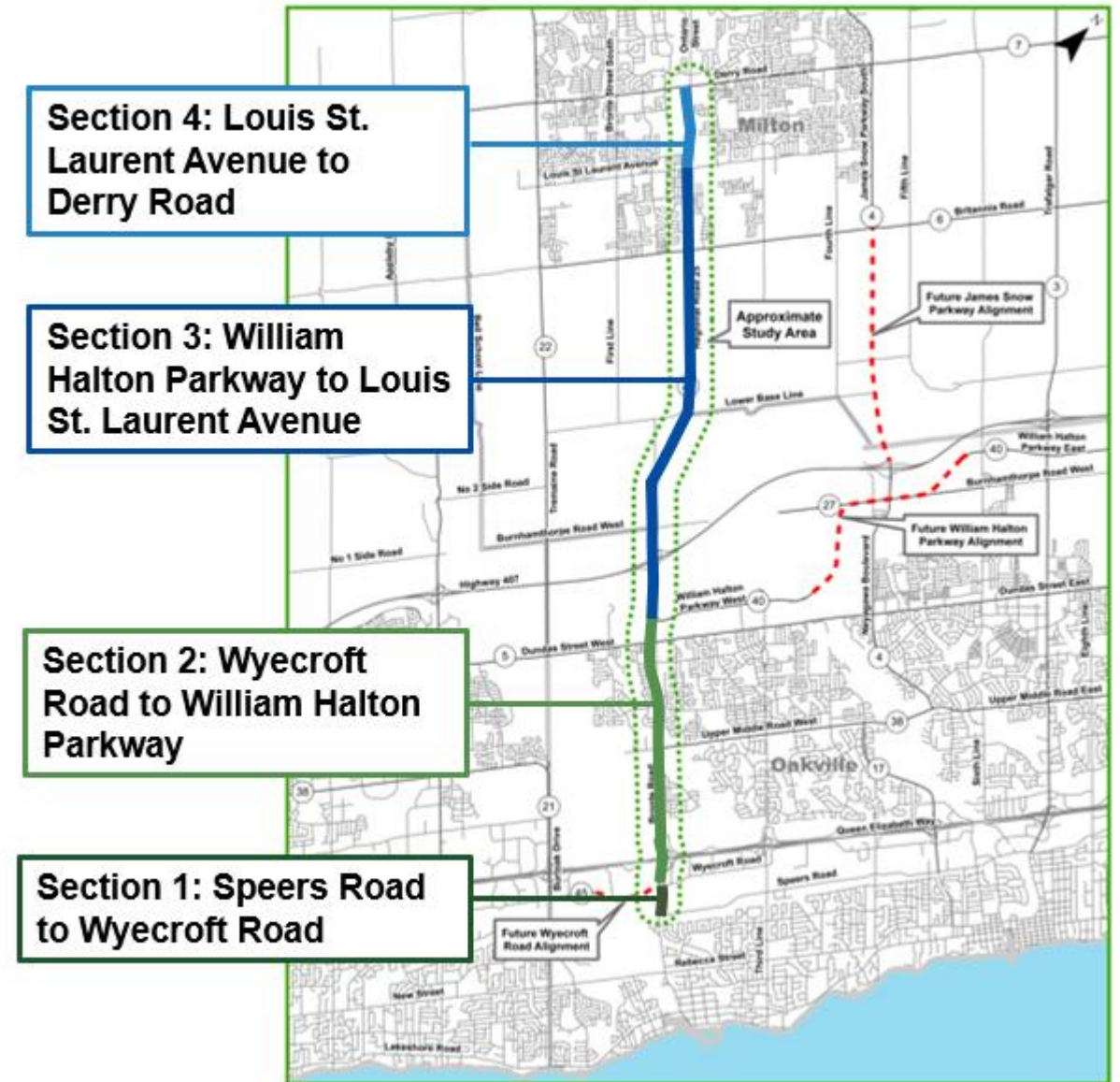
# Road Cross-Section - Typical Elements

## Urban arterial road with 47 m right-of-way (ROW)



# Road Cross-Section

- Corridor was divided into four sections based on characteristics and future travel demand needs
- Typical cross-sections were developed for each segment to show how proposed elements (lanes, active transportation facilities, medians, boulevards, etc.) are distributed across the width of the road
- Active transportation facility types and widths may be modified over short segments of the corridor due to constraints or to avoid impacts to sensitive features in the corridor (e.g., White Oak Tree and Bowes Cemetery)





# Road Cross-Section - Cycling Facility Selection

- Based on industry best practices and guidelines, **physically separated bikeways** are preferred for Regional Road 25 considering the proposed number of lanes and future vehicle volumes and speeds.
- Physically separated bikeway types include:
  - Separated Bicycle Lanes
  - Cycle Tracks (one way or two-way)
  - Multi-Use Paths
- Physically separated bikeway types were further assessed based on the roadway characteristics to identify the preferred cycling facilities for Regional Road 25

## Separated Bicycle Lanes



## Cycle Tracks



## Multi-Use Paths



# Road Cross-Section - Cycling Facility Selection

**Cycle tracks** and **multi-use paths** are proposed for Regional Road 25 based on an assessment of the roadway characteristics and three corridor-specific principles.

## 1. Adapt to Local Conditions

- Separate walking and cycling facilities preferred in areas where higher volumes of pedestrians and cyclists are expected
- Combined walking and cycling facilities suitable where lower volumes of pedestrians and cyclists are expected

## 2. Prioritize Connectivity and Continuity

- Provide continuous uninterrupted routes
- Avoid gaps or abrupt changes in facility type

## 3. Align with Existing and Planned Infrastructure

- Ensure facilities are well integrated with existing and planned cycling and transit infrastructure



