North Halton Coordinated Municipal Class Environmental Assessment (MCEA) Study

Virtual Public Information Centre #2
December 9, 2024 to January 10, 2025
Video 1 - Introduction

About this Public Information Centre

- Introduce the study
- Study schedule / Municipal Class Environmental Assessment process
- Review the information presented at Public Information Centre #1
- Review alternative design concepts
- Present preliminary preferred alternative design
- Opportunities to provide feedback and next steps

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 through our online survey by **January 10, 2025.**

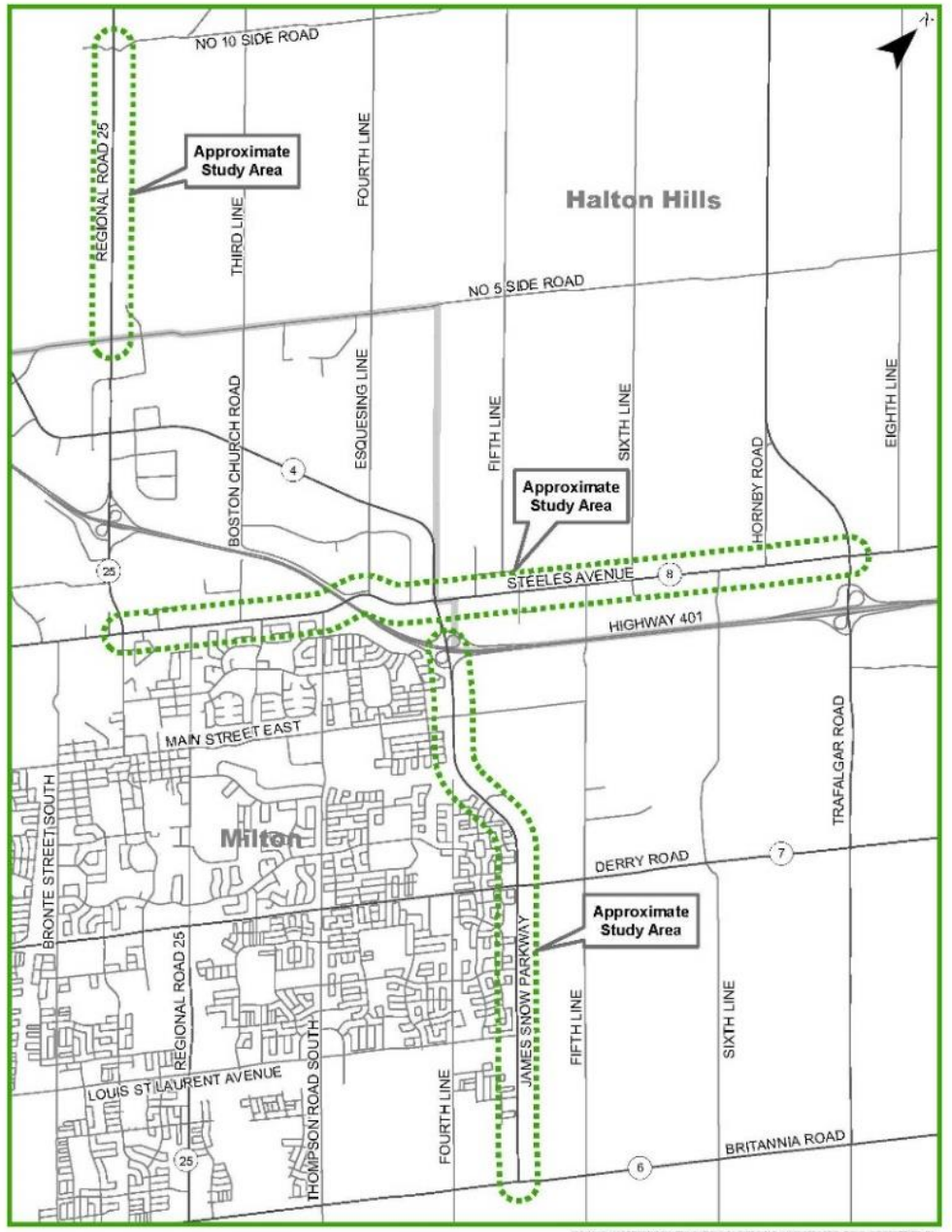
Visit the Municipal Class Environmental Assessment studies webpage on **halton.ca**.

Contact the Project Manager, **Melissa Alexander** at **melissa.alexander@halton.ca** to join the study mailing list or provide feedback in an alternate manner.

Study Area

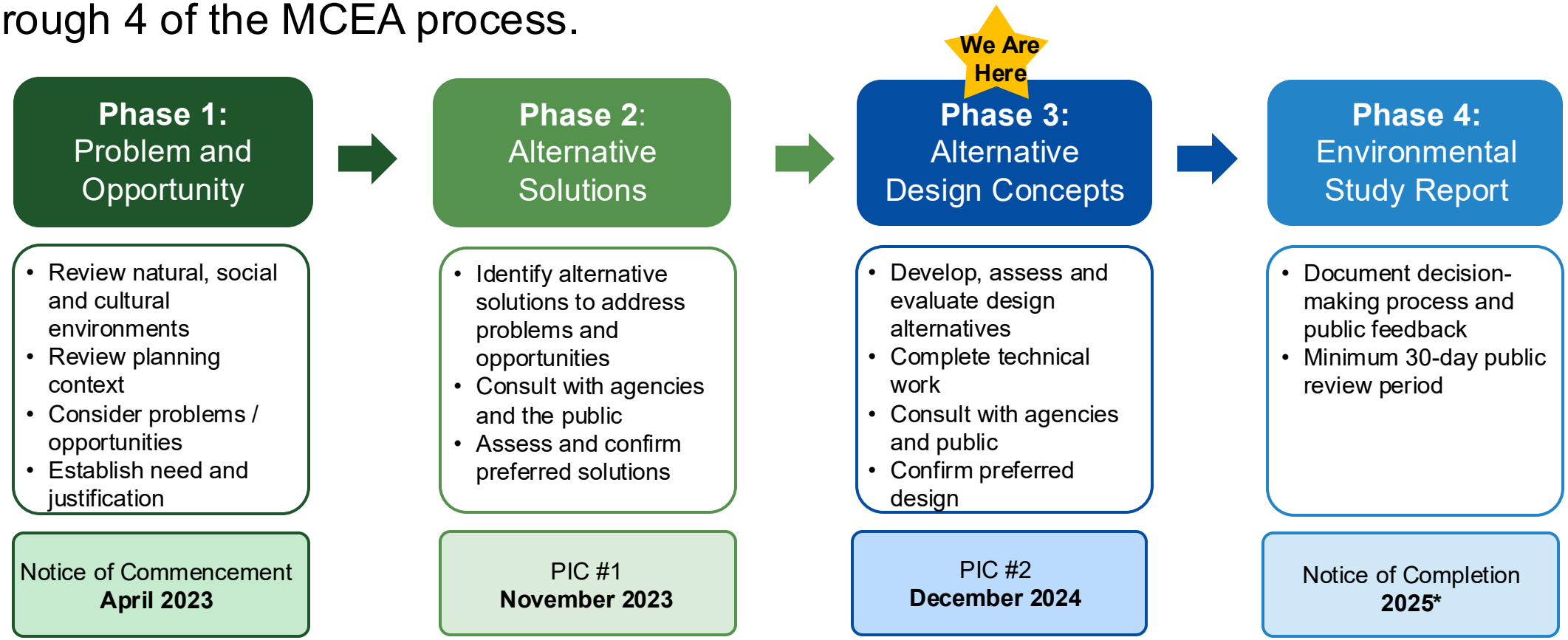
Halton Region is undertaking the North Halton Coordinated Municipal Class Environmental Assessment (MCEA) Study to consider a range of options for corridor improvements on:

- **James Snow Parkway** from Britannia Road to Highway 401 (Urban corridor)
- **Steeles Avenue** from Regional Road 25 to Trafalgar Road (Urban corridor)
- **Regional Road 25** from 5 Side Road to 10 Side Road (Rural corridor)



Study Process and Schedule

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



*Subject to change

What we heard at Public Information Centre #1

Public Information Centre #1 was held from November 23 to December 21, 2023.

Key Public Information Centre #1 comments:

- More than 100 survey forms were received
- Majority of comments were related to active transportation, noise and air quality impacts, property impacts, and overall traffic operations and safety

After Public Information Centre #1:

- Reviewed comments and added answers to frequently asked questions to the study webpage on **halton.ca**
- Analyzed and evaluated alternative designs for each corridor
- Consulted with technical agencies and stakeholders
- Identified preliminary preferred alternative design for each corridor

Process for Developing A Recommended Alternative

Identify Design Considerations and Constraints

Identifies design criteria and sets the stage for developing design options and concepts

Road Cross-Section Elements

Arrangement of roadway elements including travel lanes, cycling and pedestrian facilities within the proposed right-of-way.

Road Alignment

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 areas.

Recommended Design

Represents a combination of all design components in addition to streetscape design to create the preliminary plan.

Presented at Public Information Centre #1

Being presented at Public Information Centre #2

North Halton Coordinated Municipal Class Environmental Assessment Study

James Snow Parkway from Britannia Road to Highway 401

Virtual Public Information Centre #2
December 9, 2024 to January 10, 2025
Video #2 – James Snow Parkway

Halton REGION

HDR

Preferred Solution – James Snow Parkway

Following Public Information Centre #1, the preferred solution for James Snow Parkway is to:

- **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 James Snow Parkway to six lanes** to provide additional travel lanes and protect for future **Transit Priority Corridor*** infrastructure

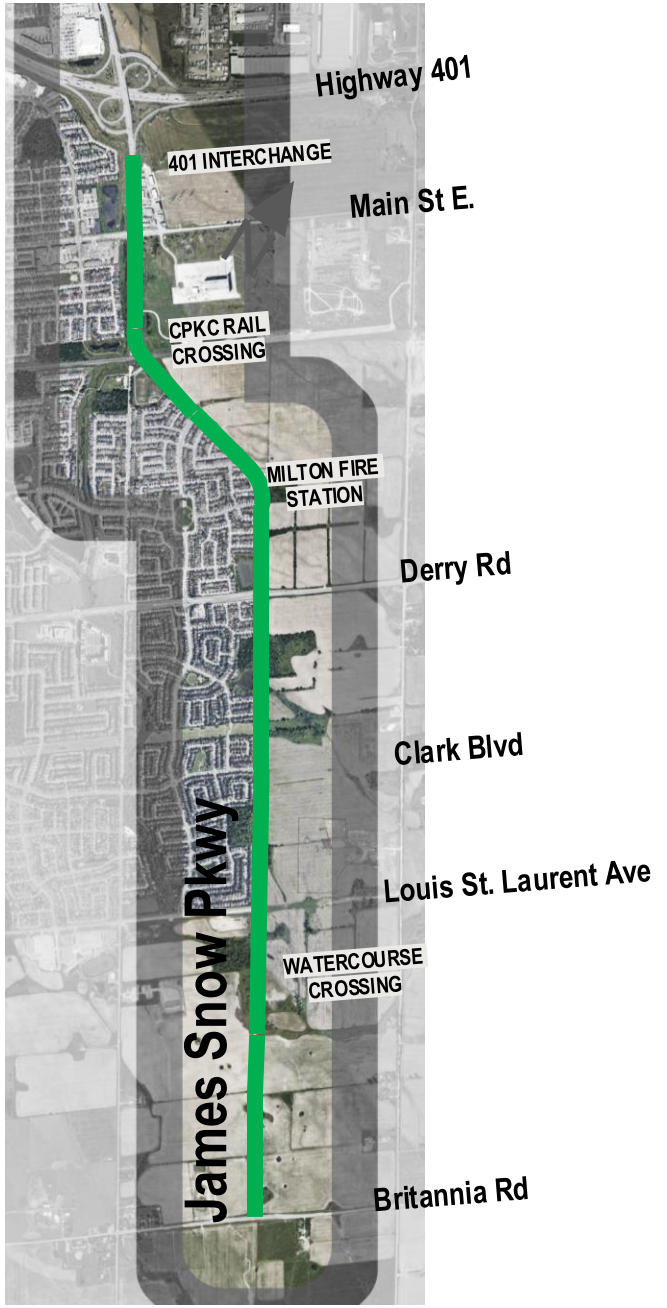
*Transit Priority Corridor infrastructure may include future potential High Occupancy Vehicle (HOV) lanes, transit signal priority and queue jump lanes. Transit priority corridor infrastructure to be confirmed through the ongoing Integrated Master Plan. For more information, visit the Integrated Master Plan webpage on Halton.ca

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)
- Residential, industrial, and commercial development

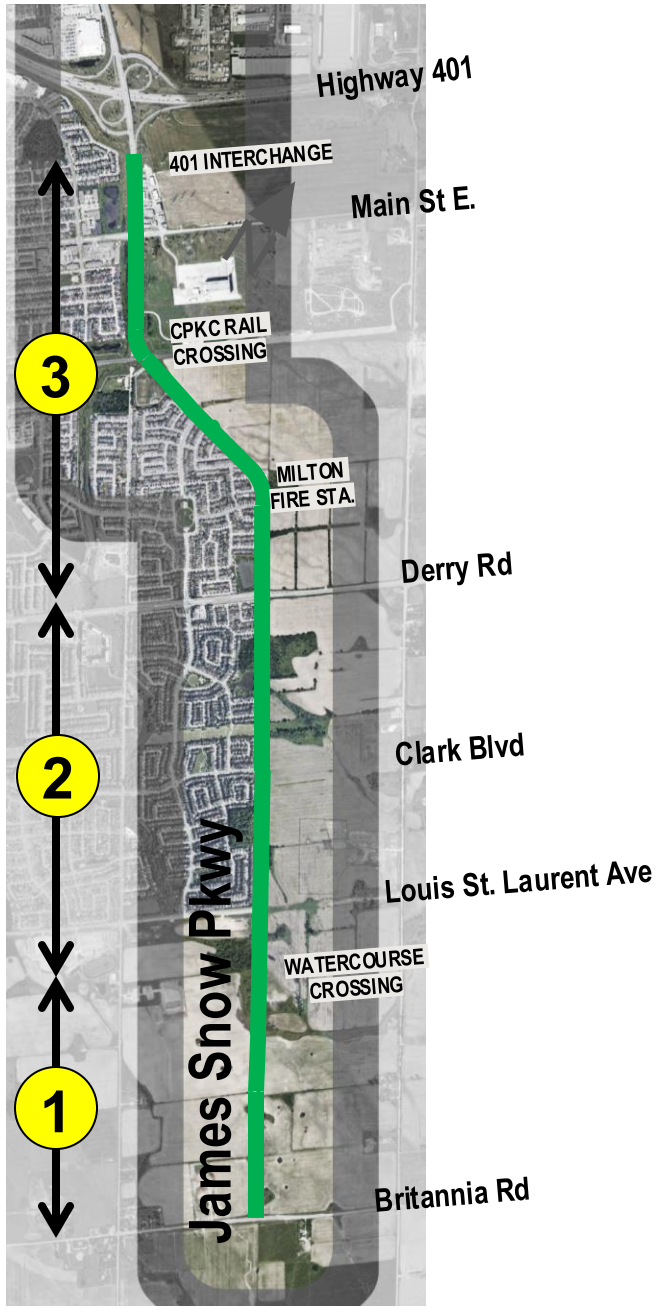


James Snow Parkway Alternative Design Concepts

Corridor Segments

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

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



Design Considerations

A number of key constraints and design elements were considered based on the urban corridor's character and needs:

- 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 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.

