

North Halton Municipal Class Environmental Assessment (MCEA) Public Information Centre #1 – 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 (MCEA) Study (or “MCEA”). This video will discuss information that pertains specifically to this section of the study area. For an overview of the study as a whole, including the purpose of the study, study process and schedule, and overall study area, please view Video #1 – Introduction. 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, including evaluation framework and PIC #2, please view Video #5 – Next Steps.

Slide 2 (Study Overview)

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. These options include road widening, cross-sectional requirements, active transportation, transit supportive infrastructure, intersection improvements, and overall traffic operation improvements.

Slide 3 (Existing Corridor Conditions)

James Snow Parkway is a major arterial between Britannia Road and Highway 401.

Between Britannia Road and Derry Road, James Snow Parkway has a speed limit of 70 km/h, with two vehicle lanes and no centre median, and a multi-use trail on the west from Derry Road to Louis St. Laurent Avenue, and hydro poles on the west side.

Between Derry Road and Highway 401, the speed limit is 60 km/h north of Main Street and 70 km/h south of Main Street. There are four vehicle lanes with a centre median, a multi-use trail on the west side, and hydro poles on the east side, with light poles on both sides. A short section of James Snow Parkway is serviced by Milton Transit.

Slide 4 (Existing Land Uses)

According to the Region’s 2022 Official Plan, James Snow Parkway falls in the Regional Urban Area, with portions of the corridor located within the employment area and built boundary.

According to the Town of Milton’s 2023 Official Plan, land adjacent to James Snow Parkway is mainly residential on the west side and agricultural and industrial on the east side of the corridor.

Slide 5 (Existing Natural Heritage & Cultural Heritage)

From a Natural Heritage perspective, James Snow Parkway intersects with the Regional Natural Heritage System, which consists of wetlands, woodlands, watercourses, potential wildlife and fish habitats and other natural areas that have ecological significance. The corridor crosses a tributary of the East Sixteen Mile Creek, wetland communities and floodplains regulated by Conservation Halton.

A Cultural Heritage review was undertaken, and no Cultural Heritage Landscapes nor Built Heritage Resources were identified. A Stage 1 Archaeological Assessment was undertaken and there are no identified sites within 50 metres of the study area. Parts of the study area do have archaeological potential. If lands are proposed to be impacted, a Stage 2 Archaeological Assessment will be required.

Slide 6 (Existing Traffic Conditions)

In terms of existing traffic conditions, in the morning and afternoon peak periods, James Snow Parkway is experiencing delays at the intersections of Main Street and Derry Road. Eastbound, northbound and southbound movements at the intersections with Main Street and Derry Road currently experience long delays with high demand. The segments south of Derry Road and north of Main Street are approaching capacity in the northbound direction during the morning and southbound during the afternoon peak hours. The corridor experiences about 17,000-27,200 daily vehicles between Highway 401 and Derry Road and 7,000-9,600 from Derry Road to Britannia Road. Between 3 and 5% of the daily traffic are trucks. Current roadway users include residential and construction vehicles for the development along the east side of the corridor.

Slide 7 (Future Transit Conditions)

A study called the Defining Major Transit Requirements in Halton Region or DMTR was completed in 2019 and recommended 2031 and 2041 transit priority corridor networks. The DMTR identified James Snow Parkway as a Priority Bus Corridor in both 2031 and 2041, with the opportunity to implement transit supportive infrastructure such as: Transit Signal Priority (TSP), queue jump lanes, bus shelters, and other transit stop improvements. TSP involves optimizing signal timing to minimize delays to transit at signalized intersections. TSP techniques include extended green time, a dedicated transit phase, and transit vehicle detection which induces a green signal.

Slide 8 (Existing Safety Conditions)

A Road Safety Review was conducted as part of this study to review the condition of all features on James Snow Parkway within the study limits. Key findings include that James Snow Parkway is experiencing a consistent number of collisions each year. Most collisions occurred on James Snow Parkway at the intersections of Main Street East and Derry Road. Recommendations to enhance safety will be considered in the next stages of the study.

Slide 9 (Problem & Opportunity Statement)

Based on the planning and transportation context, we have developed the following to summarize the problem and opportunity statement for James Snow Parkway.

- James Snow Parkway is a key major arterial road with an interchange at Highway 401 providing access to the Towns of Milton and Halton Hills.
- Without improvements to the corridor, traffic operations are expected to experience increasing delays and demand.
- To support growing travel demand, as well as a future transit priority corridor, improvements to James Snow Parkway are required to create a transportation system which is safe, continuous, connected, and coordinated for all users and abilities.
- The future right-of-way will accommodate active transportation (e.g., walking, cycling), transit supportive infrastructure, an improved pedestrian environment and allow for improvements to traffic operations at intersections and along the corridor.

Alternative solutions to address this problem and opportunity statement are addressed on the next slide.

Slide 10 (Alternative Solutions Evaluation)

The MCEA process requires that alternative solutions be considered to address the problem and opportunity statement identified for the study area. Alternative solutions represent functionally different solutions to address the problem and opportunity statement. This slide presents a summary of the assessment of the alternative solutions.

Alternatives for James Snow Parkway include:

1. Do Nothing which is maintenance of the existing conditions on James Snow Parkway.
2. Active Transportation Improvements which includes improving transportation facilities throughout the corridor and at intersections to support healthy and safe communities, active lifestyles and provide inclusive multi-modal transportation options for all users of all abilities.
3. Intersection / Operational Improvements which include enhancing traffic operations at intersections through physical and operational modifications.
4. Improvements to James Snow Parkway which includes widening James Snow Parkway to accommodate additional travel capacity and opportunities for transit priority corridor infrastructure.
5. Improvements to Other Roadways which includes undertaking capital improvements to widen other north-south roadways in the immediate study area.
6. Transportation Demand Management which includes implementing measures to manage travel demand by encouraging carpooling, shifting travel demand through off-peak hours through flexible work hours and telecommute.

Slide 11 (Recommended Solution)

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 James Snow Parkway is proposed to consist of a combination of the following three alternative solutions:

- Improve 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; and
- Widen James Snow Parkway to six lanes to provide additional travel lanes and transit priority corridor infrastructure.

Slide 12 (Traffic Analysis – Future Conditions)

Halton Region is undertaking an Integrated Master Plan for Water, Wastewater and Transportation that will identify infrastructure to enable Local Municipal future growth targets to 2051.

However, there remain several projects identified through the 2011 Transportation Master Plan – The Road to Change (TMP) to be implemented to improve network connectivity and address forecasted travel demand to 2031.

The TMP considered overall network travel demand and identified that six travel lanes are required for James Snow Parkway to accommodate future growth and transit priority by 2031.

In this study, we will take a closer look at intersection and corridor operations to better understand future needs, considering three options:

- Maintain Existing Conditions (“Do Nothing” Alternative);
- Widen to 6-General Purpose Lanes; and
- Widen to 6 Lanes with transit priority infrastructure (for example transit signal priority and queue jump lanes).

Slide 13 (We Want to Hear from You)

We want to hear from you. Please provide your comments and feedback on the James Snow Parkway study background, existing conditions and recommended solution by completing the online survey. We will review comments and take your feedback into consideration as we move into the next phase and develop alternative design concepts.

As mentioned earlier in this video, please view Video #3 to learn more about the Steeles Avenue corridor and Video #4 to learn more about Regional Road 25. For next steps, including evaluation frameworks and PIC #2, please view Video #5 – Next Steps.