*Rendering of a cycle track*

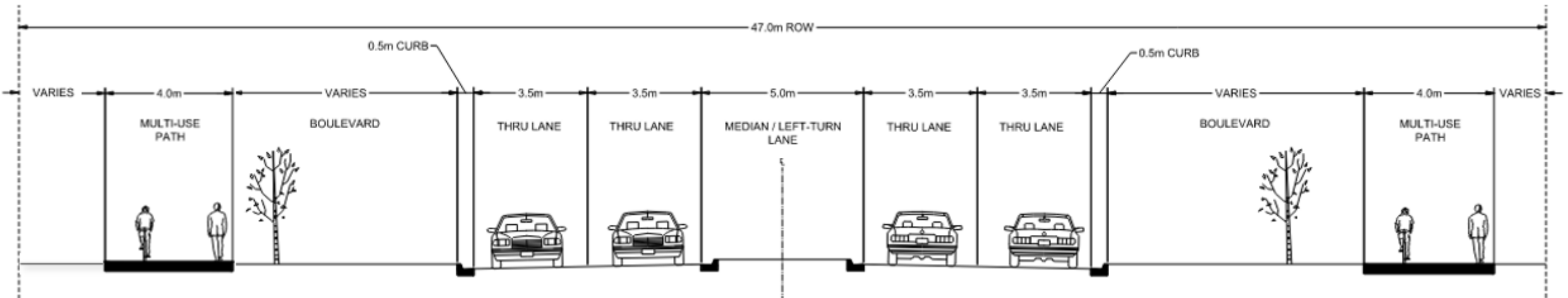


*Rendering of a multi-use path*

# Road Cross-Section – Typical Section 1

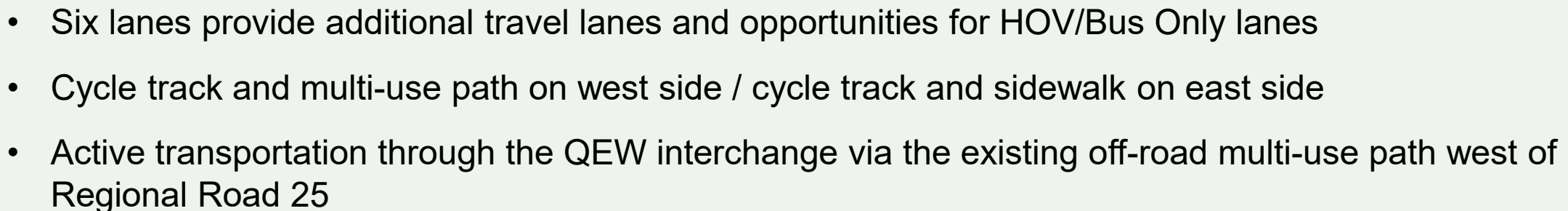


## Speers Road to Wyecroft Road



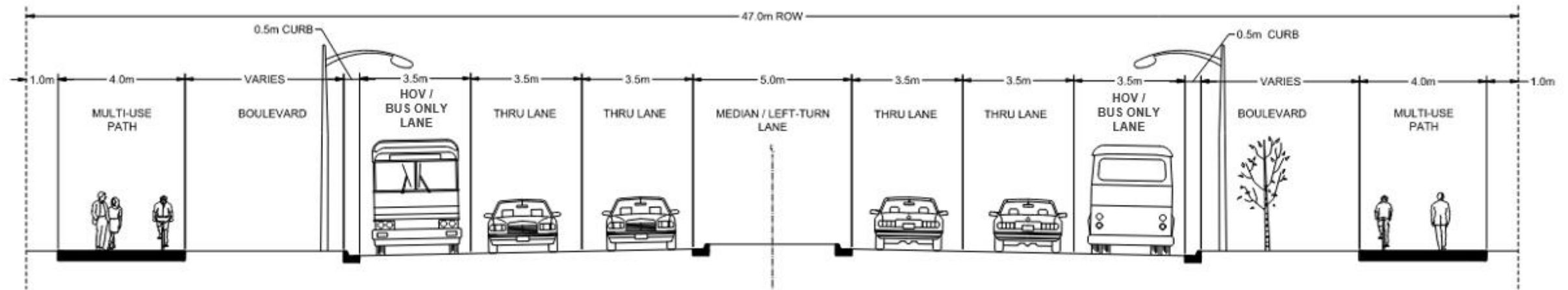
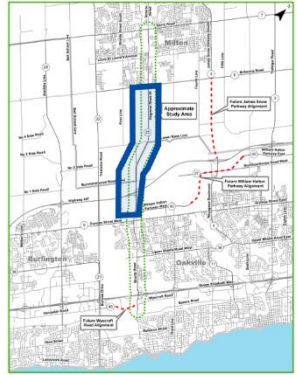
- Four lanes (two general purpose lanes in each direction)
- Multi-use paths on both sides of the road





# Road Cross-Section – Typical Section 3

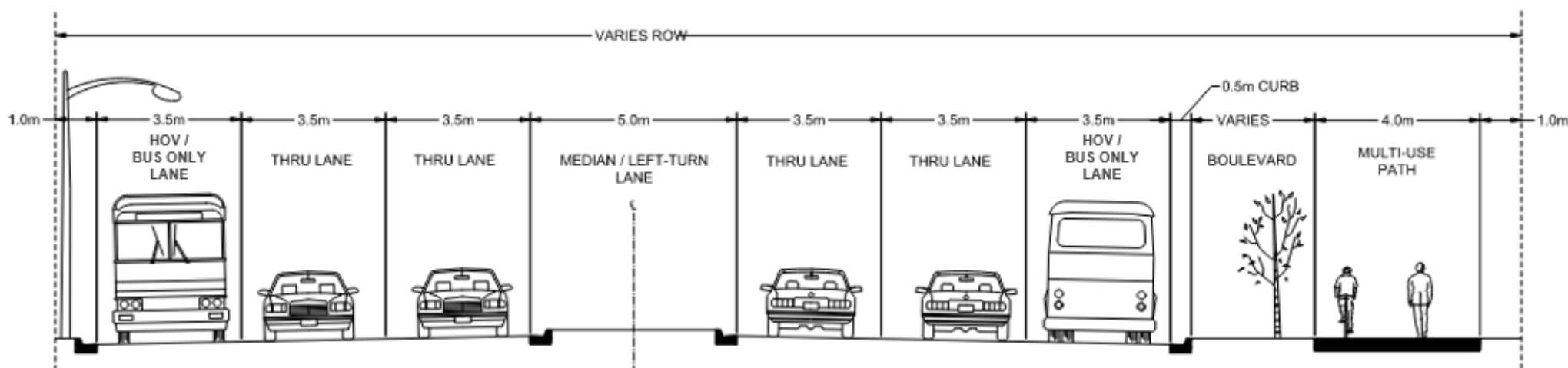
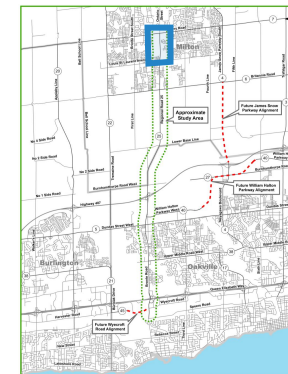
## William Halton Parkway to Louis St. Laurent Avenue



- Six lanes provide additional travel lanes and opportunities for HOV/Bus Only lanes
- Multi-use paths on both sides of the road to provide facilities for two-way cycling and walking between intersections

# Road Cross-Section – Typical Section 4

## Louis St. Laurent Avenue to Derry Road



- Six lanes provide additional travel lanes and opportunities for HOV / Bus Only lanes
- Multi-use path on east side only to minimize impacts to Sixteen Mile Creek on the west side of Regional Road 25
- Existing off-road multi-use path on west side provides connection between Louis St. Laurent Avenue to Milton Community Sports Park

# Road Alignment

- Widening of Regional Road 25 is based on a best fit approach within a 47-metre right-of-way. The intent of the best fit approach is to minimize impacts to the surrounding community and environment.
- Key considerations for widening include:



**Transportation:** future travel demand, active transportation, and safety



**Socio-Economic Environment:** impacts to existing and planned land uses, property impacts, noise, and air quality



**Cultural Environment:** impacts to archaeological and cultural heritage resources



**Natural Environment:** impacts to surface water and natural heritage features

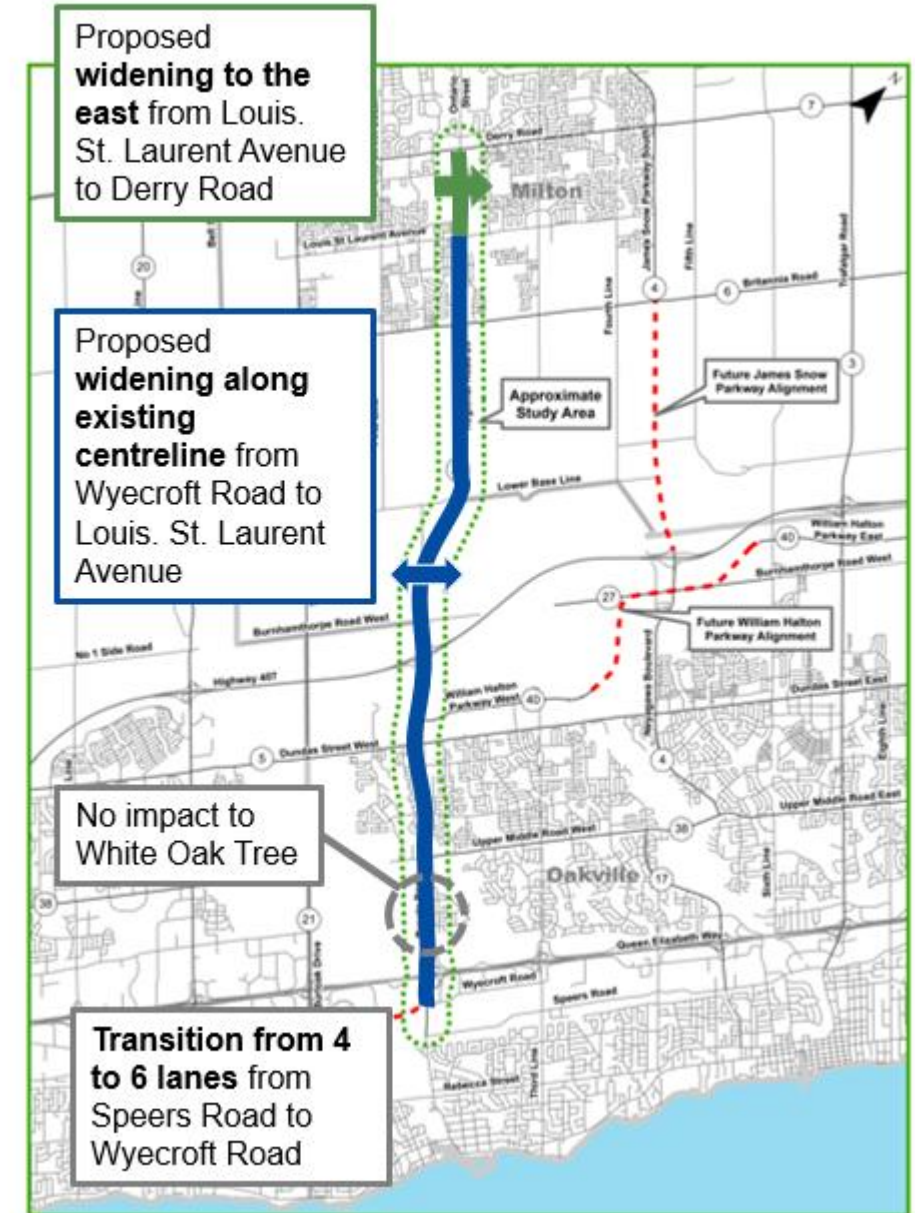


**Engineering / Technical:** impacts to infrastructure (utilities, structures, etc.)

# Road Alignment

Proposed widening and alignment for Regional Road 25:

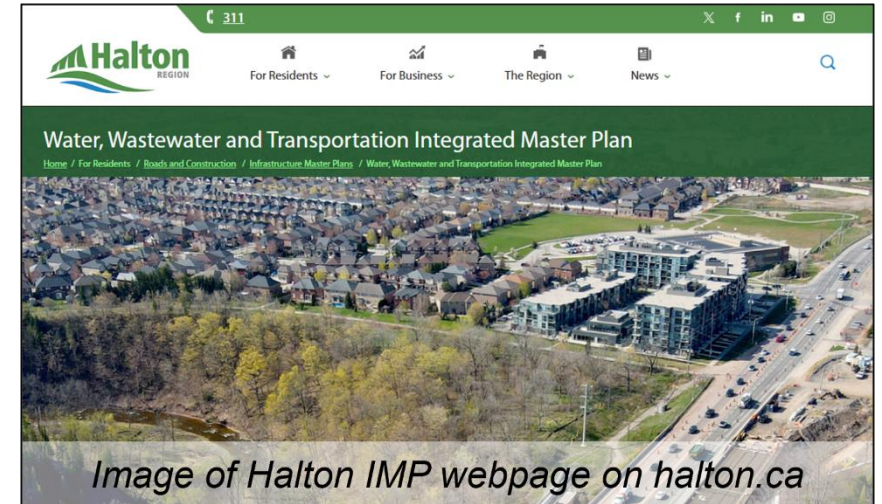
- From Speers Road to Wyecroft Road:
  - Maintain existing alignment within a 47 m right-of-way
- From Wyecroft Road to Louis St. Laurent Avenue:
  - Widening is generally along the existing centreline of Regional Road 25 with minor shifts to the east or west to minimize impacts to cultural heritage properties, active development, existing communities and natural features where possible
- From Louis St. Laurent Avenue to Derry Road:
  - Widening on the east side of Regional Road 25 to minimize direct impacts to Sixteen Mile Creek





# Transit Priority Corridor Infrastructure

- Part of Halton Region's ongoing Integrated Master Plan (IMP) is planning for transit supportive infrastructure to support the future transit priority corridors, as well as providing a clear and convenient environment for pedestrians and cyclists.
- This MCEA study will protect for transit priority corridor and active transportation infrastructure proposed by the IMP.
- In 2026, a detailed analysis will help decide how to build the intersections for the community including:
  - Evaluate protected intersection design elements in context of Halton network
  - Explore feasibility of separated crossings and other options where there currently is no standardized approach
- For more information about the IMP refer to the study webpage on **halton.ca**.



# Intersections



To prioritize pedestrian and cyclists' safety at Regional Road intersections the following objectives were carried forward for intersection design:

- Reduce motor vehicle speeds
- Maximize visibility for drivers, pedestrians, and cyclists
- Separate users and high-risk conflicts
- Integrate active transportation facilities with transit stops

Design elements to achieve these objectives include:

- Reduced corner radius
- Corner islands
- Setback crossings
- Crossrides and crosswalks
- Bicycle signals

