



# **Erin Mills Parkway Complete Corridor Study (Britannia Road To Highway 407)**

Public Open House

February 25, 2026



# Welcome!

## to the Public Open House Erin Mills Parkway Complete Corridor Study (Britannia Road To Highway 407)

### Purpose of the Meeting:



Meet with the Study Team members and review the display materials



Share your thoughts, discuss your questions, and ideas.



Completing the comment sheet and returning it to the Study Team

# Land Acknowledgement

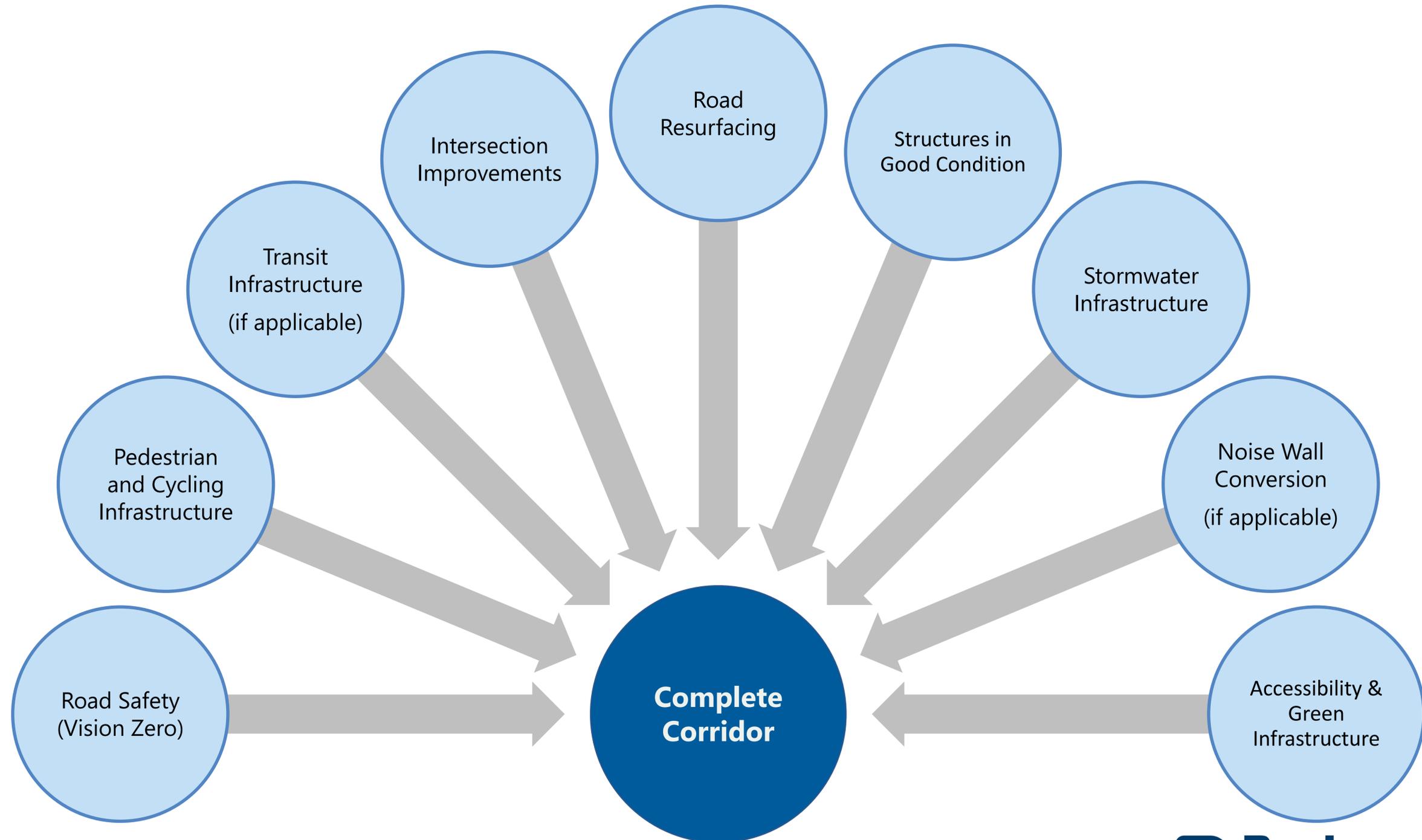
*Peel Region operates within the treaty lands of the Mississaugas of the Credit First Nation and the traditional territory of Anishinaabeg, Haudenosaunee, and Huron-Wendat nations. For thousands of years, Indigenous peoples inhabited and cared for this land and continue to do so today. We are grateful to have the opportunity to work in this territory, and in doing so, respect the land's significance for all people in Peel.*

# What is the purpose of a Complete Corridor Project?

- Create a complete corridor that safely supports all modes of transportation
- Maintain Peel Region infrastructure
- Minimize resident disruptions by coordinating transportation renewal projects and other planned improvements