Design Alternatives - Overview

To address the preferred solution for James Snow Parkway, design alternatives were developed, analyzed and evaluated for:

1. Road Widening
   - Identify widening opportunities to determine a best fit and minimize impacts to the social, cultural, and natural environments
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.

Evaluation Criteria

The design alternatives were evaluated based on the following criteria:

Transportation: ability to accommodate future travel demand, active transportation, safety, emergency services

Socio-Economic Environment: existing and planned land uses, property impacts, traffic noise, air quality, etc.

Cultural Environment: archaeological and cultural heritage resources

Natural Environment: surface water and groundwater, minimize impacts to flooding, natural heritage features such as designated areas, vegetation, wildlife, aquatic habitat, species at risk

Preliminary Cost: construction-related costs

Road Widening Alternatives

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

Alternative 1: Widen about the Centreline

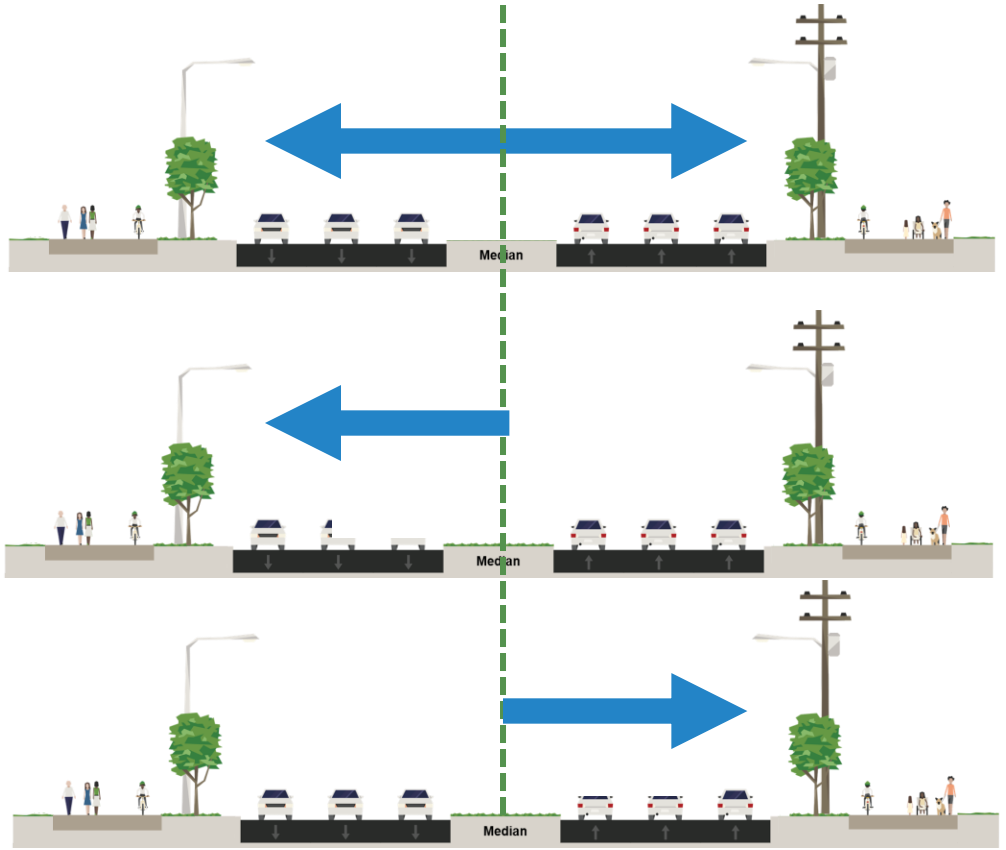
Improvements are balanced on both sides of James Snow Parkway

Alternative 2: Widen to the West

Improvements are shifted west

Alternative 3: Widen to the East

Improvements are shifted east



Note: Design alternatives for active transportation facilities were reviewed and evaluated separately – see later in presentation.

Road Widening Evaluation

Segment 1 – James Snow Parkway from Britannia Road to Louis St. Laurent Avenue

Evaluation Criteria	Alternative 1: Widen about the Centreline	Alternative 2: Widen to the West	Alternative 3: Widen to the East
Transportation Service	Most Preferred	Most Preferred	Most Preferred
Socio-Economic Environment	Most Preferred	Least Preferred	Less Preferred
Natural Environment	Less Preferred	Most Preferred	Least Preferred
Cultural Environment	Most Preferred	Most Preferred	Most Preferred
Preliminary Cost	Most Preferred	Least Preferred	Less Preferred
OVERALL SUMMARY	**RECOMMENDED**		

Alternative 1 - Widen about the Centreline is recommended as it:

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

Road Widening Evaluation

Segment 2 – James Snow Parkway from Louis St. Laurent Avenue to Derry Road

Evaluation Criteria	Alternative 1: Widen about the Centreline	Alternative 2: Widen to the West	Alternative 3: Widen to the East
Transportation Service	Most Preferred	Most Preferred	Most Preferred
Socio-Economic Environment	Least Preferred	Least Preferred	Most Preferred
Natural Environment	Less Preferred	Least Preferred	Most Preferred
Cultural Environment	Most Preferred	Most Preferred	Most Preferred
Preliminary Cost	Less Preferred	Least Preferred	Most Preferred
OVERALL SUMMARY			**RECOMMENDED**

Alternative 3 - Widen to the East is recommended as it:

- Avoids impacts to residential properties on the west side
- Minimizes impacts to sensitive natural features (significant woodlands and wetlands)

Road Widening Evaluation

Segment 3 – James Snow Parkway from Derry Road to south of Highway 401

Evaluation Criteria	Alternative 1: Widen about the Centreline	Alternative 2: Widen to the West	Alternative 3: Widen to the East
Transportation Service	Most Preferred	Most Preferred	Most Preferred
Socio-Economic Environment	Most Preferred	Least Preferred	Less Preferred
Natural Environment	Most Preferred	Least Preferred	Less Preferred
Cultural Environment	Most Preferred	Most Preferred	Most Preferred
Preliminary Cost	Most Preferred	Least Preferred	Least Preferred
OVERALL SUMMARY	**RECOMMENDED**		

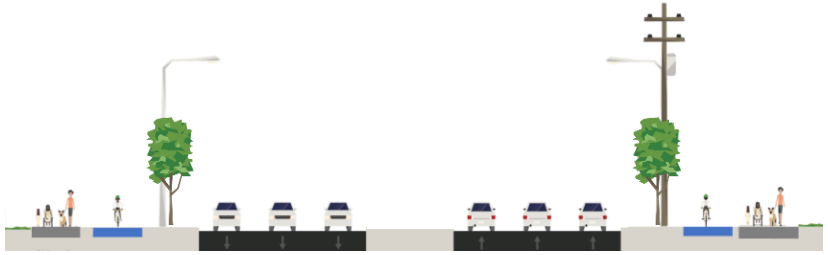
Alternative 1 - Widen about the Centreline is recommended as it:

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

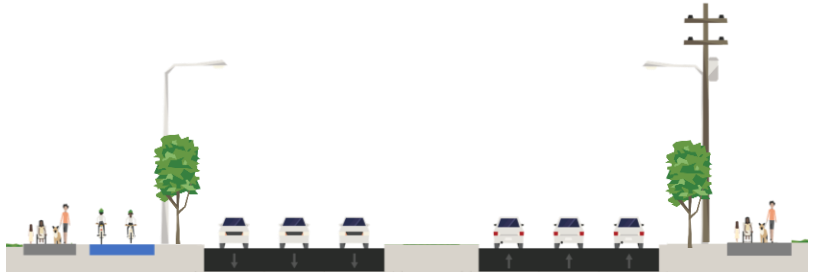
Active Transportation Alternatives

Segments 1 to 3 – James Snow Parkway from Britannia Road to Highway 401

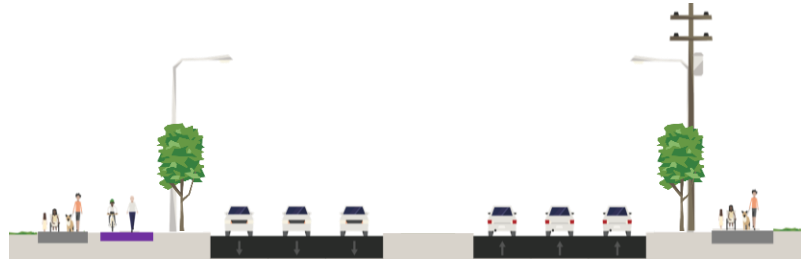
Five design alternatives were developed to understand how best to accommodate cyclists and pedestrians in the James Snow Parkway corridor.



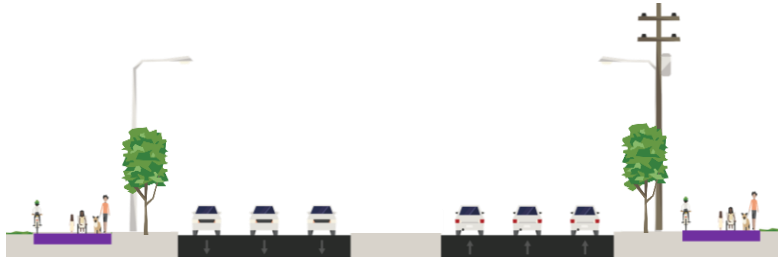
Alternative A: Cycle track and sidewalks, both sides



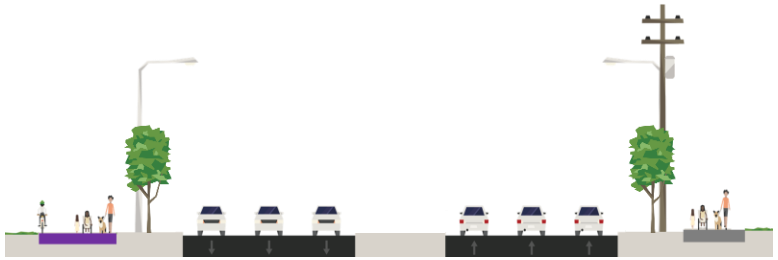
Alternative B: Dual cycle track and sidewalk one side, sidewalk other side



Alternative C: Sidewalk and multi-use path one side, sidewalk other side



Alternative D: Multi-use paths on both sides



Alternative E: Multi-use path one side, sidewalk other side

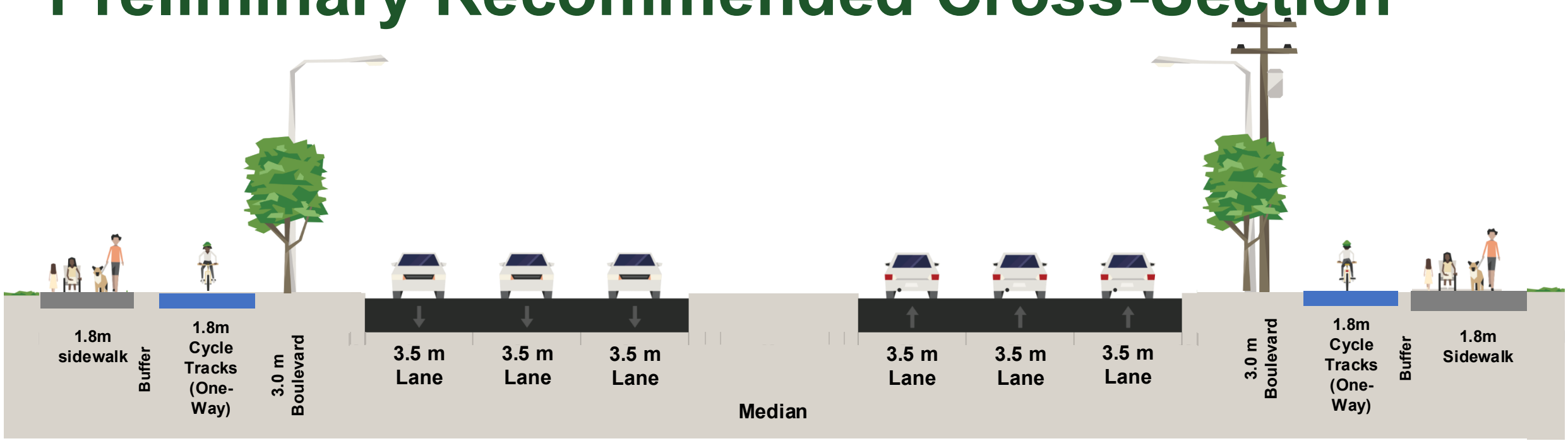
Active Transportation Evaluation

Segments 1 to 3 – James Snow Parkway from Britannia Road to Highway 401

Evaluation Criteria	Alternative A Cycle tracks and sidewalks, both sides	Alternative B Dual cycle tracks and sidewalk one side, sidewalk other side	Alternative C Sidewalk and multi-use path one side, sidewalk other side	Alternative D Multi-use paths on both sides	Alternative E Multi-use path one side, sidewalk other side
Transportation Service	Most Preferred	Least Preferred	Least Preferred	Less Preferred	Least Preferred
Socio-Economic	Most Preferred	Least Preferred	Least Preferred	Most Preferred	Less Preferred
Natural Heritage	Less Preferred	Least Preferred	Least Preferred	Less Preferred	Most Preferred
Cultural Heritage	Most Preferred	Most Preferred	Most Preferred	Most Preferred	Most Preferred
Preliminary Costs	Less Preferred	Least Preferred	Least Preferred	Most Preferred	Most Preferred
OVERALL SUMMARY	**RECOMMENDED**				