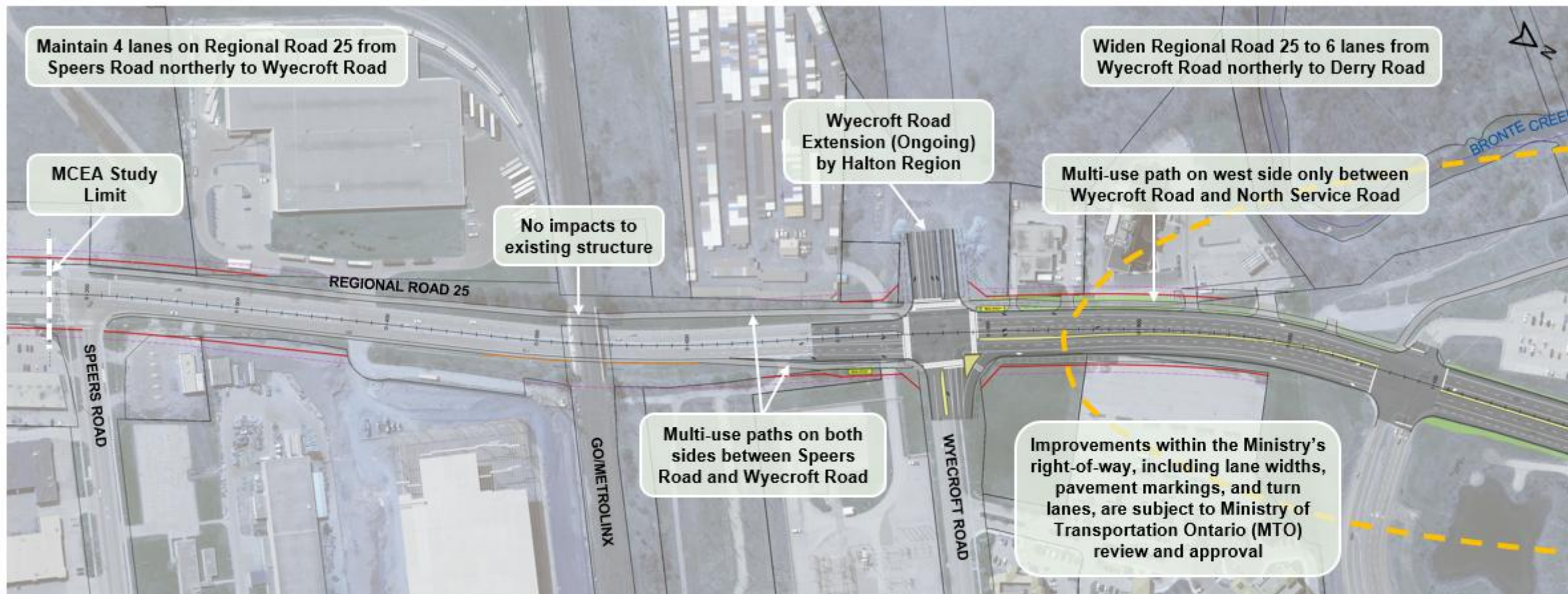


**Regional Road 25  
Municipal Class Environmental Assessment Study  
Public Information Centre #2**

**Video 3 – Preliminary Preferred Design**



# Preliminary Preferred Design

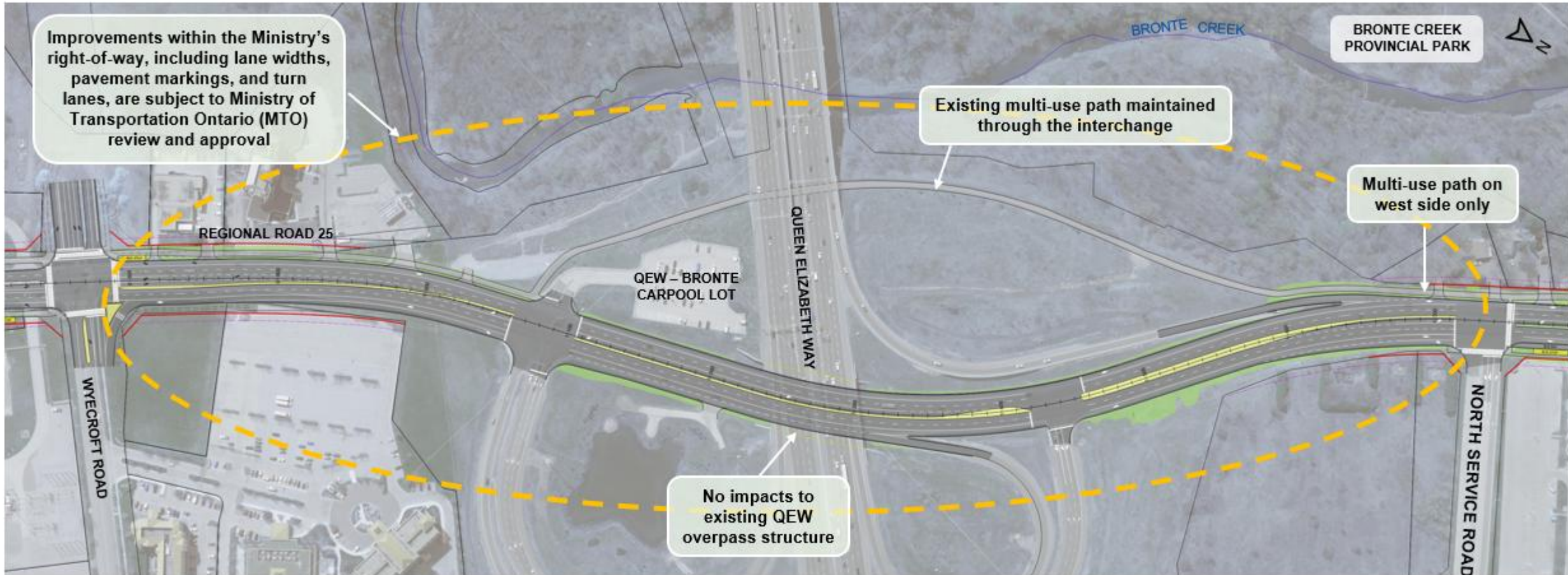


## LEGEND

	EXISTING PROPERTY LINE		PROPOSED VEGETATION
	PROPOSED GRADING EASEMENT		PROPOSED CURB
	PROPOSED RIGHT-OF-WAY		PROPOSED CONCRETE MEDIAN
	PROPOSED MULTI-USE PATH/SIDEWALK/CYCLE TRACK		
	PROPOSED PAVEMENT		



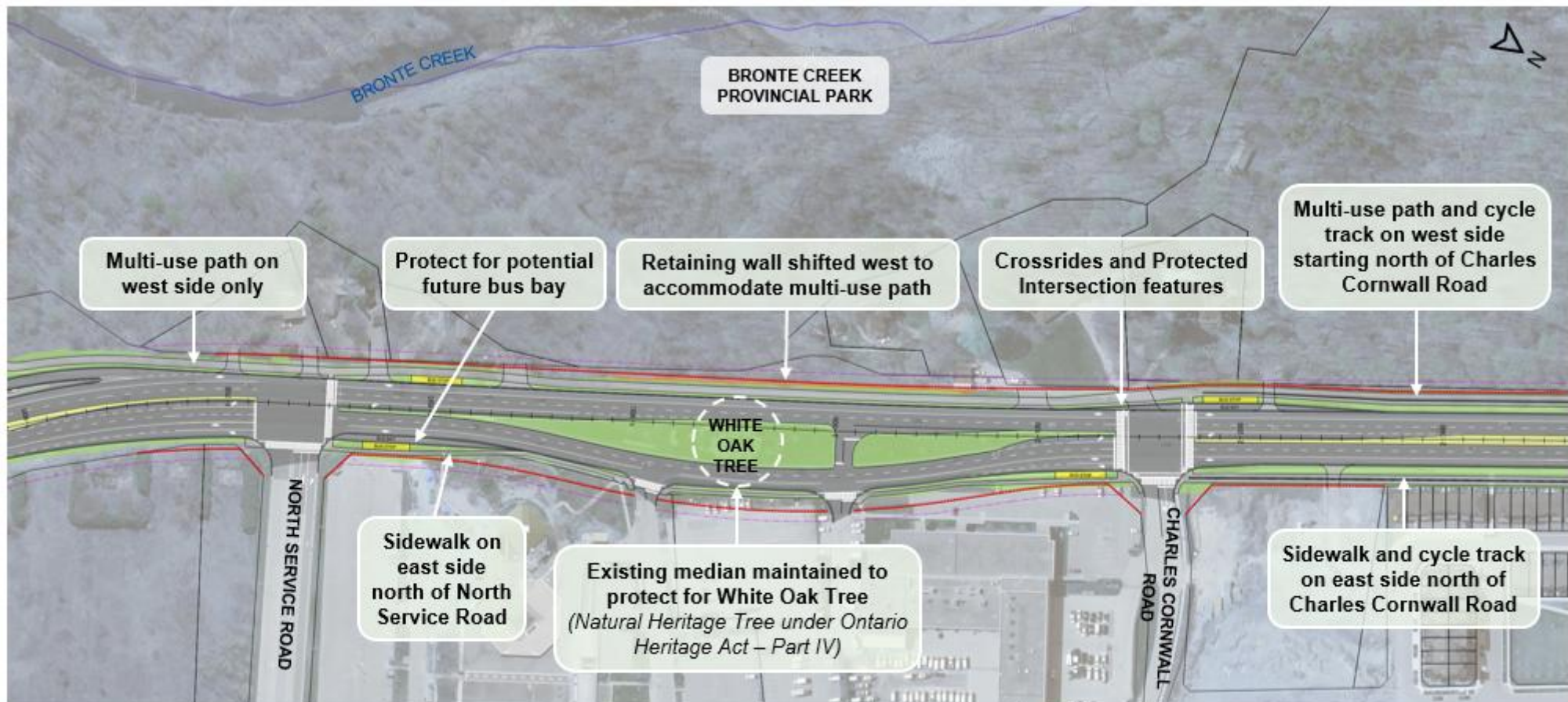
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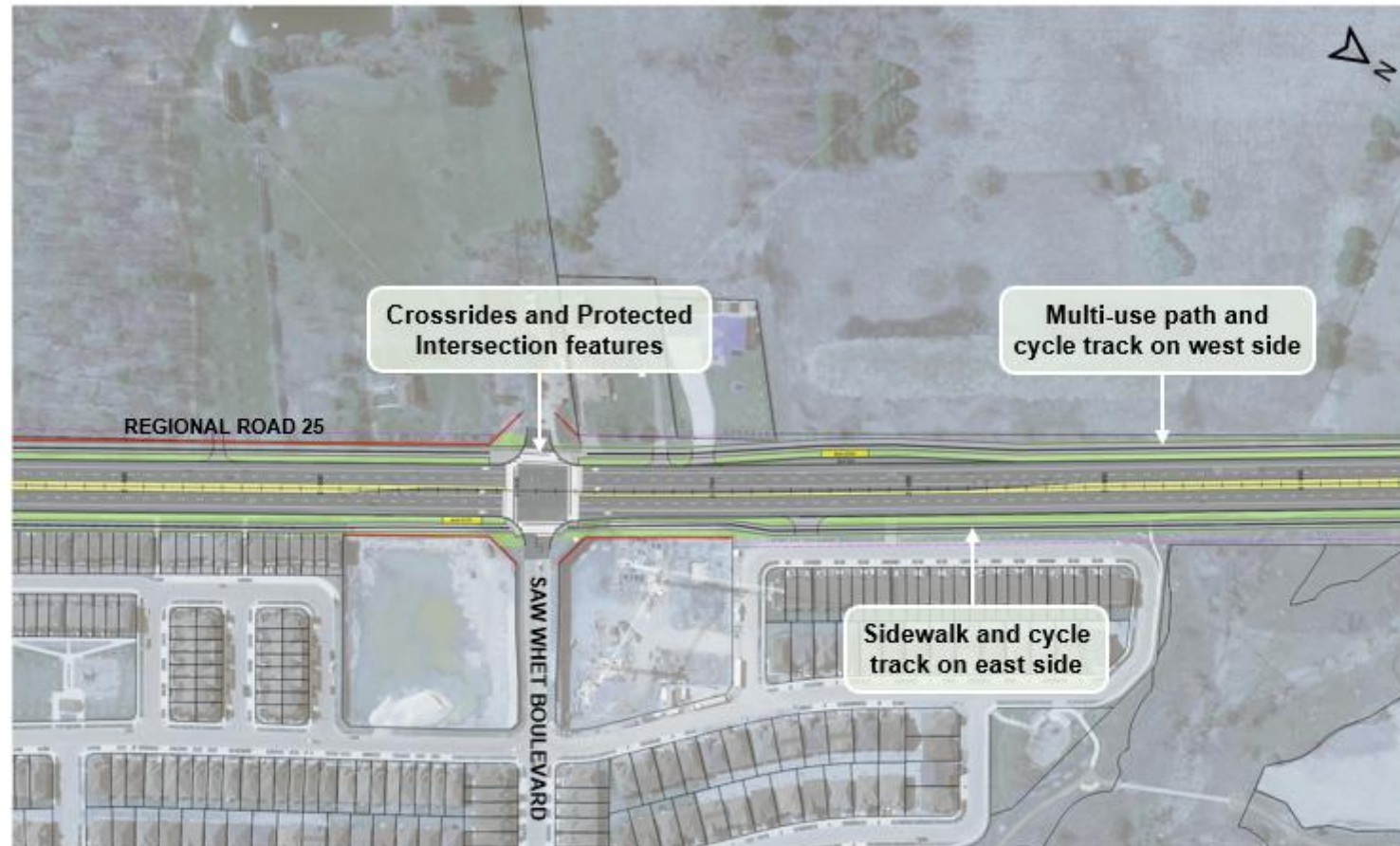
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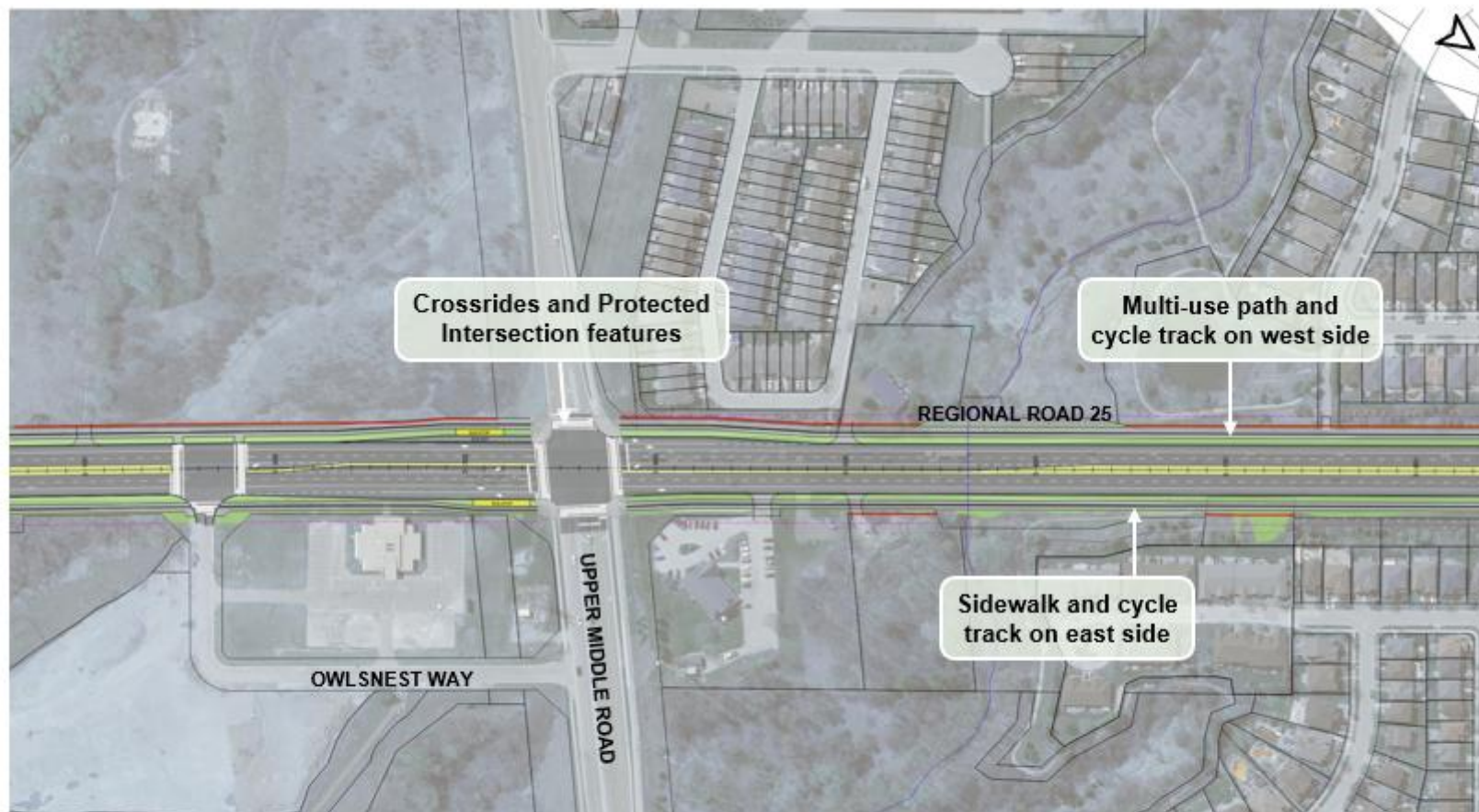


