

REPORT #: CAP-2025-7

DATE: 21-Oct-25

TO: Deputy Mayor and Members of Council

SUBJECT: **Line 8 Class EA from Barrie Street to Sideroad 10, and Sideroad 10 to Reagens Industrial Parkway**

PREPARED BY: Saad Yousaf, Manager of Capital Projects

1. RECOMMENDATIONS:

That Council receive Report CAP-2025-7 titled “Line 8 Class EA from Barrie Street to Sideroad 10, and Sideroad 10 to Reagens Industrial Parkway, and

That Council approve, in principle, the conclusions and recommendations of the Line 8 Class EA from Barrie Street to Sideroad 10, and Sideroad 10 from Line 8 to Reagens Industrial Parkway.

2. STAFF REPORT HIGHLIGHTS:

- This report presents recommended improvements to Line 8 from Barrie Street to Sideroad 10, and Sideroad 10 to Reagens Industrial Parkway to accommodate planned growth and multiple modes of transportation.
- Construction phasing is planned to be coordinated with redevelopment of Holland Street, with utility relocation commencing in 2026-27; and,
- Cost estimates for the original two-lane preliminary design remain consistent with the allocations outlined in the 2025 capital budget. However, an additional \$9 million in funding would be necessary to support the revised four-lane design concept. This estimate will be further refined as the project advances toward the construction phase.

3. BACKGROUND:

The Line 8 Class Environmental Assessment study (Study), spanning from Barrie Street to Sideroad 10 and Sideroad 10 to Reagens Industrial Parkway, was initiated by the Town in 2016. The study findings were presented to Council in February 2020. The study was paused from Spring 2020 until the Fall of 2022.

In Fall of 2021, the province announced funding for the Bradford Bypass, and the Bradford West Gwillimbury (BWG) Transportation Master Plan (TMP) was completed in 2022. The Bradford Bypass aims to divert regional traffic from Line 8 and Holland Street.

The TMP recommended improvements to Line 8 to accommodate current and future development, including vehicle, pedestrian, and active transportation needs such as multiuse paths and sidewalks.

Staff have finalized the study, and this will be followed by the detailed design phase from 2025 to 2027, and construction from 2027 to 2031.

4. ANALYSIS AND CONSIDERATIONS:

The Study Notice of Commencement was issued in November 2016. Stakeholder and Technical Advisory Group meetings were held in July 2017 and May 2019 to gather feedback and input on this study. Four public open houses were conducted to obtain public feedback on the study. The first public information center took place in December 2017, the second in May 2019, the third in November 2019, and the fourth in March 2025.

Public comments received during the public information centers highlighted the need to address increased traffic volumes and congestion, correct drainage deficiencies, include active transportation facilities, consider pedestrian crossing safety, and mitigate impacts to private property. The selection of the preferred design alternative incorporated all public feedback into the preliminary design concept. Details of the public consultation program are available in section 2.1 of the attached Environmental Study Report.

Council was kept informed throughout the course of this project through presentations in September 2017, March 2019, February 2020, and January 2025 providing updates on project progress.

There were three options considered for this study:

1. Do nothing: Maintain the existing road as it currently exists.
2. Alternative travel routes; and
3. Upgrade the 2-lane rural road to a 3,4, or 5-lane urban road.

These options were evaluated against social, cultural, natural, economic, and planning & transportation environments. The roadway design alternatives considered 2, 3 or 4 lanes, improvements to the intersections (including roundabouts), and active transportation such as sidewalks and multi-use paths.

The assessment of design alternatives was completed for two sections as noted below:

1. Section 1: Sideroad 10 from Reagens Industrial Parkway to Line 8 and Line 8 from Sideroad 10 to Professor Drive
2. Section 2: Line 8 from Professor Day Drive to Barrie Street

A number of alternatives for the road configurations have been evaluated for these two sections. The preferred alternative, #2.5, was recommended due to its positive impact on social, cultural, natural, and planning & transportation environments, with no apparent impact on the economic environment. The recommended alternative #2.5 includes:

- *2-lane (Sideroad 10 to Professor Day Drive and Sideroad 10 to Reagens Industrial Parkway)
- *3-lanes from Professor Day Drive to Noble Drive
- 4-lanes from Noble Drive to Barrie Street
- Turn lanes at all intersections
- Urban cross-section with curb and gutter, sidewalks, and multi-use trails
- #Single-lane roundabout on Line 8 at Sideroad 10, with pedestrian crossings and connections to Reagens Industrial Parkway and beyond
- Permanent traffic signals on Line 8 at:
 - Langford Blvd
 - Summerlynn/Rogers Trail
 - Professor Day Drive
 - Noble Drive
 - Northgate Drive

Notes: * Revised to 4-lane as per additional feedback (discussed further below).