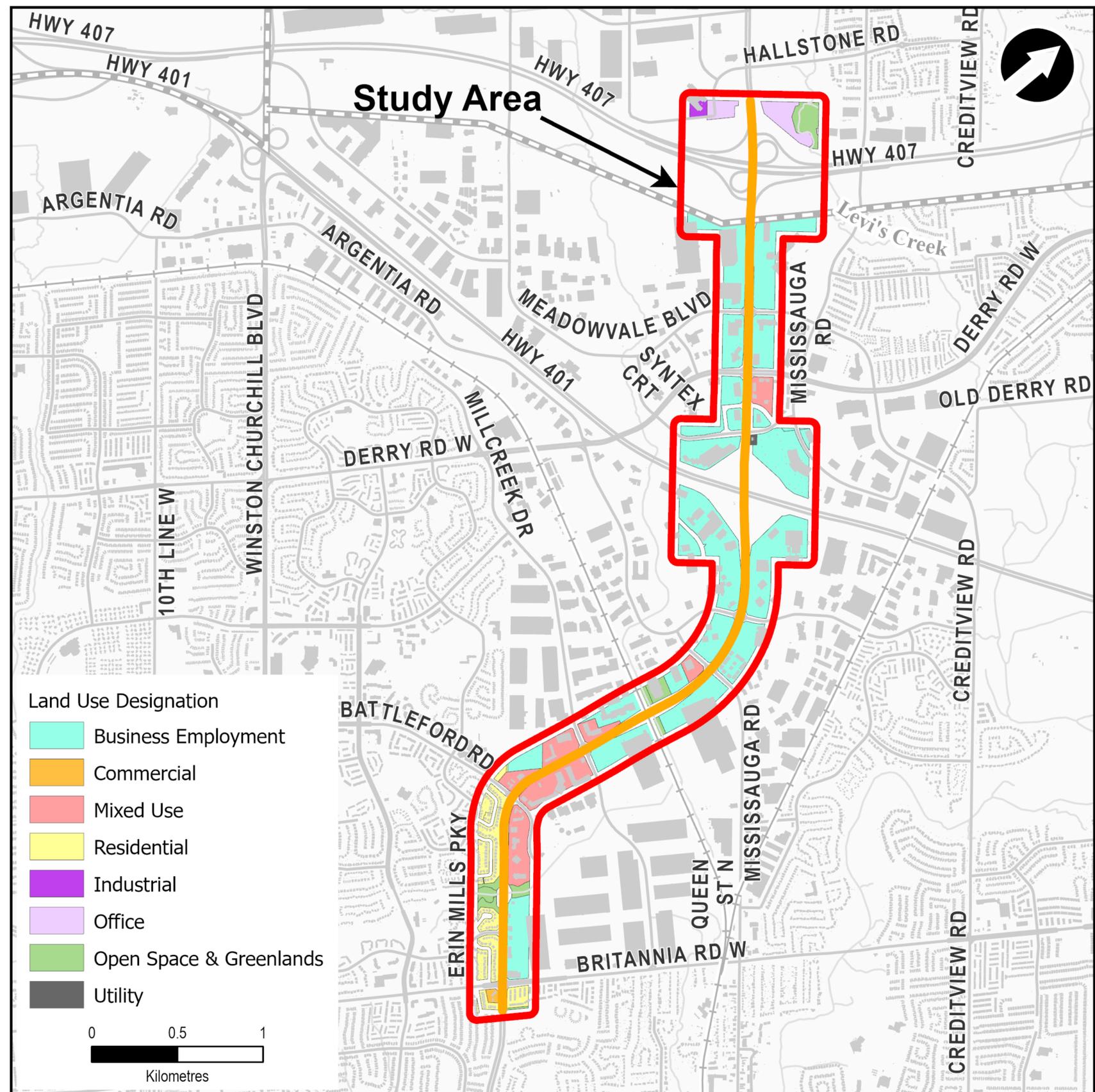


# Project Scope



# Study Area

- **Study Area:** A 5.1 km corridor surrounded by employment lands, mixed uses, open spaces, and low-density residential communities.
- **Study Objective:** To transform Erin Mills Parkway into a “**Complete Corridor**” that prioritizes safety and promotes efficient movement by integrating all modes of transportation (walking, cycling, transit, auto, and truck), while renewing existing infrastructure to maintain good condition.



Study Area Map

# Existing Corridor Conditions



## Road Characteristics

- Study Corridor is approx. 5.1 km in length
- Classified as a major arterial with a 6-lane cross-section (3 lanes in each direction)
- Right-of-Way (ROW) width of approx. 45m
- 70km/hr posted speed limit



## Planning Context

- Identified as a pedestrian improvement corridor and cycling network in the Region's Long Range Transportation Plan
- Designated as a Primary Truck Route in the Peel Region's Strategic Goods Movement Network
- EMP south of Highway 401 identified as a potential mobility hub gateway in the Region's Long Range Transportation Plan



## Land use

- Predominantly business employment with some mixed uses, public open spaces, and low-density residential



## Transit

- MiWay, Brampton Transit, and GO Transit bus stops are present along the Study Corridor



## Active Transportation

- Sidewalks on west side from Britannia to south of Hwy 401
- Short section of multi-use path (MUP) north of Britannia on east side
- No cycling facilities



## Street Lighting

- Median lighting south of Hwy 401; boulevard lighting on both sides north of Hwy 401



## Archaeology & Cultural Heritage Assessment

- One potential Cultural Heritage Landscape resource (Meadowvale West) was identified within the study area
- Study area shows no archaeological potential