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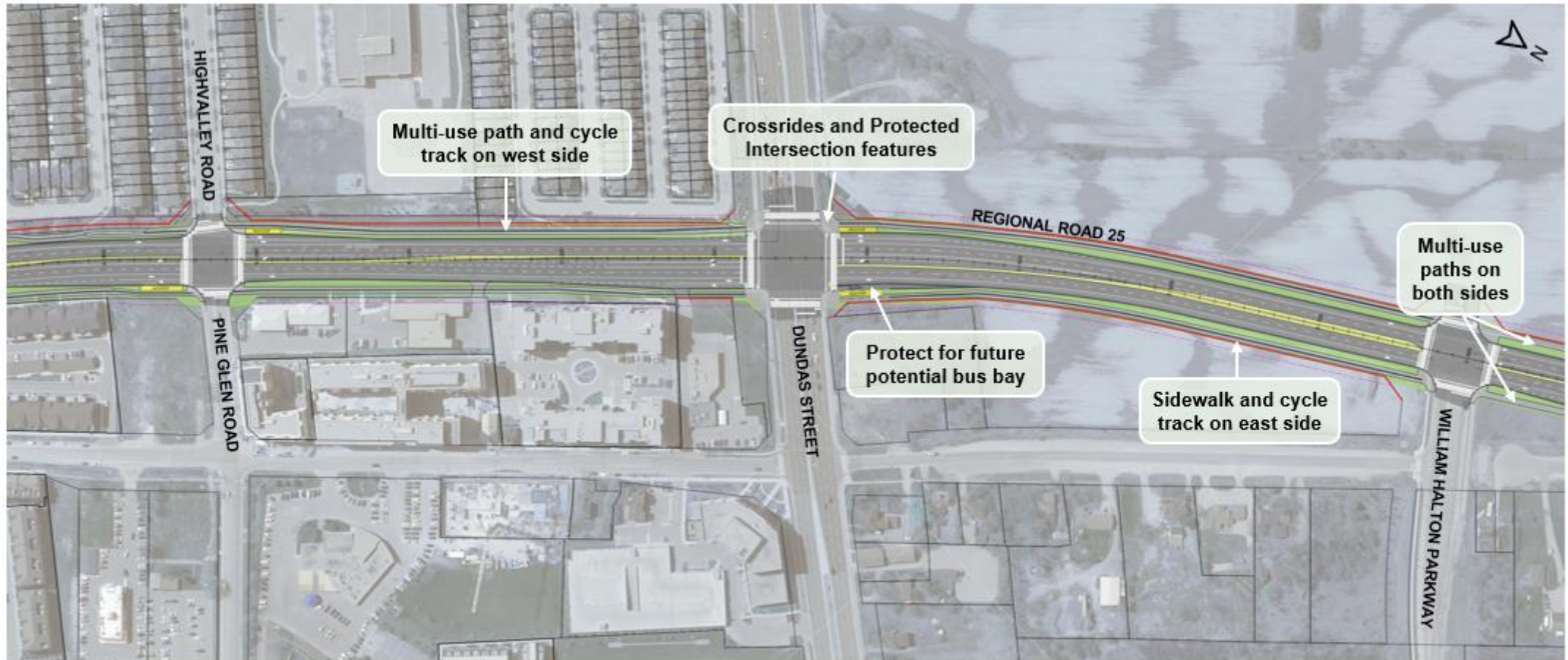


