



Highway 50 Complete Corridor Study

from Queen Street East to The Gore Road

Public Information Project Overview

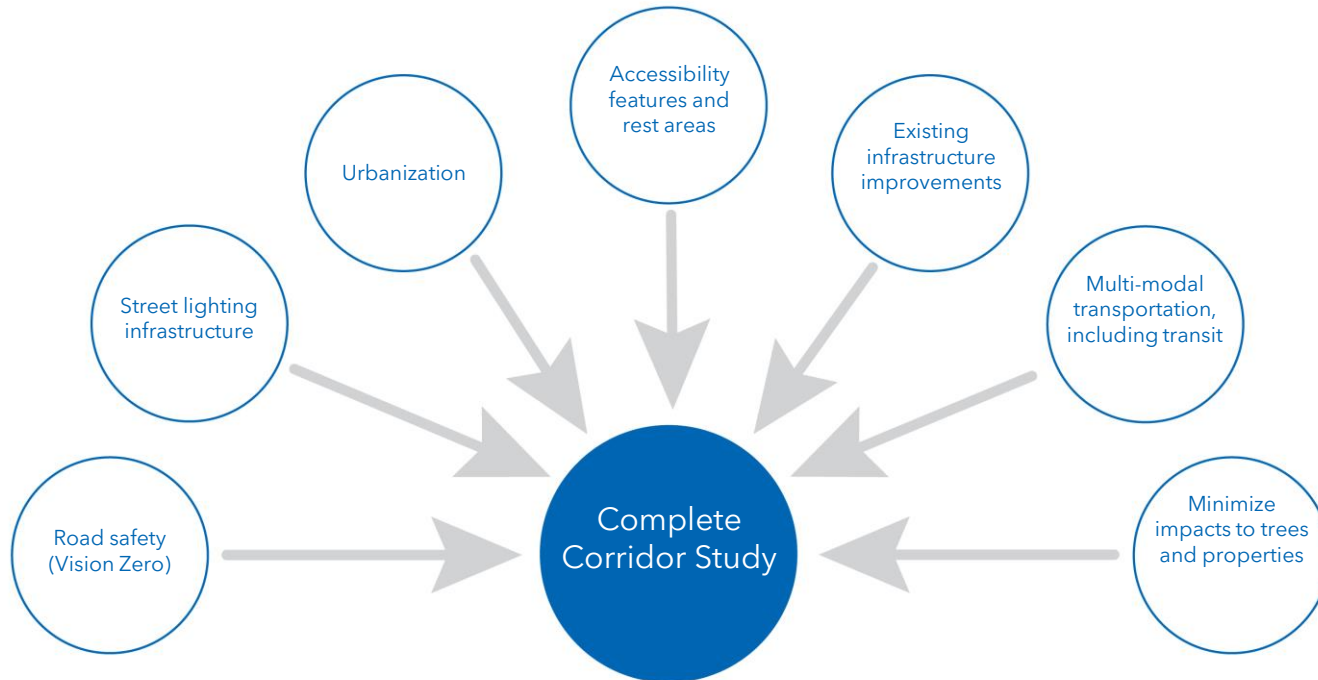
September 2026

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.

