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

Development of Preliminary Preferred Design (Video 2) – Text Description

Slide 9: Video 2 – Development of Preliminary Preferred Design

Hello and welcome to the second of four video presentations for the Regional Road 25 MCEA study. In this video, we will review the Development of the Preliminary Preferred Design, including the cycling facility selection process, typical cross-sections, road alignment, transit infrastructure, and intersections.

Slide 10: Design Considerations

A number of key constraints and design elements were considered for Regional Road 25, including:

- Protecting the White Oak Tree, which is recognized as a Natural Heritage Tree under the *Ontario Heritage Act* – Part IV
- Including in-boulevard cycling facilities (cycle track or multi-use path) based on vehicle speeds and volumes
- Designing intersections to address pedestrians and cyclists' needs and safety
- A planned 47 m right-of-way per Halton Region's Transportation Master Plan (2011)
- Minimizing impacts to properties, including residential, business, institutional, and recreational properties
- Minimizing impacts on natural features
- Protecting space for transit priority corridor infrastructure
- Integrating changes with QEW and Highway 407 interchanges
- Integrating with future development and land uses

Slide 11: Road Cross-Section – Typical Elements

The typical cross-section elements for Regional Road 25 are based on a planned typical right-of-way width of 47 metres, which is consistent with the Halton Region Transportation Master Plan. Key aspects of a typical cross-section include:

- Right-of-way (ROW) width
- Urban (curb and gutter) vs. rural (shoulders and ditches)
- Number of travel lanes and width
- Type of active transportation facilities for walking and cycling

- Boulevard space to accommodate transit infrastructure, utilities, streetscaping/landscaping, illumination, and setback to property lines

A key aspect of the cross-section development is the selection of cycling facilities, which is further described in the following slides.

Slide 12: Road Cross-Section

The Regional Road 25 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:

- Section 1: Speers Road to Wyecroft Road – maintain four lanes with multi-use paths on both sides of the road.
- Section 2: Wyecroft Road to William Halton Parkway – widen to six lanes . Cycle tracks are proposed on both sides of the road, with an accompanying multi-use path on the west side and a sidewalk on the east side of the road.
- Section 3: William Halton Parkway to Louis Saint Laurent Avenue – widen to six lanes . Multi-use paths are proposed on both sides of the road.
- Section 4: Louis Saint Laurent Avenue to Derry Road – widen to six lanes . A multi-use path is proposed on the east side of the road.

Typical cross-sections represent the general approach for the road segments. Individual elements of the cross-section, such as the active transportation facility type and width may vary at specific locations based on localized constraints, such as the White Oak Tree in Oakville and Bowes Cemetery in Milton.

Slide 13: Road Cross-Section – Cycling Facility Selection

Following industry best practices and guidelines, physically separated bikeways are preferred on Regional Road 25 based on the proposed number of lanes and future vehicle volumes and speeds.

Physically separated bikeways include separated bicycle lanes, cycle tracks and multi-use paths. These facility types offer dedicated spaces for cycling within the right-of-way that are separated from vehicle lanes.

Slide 14: 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. The principles are:

- Adapt to local conditions;
- Prioritize connectivity and continuity; and
- Align with existing and planned Infrastructure.

Under local conditions, the separation of walking and cycling facilities is preferred in areas with higher pedestrian and cycling activity to minimize potential conflicts between users. Combined walking and cycling facilities are suitable in areas where less pedestrian and cycling activity is expected or areas where space is constrained.

To prioritize connectivity and continuity, it's important to provide continuous and uninterrupted routes and avoid gaps or abrupt changes in facility type.

Finally, to align with existing and planned infrastructure, it's important to ensure facilities are well integrated with existing and planned cycling and transit infrastructure.

Slide 15: Road Cross-Section – Typical Section 1

This slide shows the typical cross-section from Speers Road to Wyecroft Road.

As shown in the cross-section, four lanes will be maintained in this section of Regional Road 25. This decision was based on the future travel demand in this area and to provide a transition from two lanes south of Speers Road to six lanes north of Wyecroft Road. Multi-use paths are proposed on both sides of the road.

Slide 16: Road Cross-Section – Typical Section 2

This slide shows a typical cross-section from Wyecroft Road to William Halton Parkway.

As shown in the cross-section, this section of Regional Road 25 will have six lanes, which provides additional travel lanes and opportunities for HOV and transit priority corridor infrastructure. It will have a cycle track and multi-use path on west side and a cycle track and sidewalk on east side. Active transportation through the QEW interchange will exist via the existing off-road multi-use path west of Regional Road 25.

Slide 17: Road Cross-Section – Typical Section 3

This slide shows a typical cross-section from William Halton Parkway to Louis St. Laurent Avenue.

As shown in the cross-section, this section of Regional Road 25 will have six lanes, which provides additional travel lanes and opportunities for HOV and transit priority corridor infrastructure. There will be multi-use paths on both sides of the road to provide facilities for two-way cycling and walking between intersections.

Slide 18: Road Cross-Section – Typical Section 4

Finally, this slide shows a typical cross-section from Louis St. Laurent Avenue to Derry Road.

This section of Regional Road 25 will have six lanes with a multi-use path on the east side only in order to minimize impacts to Sixteen Mile Creek on the west side of Regional Road 25. The

existing off-road multi-use path on the west side will connect Louis St. Laurent Avenue and Milton Community Sports Park.

Slide 19: 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 the widening include several factors related to transportation, the socio-economic environment, cultural environment, natural environment, and engineering and technical requirements and impacts.

Slide 20: Road Alignment

The proposed widening of Regional Road 25 was developed based on a 47- metre right-of-way. The proposed widening from Wyecroft Road to Louis St. Laurent Avenue 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. These features include the White Oak Tree, Hydro Tower, and Bowes Cemetery in Milton.

The proposed widening from Louis St. Laurent Avenue to Derry Road is on the east side of Regional Road 25 to minimize impacts to Sixteen Mile Creek.

Slide 21: 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.**

Slide 22: Intersections

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

- Reducing motor vehicle speeds;
- Maximizing visibility for drivers, pedestrians, and cyclists;
- Separating users and high-risk conflicts; and
- Integrating active transportation facilities with transit stops.

Design elements considered to achieve these objectives include:

- Reduced corner radii;
- Corner islands;
- Setback crossings;
- Crossrides and crosswalks; and
- Bicycle signals.