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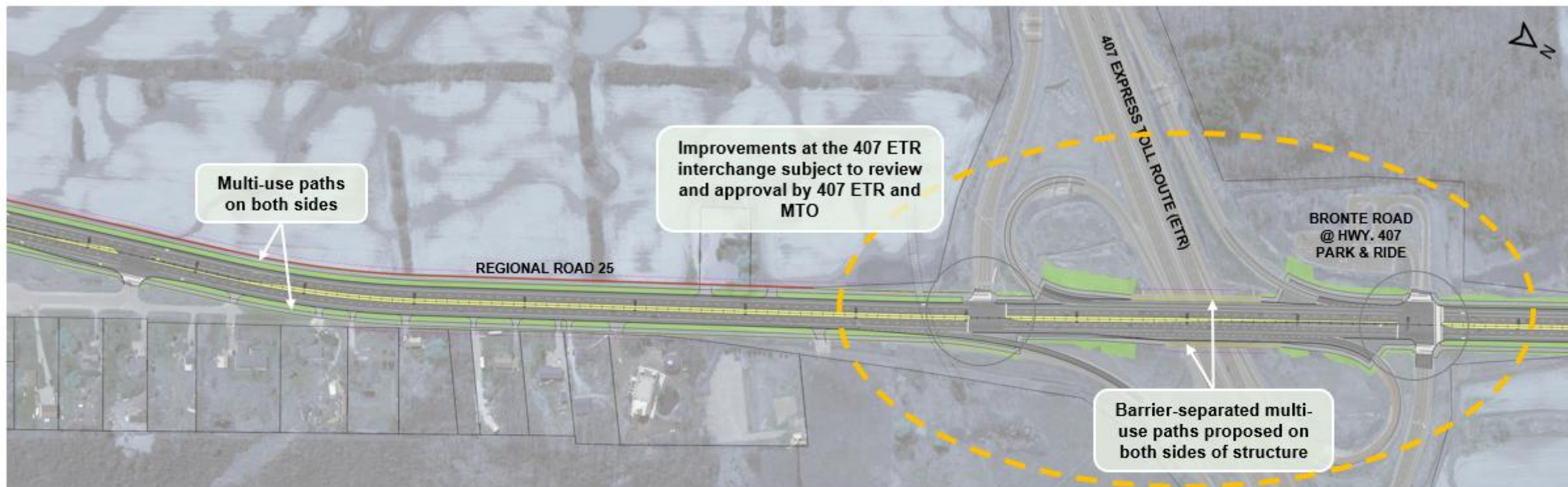


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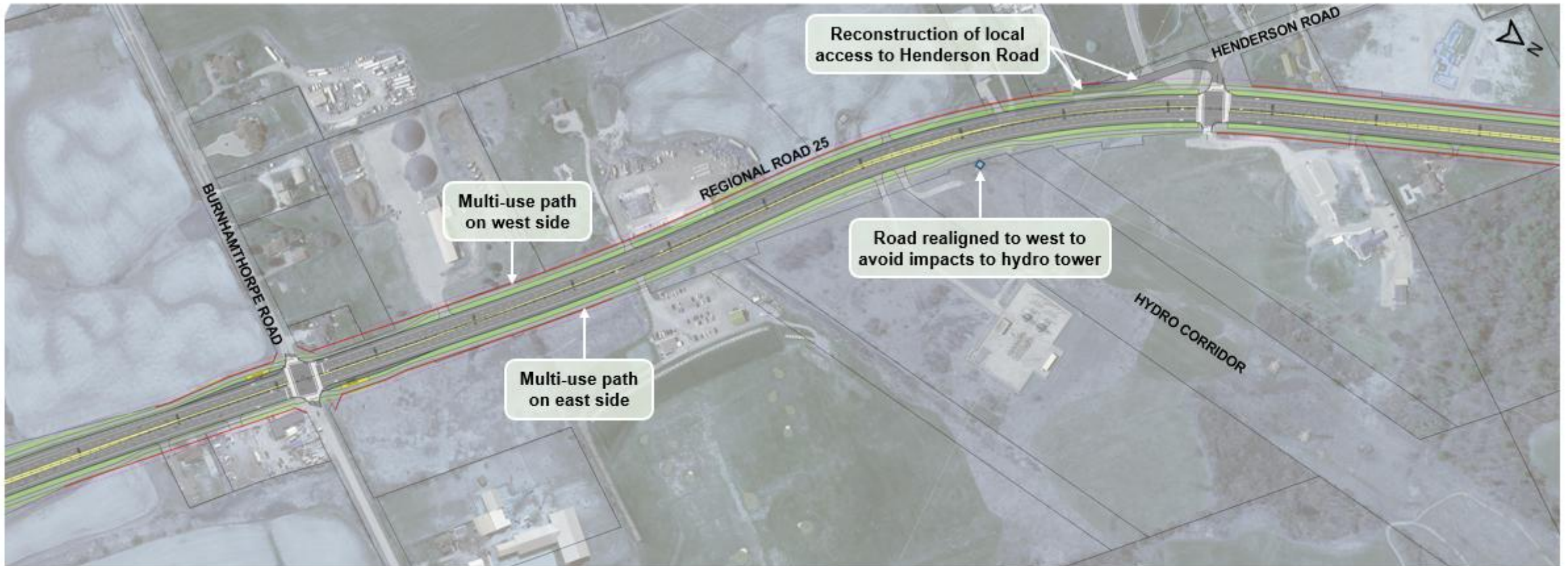
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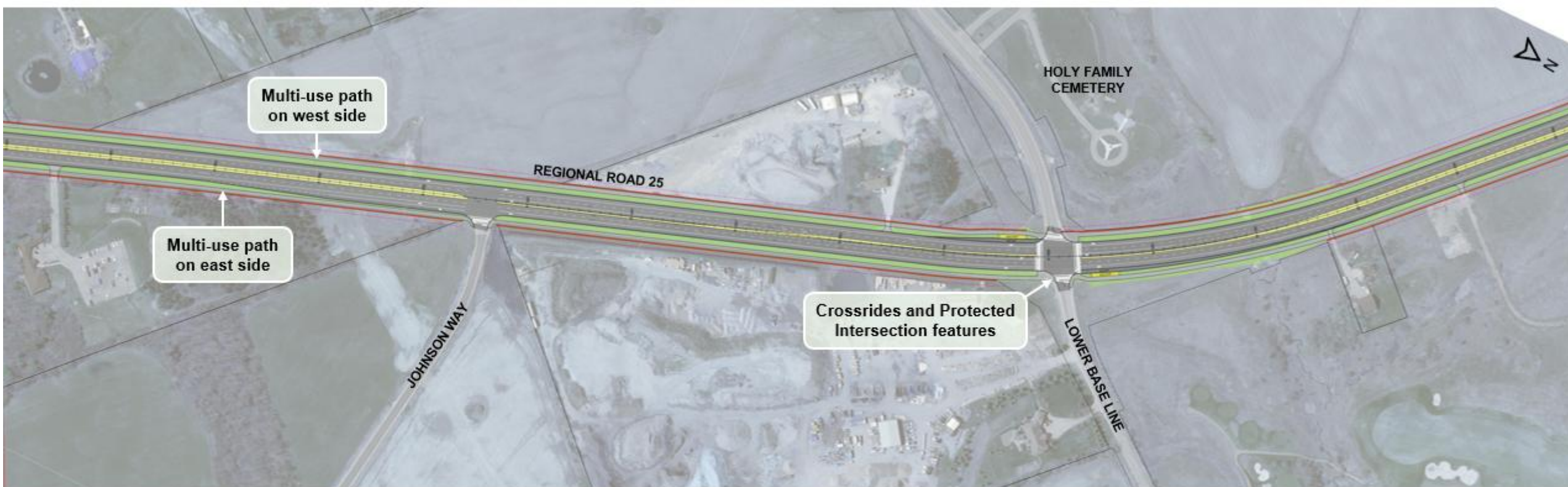