Objectives of the study

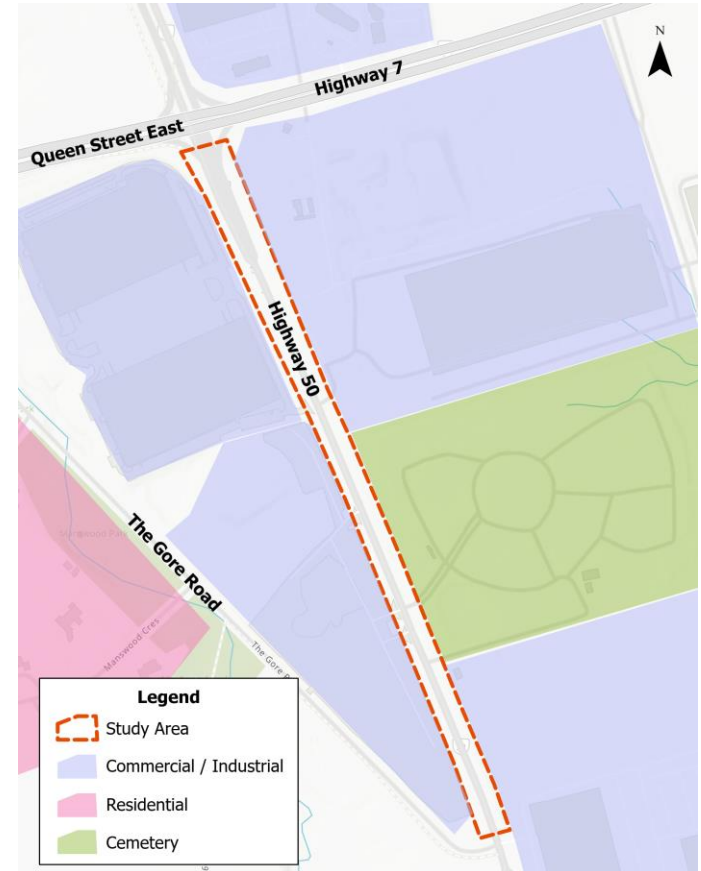
The primary objective of the Study is to provide multi-modal facilities that provide safe and efficient travel for all modes of transportation, incorporates a Complete Corridor approach, and considers the following objectives:



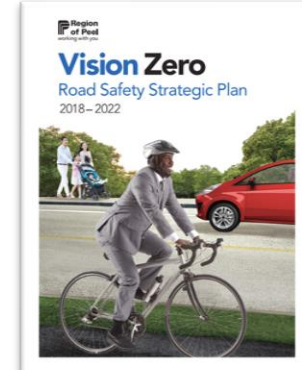
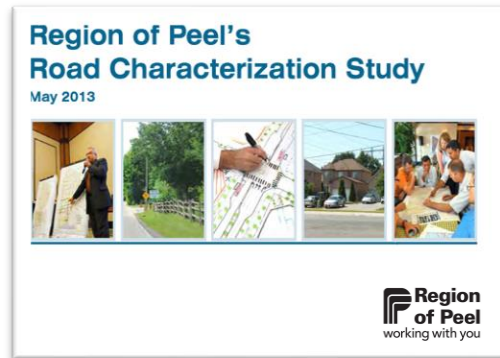
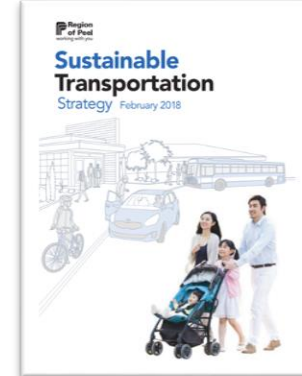
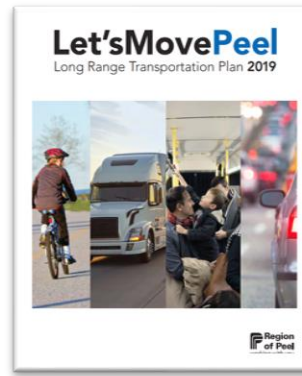
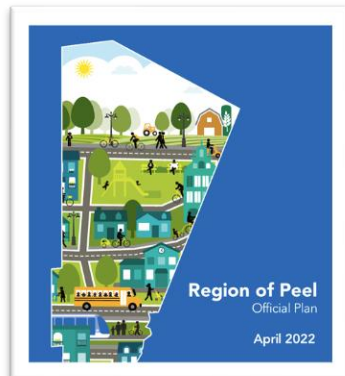
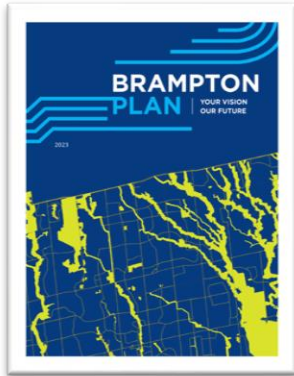
Study area

Peel Region is undertaking a Complete Corridor Study and preliminary design for improvements to Highway 50 between Queen Street East and the Gore Road, within the City of Brampton and City of Vaughan. Highway 50 is a boundary road between the Cities, and Peel Region and York Region. Peel Region undertakes the maintenance, repairs and improvements to Highway 50 in accordance with the Highway 50 Boundary Road Agreement between Peel Region and York Region. Peel Region is undertaking this Complete Corridor Study with cost sharing from York Region, in accordance with the Highway 50 Boundary Road Agreement.