James Snow Parkway Preliminary Preferred Alternative Design

Preliminary Recommended Cross-Section



Conceptual image of James Snow Parkway Cross-Section

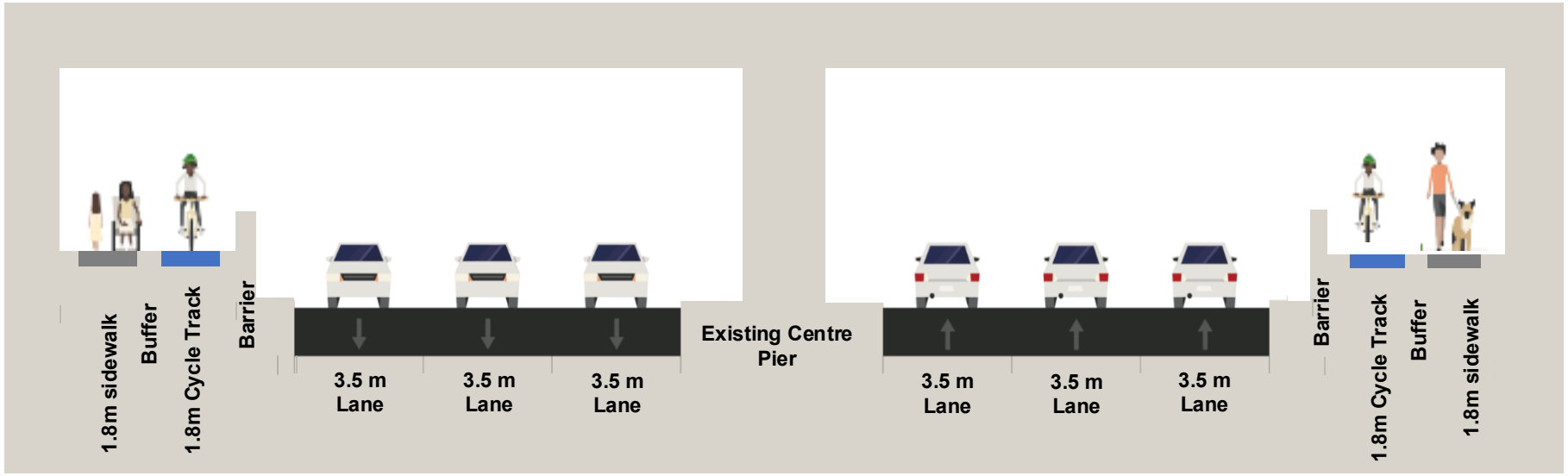
N.T.S

- Widen to six lanes
- Sidewalk and boulevard cycle track on both sides
- Protected intersections with crossrides and crosswalks for cyclists and pedestrians
- Protect for future Transit Priority Corridor infrastructure
- Streetscaping and illumination

CPKC Rail Bridge

Image Source: Google Maps accessed April 2024 (Image Capture Sep 2023)

Existing James Snow Parkway at the CPKC Rail Bridge



Conceptual image of James Snow Parkway at CPKC Rail Bridge Cross-Section

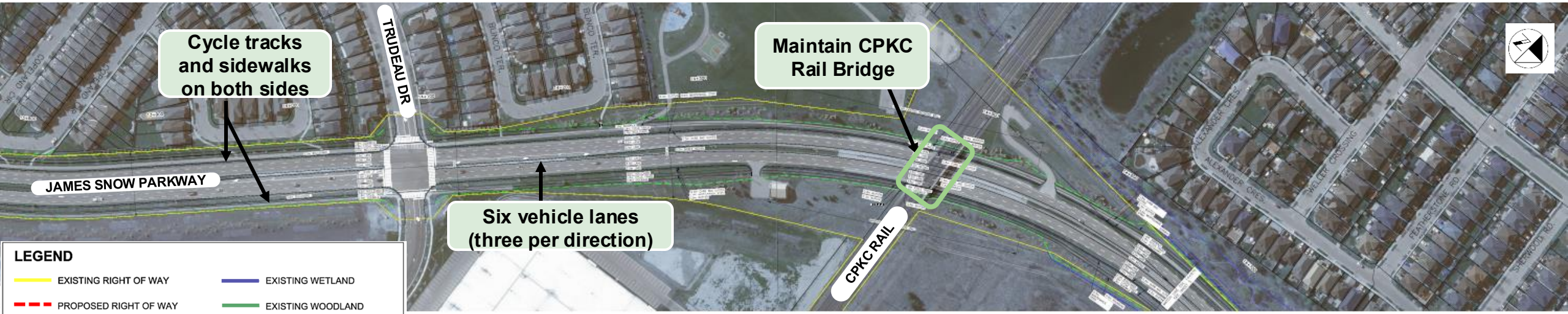
The CPKC Rail Bridge accommodates a six lane James Snow Parkway while maintaining the existing centre pier. The cycle tracks and sidewalks will be raised on both sides.

Preliminary Preferred Alternative Design

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED GRADING LIMITS TO EXISTING GROUND
- PROPOSED TEMPORARY GRADING EASEMENT
- TRANSIT STOP
- EXISTING WETLAND
- EXISTING WOODLAND
- EXISTING WATERCOURSE

Preliminary Preferred Alternative Design



LEGEND

- EXISTING RIGHT OF WAY
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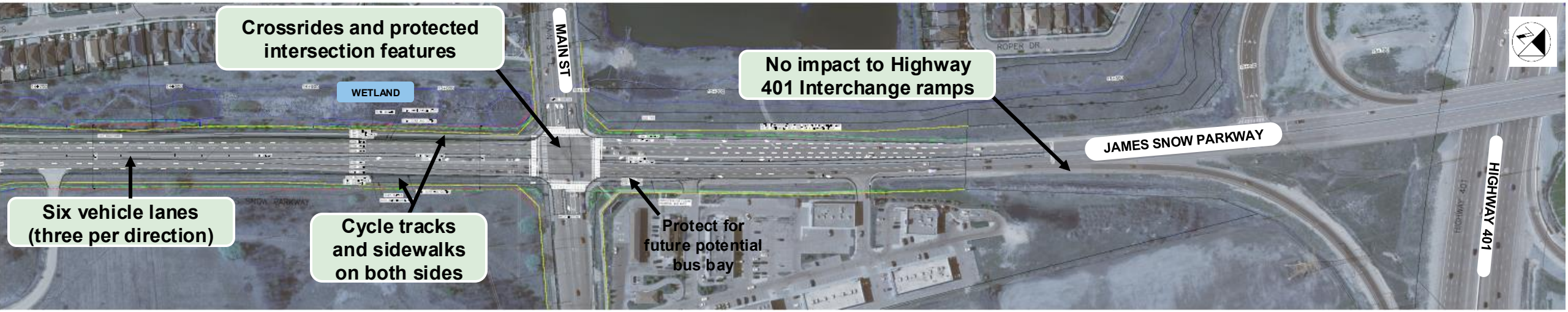
- PROPOSED TEMPORARY GRADING EASEMENT
- TRANSIT STOP
- EXISTING WETLAND
- EXISTING WOODLAND
- EXISTING WATERCOURSE

Preliminary Preferred Alternative Design



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED GRADING LIMITS TO EXISTING GROUND
- PROPOSED TEMPORARY GRADING EASEMENT
- TRANSIT STOP
- EXISTING WETLAND
- EXISTING WOODLAND
- EXISTING WATERCOURSE

Renderings (CONCEPTUAL ONLY)

James Snow Parkway
north of Britannia Road (facing north)

James Snow Parkway
north of Derry Road (facing north)

North Halton Coordinated Municipal Class Environmental Assessment Study

Steeles Avenue from Regional Road 25 to Trafalgar Road

Virtual Public Information Centre #2
December 9, 2024 to January 10, 2025
Video #3 – Steeles Avenue

Halton REGION

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Preferred Solution – Steeles Avenue

Following Public Information Centre #1, the preferred solution for Steeles Avenue is to:

- **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 Steeles Avenue to six lanes** to provide additional travel lanes and protection for future **Transit Priority Corridor*** infrastructure

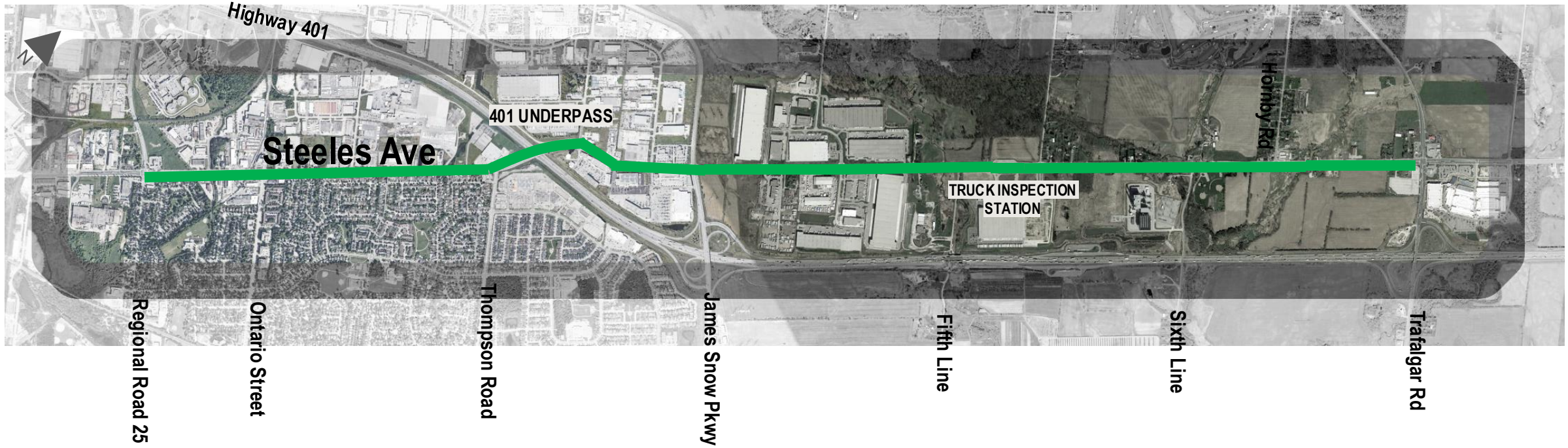
*Transit Priority Corridor infrastructure may include future potential High Occupancy Vehicle (HOV) lanes, transit signal priority and queue jump lanes. Transit priority corridor infrastructure to be confirmed through the ongoing Integrated Master Plan. For more information, visit the Integrated Master Plan webpage on Halton.ca

Key Features

The existing road right-of-way for this section of Steeles Avenue varies. The Region's Transportation Master Plan has a planned road right-of-way of 47 m.

Key features along the corridor include:

- Watercourse Crossings
- Steeles Avenue & Highway 401 Underpass
- Truck Inspection Station
- Natural Heritage Features
- Cultural Heritage Resources and Landscapes
- Residential, industrial, commercial development

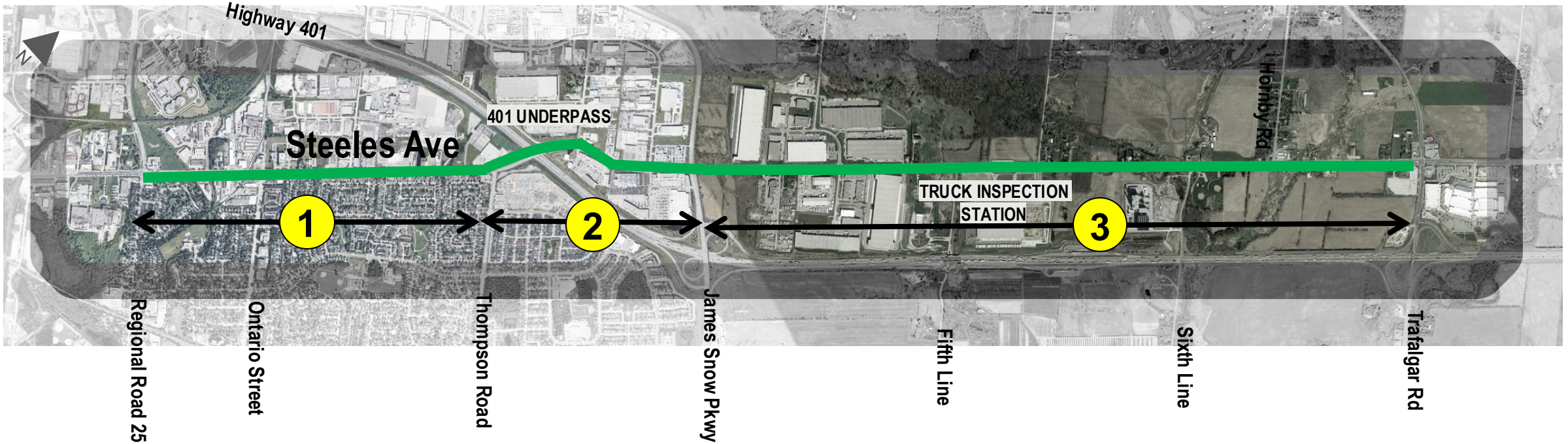


Steeles Avenue Alternative Design Concepts

Corridor Segments

Based on existing characteristics, Steeles Avenue was split into three segments to evaluate the design alternatives:

1. **Segment 1:** Regional Road 25 to Thompson Road
2. **Segment 2:** Thompson Road to James Snow Parkway
3. **Segment 3:** James Snow Parkway to Trafalgar Road



Design Considerations

A number of key constraints and design elements were considered based on the urban corridor's character and needs:

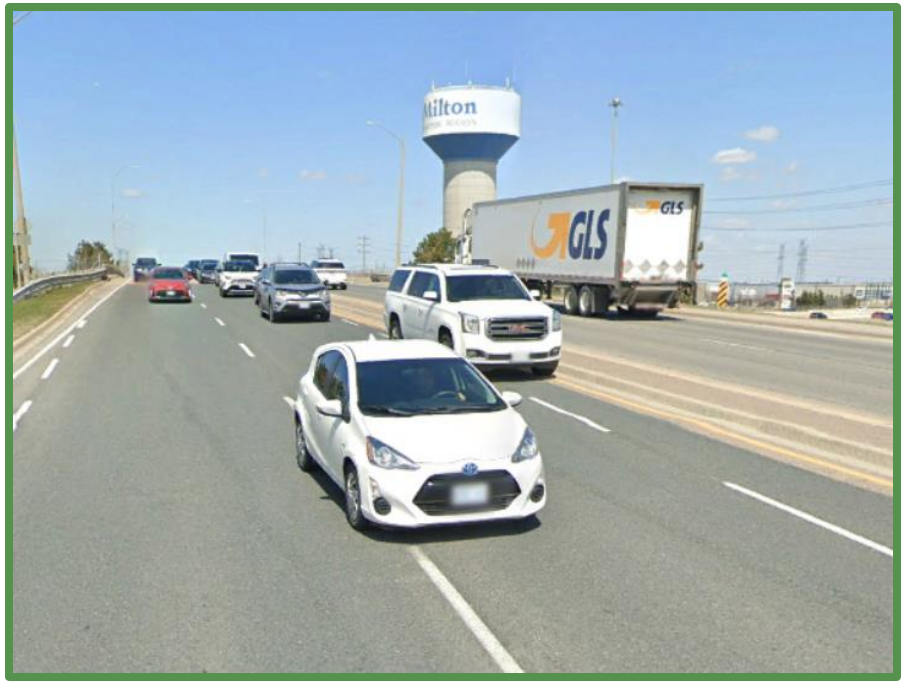
- Multi-modal transportation corridor for all users of all abilities;
- Cycling facilities to connect in with the broader network based on the urban context;
- Protect for future Transit Priority Corridor infrastructure;
- Stormwater conveyance, management and outlets;
- Impacts to businesses, and residential properties;
- Existing highway and creek structures;
- Tie into existing transportation network;
- Hydro poles;
- Stable top of bank erosion hazard limit at watercourses;
- Regulatory floodplain hazard and wetlands; and
- Minimize impacts to natural features and areas.

Design Alternatives - Overview

To address the preferred solution for Steeles Avenue design alternatives were developed, analyzed and evaluated for:

1. Road Widening
   - Identify widening opportunities to determine the best fit and minimize impacts to the social, cultural, and natural environments
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.



Evaluation Criteria

The design alternatives were evaluated based on the following criteria:

Transportation: ability to accommodate future travel demand, active transportation, safety, emergency services

Socio-Economic Environment: existing and planned land uses, property impacts, traffic noise, air quality, etc.

Cultural Environment: archaeological and cultural heritage resources

Natural Environment: surface water and groundwater, minimize impacts to flooding, natural heritage features such as designated areas, vegetation, wildlife, aquatic habitat, species at risk

Preliminary Cost: construction-related costs

Road Widening Alternatives

The following alternatives were considered to widen Steeles Avenue from four to six lanes.

Alternative 1: Widen about the Centreline

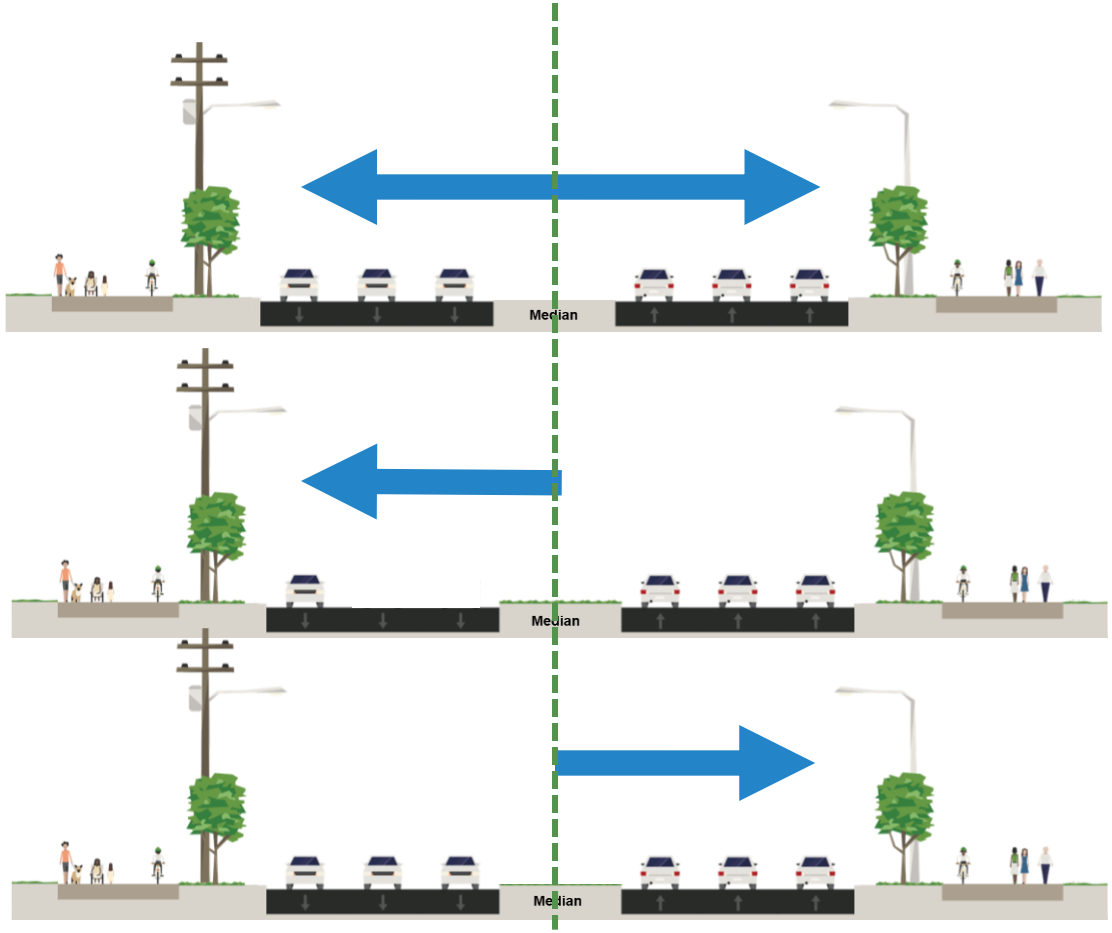
Improvements are balanced on both sides of Steeles Avenue

Alternative 2: Widen to the North

Improvements are shifted north

Alternative 3: Widen to the South

Improvements are shifted south



Note: Design alternatives for active transportation facilities were reviewed and evaluated separately – see later in presentation.

Road Widening Evaluation

Segment 1 - Steeles Avenue from Regional Road 25 to Thompson Road

Evaluation Criteria	Alternative 1: Widen about the Centreline	Alternative 2: Widen to the North	Alternative 3: Widen to the South
Transportation Service	Most Preferred	Most Preferred	Most Preferred
Socio-Economic	Less Preferred	Most Preferred	Least Preferred
Natural Heritage	Most Preferred	Less Preferred	Least Preferred
Cultural Heritage	Most Preferred	Most Preferred	Most Preferred
Preliminary Costs	Least Preferred	Most Preferred	Less Preferred
OVERALL SUMMARY		**RECOMMENDED**	

Alternative 2 - Widen to the North is recommended as it:

- Minimizes impacts to residential properties on the south
- Minimizes impacts to businesses on the north side
- Minimizes impacts to Built Heritage Resources

Road Widening Evaluation

Segment 2 - Steeles Avenue from Thompson Road to James Snow Parkway

Evaluation Criteria	Alternative 1: Widen about the Centreline	Alternative 2: Widen to the North	Alternative 3: Widen to the South
Transportation Service	Most Preferred	Most Preferred	Most Preferred
Socio-Economic	Most Preferred	Least Preferred	Least Preferred
Natural Heritage	Most Preferred	Most Preferred	Least Preferred
Cultural Heritage	Most Preferred	Most Preferred	Most Preferred
Preliminary Costs	Most Preferred	Less Preferred	Least Preferred
OVERALL SUMMARY	**RECOMMENDED**		

Alternative 1 - Widen about the Centreline is recommended as it:

- Minimizes impacts to existing properties adjacent to the corridor
- Minimizes impacts to sensitive natural heritage features
- Minimizes impacts to Steeles Avenue Underpass at Highway 401

Road Widening Evaluation

Segment 3 - Steeles Avenue from James Snow Parkway to Trafalgar Road

Evaluation Criteria	Alternative 1: Widen about the Centreline	Alternative 2: Widen to the North	Alternative 3: Widen to the South
Transportation Service	Most Preferred	Most Preferred	Most Preferred
Socio-Economic	Most Preferred	Least Preferred	Least Preferred
Natural Heritage	Most Preferred	Less Preferred	Least Preferred
Cultural Heritage	Less Preferred	Least Preferred	Least Preferred
Preliminary Costs	Most Preferred	Less Preferred	Least Preferred
OVERALL SUMMARY	**RECOMMENDED**		

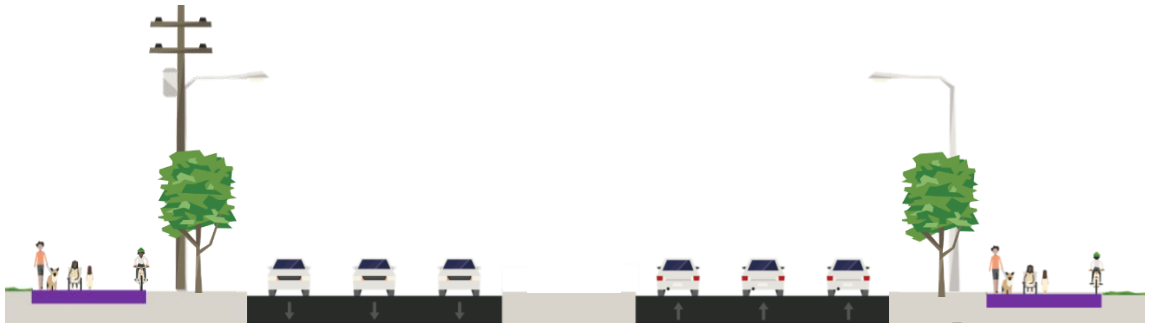
Alternative 1 - Widen about the Centreline is recommended as it:

- Minimizes impacts to existing buildings and operations adjacent to the corridor
- Balances impacts to Built Heritage Resources
- Minimizes impacts to sensitive natural heritage features (significant woodlands and wetlands)
- Balances impacts at the three watercourse crossing structures

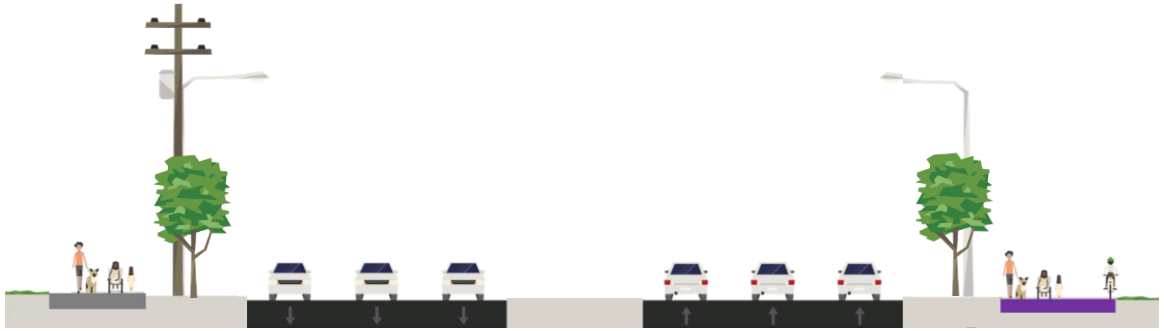
Active Transportation Alternatives

Segments 1 and 2 - Steeles Ave from Regional Road 25 to James Snow Pkwy

Two design alternatives were developed to understand how best to accommodate cyclists and pedestrians along Segments 1 and 2.