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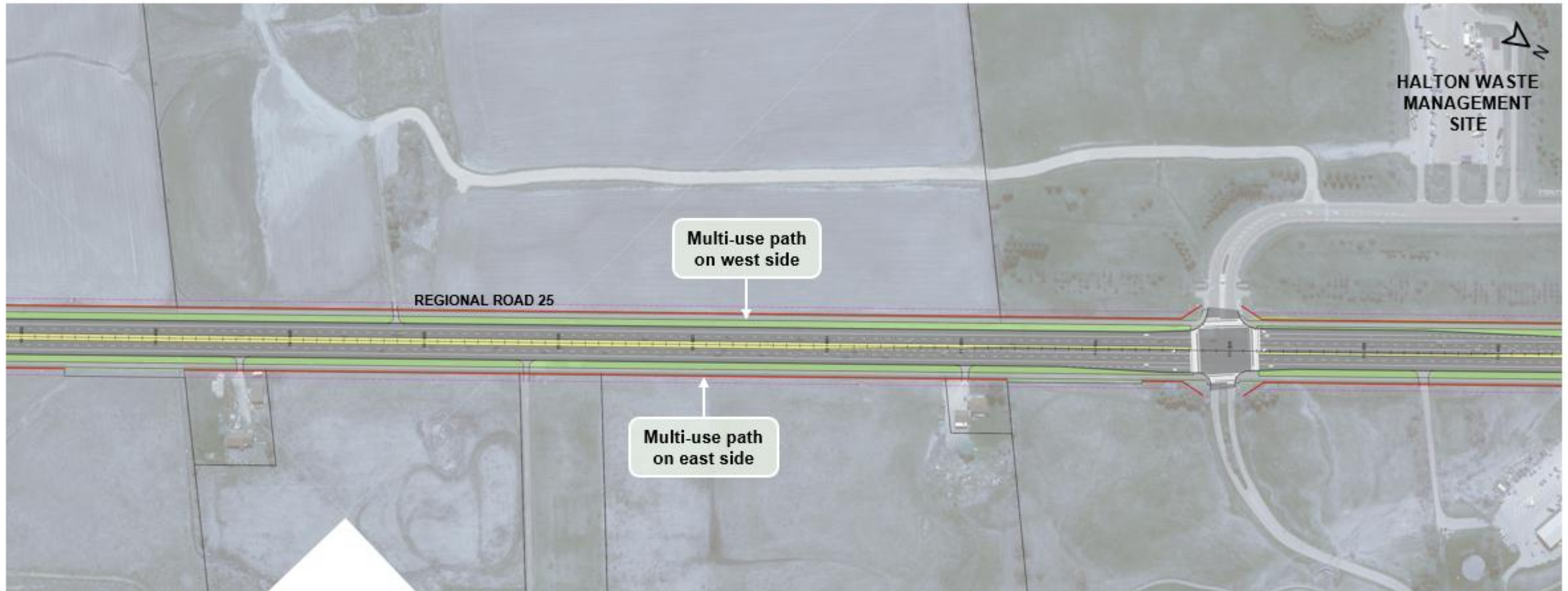
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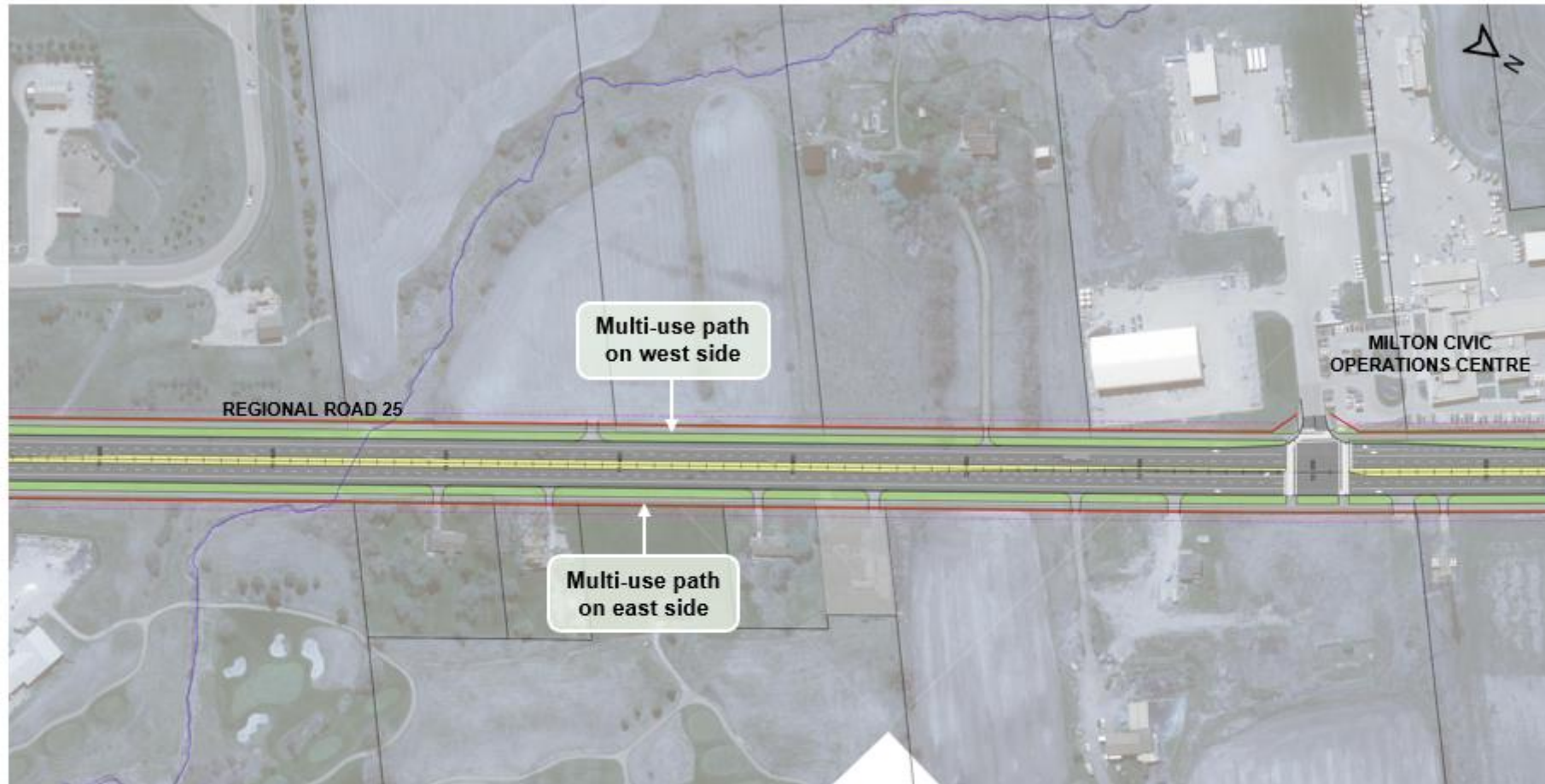


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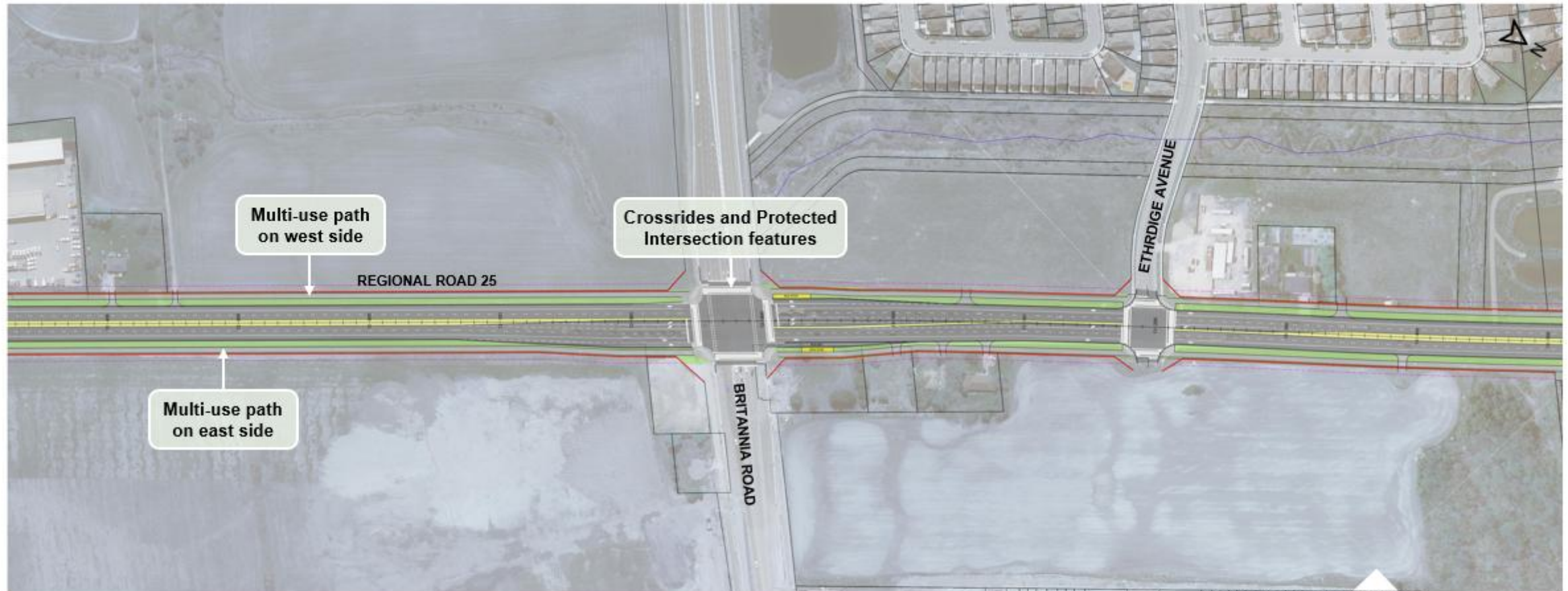