The Study Area is approximately 1.1km in length and includes mainly commercial and industrial land uses, with additional industrial and residential land uses either planned or currently under construction.



Policy Context



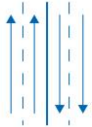
Existing Conditions – Road Characteristics



1.1km Study Area



70 km/hr posted speed limit



5 travel lanes (2 lanes per direction and a two-way left-turn lane)



Rural cross-section (open ditches)



Land uses include: commercial, industrial, cultural heritage, additional development underway



45m Official Plan right-of-way width designation



No transit routes along the Study Area



No street lighting currently exist



No cycling facilities currently exist



No sidewalks currently exist

Existing Conditions - Traffic Operation Analysis

- There is enough capacity on Highway 50 within the Study Area to accommodate existing traffic volumes and future volumes until 2041, therefore, additional vehicle travel lanes are not recommended.
- The Highway 50 at Queen Street East/Highway 7 and at The Gore Road intersections are currently operating satisfactorily and is anticipated to do so until 2041.
- In 2021, a collision occurred involving a cyclist sharing the roadway with vehicles.
- Within the Study Area, there are no dedicated facilities for pedestrians or cyclists.
- There are speeding and safety concerns within the Study Area.



Existing Conditions – Natural Environment

Majority of the Study Area is primarily rural/urban, with paved or manicured environments, ditches, and trees.

- The improvements to Highway 50 will have minor impacts on terrestrial habitats however, the overall function of the larger natural heritage system is not expected to be significantly impacted.
- Minor mitigation measures are recommended to minimize natural environment impacts.
- Recommendations will be further refined in detailed design and implemented during construction, after completing this Study.



Existing Conditions - Cultural Heritage

- One Cultural Heritage Landscape (CHL), a Cemetery, was identified (see map opposite). There are no known built heritage resources.
- Part of the Study Area exhibits archaeological potential, which will require a Stage 2 Archaeological Assessment (test pit survey) during detailed design.
- The Glenview Memorial Gardens cemetery (circa 2002) abuts the Study Area. All cemetery lands will be avoided by the proposed designs.



Future Conditions

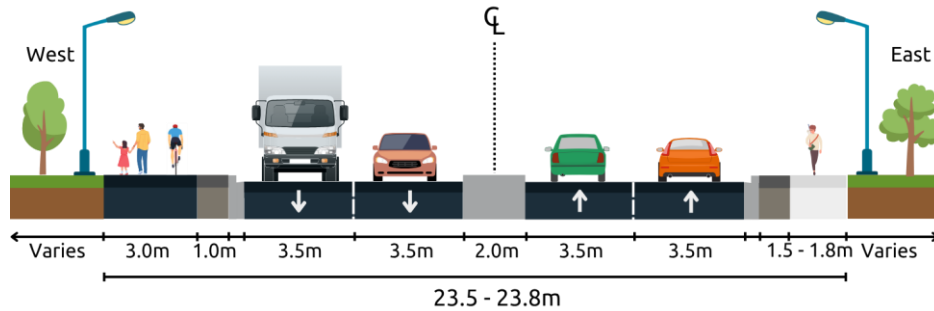
To meet the objectives of this Study, the following improvements are proposed for Highway 50 Corridor within the Study Area:

- Upgrade the existing two-way left-turn lane to a centre median to address speeding and safety concerns;
- Implement multi-use paths on both sides of the road to provide connectivity for pedestrians and cyclists along Highway 50 north and south of the Study Area;
- Tactile plates at the new signalized intersection at Highway 50 and Huntington Road for accessibility; and
- Urbanize the corridor by adding storm sewers, Low Impact Development measures, curbs, and gutters.

Impacts to existing trees will be mitigated as proposed in the streetscape design (on Slide 19). No property impacts are anticipated.

