

Region, Town staff endorse plan

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The exact alignment for the new roads will be determined through an environmental assessment, said Dennis.

The study also identified improvements to existing roads in Halton and Peel. In Halton they include:

- Widening of Steeles Ave. from west of Winston Churchill Blvd. to Milton from the planned four lanes to six lanes
 - Widening of Trafalgar Rd. from two to four lanes, from Steeles Ave to Maple Ave.
 - Widening of Winston Churchill Blvd from two to six lanes, from Hwy. 401 to Five Sideroad, and from two to six lanes from Five Sideroad to the junction with the Winston Churchill bypass
 - Widening of 10 Sideroad from two to six lanes from Trafalgar Rd. to Winston Churchill Bypass/Norval West Bypass
 - Reconstruction of Eighth Line and Tenth Line between Steeles Ave. and 10 Sideroad
- The report also includes transit services:
- Steeles Ave. Bus Rapid Transit (BRT) service extension further west from its currently planned western terminus at Lisgar GO station to possibly Milton GO station by 2031
 - Inter-regional transit service on Guelph St.- Bovaird Dr. corridor, connecting Brampton with Georgetown by 2021
 - Ninth Line/Mountainview Rd. transit service by 2031
 - HOV lanes and transit service on the Halton-Peel Freeway synchronized with the construction and opening of sections of the

Halton-Peel freeway

- Carpool lot to be constructed and synchronized with the opening of sections of the Halton-Peel freeway and the provision of transit service

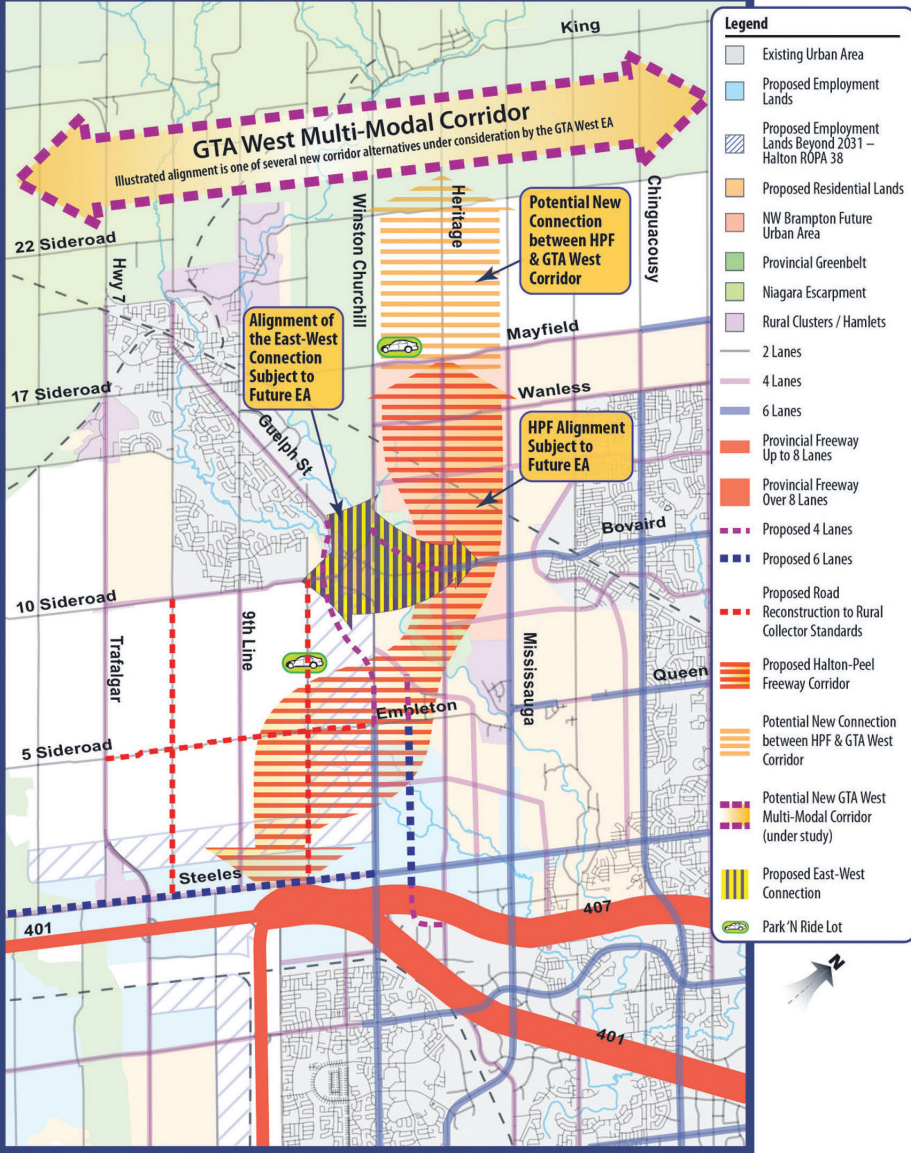
- Transit in existing and planned development areas

The Halton-Peel Boundary Area Transportation Study is a joint study undertaken by Peel and Halton Regions, the City of Brampton and Towns of Halton Hills and Caledon. It is to provide a master plan for the study area in light of the Province's Places to Grow plan, Metrolinx's Regional Transportation Plan and the Province's environmental assessment currently underway for a potential GTA West Corridor.

Halton Hills Council (last night) and Halton Region's Planning and Public Works Committee (May 5) will both have staff reports before them recommending endorsing the study, approving it as a long-term transportation master plan, and directing staff to participate in formulating a memorandum of understanding between all the study partners to determine a framework for implementing the study improvements.

Dennis said Region staff is to report back to Council in the fall on when the Environmental Assessment will begin and how the projects will be financed.

The study recommends the Halton Peel Freeway presumably be funded by the Provincial government. The final report of the study is available at www.halton-peelbats.ca/events.htm



Subject to future Environmental Assessment studies



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