## Stormwater Management (LIDs)

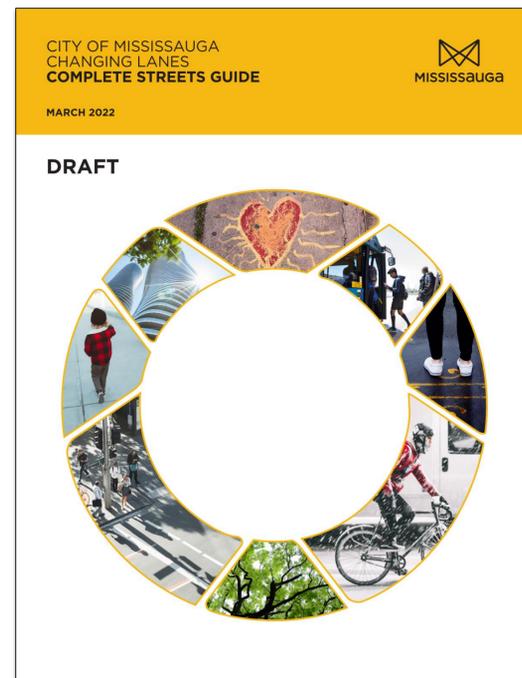
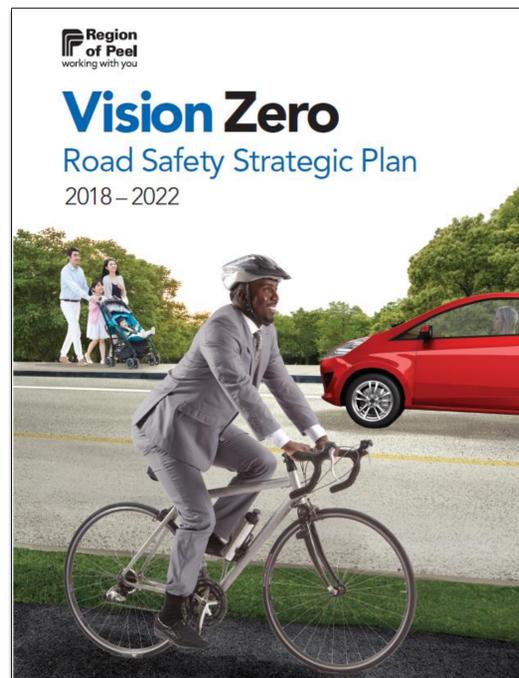
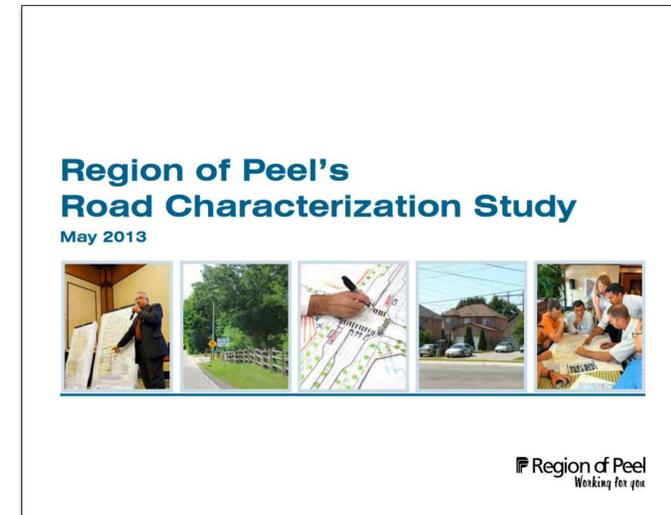
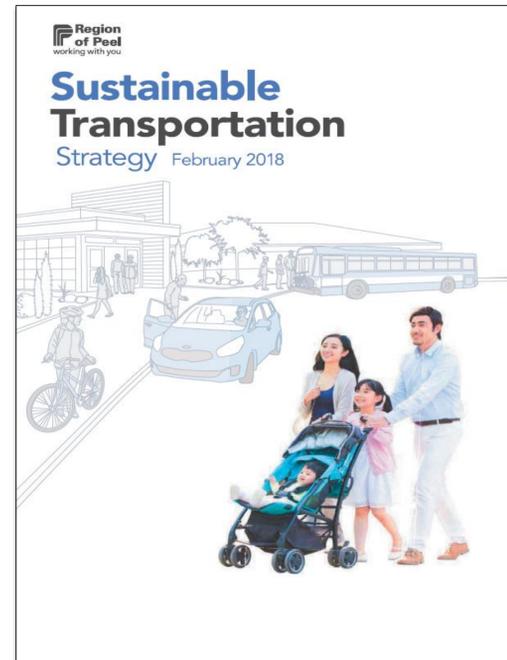
- No SWM/LID measures within the ROW; three SWM features exist in the corridor



## Retaining Walls and Noise Barriers

- The study area contains seven retaining walls, several of which also function as noise barriers.

# Planning and Policy Context



# Traffic and Safety Assessment

## Existing and Future Traffic Operations:

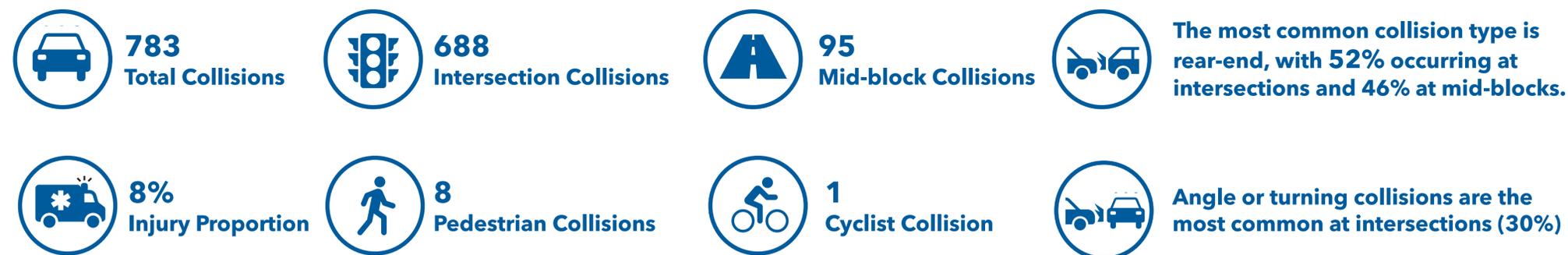
- Most intersections currently operate well and are expected to remain so in 2041
- Some turning movements are expected to experience delays by 2041, particularly in the PM peak period (4 to 6pm)

## Recommended Improvements for 2041:

- Add extra left turn at Derry and Argentia
- Add right turn lane at Erin Mills and Battleford
- Improve lane markings at Windwood
- Improve lane markings at Hwy 407 off-ramp
- Improve transit stops along the Corridor

## Traffic Safety:

- Collision data collected between 2018 and 2022 was analyzed as part of the project:

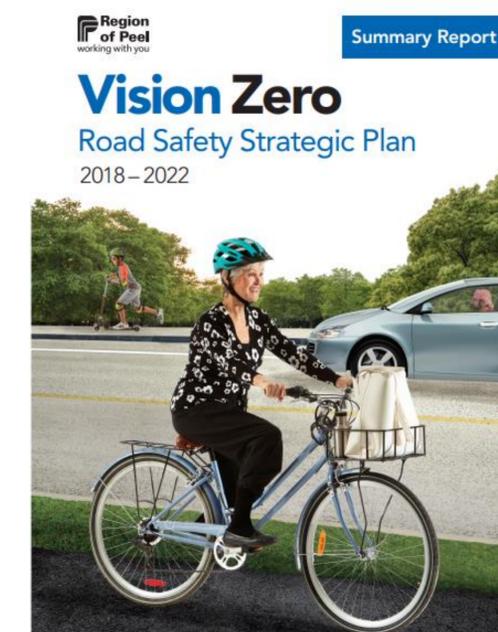


# Posted Speed Limit Review

- Framework Used: TAC Canadian Guidelines for Establishing Posted Speed Limits
- Risk Factors Considered: Road geometry, lane width, roadside hazards, pedestrian/cyclist activity, intersections
- Recommended Speed: 60 km/h  
(The current Posted Speed is 70 km/h)

***The corridor's risk profile supports lowering the posted speed to 60 km/h for improved safety.***

Reducing posted speed limits while redesigning the road corridor to reduce lane widths and better support transit, active transportation, and streetscaping will promote natural traffic calming and advance Peel's Vision Zero goals and Complete Corridor approach to improve safety for all road users



## Posted Speed Limits of Regional Roads

The higher the speed of a roadway, the greater the severity of a potential collision.