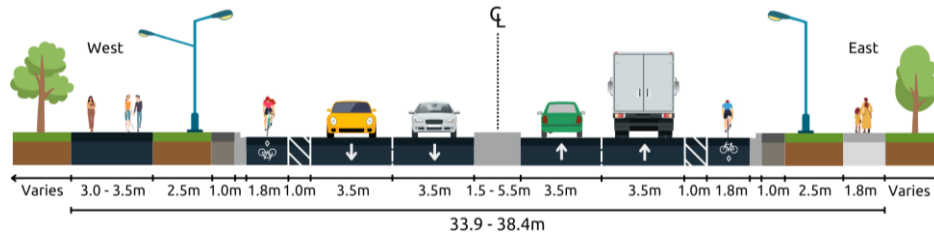
Slides 13 to 19 provide further details on the proposed improvements and preferred design.

Highway 50 Design Options 1 and 2



Option 1 - Maintain Continuity

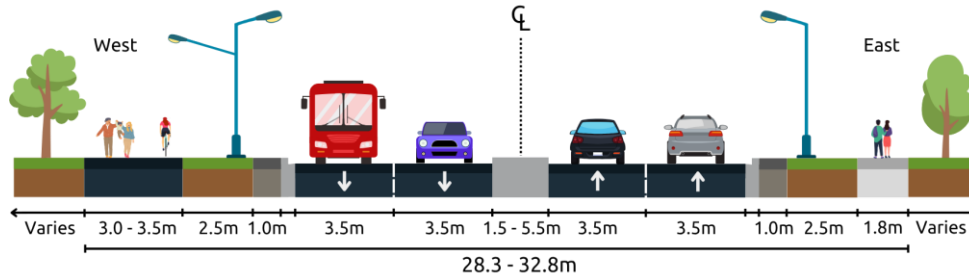
Option 1 continues the existing cross-section that currently exists along Highway 50 north of Queen Street East/Highway 7. Key elements include a multi-use path (MUP) on one side and a pedestrian sidewalk on the other. These active transportation facilities will have a splash pad separating them from vehicular traffic.



Option 2 - Bike Lanes

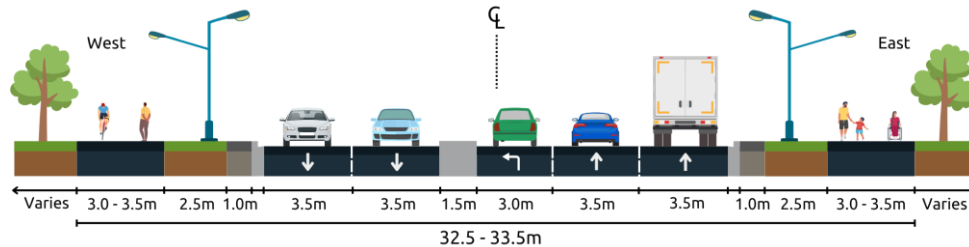
Option 2 provides several multi-modal facilities. The cross-section includes two vehicular travel lanes, a buffered on-road bike lane in each direction, an MUP on one side, and a pedestrian sidewalk on the other. These active transportation facilities will be separated from vehicular traffic by a 1m splash pad and 2.5m boulevard.

Highway 50 Design Options 3 and 4



Option 3 - Multi-Use Path and Sidewalk with Enhanced Boulevard

Similar to Option 1, this option maintains continuity with adjacent corridors. However, this option provides better separation for active transportation users by incorporating a 2.5m boulevard in addition to the 1m splash pad.



