

Norval West Bypass: Introduction Video – Text Description

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

Slide 1 (Introduction)

Welcome to the first Public Information Centre (PIC) for the Norval West Bypass Transportation Corridor Improvements Municipal Class Environmental Assessment Study.

This study will assess the need for a new Norval West Bypass between Highway 7 and 10 Side Road, as well as improvements to 10 Side Road between Tenth Line and Adamson Street/Winston Churchill Boulevard.

Thank you for taking the time to watch this presentation and learn more about this study! Your input is valuable to us.

Slide 2 (Purpose of Virtual Consultation)

The purpose of this PIC to present the work completed to date and obtain public comment on:

- the study process and schedule;
- problem and opportunity and background information;
- existing conditions;
- alternative planning solutions;
- road corridor concepts and evaluation; and
- next steps.

You can learn more about the study by visiting halton.ca.

Slide 3 (Study Area Map)

As shown on the map, the study area is located in the Hamlet of Norval within the Town of Halton Hills.

The study area is bounded by:

- Highway 7 to the north (which is under the jurisdiction of the Ministry of Transportation)
- 10 Side Road (also known as Regional Road 10) to the south (which is under the jurisdiction of Halton Region)
- Tenth Line to the west (which is under the jurisdiction of the Town of Halton Hills); and
- Adamson Street/Winston Churchill Boulevard (also known as Regional Road 19) (which is a shared boundary road under the jurisdiction of Halton Region and the Region of Peel).

The study aims to address future growth, travel demand and network connectivity in this area to 2031.

Slide 4 (Problem & Opportunities)

- Without a new Norval West Bypass and improvements to 10 Side Road, the Hamlet of Norval is expected to experience delays during peak periods as travel demand continues to grow by 2031.

- To support future growth, travel demand and network connectivity, both a new Norval West Bypass and improvements to the 10 Side Road corridor are required.
- Both corridors should be safe for all road users and support all modes of transportation, including vehicles, bicycles, walking and transit.

Therefore, Halton Region is carrying out this study to address these requirements in accordance with the Municipal Class Environmental Assessment process.

Slide 5 (Study Process)

- The Municipal Class Environmental Assessment process frames the planning and implementation of municipal infrastructure.
- Social, cultural and natural environments are considered during the study process, as well as community interests, agency requirements and unique project issues.
- This study is identified as a Schedule C project and will follow Phases 1 to 4 of the Municipal Class Environmental Assessment process.
- Consultation is ongoing throughout the four phases, and we welcome your comments and feedback at any time during this study.

As you can see in the diagram on the right hand side, we are currently at the end of Phase 2. This presentation will provide an overview of the alternative planning solutions available to support future growth, travel demand and network connectivity for the area.

Slide 6 (Study Background – Transportation Planning)

Several background studies have been previously completed and considered as part of this study, which include:

- the Halton-Peel Boundary Area Transportation Study (HPBATS) (2010): This study identified the required road network to accommodate future travel demand and network connectivity to 2031;
- the Halton Regional Transportation Master Plan (TMP) – The Road to Change (2011): This plan confirmed the need for a new 4-lane Norval West Bypass from Highway 7 to 10 Side Road and the widening of 10 Side Road to 4 lanes from Tenth Line to Winston Churchill Boulevard;
- the Halton Region Active Transportation Master Plan (ATMP) (2015): This plan identified 1.8 metre on-road bike lanes and 3 metre multi-use paths on both sides of the road;
- the 10 Side Road Municipal Class Environmental Assessment (MCEA) Study, from Trafalgar Road to Winston Churchill Boulevard, done in June 1995 (with an addendum completed May 2002); and
- the Winston Churchill Boulevard Municipal Class Environmental Assessment (MCEA) Study, from 5 Side Road/Embleton Road to 17 Side Road/Mayfield Road, done in September 2005.