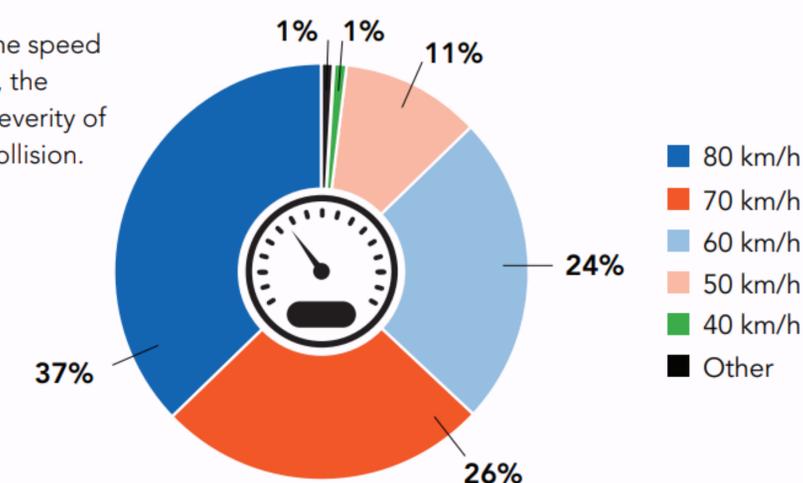


Image source: Peel Region's Vision Zero Road Safety Strategic Plan (2018-2022)