Revised to 2-lane roundabout with a signalized pedestrian crossing on south and eastern legs, and the installation of conduits for the future signalized pedestrian crossings of the north and western legs when necessary.

Project Schedule

Should Council endorse the recommendations in this Report, the design works will proceed and be completed in 2026-27. The utility relocations will be in 2026-27.

The Works are anticipated to be completed in three parts, preconstruction utility relocations and two construction phases. The construction limits, construction cost estimates, and timings are as follows:

1. Preconstruction Works – Detailed designs/Utility relocations (including Hydro, Bell, Gas, and Land acquisition) for the entire Line 8 road reconstruction project limits, estimated cost: \$6M – 2026-27.
2. Phase 1 - Sideroad 10 from Reagens Industrial Parkway to Line 8 and Line 8 from Sideroad 10 to Reagens Industrial Parkway (includes 2-lane roundabout at Sideroad 10 and Line 8), estimated cost: \$14.2M. Timing – 2028-29.
3. Phase 2 – Line 8 from Reagens Industrial Parkway to Barrie Street, estimated cost: \$19.8M. Timing – 2030-31.

The construction schedule considers the impacts, requirements, and aligns with the future Holland Street project.

Feedback received from the March 2025 Public Information Centre and presented to Council on June 17, 2025. Through these sessions, staff gathered key items, noted concerns raised by Council members, and updated the recommended solution. One notable outcome was the revised configuration for Line 8, which now includes a revision of four lanes from Professor Day Drive to Side Road 10. This four-lane design will also extend southward along Side Road 10 to Reagens Industrial Parkway.

The technical analysis suggests that a four-lane configuration would be necessary post-2031. To minimize construction impacts on residents, an option is to proceed with that four-lane option now.

This modification, which augments the previously proposed two-lane configuration, will result in increased costs (~\$9 million) associated with expanded construction scope, land acquisition, utility relocations, timing, consulting services, and contract administration.

Staff do not recommend updating the project budget further at this time. Staff prefer to complete the design, ascertain the total impacts and related costs before updating the project budget to reflect the four-lane option. Therefore, staff will return to Council at a later date to update the project budget.

The next step in this Class EA study is to issue a Notice of Completion and initiate the 30-day review period for filing the updated Environmental Study Report (ESR) in Attachment 2. The Notice of Completion will be issued on October 27, 2025, and is included as the Attachment No.1. The updated ESR and associated drawings are included in Attachment No. 2.

With the Council receipt of this report, staff will place the ESR on the public record for 30-day review period. The detailed design and construction will follow once the notice of study completion is issued and ESR is finalized.

5. EFFECT ON TOWN FINANCES:

This capital project was initiated in 2016. The total budget allocated for this project is \$38.23 million, comprising \$15.23 million from prior years and an additional \$23 million approved in the 2025 budget. As of the current stage of project development, the remaining available budget of \$31.4 million can support the design and construction of the original two-lane preliminary concept.

However, the revised four-lane configuration, as outlined earlier in this report, will add ~\$9 million to the estimate and exceed the current available budget. Once the detailed design phase is finalized, staff will be able to provide Council with a more accurate cost estimate on the additional construction costs in the future.

At this time, adoption of this report does not result in any financial impact to the Town.

6. RELATION TO COUNCIL STRATEGIC PRIORITIES:

This report addresses Strategic Priority Action 2.1 – “Update Key Arterial Roads”. Specifically, section 2.1.2 prioritized the completing of EA’s, detailed design and construction of improvements to Line 8 and Sideroad 10.

7. ATTACHMENTS:

Attachment No. 1: Notice of Completion, Line 8 from Barrie Street to Sideroad 10 Class EA
Attachment No. 2: Updated Line 8 Environmental Study Report 2025 and Associated Drawings

8. STAFF REPORT APPROVAL:

APPROVAL	DATE
Prepared By: Saad Yousaf, Manager of Capital Projects	September 29, 2025
Reviewed By: Tony Desroches, Director of Infrastructure	October 8, 2025
Reviewed By: Mahesh Ramdeo, Deputy Chief Administrative Officer	October 16, 2025
Reviewed By: Ian Goodfellow, Director of Finance/Treasurer	October 14, 2025
Approved By: Geoff McKnight, Chief Administrative Officer	October 16, 2026