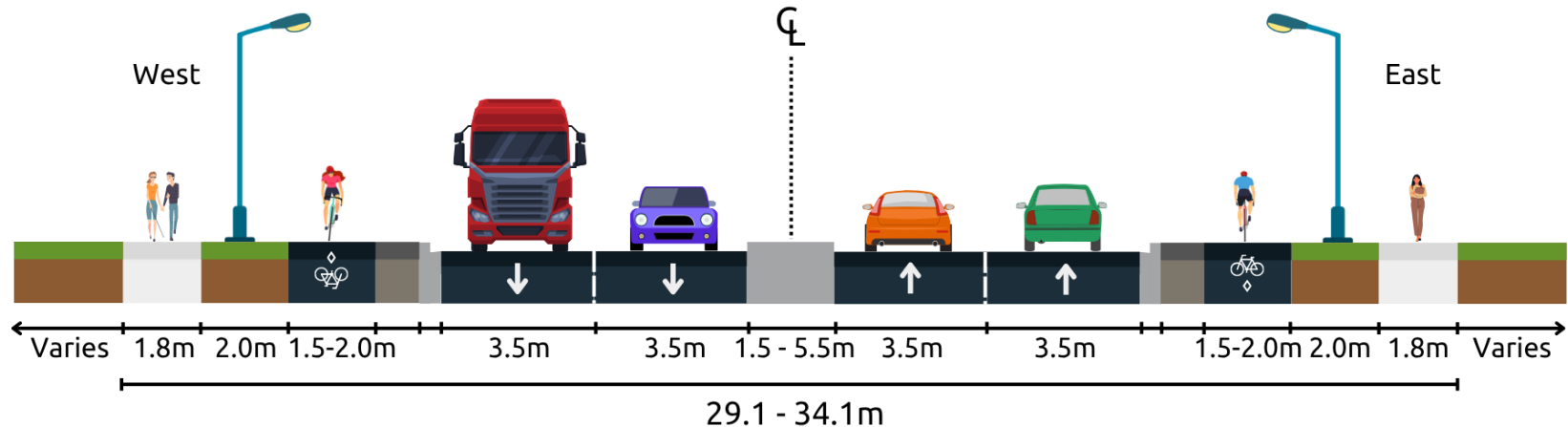
Option 4 - Multi-Use Path and Enhanced Boulevard on Both Sides

This option maximizes active transportation facility space and better separation from vehicular traffic. Key features include an MUP on both sides of the road, with separation provided through a 1m splash pad, a 2.5m boulevard, continuous concrete median of 1.5m and 3.0m left turn lane.

Highway 50 Design Option 5

Option 5 - Off-road Cycle Track and Sidewalk on Both Sides

This option separates cyclists and pedestrians by providing an off-road unidirectional cycle track (up to 2m wide), a 1.8m sidewalk, 2m boulevard, and a 1m splash pad on both sides of the road.



Evaluation of Highway 50 Design Options by description

Criteria	Do Nothing - Maintain Existing Cross Section	Option 1 - Maintain Continuity	Option 2 - Bike Lanes	Option 3 - MUP and Sidewalk with Enhanced Boulevard	Option 4 - MUP and Enhanced Boulevard on Both Sides	Option 5 - Cycle Track and Sidewalk on Both Sides
Transportation (Vehicular Capacity, Pedestrians, Cyclists, Safety, etc.)	Provides adequate traffic capacity but no accommodation for pedestrians and cyclists.	Provides adequate traffic capacity, good pedestrian accommodation, but limited space for cyclists and less separation from vehicles.	Provides adequate traffic capacity. The on-road bike facilities pose a safety risk to cyclists due to traffic volumes and speeds.	Provides adequate traffic capacity, good pedestrian accommodation, good separation from vehicles, but limited space for cyclists.	Provides adequate traffic capacity, good pedestrian and cyclist accommodation, and good separation from vehicles. The shared MUP may be undesirable.	Provides adequate traffic capacity, good accommodation for pedestrians and cyclist, but has less separation from vehicles for cyclists. The cycle tracks conflict with boarding / getting off the bus at transit stops.
Natural Environment (Vegetation, Natural Features, SWM)	No impacts	Minor impacts to natural environment	Significant impacts to natural environment	Minor impacts to natural environment	Minor impacts to natural environment	Moderate impacts to natural environment
Cultural Heritage (Archaeology, Cultural Heritage)	No impacts	Further Stage 2 AA required and some indirect impacts to cultural heritage resources	Further Stage 2 AA required and some indirect impacts to cultural heritage resources. Potential impacts to Memorial Garden Lands	Further Stage 2 AA required and some indirect impacts to cultural heritage resources	Further Stage 2 AA required and some indirect impacts to cultural heritage resources	Further Stage 2 AA required and some indirect impacts to cultural heritage resources. Potential impacts to Memorial Garden Lands
Socio-Economic (Streetscaping, Compatibility with Adjacent Land Uses)	Little compatibility with adjacent land uses. Does not provide opportunity for streetscaping.	Compatible with adjacent land uses and provides some opportunity for streetscaping.	Compatible with adjacent land uses and provides good opportunity for streetscaping. Potential impacts to adjacent lands	Compatible with adjacent land uses and provides good opportunity for streetscaping.	Compatible with adjacent land uses and provides good opportunity for streetscaping.	Compatible with adjacent land uses and provides some opportunity for streetscaping. Potential impacts to adjacent lands
Cost (Capital, Maintenance)	Low costs	Moderate costs	Moderate/High costs	Moderate costs	Moderate costs	Moderate/High costs