# Opportunities For Erin Mills Parkway



**Continuous Cycling Infrastructure**



**Improved Walking Facilities**



**Operational Improvements**



**Reduce Lane Widths**



**Transit Stop Improvements**



**Creating Safer Intersections**



**Ensure AODA Compliant**



**Drainage & Stormwater Management Improvements**

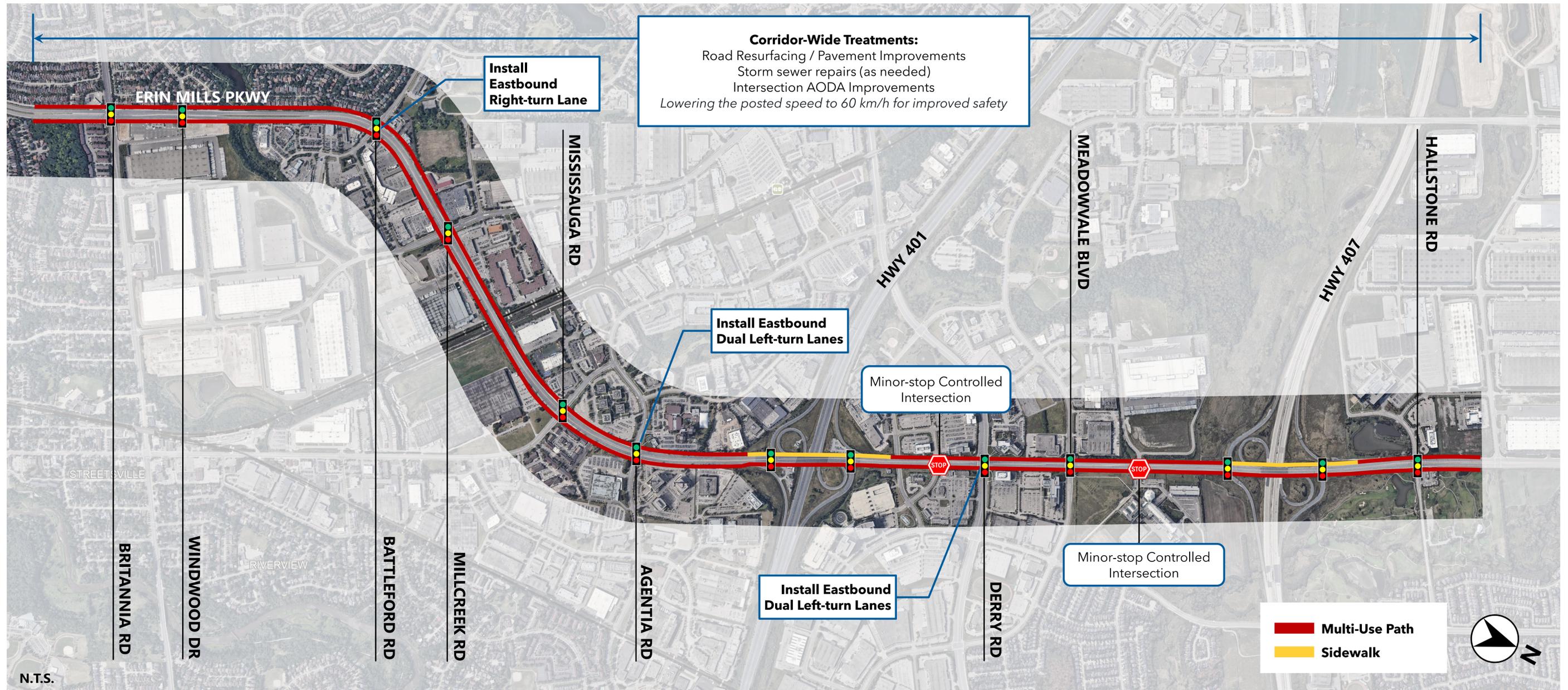


**Lowering Posted Speed Limit**



**Low Anticipated Impacts to Properties and Trees**

# Identified Improvements

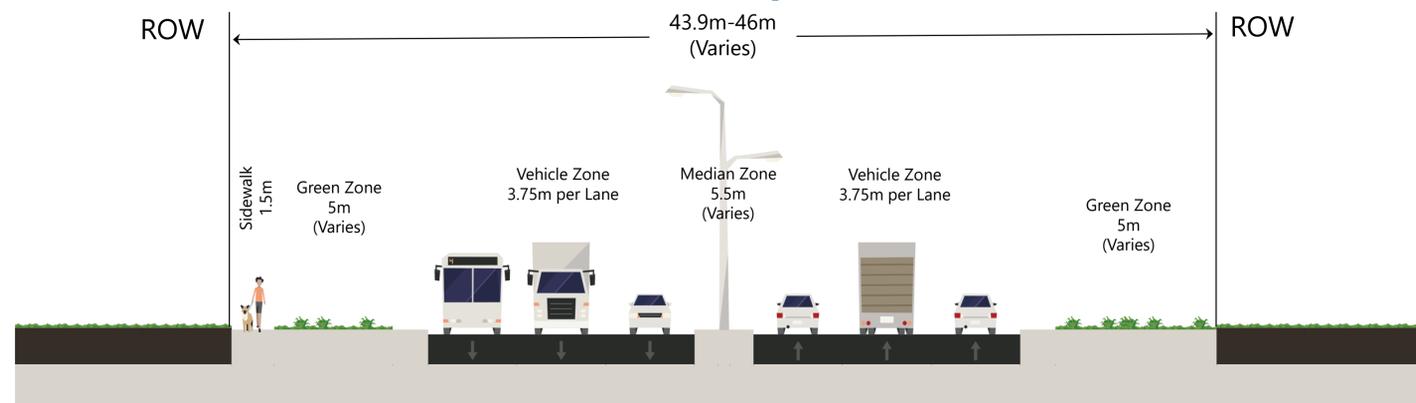


Note: The above figure is for illustrative purposes only and is intended to show the identified improvement opportunities along the study corridor. For the exact alignment of the multi-use paths, sidewalks, and lane configurations, please refer to the roll plan drawings.

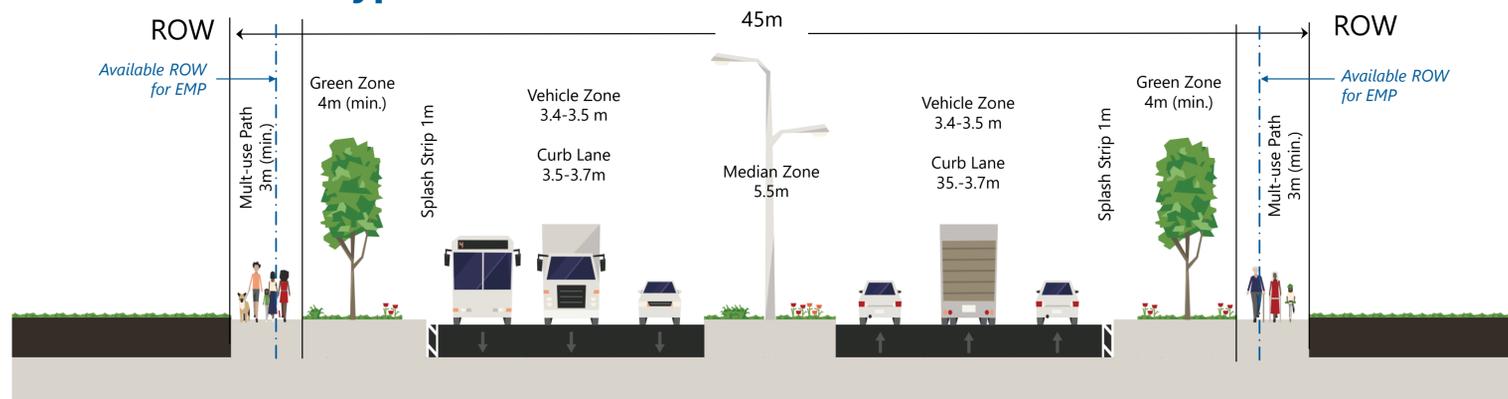
# Corridor Alternatives Considered

Note: The cross-section images are for illustrative purposes only and do not represent specific segments of the study corridor. They show typical road elements and constraints found along the corridor.

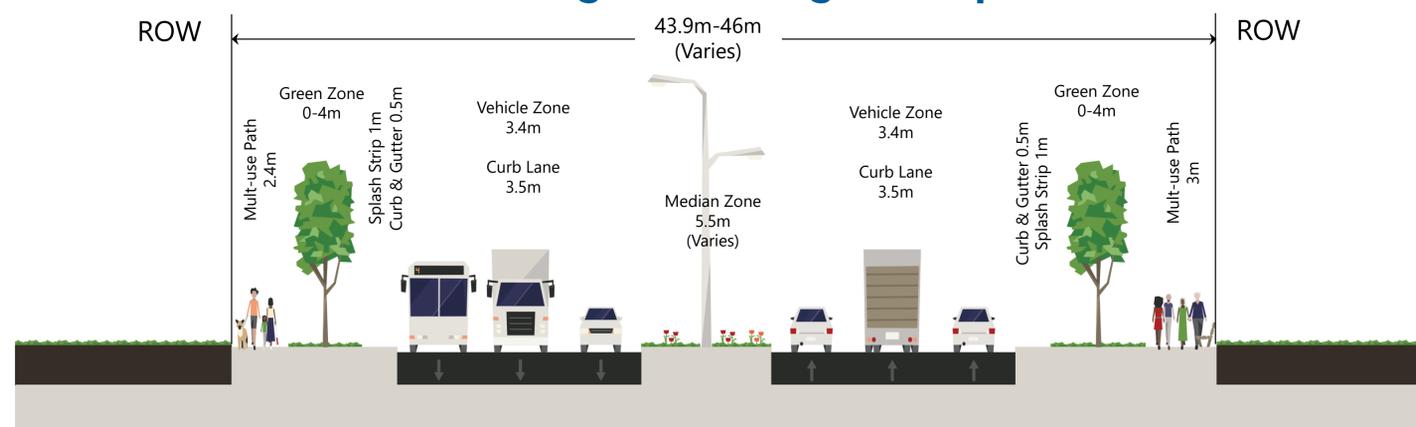
## Alternative 1: Routine Maintenance & Repairs



## Alternative 2: Typical 6 Lane Urban Cross Section

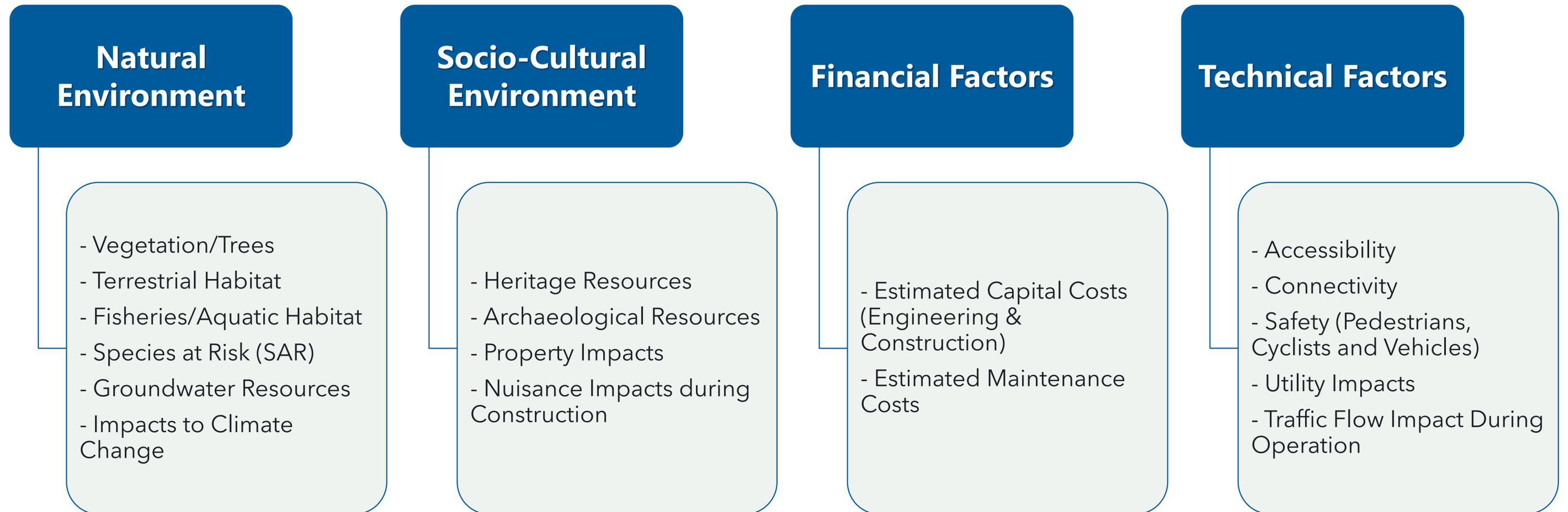


## Alternative 3: Maintain Existing ROW + Targeted Improvements



- The existing road layout will remain unchanged
- Work will be limited to routine maintenance and repairs
- Multi-use Path (MUPs) on both sides, minimum 4m Green Zone, 5.5 Median, and 3.4-3.5m lane width plus 3.5-3.7m curb lanes
- Proposed design concept as recommended by the Peel Road Characterization Study
- This option is a “best case” scenario, without taking into account of any physical constraints
- Each cross-section element has been prioritized to show what should stay the same and what can be adjusted
- This option is based on Alternative 2 but adjusted to balance with existing physical constraints and real-world limitations. Example of constraints include utilities and hydro poles, property boundaries, bus stops, etc.
- Ensure AODA-compliant

# Evaluation Criteria for Corridor



# Corridor Evaluation Matrix

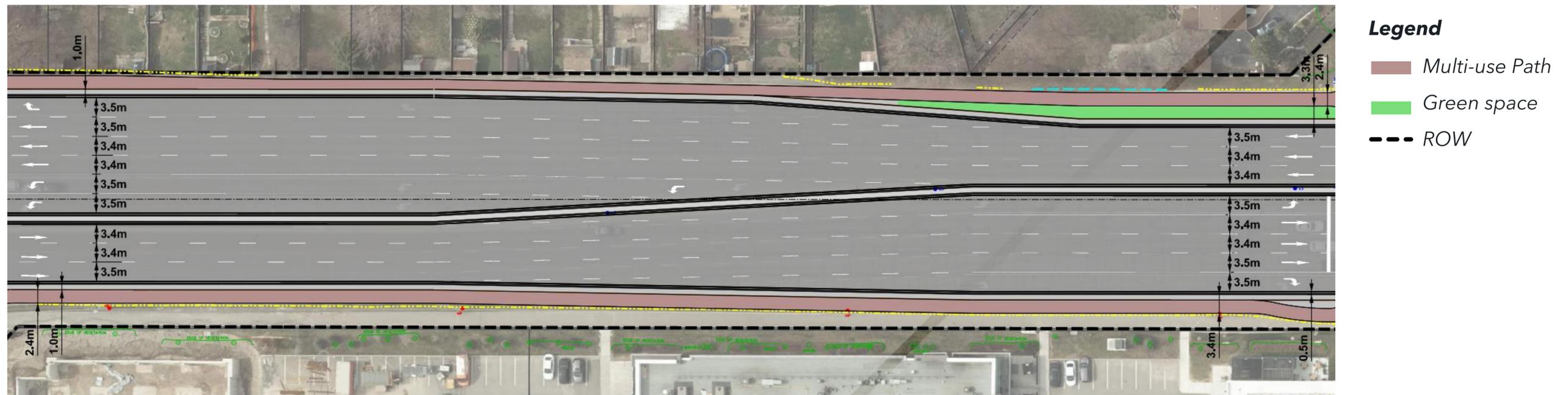
Evaluation Criteria	Alternative 1: Routine Maintenance & Repairs	Alternative 2: Typical 6 Lane Urban Cross Section	Alternative 3: Existing ROW + Targeted Improvements
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>● No negative impact to the environment</li> <li>● Missed opportunity for improvement</li> </ul>	<ul style="list-style-type: none"> <li>● Both options have similar environmental impacts</li> <li>● Both provide opportunities for low-impact development stormwater management measures.</li> </ul>	
<b>Socio-Cultural Environment</b>	<ul style="list-style-type: none"> <li>● No negative impact to the socio-cultural environment</li> <li>● Missed opportunity for improvement</li> </ul>	<ul style="list-style-type: none"> <li>● Medium-level impact on the cultural heritage landscape</li> <li>● Major property impacts due to a wider cross-section</li> <li>● Improve active transportation connectivity and continuity</li> </ul>	<ul style="list-style-type: none"> <li>● Minor indirect impact on the cultural heritage landscape</li> <li>● Little to no property impacts</li> <li>● Improve active transportation connectivity and continuity</li> </ul>
<b>Financial Factors</b>	<ul style="list-style-type: none"> <li>● High maintenance cost due to aging infrastructure</li> <li>● No property impact costs</li> </ul>	<ul style="list-style-type: none"> <li>● Medium-level capital and maintenance costs</li> <li>● High property impact costs</li> </ul>	<ul style="list-style-type: none"> <li>● Lower capital and maintenance costs due to smaller footprints</li> <li>● Limited property impact costs</li> </ul>
<b>Technical Factors</b>	<ul style="list-style-type: none"> <li>● Not compliant with accessibility standards</li> <li>● Disconnections in the pedestrian network and a lack of cyclist connectivity</li> <li>● No utility impact or conflict</li> </ul>	<ul style="list-style-type: none"> <li>● Complies with accessibility standards</li> <li>● Enhanced active transportation and bicycle connectivity</li> <li>● Improved safety</li> <li>● Moderate utility impact</li> </ul>	<ul style="list-style-type: none"> <li>● Complies with accessibility standards</li> <li>● Enhanced active transportation and bicycle connectivity</li> <li>● Improved safety</li> <li>● Minor utility impact</li> </ul>
	● Traffic flow remains unchanged across the alternatives, as the number of through lanes is consistent		
<b>Meet Problem Statement (POS)?</b>	● No	● Yes	
<b>OVERALL SUMMARY</b>	<b>Not Preferred</b>	<b>Less Preferred</b>	<b>Preferred</b> 👍

# Draft Corridor Recommendation - Alternative 3

## Example: South of Windwood Drive

### Alternative 3: Existing ROW + Targeted Improvements

*\*Refer to rollplan for the entire study area*



### Proposed Targeted Improvements

- Multi-Use Paths (MUPs) on both sides, where feasible
- Continuous sidewalk connections at highway interchanges
- Additional green space, where space allows
- Balanced lane configurations
- Improved street lighting
- Low impact development (LID) features

### Mitigation for Existing Constraints

- Maintain existing ROW & Centreline
- Maintain existing median alignment
- Protect existing noise/retaining walls on the west
- Limited property impacts

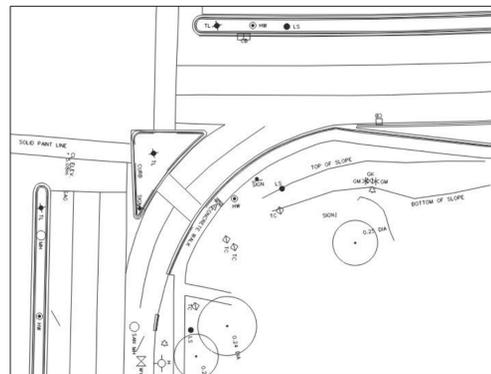
# Intersection Alternatives

Least Favourable

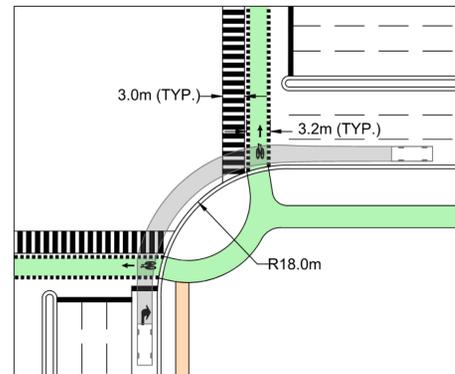


Most Favourable

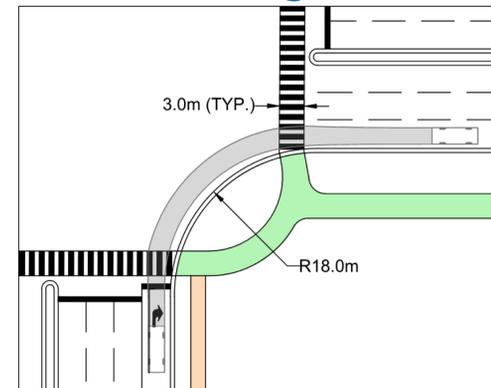
## 1. Routine Maintenance & Repairs



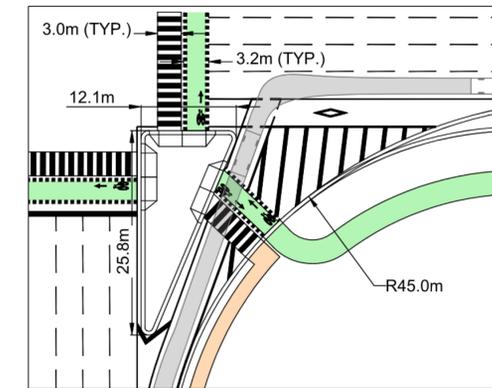
## 2. Remove Channelization, Add Bike Signals



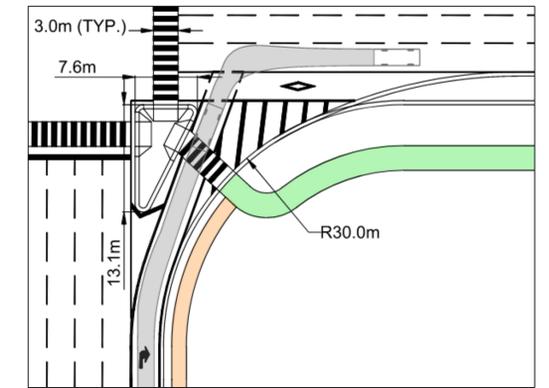
## 3. Remove Channelization, No Bike Signals