Alternative A: Multi-use paths on both sides



Alternative B: Multi-use path one side, sidewalk other side

Active Transportation Evaluation

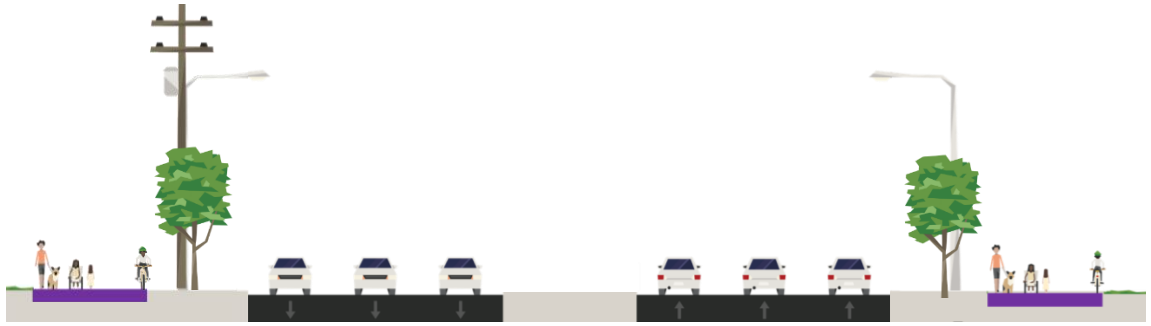
Segments 1 and 2 - Steeles Ave from Regional Road 25 to James Snow Pkwy

Evaluation Criteria	Alternative A Multi-use paths on both sides	Alternative B Multi-use path one side, sidewalk other side
Transportation Service	Most Preferred	Less Preferred
Socio-Economic	Least Preferred	Most Preferred
Natural Heritage	Less Preferred	Most Preferred
Cultural Heritage	Less Preferred	Most Preferred
Preliminary Costs	Less Preferred	Most Preferred
OVERALL SUMMARY		**RECOMMENDED**

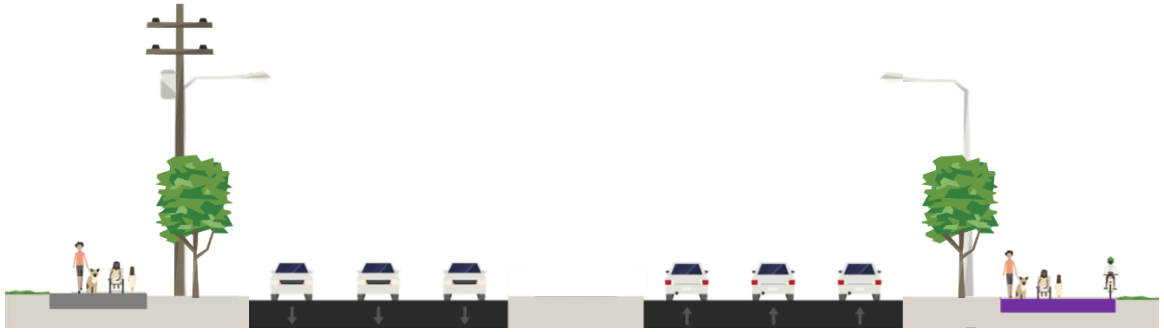
Active Transportation Alternatives

Segment 3 - Steeles Avenue from James Snow Parkway to Trafalgar Road

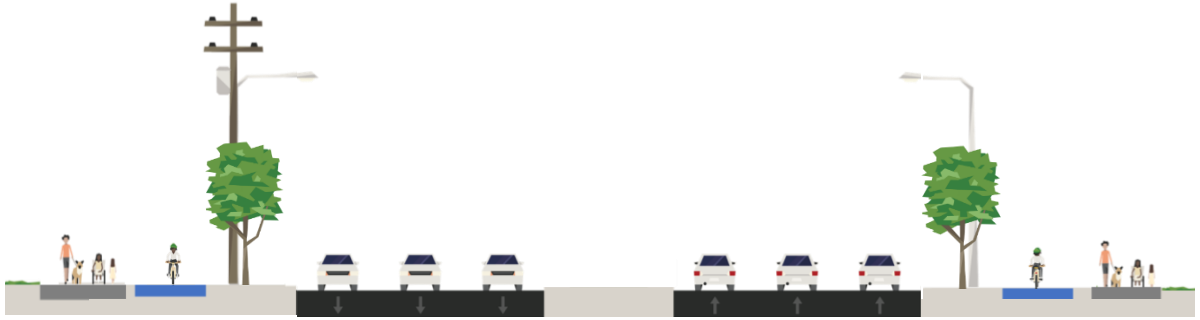
Four design alternatives were developed to understand how best to accommodate cyclists and pedestrians along Segment 3.



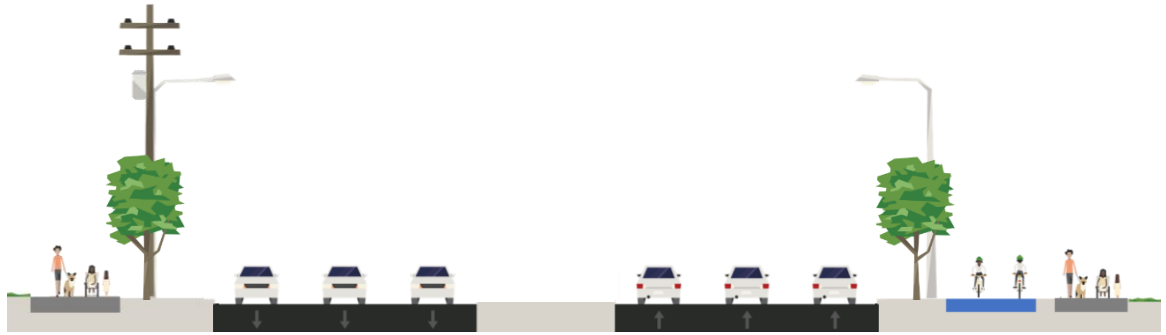
Alternative A: Multi-use paths on both sides



Alternative B: Multi-use path one side, sidewalk other side



Alternative C: Cycle track and sidewalks, both sides



Alternative D: Dual cycle track and sidewalk one side, sidewalk other side

Active Transportation Evaluation

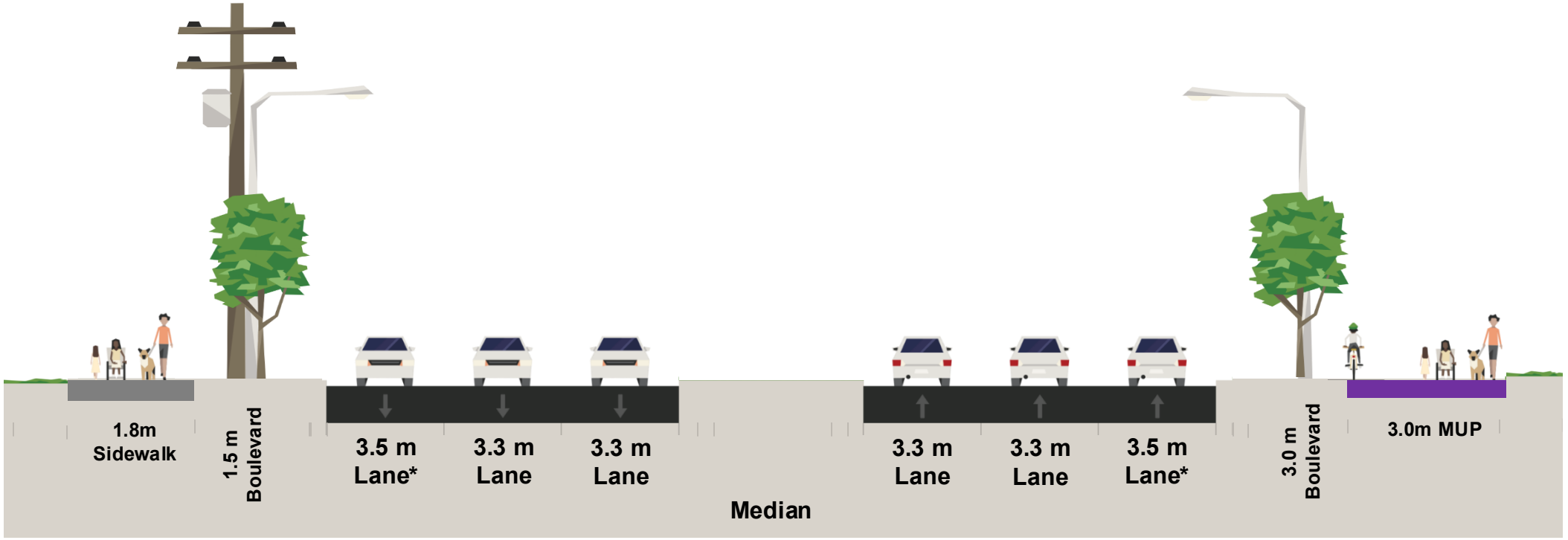
Segment 3 - Steeles Avenue from James Snow Parkway to Trafalgar Road

Evaluation Criteria	Alternative A Multi-use paths on both sides	Alternative B Multi-use path one side, sidewalk other side	Alternative C Cycle tracks and sidewalks, both sides	Alternative D Dual cycle tracks and sidewalk one side, sidewalk other side
Transportation Service	Less Preferred	Least Preferred	Most Preferred	Least Preferred
Socio-Economic	Most Preferred	Less Preferred	Most Preferred	Least Preferred
Natural Heritage	Less Preferred	Most Preferred	Most Preferred	Least Preferred
Cultural Heritage	Most Preferred	Most Preferred	Less Preferred	Least Preferred
Preliminary Costs	Most Preferred	Most Preferred	Less Preferred	Least Preferred
OVERALL SUMMARY	**Constrained locations only**		**RECOMMENDED**	

Steeles Avenue
Preliminary
Preferred Alternative Design

Preliminary Recommended Cross-Section

Segment 1 - Steeles Avenue from Regional Road 25 to Thompson Road

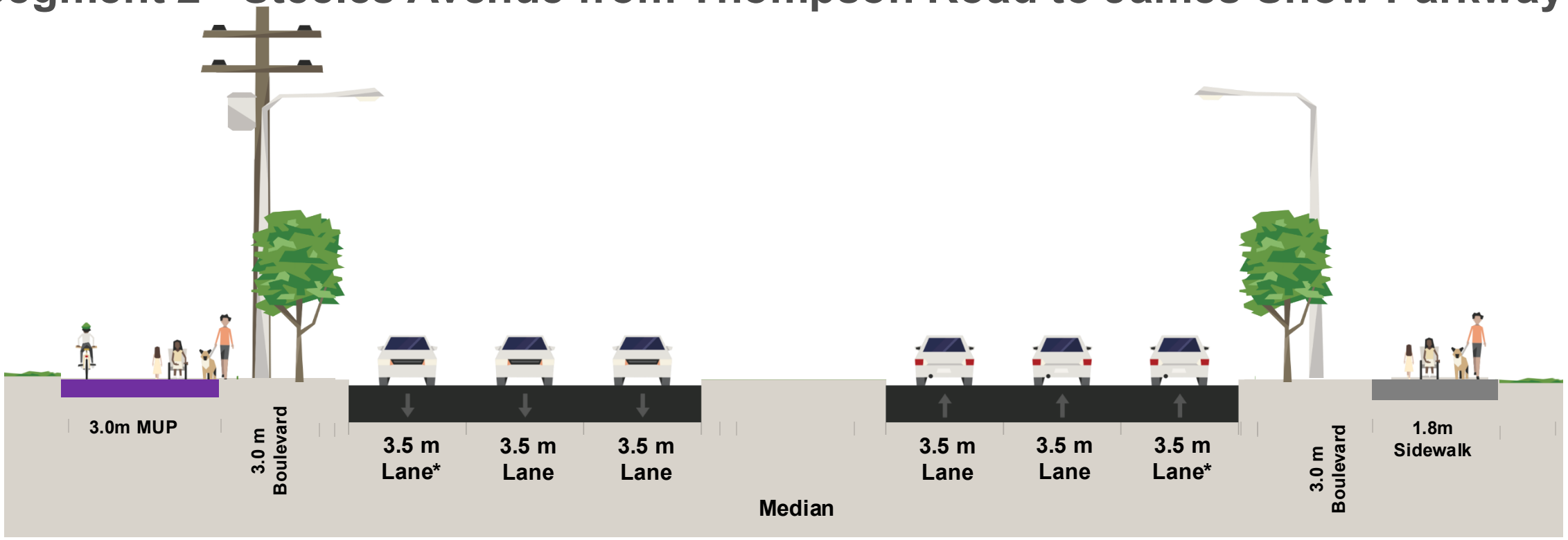


- Widen to six lanes
- Multi-use path on the south, sidewalk on the north
- Protected intersections with crossrides and crosswalks for cyclists and pedestrians
- Protect for future Transit Priority Corridor infrastructure
- Streetscaping and illumination

N.T.S

Preliminary Recommended Cross-Section

Segment 2 - Steeles Avenue from Thompson Road to James Snow Parkway

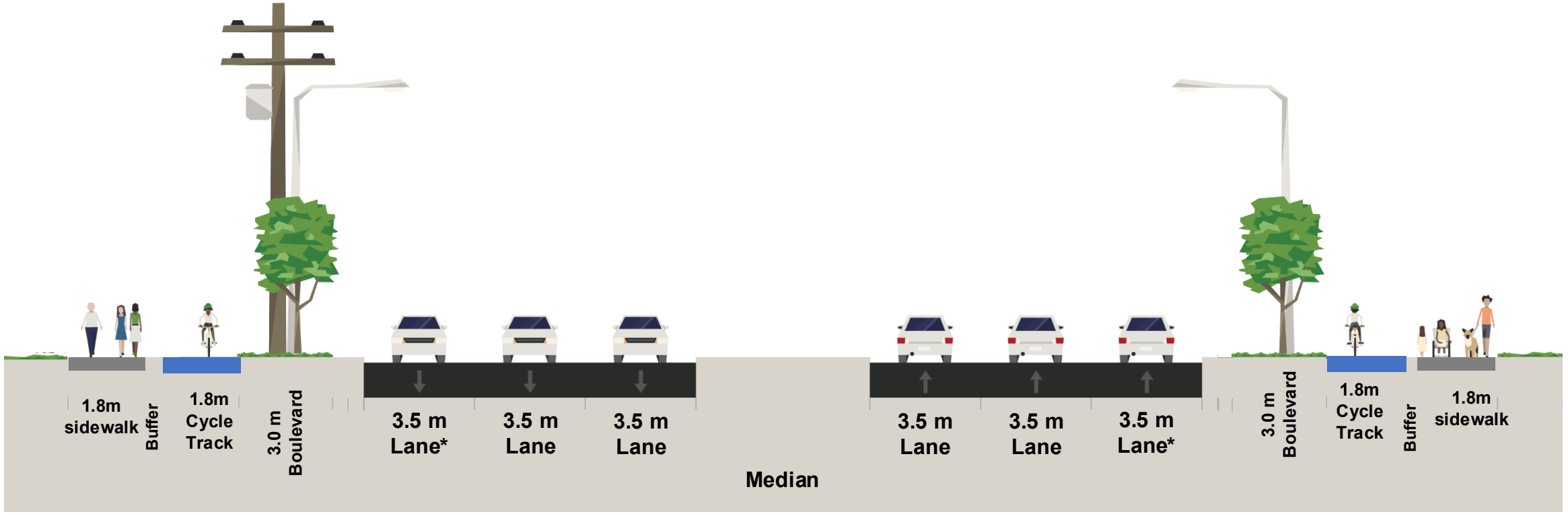


- Widen to six lanes
- Multi-use path on the north, sidewalk on the south
- Protected intersections with crossrides and crosswalks for cyclists and pedestrians
- Protect for future Transit Priority Corridor infrastructure
- Streetscaping and illumination