Preferred Design Option

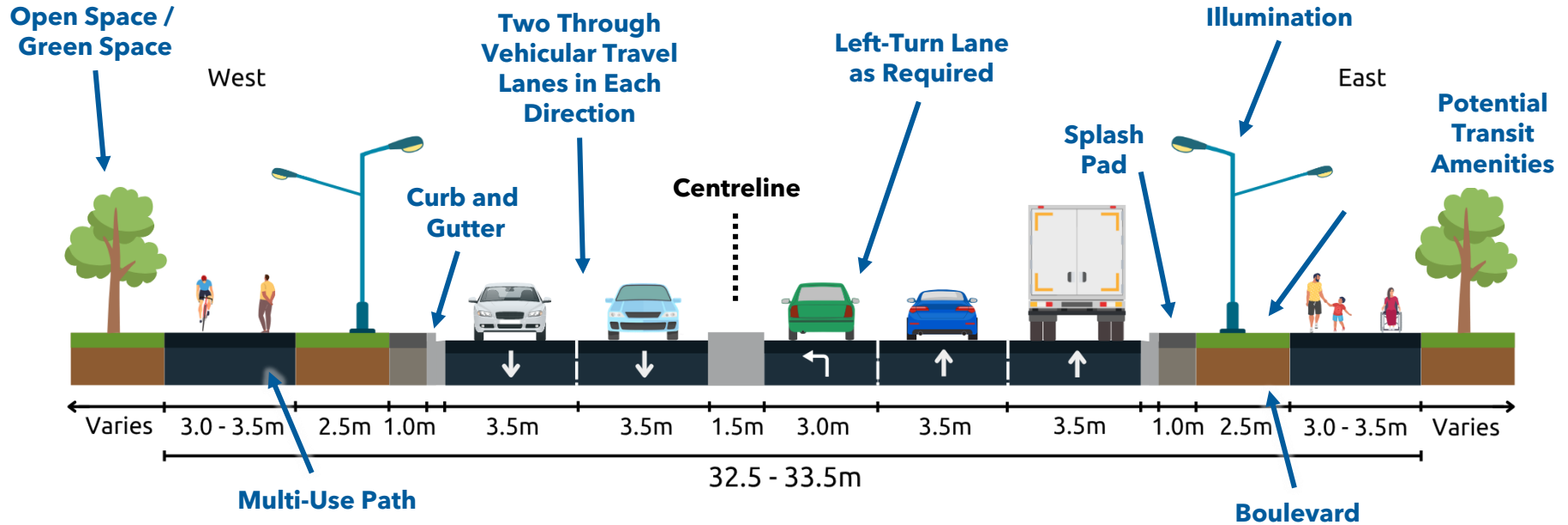
Evaluation of Highway 50 Design Options



Criteria	Do Nothing - Maintain Existing Cross Section	Option 1 - Maintain Continuity	Option 2 - Bike Lanes	Option 3 - MUP and Sidewalk with Enhanced Boulevard	Option 4 - MUP and Enhanced Boulevard on Both Sides	Option 5 - Cycle Track and Sidewalk on Both Sides
Transportation (Vehicular Capacity, Pedestrians, Cyclists, Safety, etc.)						
Natural Environment (Vegetation, Natural Features, SWM)						
Cultural Heritage (Archaeology, Cultural Heritage)						
Socio-Economic (Streetscaping, Compatibility with Adjacent Land Uses)						
Cost (Capital, Maintenance)						