## 4. Smart Channel, Add Bike Signals



## 5. Smart Channel, No Bike Signals



**Pedestrian**



**Accessibility**



**Cycling**



**Transit**



**Cars**



**Trucks**



**Property**



**Utility**



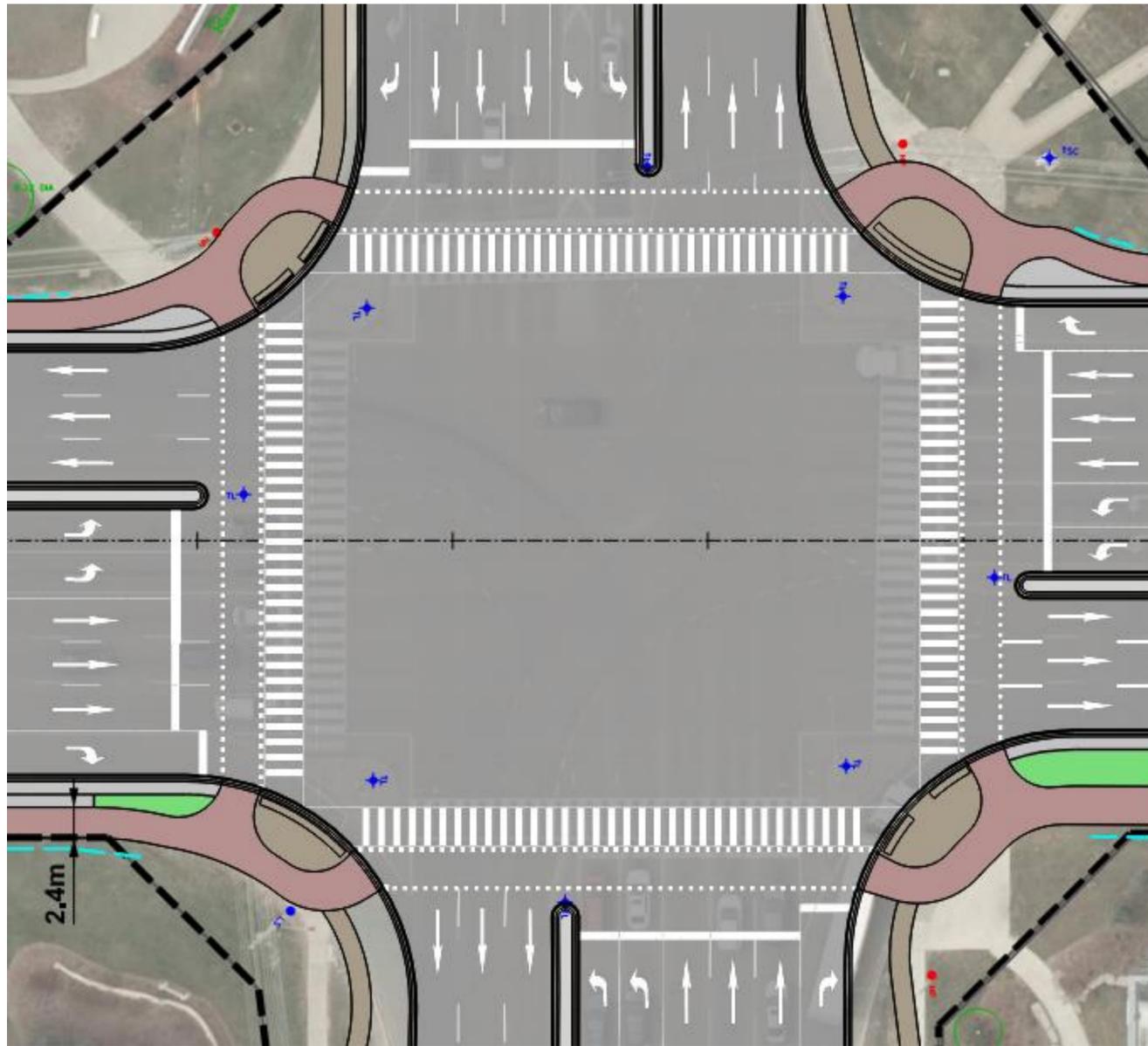
**Preferred**

# Draft Intersection Recommendation - Alternative 2

## Example: Erin Mills Parkway and Derry Road

### Alternative 2: Remove Channelization, Add Bike Signals

*\*To see improvements on specific intersections within corridor, please refer to Roll Plan*

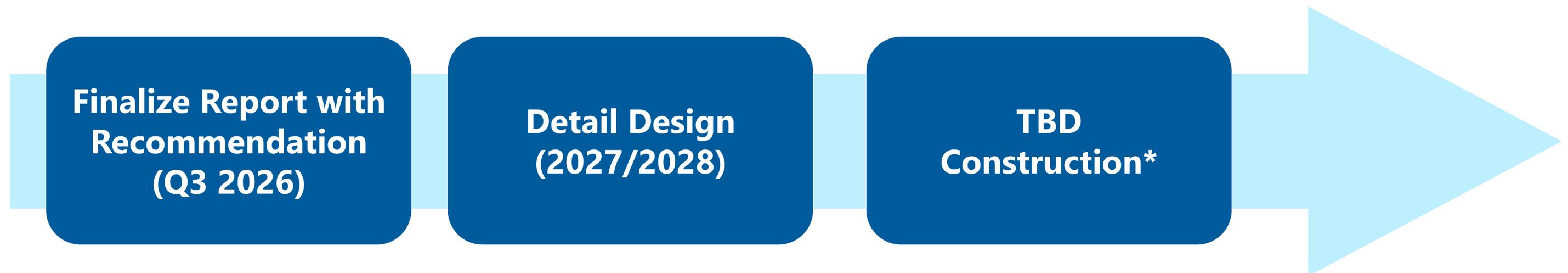


### Benefits

- Maintain existing ROW & Centreline to minimize impacts
- Provide crossrides to enable safer, dedicated cyclist crossings at intersections
- Tightened corner radii to reduce vehicle turning speeds and shorten pedestrian crossing distances

# Next Steps

- One-Month Public Open House Comment Period
- Review and Consider Comments received
- Public Open House Comments Summary Report will be posted on the project webpage
- Prepare Report and Preliminary Design of the Recommendation



Construction timing to be confirmed during detailed design and subject to budget approval by Council.

# How to Get Involved



Ask questions, [provide your feedback and engage](#) with the Project Team today at the Public Open House.



Fill out a Public Open House comment form and return by March 25, 2026



Please let us know if you'd like to receive updates and be involved in the next stages of project implementation.



Visit the Project website for more information  
(<https://peelregion.ca/construction/environmental-assessments/erin-mills-parkway-between-britannia-road-highway-407>)

Or scan the QR code:



# Questions

- Your comments are important. They will be reviewed as part of the study process and incorporated into the Final Project Report as part of the consultation record.
- To submit a comment, please complete a comment sheet and mail or email it to one of the individuals listed below. Alternatively, you can email or call one of the individuals listed below to discuss your concerns and/or comments.

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**Project Manager, Infrastructure Programming**

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