N.T.S

Preliminary Recommended Cross-Section

Segment 3 - Steeles Avenue from James Snow Parkway to Trafalgar Road



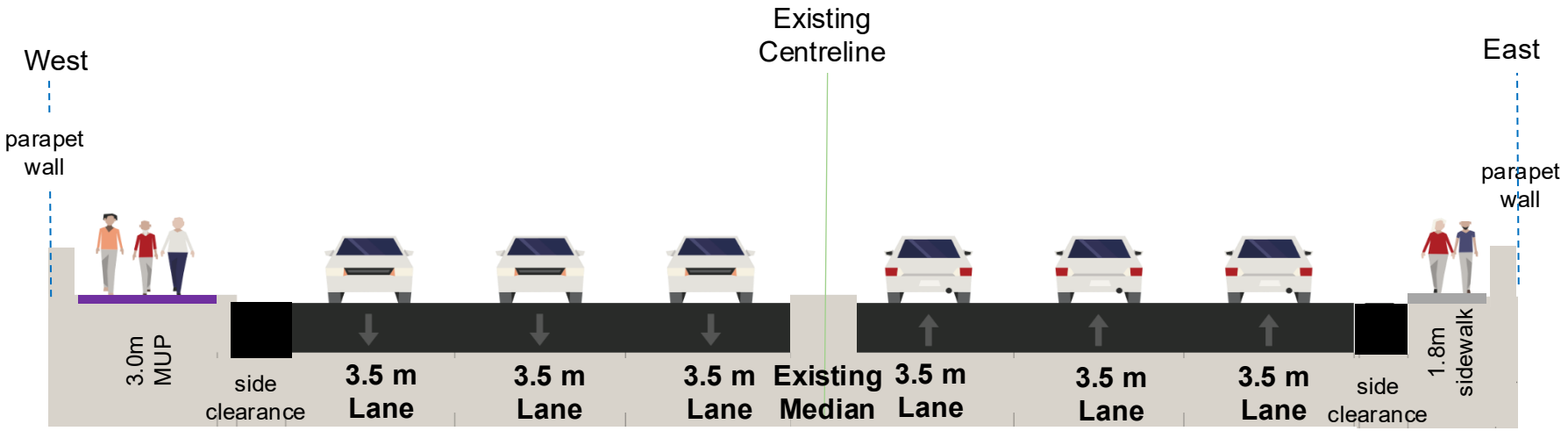
- Widen to six lanes
- Cycle track and sidewalk on both sides (transition to multi-use path at select constrained locations)
- Protected intersections with crossrides and crosswalks for cyclists and pedestrians
- Protect for future Transit Priority Corridor infrastructure
- Modification to Truck Inspection Station
- Streetscaping and illumination

N.T.S

Highway 401 / Steeles Avenue Underpass

Image Source: Google Maps accessed April 2024 (Image Capture Sep 2023)

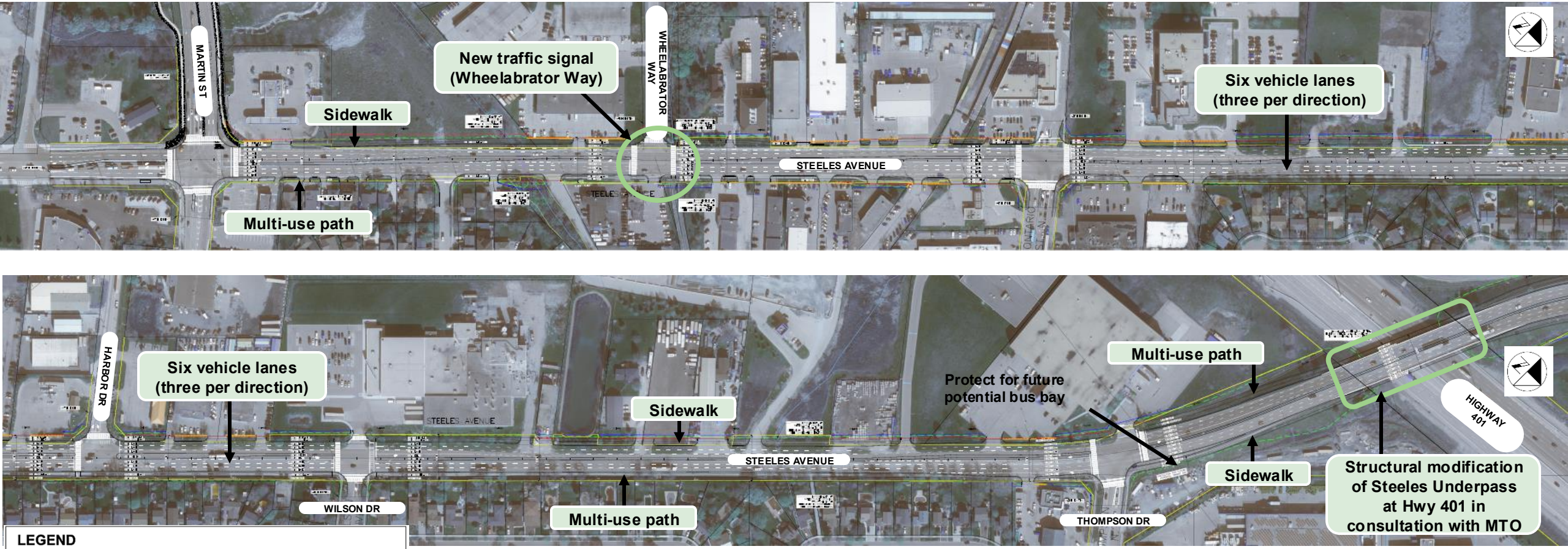
Highway 401 Underpass at Steeles Avenue



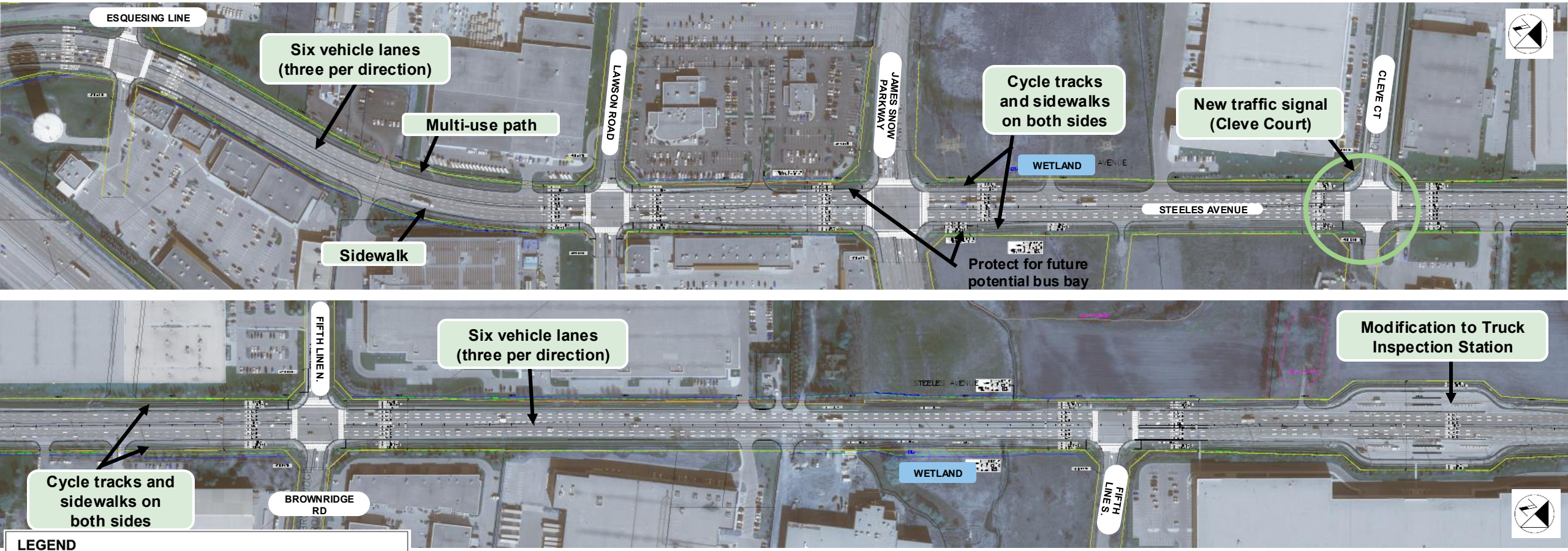
Conceptual image of Steeles Avenue Underpass at Highway 401 Cross-Section

Structural modifications (widening) of the Steeles Avenue Underpass at Highway 401 are required to accommodate six lanes, multi-use path on one side and sidewalk on the other side. Improvements within the Ministry's right-of-way, including the structure, are subject to Ministry of Transportation Ontario (MTO) review and approval.

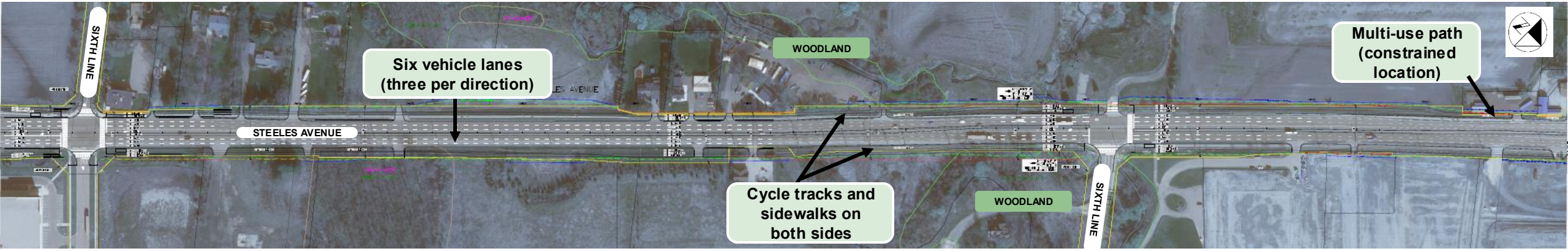
Preliminary Preferred Alternative Design

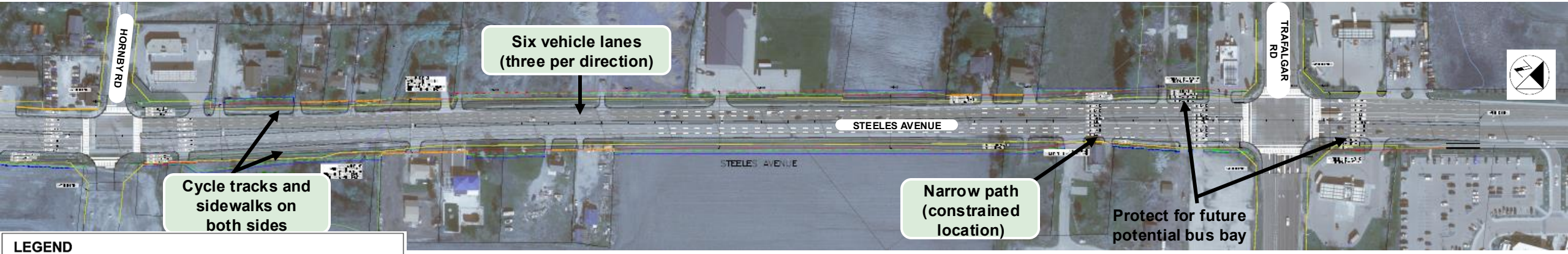


Preliminary Preferred Alternative Design



Preliminary Preferred Alternative Design





LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED GRADING LIMITS TO EXISTING GROUND
- PROPOSED TEMPORARY GRADING EASEMENT
- TRANSIT STOP
- EXISTING WETLAND
- EXISTING WOODLAND
- EXISTING WATERCOURSE
- PROPOSED RETAINING WALL

Renderings (CONCEPTUAL ONLY)

Steeles Avenue, west of Esquesing Line (facing east)

Steeles Avenue, east of Fifth Line (facing east)

North Halton Coordinated Municipal Class Environmental Assessment Study

Regional Road 25 from 5 Side Road to 10 Side Road

Virtual Public Information Centre #2
December 9, 2024 to January 10, 2025
Video #4 – Regional Road 25

Preferred Solution – Regional Road 25

Following Public Information Centre #1, the preferred solution for Regional Road 25 is to:

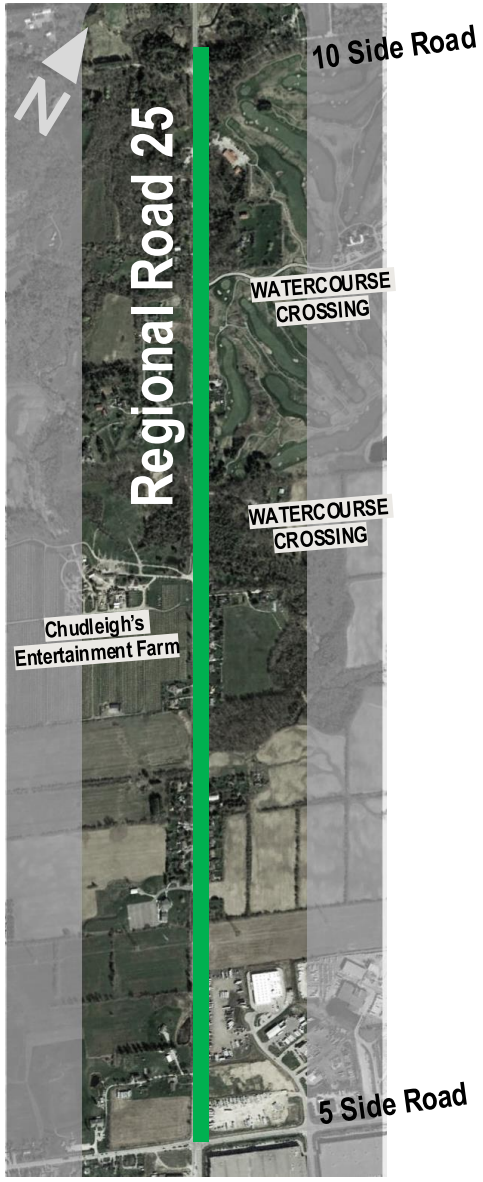
- **Improve active transportation facilities** for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network
- **Improve overall operations** including intersections, as well as **localized widening** for example turn lanes

Key Features

The existing road right-of-way for this section of Regional Road 25 varies. The Region's Transportation Master Plan has a planned road right-of-way of 42 m.

Key features along the corridor include:

- Watercourse Crossings
- Natural Heritage Features (wetlands, regionally significant wetlands, woodlands, significant woodlands)
- Residential properties
- Chudleigh's Entertainment Farm
- Golf course
- Roundabout planned at 5 Side Road



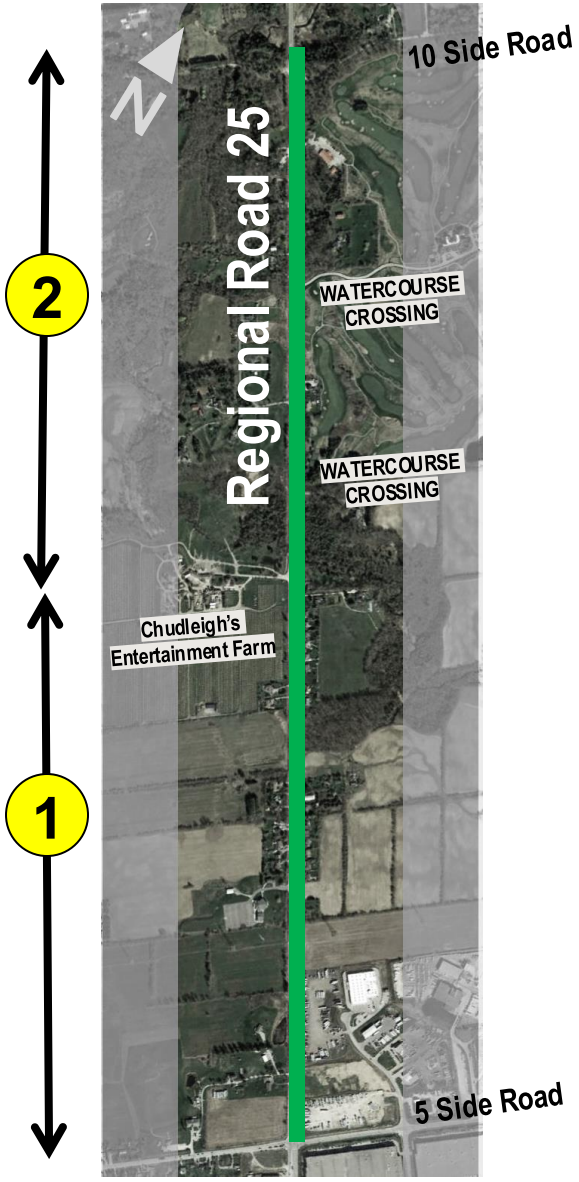
Regional Road 25 Alternative Design Concepts

Corridor Segments

Based on existing characteristics, Regional Road 25 was split into two segments to evaluate the design alternatives:

1. **Segment 1:** 5 Side Road to Chudleigh's Entertainment Farm Access

2. **Segment 2:** Chudleigh's Entertainment Farm Access to 10 Side Road



Design Alternatives - Overview

To address the preferred solution for Regional Road 25, design alternatives were developed and evaluated for:

1. Localized improvements
   - Identify opportunities to improve traffic operations and minimize impacts to the social, cultural, and natural environments
2. Active Transportation Facilities (for pedestrians and cyclists)

The following slides will present the design alternatives carried forward for analysis and evaluation.

Design Considerations

A number of key constraints and design elements were considered based on the rural corridor's character and needs:

- Active transportation facilities;
- Existing creek structures;
- Drainage;
- Impacts to businesses, residential and cultural heritage properties;
- Hydro poles;
- Stable top of bank erosion hazard limit at watercourses;
- Regulatory floodplain hazard and wetlands; and
- Minimize impacts to natural features and areas.

Evaluation Criteria

The design alternatives were evaluated based on the following criteria:

Transportation: ability to accommodate future travel demand, active transportation, safety, emergency services

Socio-Economic Environment: existing and planned land uses, property impacts, traffic noise, air quality, etc.

Cultural Environment: archaeological and cultural heritage resources, scenic and landform of the Niagara Escarpment Plan area and development

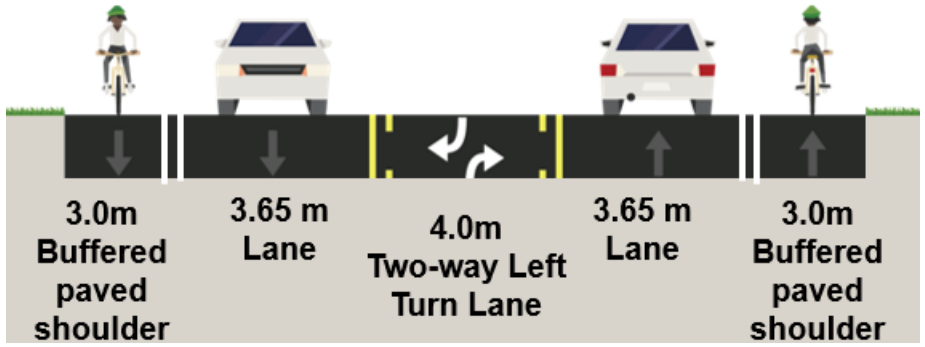
Natural Environment: surface water and groundwater, minimize impacts to flooding, natural heritage features such as designated areas, vegetation, wildlife, aquatic habitat, species at risk

Preliminary Cost: construction-related costs

Localized Improvement Recommendations

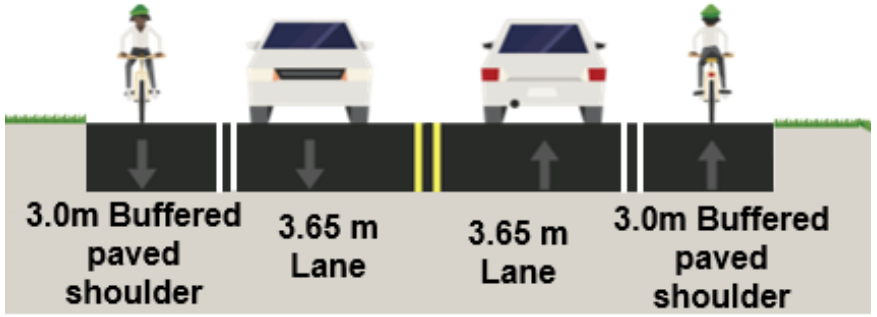
Segment 1 – Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access

- Maintain two lanes (one in each direction)
- Addition of continuous two-way left-turn lane
- 3.0m paved shoulders with painted buffer on both sides



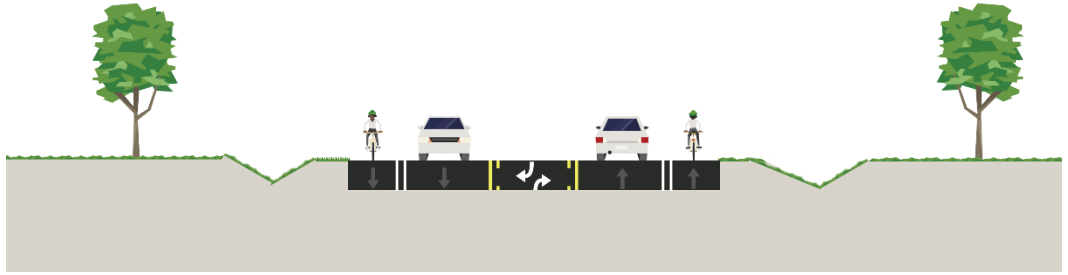
Segment 2 - Regional Road 25 from Chudleigh's Entertainment Farm Access to 10 Side Road

- Maintain two lanes (one in each direction)
- Localized improvements (turn lanes at intersections)
- 3.0m paved shoulders with painted buffer on both sides

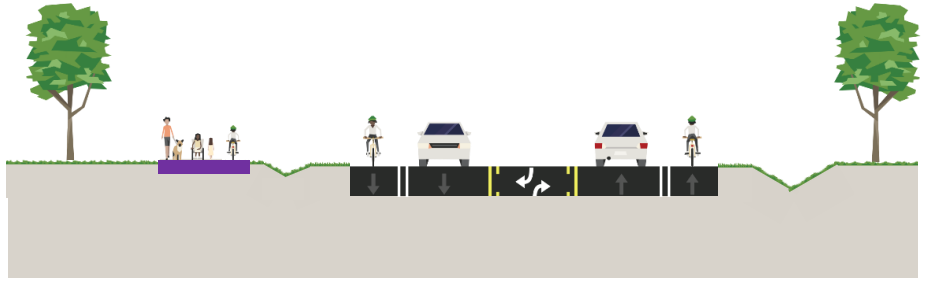


Active Transportation Alternatives

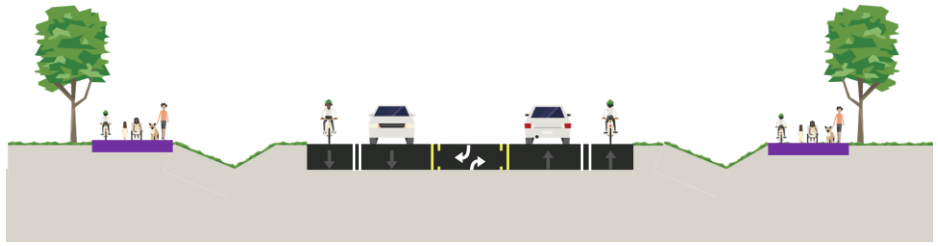
Segment 1 – Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access



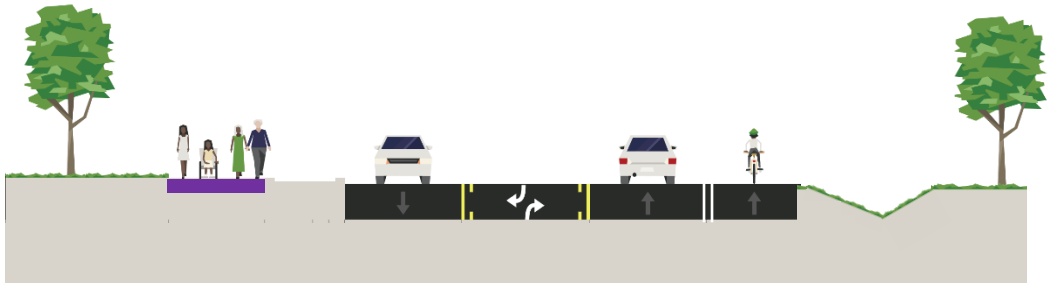
Alternative A – Buffered paved shoulders on both sides



Alternative B - Buffered paved shoulders on both sides, multi-use path on west side



Alternative C - Buffered paved shoulder and multi-use path on both sides



Alternative D – Multi-use path on the west and buffered paved shoulder on the east, semi-urban

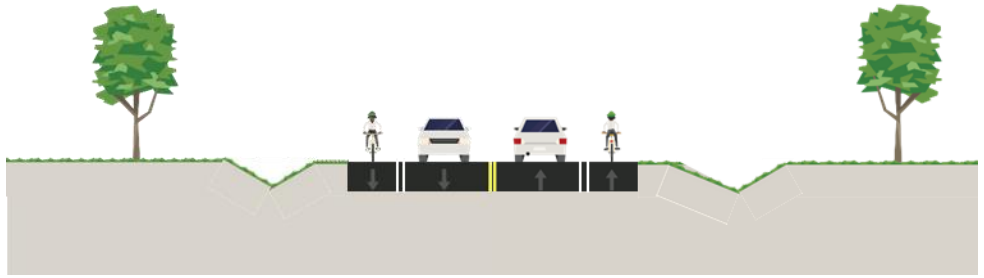
Active Transportation Evaluation

Segment 1 - Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access

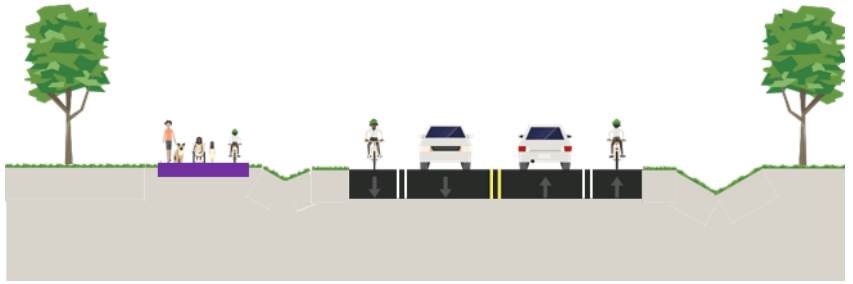
Criteria	Alternative A Buffered paved shoulders on both sides	Alternative B Buffered paved shoulders on both sides, multi-use path on west side	Alternative C Buffered paved shoulder and multi-use path on both sides	Alternative D Multi-use path on the west and buffered paved shoulder on the east, semi-urban
Transportation Service	Least Preferred	Most Preferred	Less Preferred	Least Preferred
Socio-Economic	Most Preferred	Less Preferred	Least Preferred	Less Preferred
Natural Heritage	Most Preferred	Less Preferred	Least Preferred	Less Preferred
Cultural Heritage	Most Preferred	Less Preferred	Least Preferred	Less Preferred
Preliminary Costs	Most Preferred	Most Preferred	Least Preferred	Least Preferred
OVERALL SUMMARY		**RECOMMENDED**		

Active Transportation Design Alternatives

Segment 2 - Regional Road 25 Chudleigh's Entertainment Farm Access to 10 Side Road

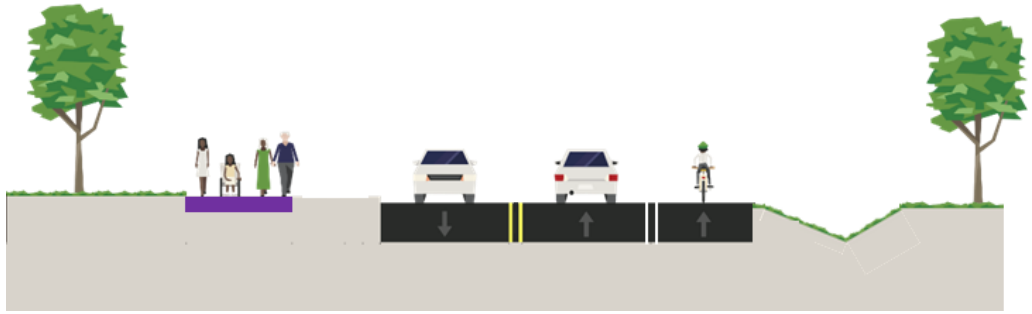


Alternative A – Buffered paved shoulders on both sides



Alternative B - Buffered paved shoulders on both sides, multi-use path on west side

Alternative C - Buffered paved shoulder and multi-use path on both sides



Alternative D – Multi-use path on the west and buffered paved shoulder on the east, semi-urban

Active Transportation Evaluation

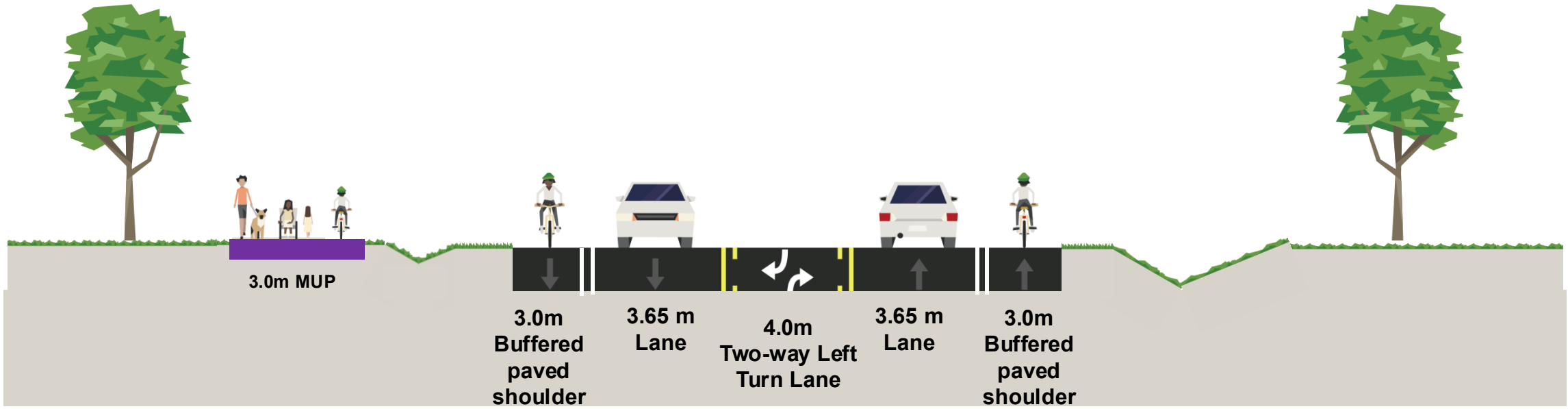
Segment 2- Regional Road 25 from Chudleigh's Entertainment Farm Access to 10 Side Road

Criteria	Alternative A Buffered paved shoulders on both sides	Alternative B Buffered paved shoulders on both sides, multi-use path on west side	Alternative C Buffered paved shoulder and multi-use path on both sides	Alternative D Multi-use path on the west and buffered paved shoulder on the east, semi-urban
Transportation Service	Least Preferred	Most Preferred	Less Preferred	Least Preferred
Socio-Economic	Most Preferred	Less Preferred	Least Preferred	Less Preferred
Natural Heritage	Most Preferred	Less Preferred	Least Preferred	Less Preferred
Cultural Heritage	Most Preferred	Less Preferred	Least Preferred	Less Preferred
Preliminary Costs	Most Preferred	Most Preferred	Least Preferred	Least Preferred
OVERALL SUMMARY	**RECOMMENDED**			

Regional Road 25 Preliminary Preferred Alternative Design

Preliminary Recommended Cross-Section

Segment 1 – Regional Road 25 from 5 Side Road to Chudleigh's Entertainment Farm Access



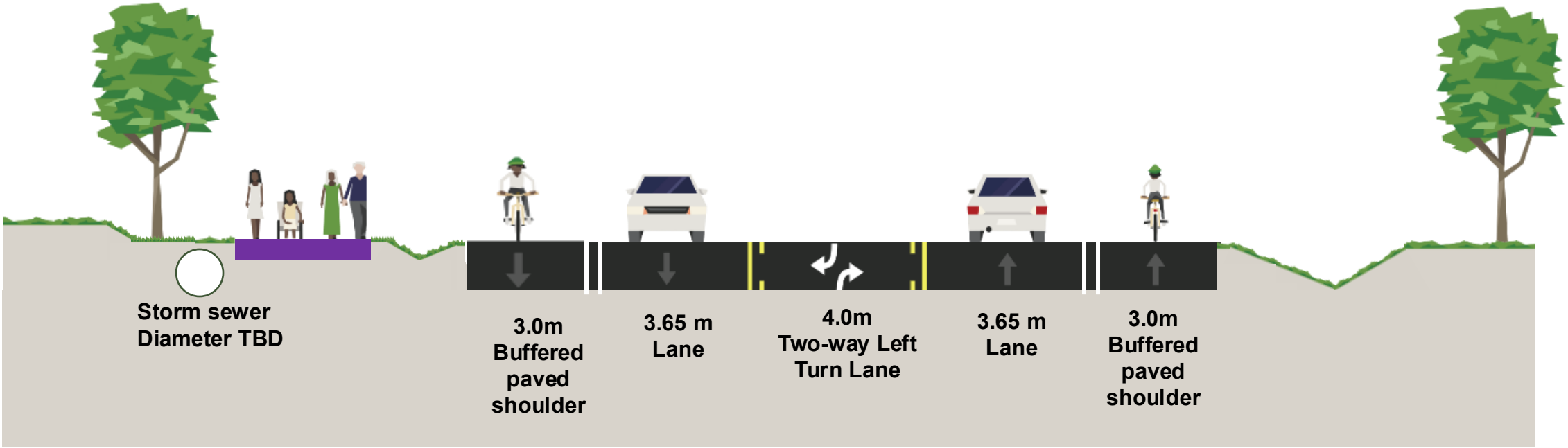
- Maintain 2 lanes with addition of continuous two-way left-turn lane
- Paved shoulders with painted buffers on both sides
- Multi-use path on west side

Notes: Lane widths measured to edge of pavement

N.T.S

Preliminary Recommended Cross-Section

Constrained Locations



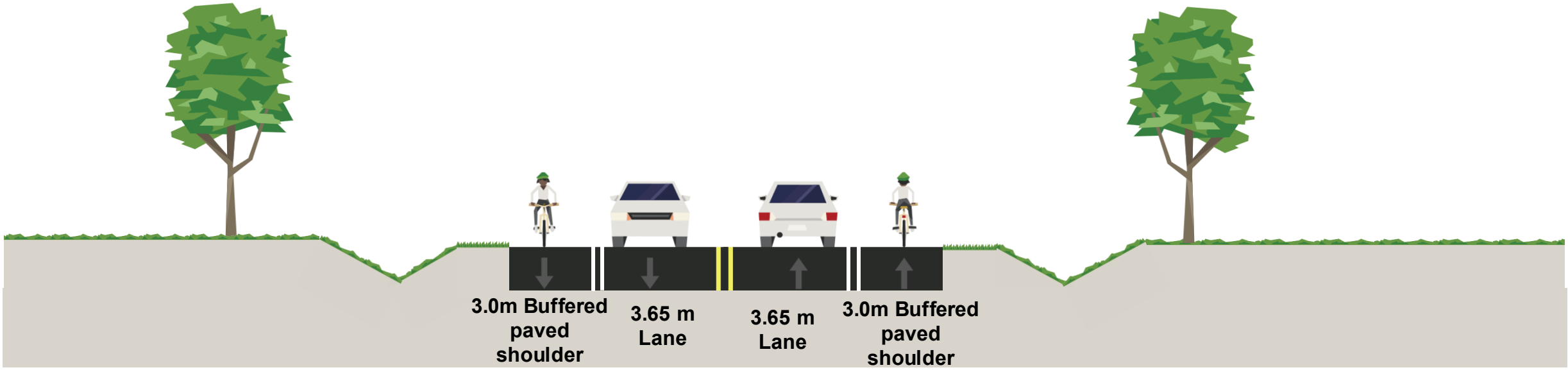
- Maintain 2 lanes with addition of continuous two-way left turn lane
- Paved shoulders with painted buffers on both sides
- Multi-use path on west side
- Reduces property impacts to residential areas

Notes: Lane widths measured to edge of pavement

N.T.S

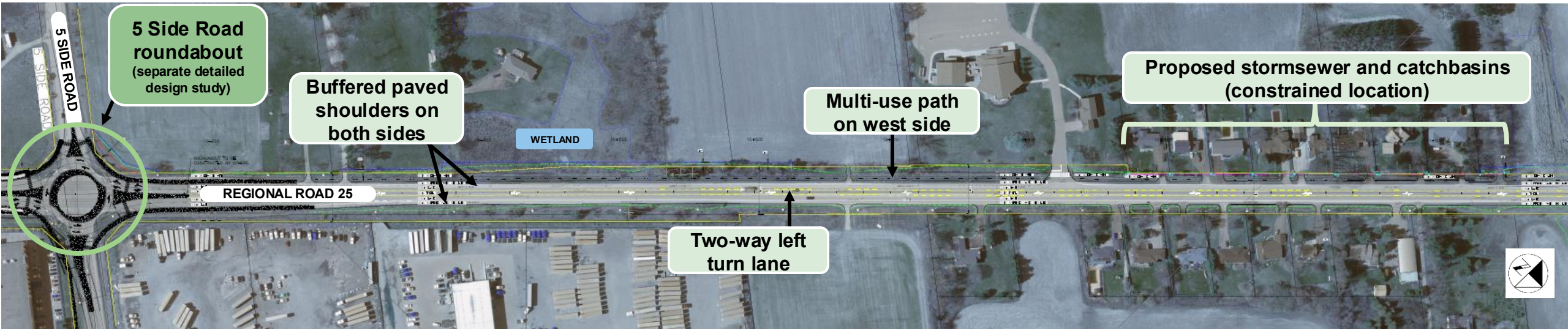
Preliminary Recommended Cross-Section

Segment 2 – Regional Road 25 from Chudleigh's Entertainment Farm Access to 10 Side Road



- Maintain 2 lanes with localized improvements (i.e., turning lanes where required)
- Paved shoulders with painted buffers on both sides

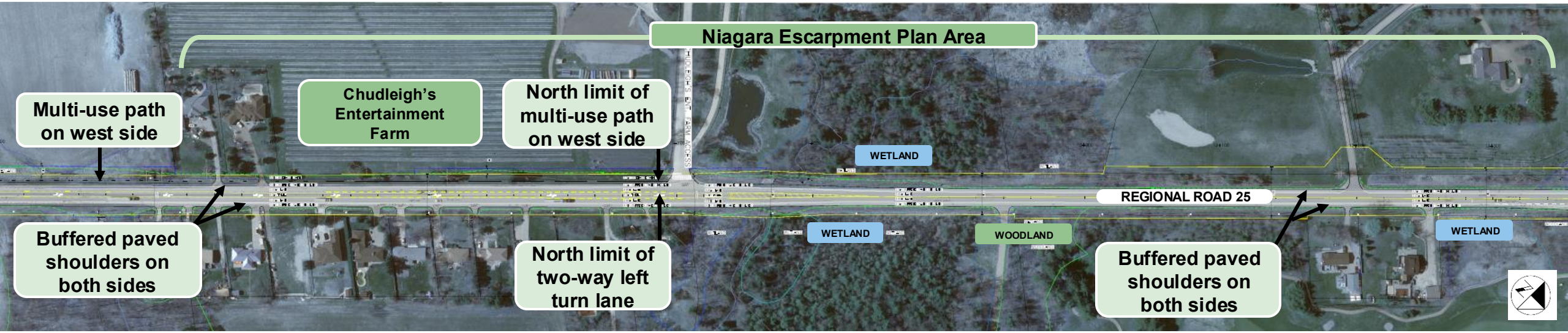
Preliminary Preferred Alternative Design



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED GRADING LIMITS TO EXISTING GROUND
- PROPOSED TEMPORARY GRADING EASEMENT
- PROPOSED STORM SEWER AND CATCH BASIN
- EXISTING WETLAND
- EXISTING WOODLAND
- EXISTING WATERCOURSE
- DITCH

Preliminary Preferred Alternative Design



LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED GRADING LIMITS TO EXISTING GROUND
- PROPOSED TEMPORARY GRADING EASEMENT
- PROPOSED STORM SEWER AND CATCH BASIN (CB)
- EXISTING WETLAND
- EXISTING WOODLAND
- EXISTING WATERCOURSE
- DITCH

Preliminary Preferred Alternative Design

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED GRADING LIMITS TO EXISTING GROUND
- PROPOSED TEMPORARY GRADING EASEMENT
- PROPOSED STORM SEWER AND CATCH BASIN (CB)
- EXISTING WETLAND
- EXISTING WOODLAND
- EXISTING WATERCOURSE
- DITCH

Renderings (CONCEPTUAL ONLY)

Regional Road 25, south of Chudleigh's Entertainment Farm Access (facing north)

Regional Road 25, south of 10 Side Road (facing north)

North Halton Coordinated Municipal Class Environmental Assessment Study

Virtual Public Information Centre #2
December 9, 2024 to January 10, 2025
Video #5 – Next Steps

Next Steps

- Update technical studies (stormwater and drainage, transportation, natural environment, etc.) based on preliminary preferred design to identify impacts;
- Preliminary mitigation measures will be recommended in the Environmental Study Report(s) along with commitments for future work;
  - Measures will be based on Halton Region policies, standards and best practices, as well as regulatory agency requirements and conditions of approval; and
  - 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(s) to document the decision-making process and commitments to detailed design; and
- 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 **January 10, 2025**

Study webpage
Learn more about the project at **halton.ca**

Contact the Project Team
Reach out to the Project Manager

Melissa Alexander
Project Manager
Halton Region
905-825-6000 ext. 7733
Melissa.Alexander@halton.ca