 Preferred Design Option

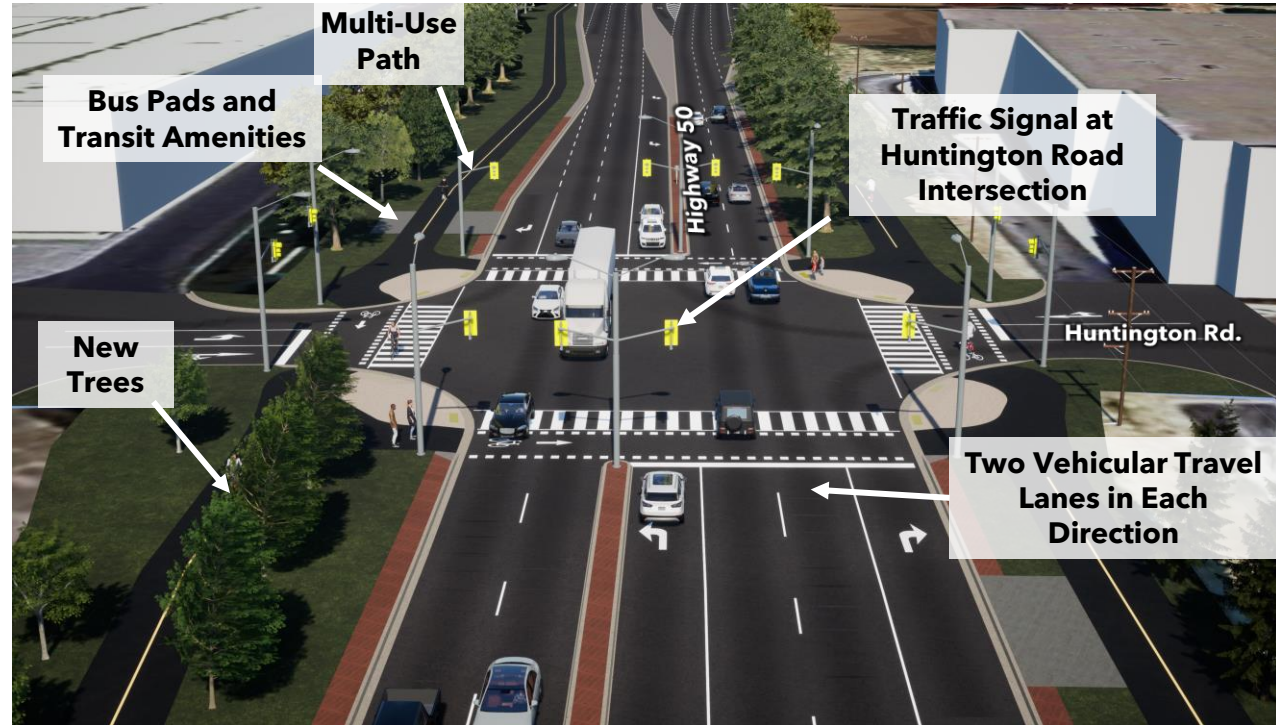
Preferred Design Option



Recommended Design

Transportation: In addition to multi-use paths on both sides, the Highway 50 and Huntington Road/Private Access Road Intersection will be signalized.

Stormwater Management: Storm sewers and Low Impact Development measures are recommended to replace the existing open ditches to drain the future urbanized roadway.



See more 3D photos and video here: [Peel Region Highway 50 3D Renders](#)

Streetscaping Design

REMOVAL AND COMPENSATION SUMMARY

(Refer to Arborist Report And Tree Preservation Plan by RVA dated July 15, 2025)