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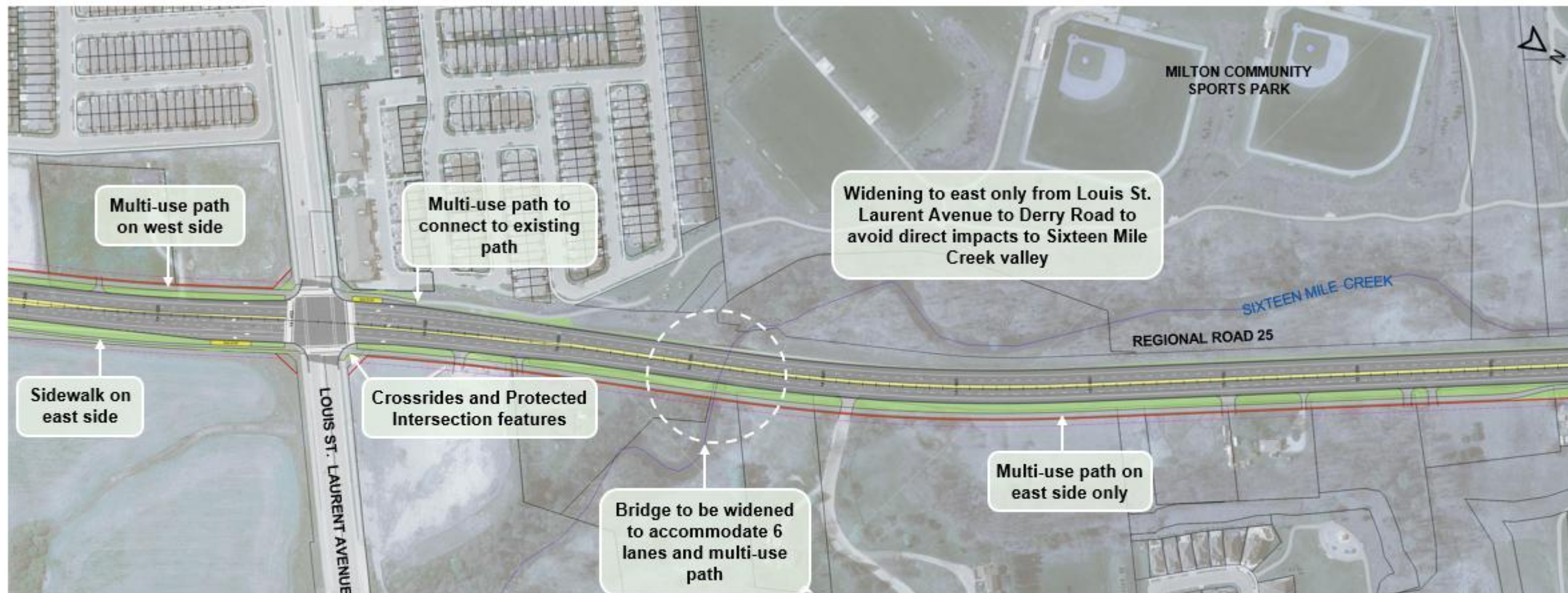
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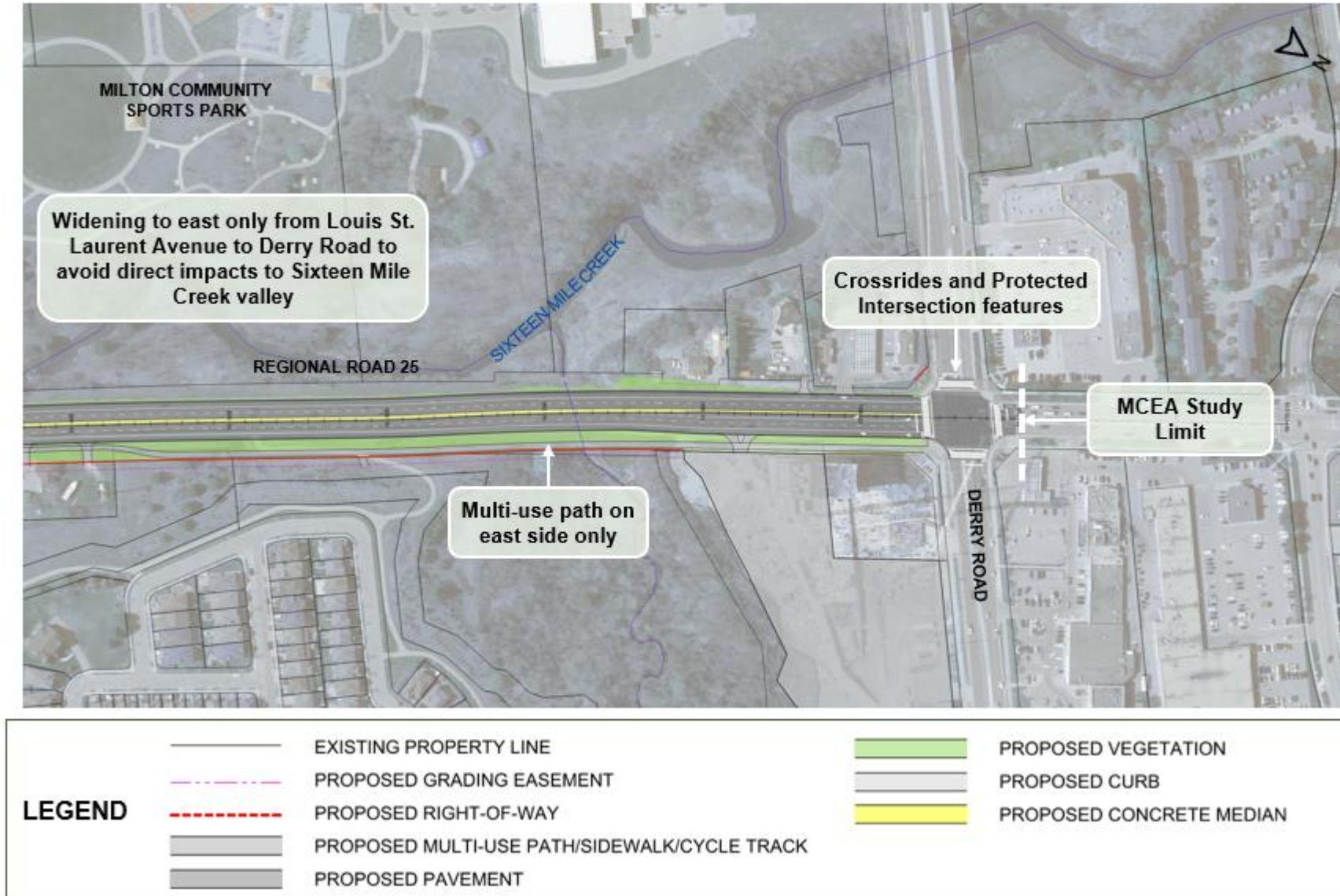


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# Preliminary Preferred Design



# Conceptual Renderings



**Regional Road 25, north of North Service Road (facing north)**

\* NOTE: Roadway elements are shown conceptually for illustrative purposes. Road features, utilities, light poles, trees, and boulevard elements are preliminary and subject to future review and changes in detailed design.



**Regional Road 25, south of Pine Glen Road (facing south)**



**Regional Road 25, south of Halton Waste Management Site Access (facing south)**

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

**Video 4 –Next Steps**





# Next Steps

- Complete technical studies (stormwater and drainage, natural environment, noise, etc.) based on the preliminary preferred design to confirm impacts and preliminary mitigation measures.
- Preliminary mitigation measures and commitments to future work will be recommended in the Environmental Study Report.
  - These measures will be based on Halton Region policies, standards and best practices as well as regulatory agency requirements and conditions of approval.
  - Preliminary mitigation measures will be refined during the future detailed design phase.



# Next Steps in the MCEA Study

## Following this Public Information Centre, the Project Team will:

- Review and consider feedback from agencies, stakeholders, Indigenous Communities, and the public
- Prepare the Environmental Study Report which documents the study decision making process and recommendations
- Publish the Notice of Completion and commence the 30-day Environmental Study Report review period

## How to stay involved:



### Online survey

Provide your feedback by **July 17, 2025**



### Study webpage

Learn more about the project at [halton.ca](http://halton.ca)



### Contact the Project Team

Reach out to Halton Region Project Team at [RR25MCEA@halton.ca](mailto:RR25MCEA@halton.ca)