REMOVALS

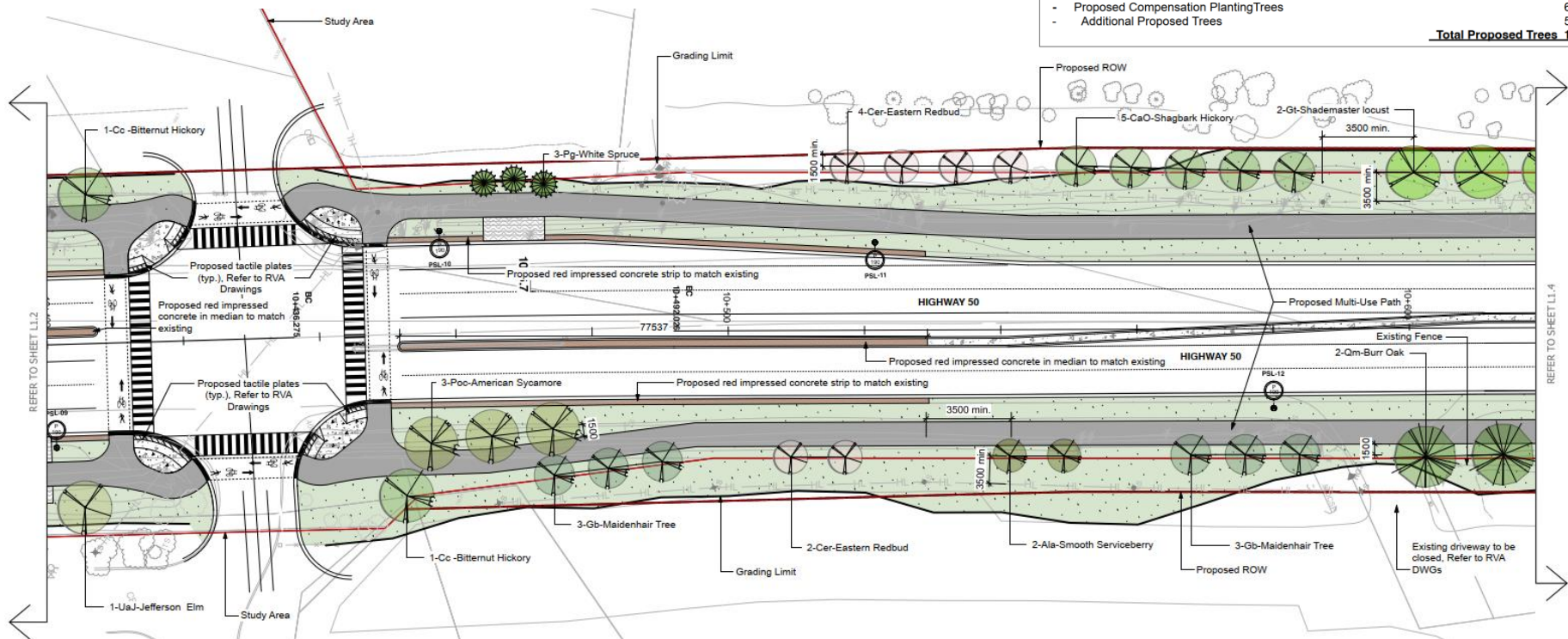
- | | |
|---|-----------|
| - Removals in By-Law areas outside of designated natural areas (City of Vaughan) | 10 |
| - Removals in By-Law areas outside of designated natural areas (City of Brampton) | 52 |
| Total Removal Trees | 62 |

COMPENSATION CALCULATIONS

- | | |
|---|-----------|
| - City of Vaughan tree removal compensation requirements | 9 |
| - City of Brampton tree removal compensation requirements | 52 |
| Total Compensation Trees | 61 |

TOTAL PROPOSED PLANTING

- | | |
|--|------------|
| - Proposed Compensation Planting Trees | 61 |
| - Additional Proposed Trees | 51 |
| Total Proposed Trees | 112 |



Next Steps

-  The comment period will remain open for one month.
-  Review and consider feedback received from the public.
-  Finalize the Study Report and preferred design.



We want to hear from you

Your questions and comments are important. They will be reviewed as part of the Study's process and incorporated into the final Study report as part of the consultation record.

The best way to provide your feedback is to fill out a comment form by October 23, 2026. A comment sheet can be found using this link

<https://peelregion.ca/construction/environmental-assessments/highway-50-queen-street-east-gore-road>. Please fill out the form and email it to the project team members below.

You can also contact the project team members below:

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Project Website QR Code:

