

Trafalgar Road Municipal Class Environmental Assessment Study

Highway 407 (ETR) to Steeles Avenue
Towns of Oakville, Milton and Halton Hills

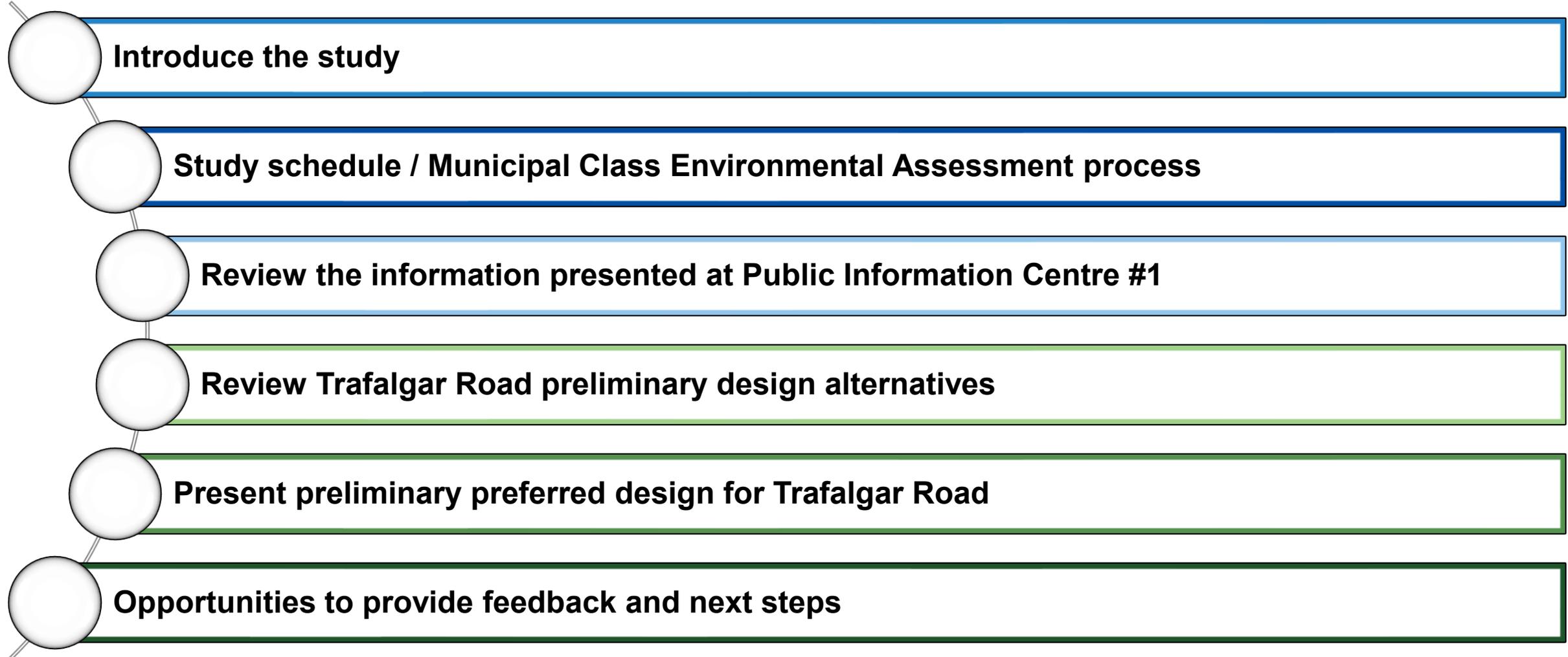
Public Information Centre #2

February 19 to March 23, 2026

Video #1 – Introduction



About this Public Information Centre

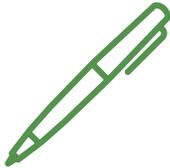


About this Public Information Centre

How to get involved



Watch the Public Information Centre (PIC) videos and/or review the presentation.



Provide comments and feedback through our online survey by **March 23, 2026**.



Visit the [Municipal Class Environmental Assessment studies webpage](#) on **halton.ca**.

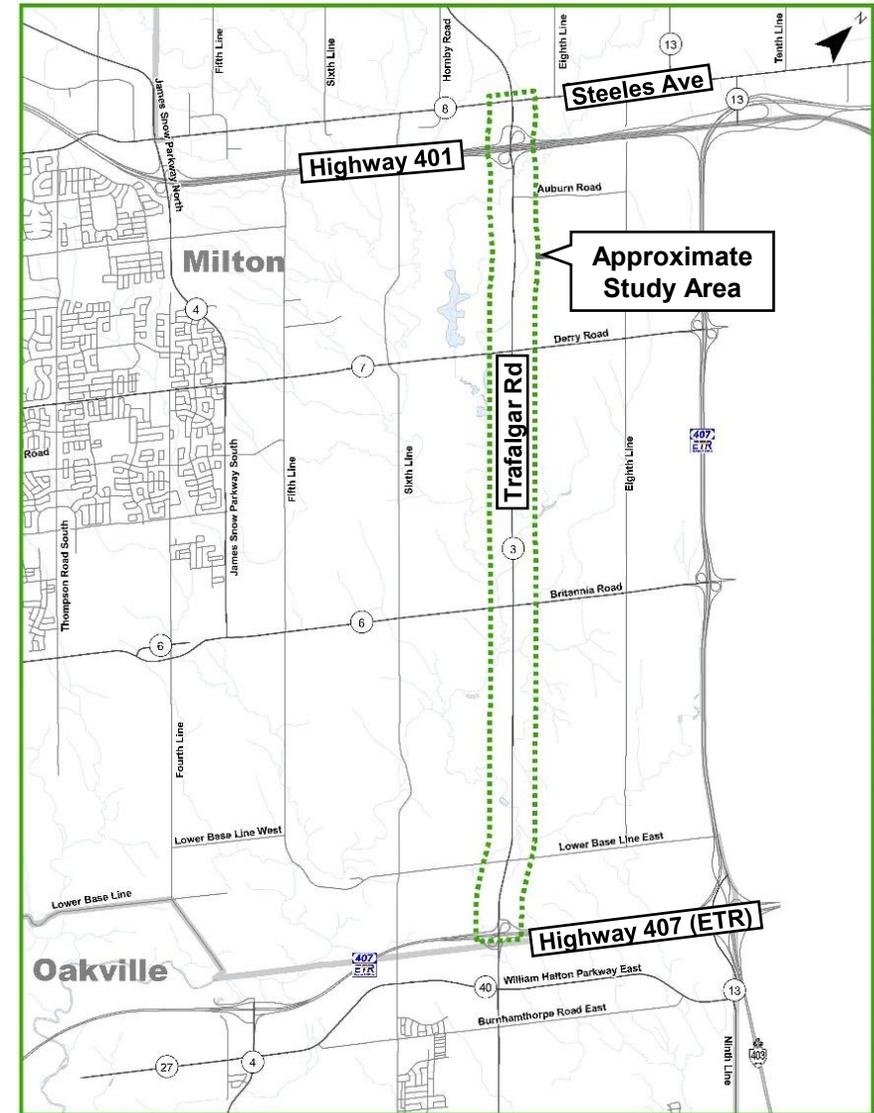


Contact the Project Team at TrafalgarMCEA@halton.ca to join the study mailing list or provide feedback in an alternate manner.

Focus of this Study

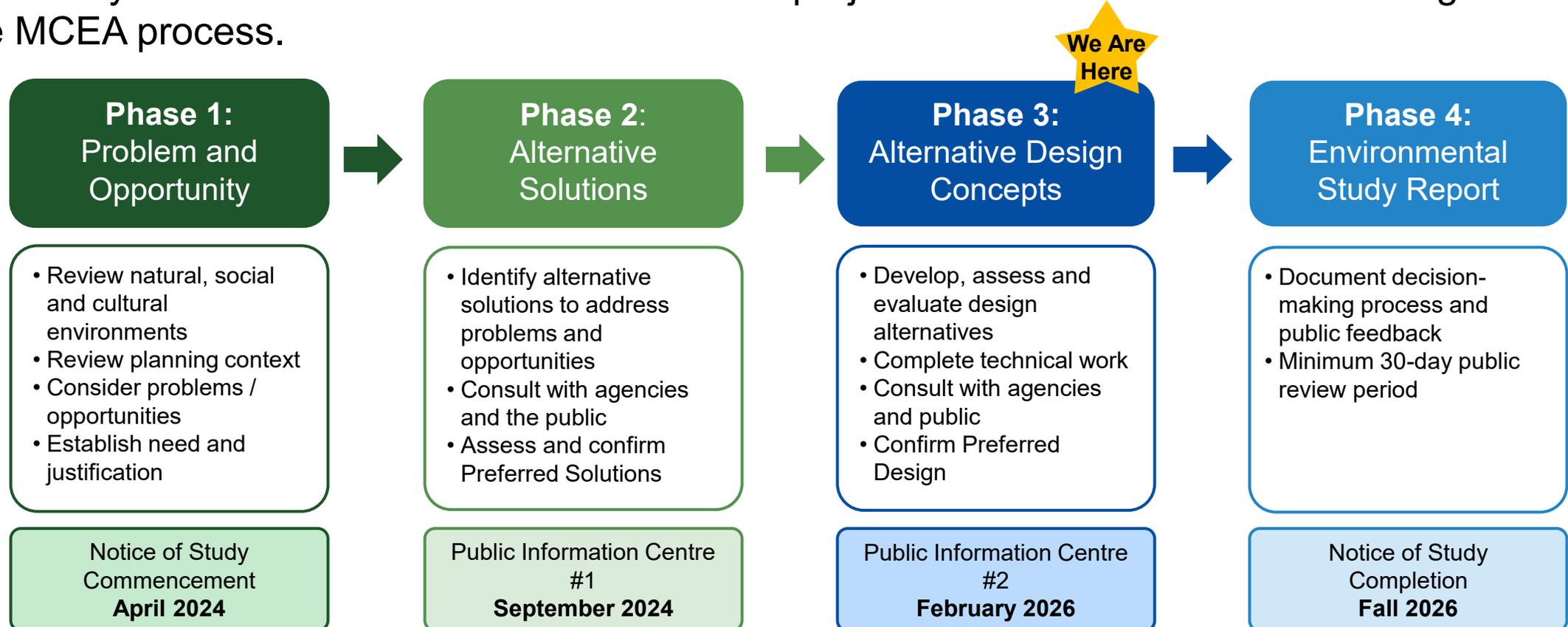
Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) Study to consider a range of options for corridor improvements to Trafalgar Road from Highway 407 (ETR) to Steeles Avenue in Halton Hills, Milton and Oakville. The study will examine:

- Potential road widening;
- Cross sectional requirements;
- Active transportation;
- Protect for transit-supportive infrastructure;
- Intersection improvements; and
- Overall traffic operation improvements.



Municipal Class EA Process

- The MCEA is a planning and approval process for municipal infrastructure that follows *Ontario's Environmental Assessment Act*.
- This study has been identified as a Schedule 'C' project and will follow Phases 1 through 4 of the MCEA process.



What We Heard at Public Information Centre #1

Public Information Centre #1 was held from September 23 to October 18, 2024

Key Public Information Centre #1 Comments:

- Majority of comments were related to active transportation, noise and air quality impacts, property impacts, and overall traffic operations and safety

After Public Information Centre #1:

- Reviewed comments and posted the frequently asked questions to the study webpage on halton.ca
- Developed the preliminary preferred design for the study corridor
- Consulted with technical agencies and stakeholders

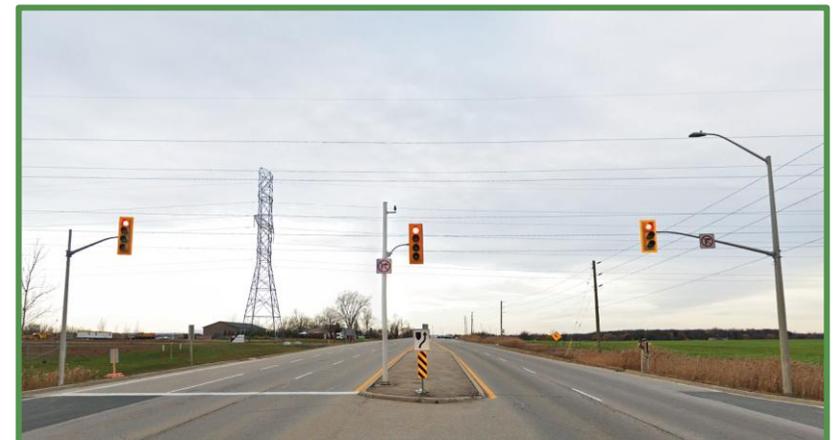


MCEA Phase 2 – Preferred Solutions

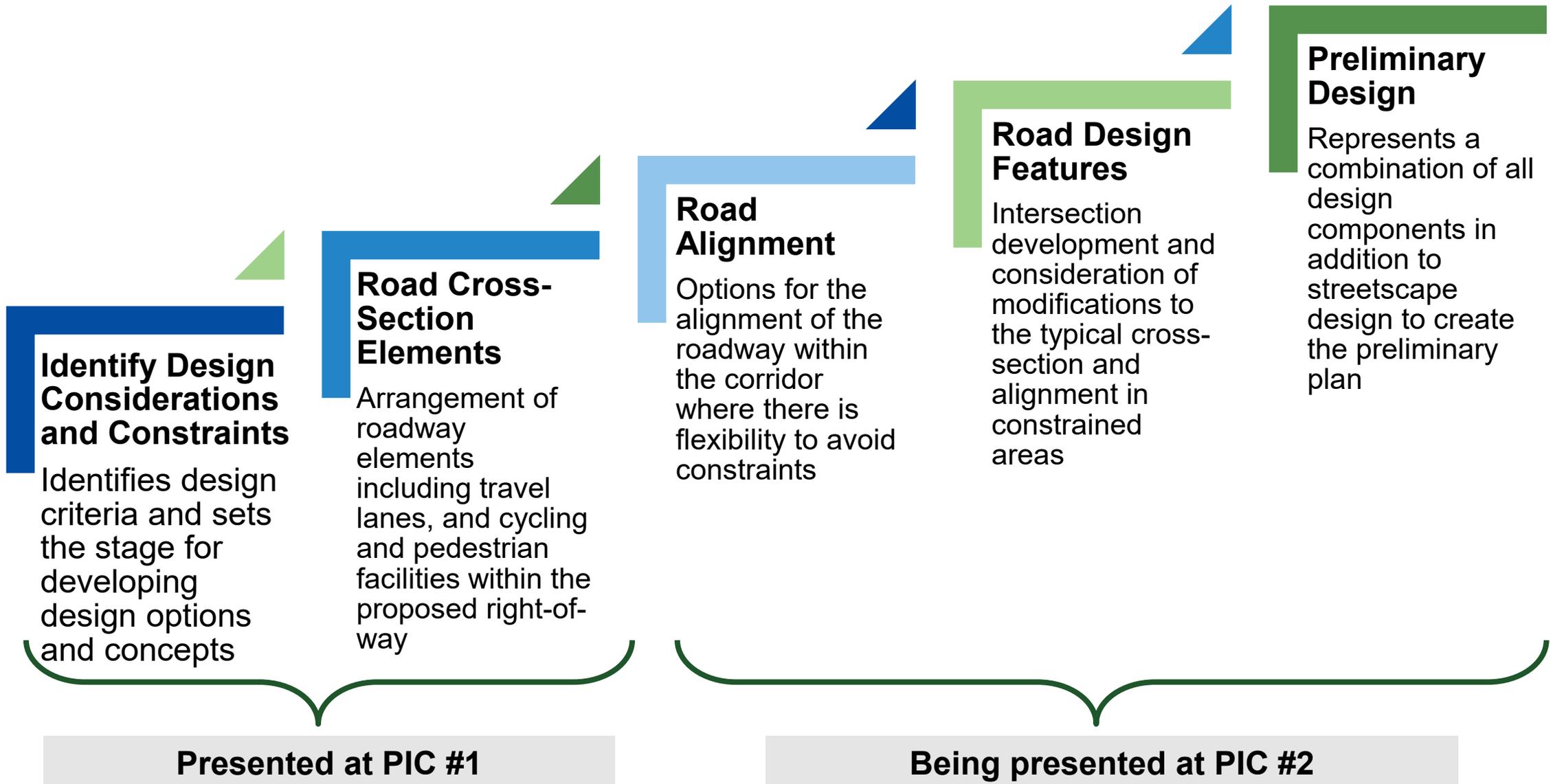
Following Public Information Centre #1, the preferred solution for Trafalgar Road is to:

- **Improve active transportation 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
- **Widen Trafalgar Road to 6 lanes** to provide additional travel lanes and **Transit Priority Corridor*** infrastructure

* Through the Halton Region Integrated Master Plan, Trafalgar Road is identified as a future Transit Priority Corridor. Implementation of the Transit Priority Corridor infrastructure identified in the Integrated Master Plan will be phased and will evolve based on demand and Local priorities. It is recognized that the timing and transition of the Transit Priority Corridors will require close coordination between the Region and the Local municipalities.



Process for Developing Design Alternatives



Trafalgar Road Municipal Class Environmental Assessment Study

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Video #2 – Development of Preliminary Design Alternatives



Design Considerations and Opportunities

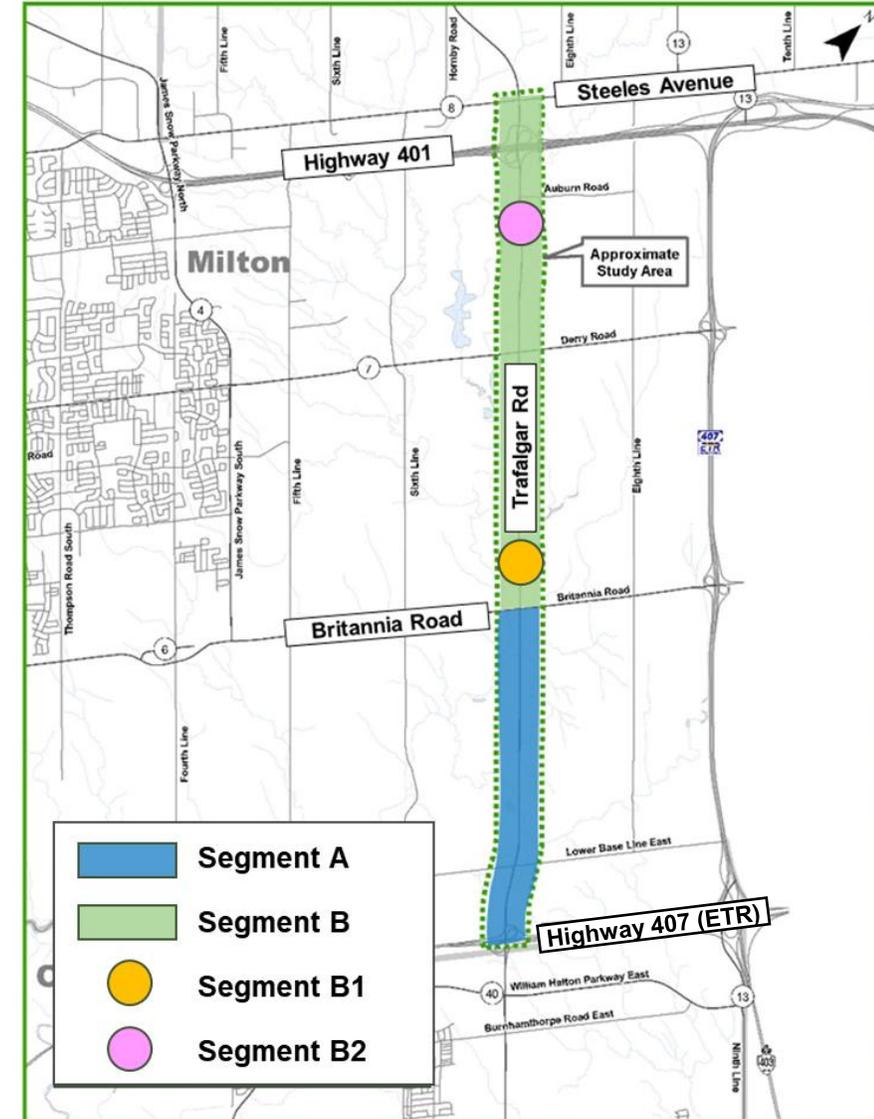
A number of design considerations and opportunities were considered based on the Trafalgar Road Corridor character and needs:

- Planned 47 m right-of-way per Halton Region's Transportation Master Plan (2011)
- Multi-modal transportation corridor for all users of all abilities;
- Cycling facilities to connect with the broader network based on the growing urban context;
- Protect space for future transit priority corridor infrastructure;
- Integration with future development and land uses;
- Stormwater conveyance, management and outlets;
- Minimize impacts to businesses, and residential properties;
- Existing rail, creek structures, utilities;
- Integrate changes with Highway 401 and Highway 407 (ETR) interchanges;
- Stable top of bank erosion hazard limit at watercourses;
- Regulatory flood plain hazards (with no negative impact to the flood plain), erosion hazards, and wetlands; and
- Minimize impacts to natural features and areas.

Study Area Segments

Based on existing characteristics, Trafalgar Road was split into the following two segments to evaluate the alternatives:

- Segment A: Highway 407 (ETR) to Britannia Road
- Segment B: Britannia Road to Steeles Avenue
 - Segment B1: Redhill Church Cemetery
 - Segment B2: CPKC Rail Corridor



Design Alternatives Overview

To address the preferred solution for Trafalgar Road, design alternatives were developed, analyzed and evaluated for:

- Road Widening – Identify widening opportunities to determine the best fit and minimize impacts to the social, cultural, and natural environments
- Active Transportation Facilities – Providing a separated and enhanced space within the boulevard for pedestrians and cyclists of all ages and abilities

The following slides present the design alternatives carried forward for analysis and evaluation.

Evaluation Criteria

The design alternatives were evaluated based on the following criteria:



Transportation: ability to accommodate future travel demand, active transportation, safety, emergency services



Socio-Economic Environment: existing and planned land uses, property impacts, traffic noise, air quality, etc.



Cultural Environment: archaeological and cultural heritage resources



Natural Environment: surface water and groundwater, minimize impacts to flooding, natural heritage features such as designated areas, vegetation, wildlife, aquatic habitat, species at risk



Preliminary Cost: construction-related costs

Widening Alternatives

Trafalgar Road

Alternative 1

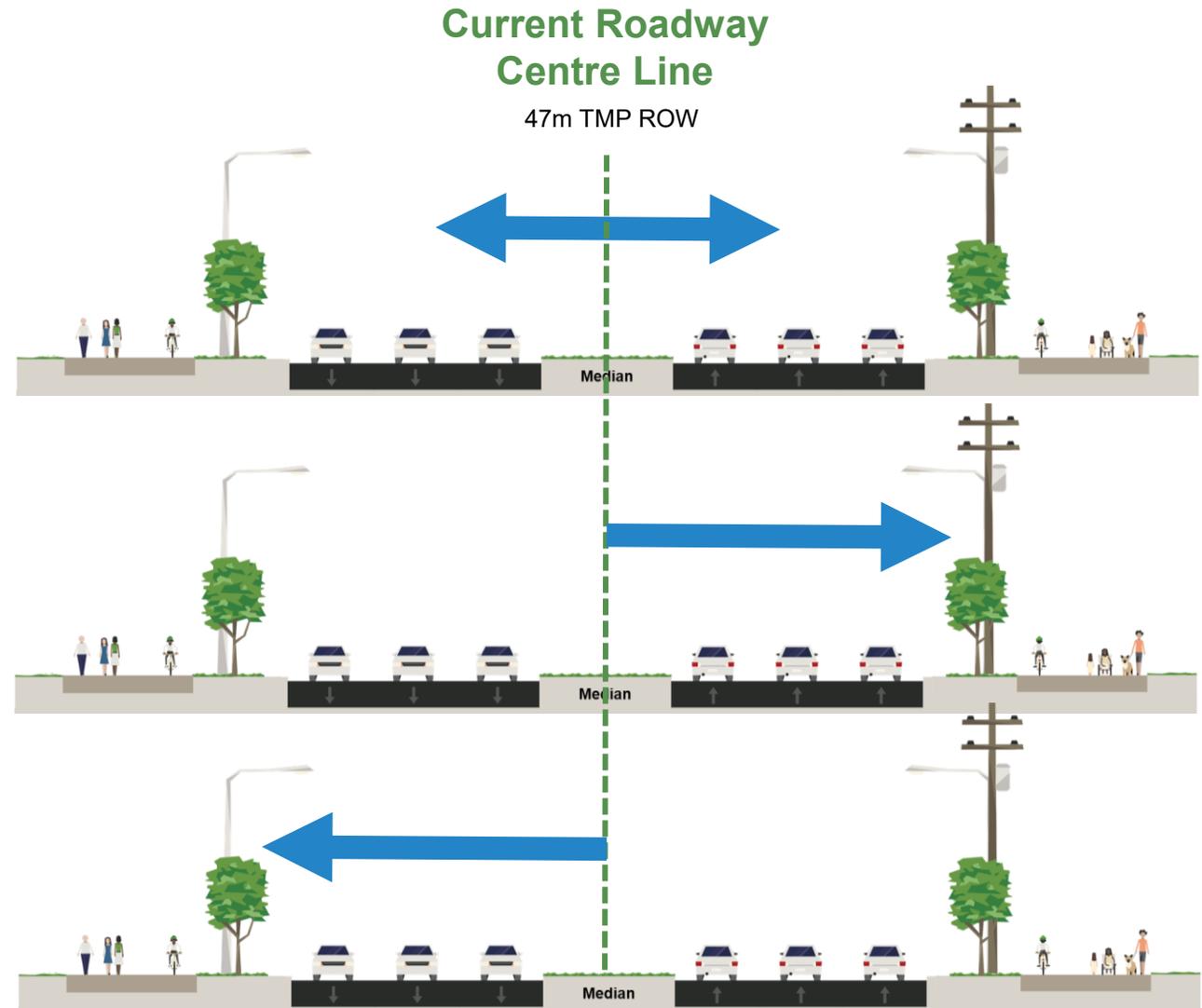
Widen about the Centreline

Alternative 2

Widen to the East

Alternative 3

Widen to the West



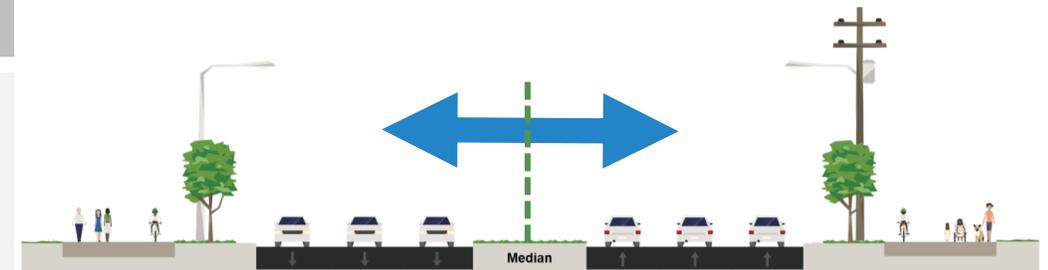
Widening Evaluation – Segment A (Highway 407 (ETR) to Britannia Rd)

✓ Most Preferred ○ Less Preferred ✘ Least Preferred

Criteria	Alternative 1: Widen about the Centreline	Alternative 2: Widen to the East	Alternative 3: Widen to the West
Transportation	✓	○	✘
Socio-Economic	✓	○	✘
Natural Heritage	✓	✘	○
Cultural Heritage	○	✓	○
Preliminary Costs	✓	○	✘
SUMMARY	✓		

Alternative 1: Widen about the Centreline + Localized Shifts is recommended for Segment A as it:

- Maximizes improvements within the existing ROW while balancing impacts (encroachment) to adjacent properties, natural environment features, and avoids cultural heritage impacts.



Widening Evaluation – Segment B (Britannia Rd to Steeles Ave)

✓ Most Preferred

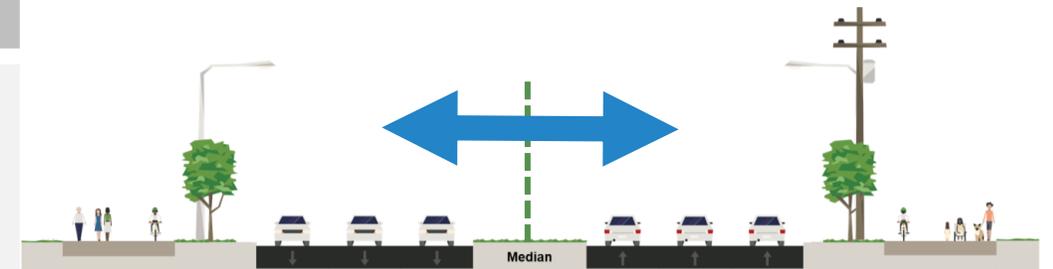
○ Less Preferred

✘ Least Preferred

Criteria	Alternative 1: Widen about the Centreline	Alternative 2: Widen to the East	Alternative 3: Widen to the West
Transportation	✓	✘	✘
Socio-Economic	✓	○	✘
Natural Heritage	✘	✘	○
Cultural Heritage	✘	✓	✘
Preliminary Costs	✓	○	✘
OVERALL SUMMARY	✓		

Alternative 1 - Widen about the Centreline + Localized Shifts is recommended for Segment B as it:

- Maximizes improvements within the existing ROW while balancing impacts (encroachment) to adjacent properties and avoids cultural heritage impacts.



Widening Evaluation – Segment B1 (Cemetery)

✓ Most Preferred

○ Less Preferred

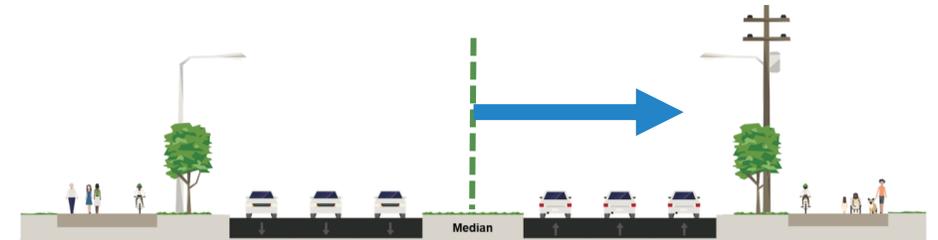
✗ Least Preferred

Criteria	Alternative 1 Widen about the Centreline	Alternative 2 Widen to the East	Alternative 3 Widen to the West
Transportation	○	✓	✗
Socio-Economic	✗	✓	✗
Natural Heritage	○	✗	✓
Cultural Heritage	✗	✓	✗
Preliminary Costs	○	✓	✗
OVERALL SUMMARY		✓	

Alternative 2 – Localized Shift to the East is recommended as it maximizes improvements within the existing ROW and avoids impact on listed heritage property on the west side.



- ① Cemetery Land
- ② Avoids encroachment on cemetery land
- ③ Creek realignment required



Widening Evaluation – Segment B2 (CPKC)

✓ Most Preferred

○ Less Preferred

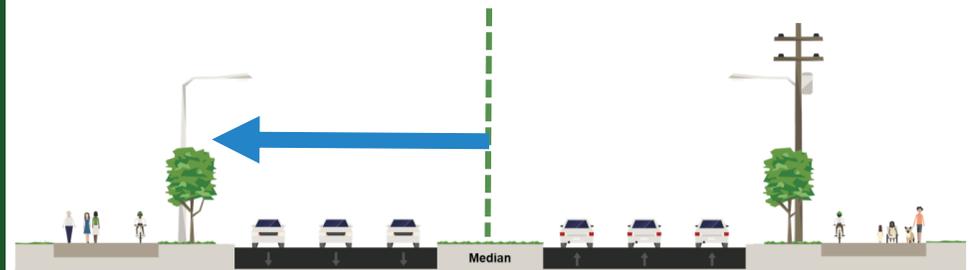
✘ Least Preferred

Criteria	Alternative 1 Widen about the Centreline	Alternative 2 Widen to the East	Alternative 3 Widen to the West
Transportation	○	✘	✓
Socio-Economic	○	✘	○
Natural Heritage	✓	✓	✓
Cultural Heritage	✓	✓	✓
Preliminary Costs	○	✘	✓
OVERALL SUMMARY			✓

Alternative 3 – Widen to the West is recommended as it avoids impacts to high voltage hydro tower on east side and maintains existing retaining wall.



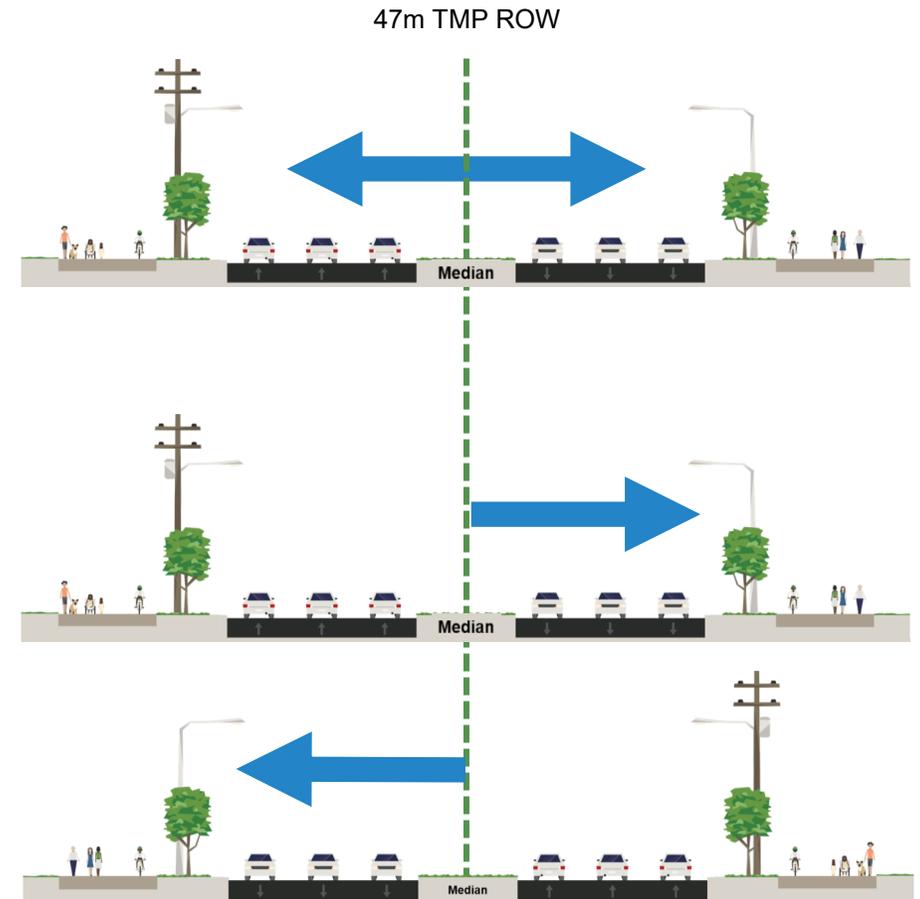
- ① CPKC Rail Crossing
- ② Hydro Tower
- ③ Retaining wall maintained



Summary of Alternative Evaluation

Segment	Alternative 1 Widen about the Centreline	Alternative 2 Widen to the East	Alternative 3 Widen to the West
Segment A Hwy 407 (ETR) to Britannia Rd	✓		
Segment B Britannia Rd to Steeles Ave	✓		
Segment B1* Cemetery		✓	
Segment B2* CPKC			✓

Overall, the Preliminary Design will be developed with a best fit approach.

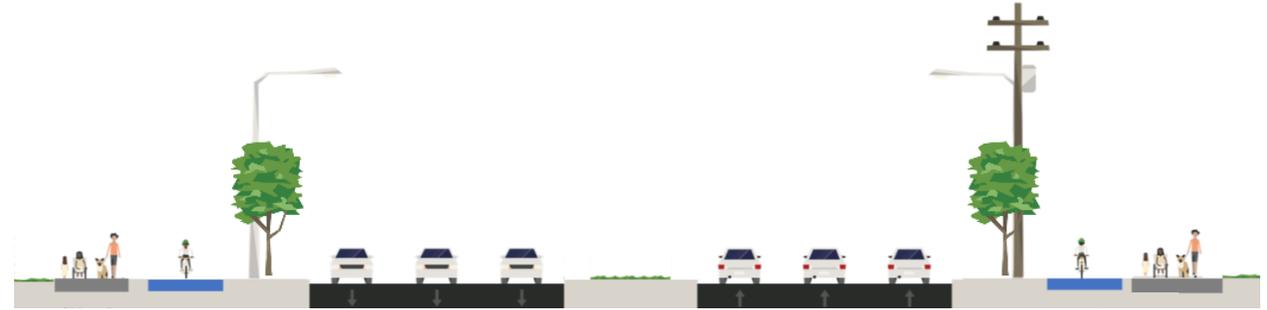


Active Transportation Alternatives

The following alternatives were considered to best accommodate cyclists and pedestrians in the Trafalgar Road corridor.

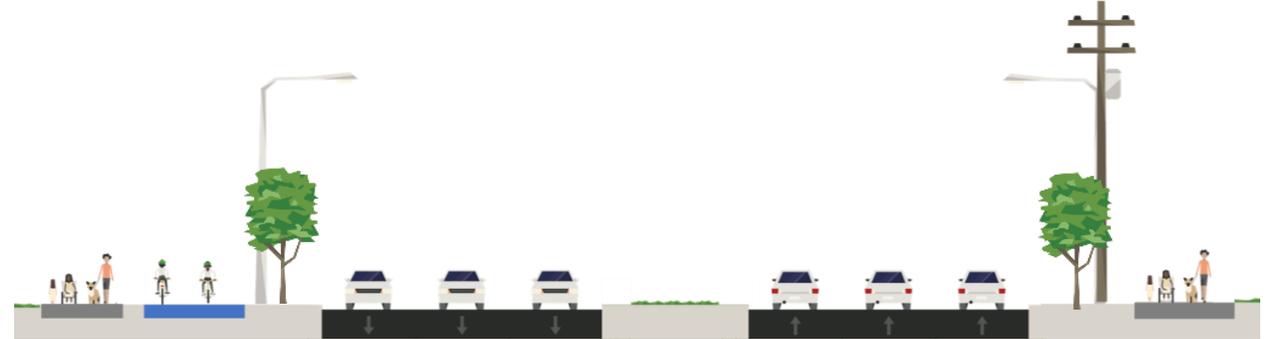
Alternative A

In-Boulevard Cycle Track and Sidewalks, Both Sides



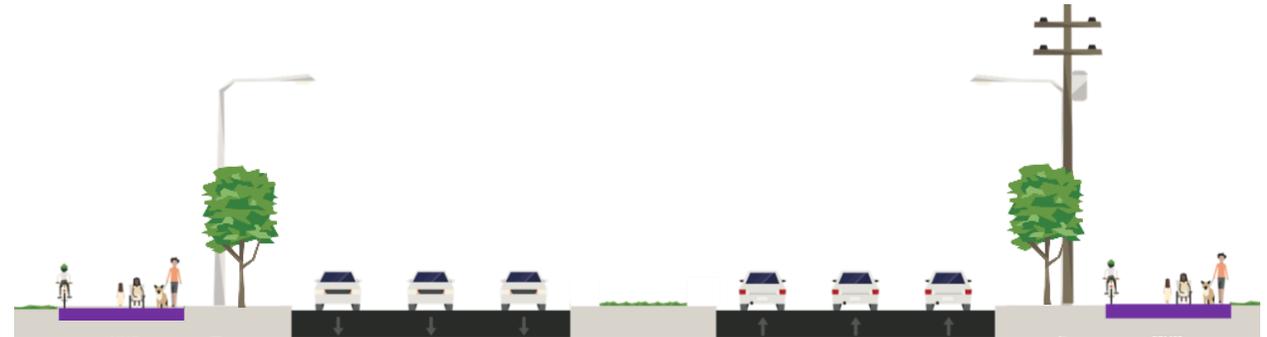
Alternative B

Bi-directional Cycle Track on East Side and, Sidewalk on West Side



Alternative C

Multi-Use Paths, Both Sides



Active Transportation Evaluation

✓ Most Preferred

○ Less Preferred

✘ Least Preferred

Criteria	Alternative A: In-Boulevard Cycle Tracks and Sidewalks, Both Sides	Alternative B: Bi-directional Cycle Track on One Side (East) and, Sidewalk on Other Side (West)	Alternative C: Multi-Use Path (MUP), Both Sides
Transportation	✓	✘	○
Socio-Economic	✓	✘	✓
Natural Heritage	✓	○	✓
Cultural Heritage	✓	○	✓
Preliminary Costs	✘	○	✓
OVERALL SUMMARY	✓		✓

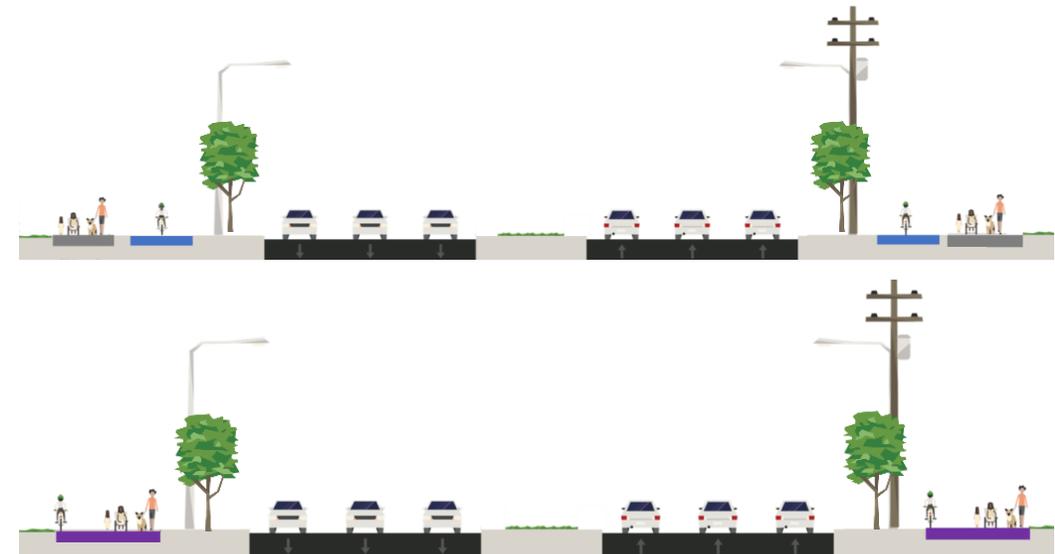
Alternative A is recommended as it:

- Provides dedicated and separate facilities for pedestrians and cyclists;
- Minimizes potential conflicts at intersections / driveways

Alternative C is recommended at constrained locations to avoid / minimize impacts on cultural properties, natural heritage features and utilities.

Active Transportation Summary of Recommendations

Segment	Alternative A In-Boulevard Cycle Tracks and Sidewalks, Both Sides	Alternative B Bi-directional Cycle Track on One Side (East) and, Sidewalk on Other Side (West)	Alternative C Multi-Use Path (MUP), Both Sides
All Segments	✓		
Constrained Segments			✓



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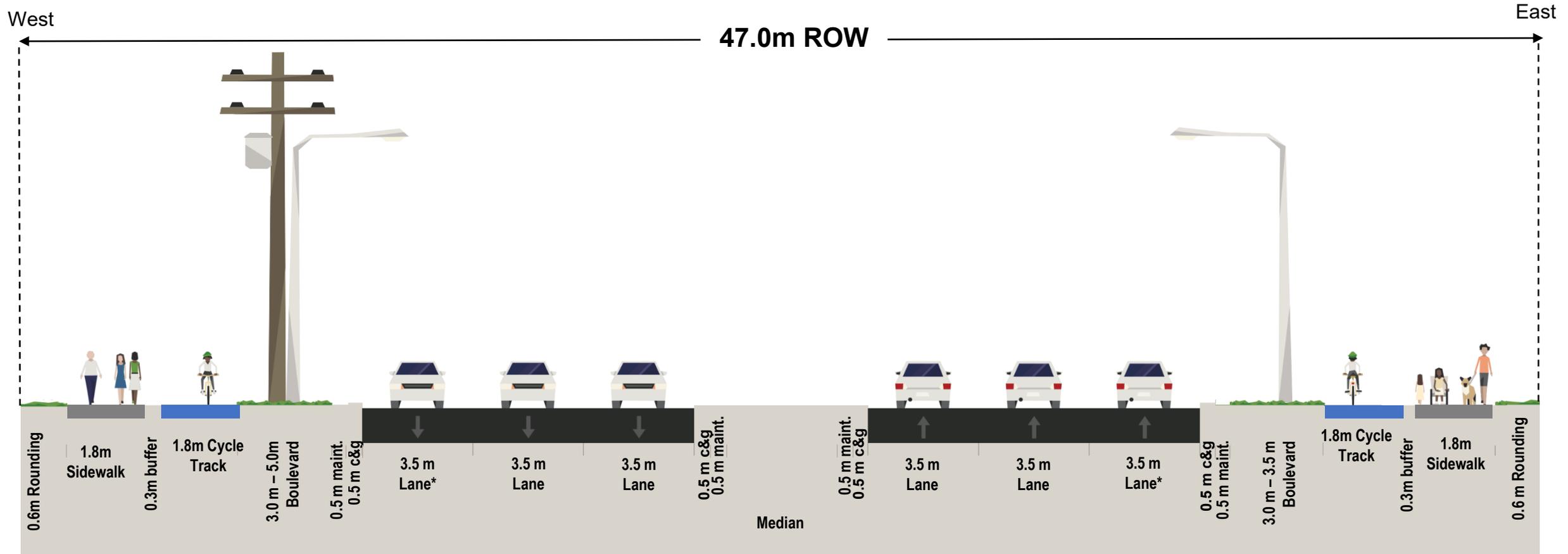
Public Information Centre #2

February 19 to March 23, 2026

Video #3 – Preliminary Preferred Design



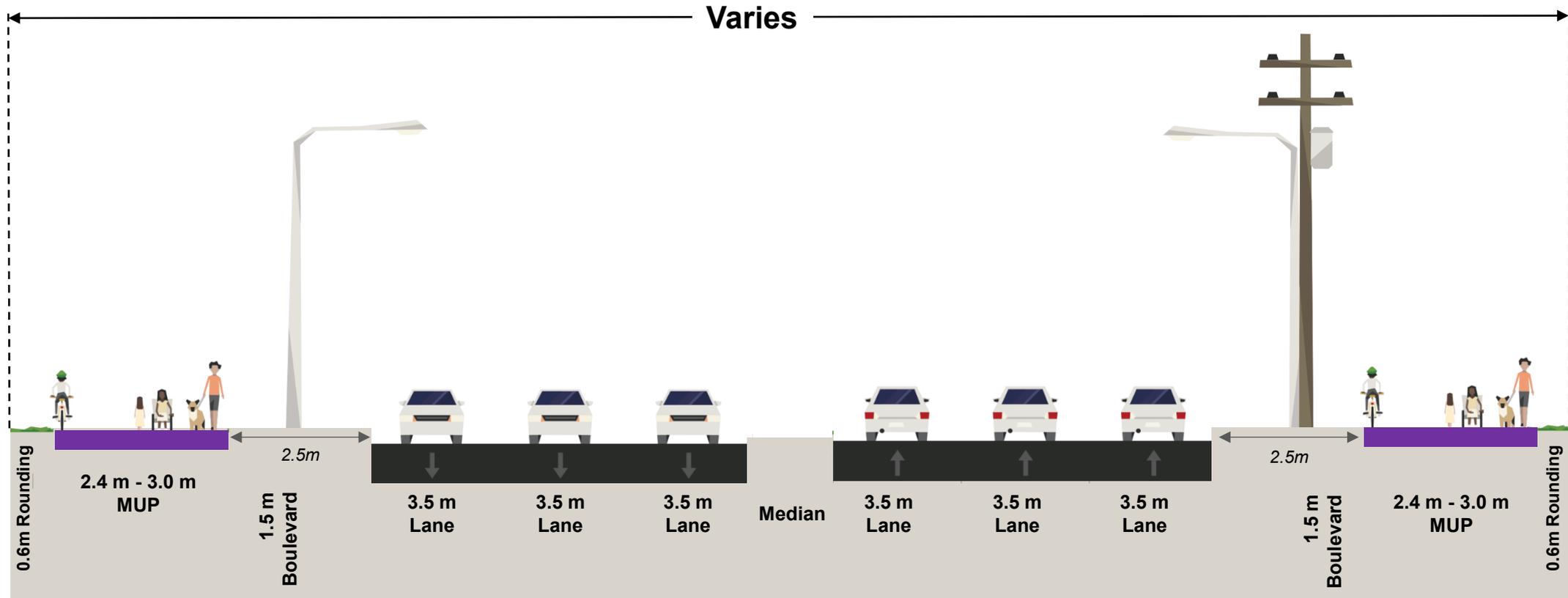
Preliminary Recommended Cross-Section



- Widen to 6 lanes
- Sidewalk and boulevard cycle track on both sides
- Protected intersections with cross rides and crosswalks for cyclists and pedestrians

- Protect for future Transit Priority Corridor infrastructure
- Streetscape and illumination
- Signalized intersections

Preliminary Recommended Cross-Section – Constrained



- Widen to 6 lanes
- Multi-use path (MUP) on both sides
- Protected intersections with cross rides and crosswalks for cyclists and pedestrians

- Protect for future Transit Priority Corridor infrastructure
- Streetscape and illumination

Highway 407 (ETR) Overpass



Image of Trafalgar Road at the Highway 407 (ETR) Overpass, Looking South-Bound

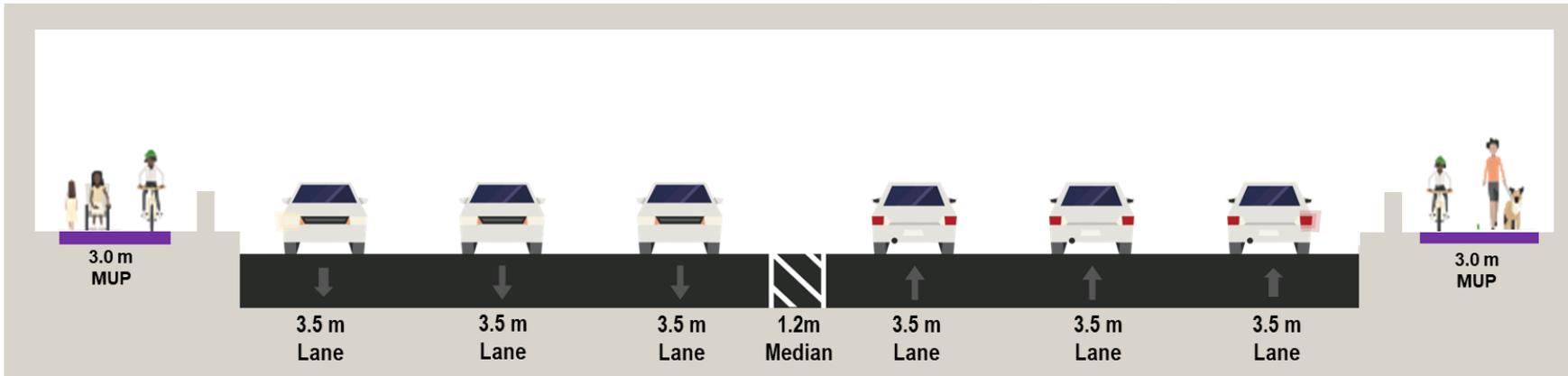
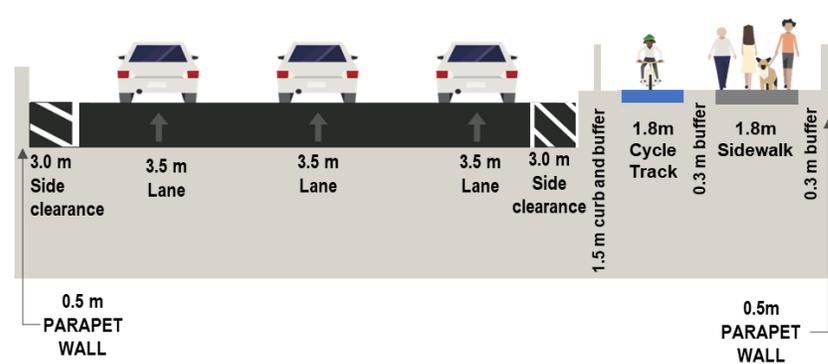
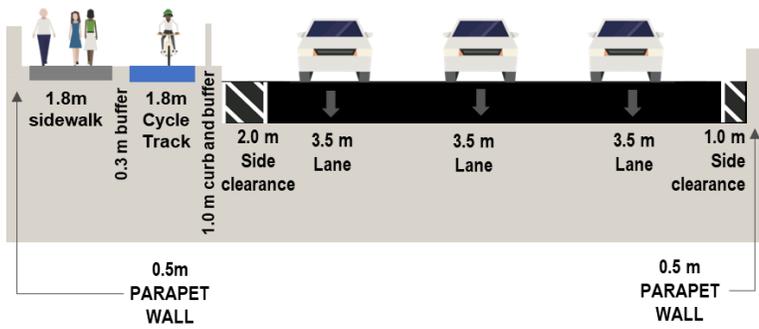
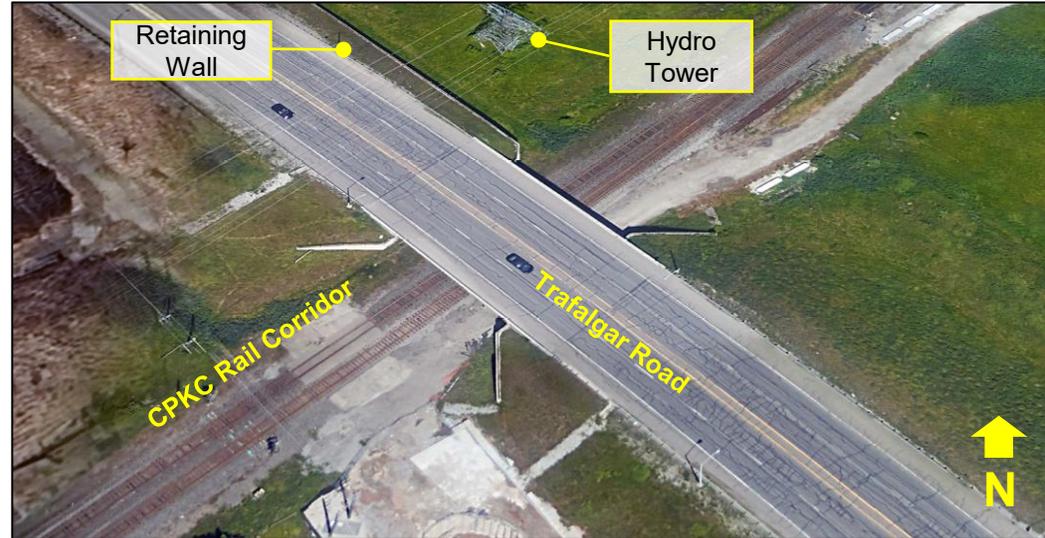
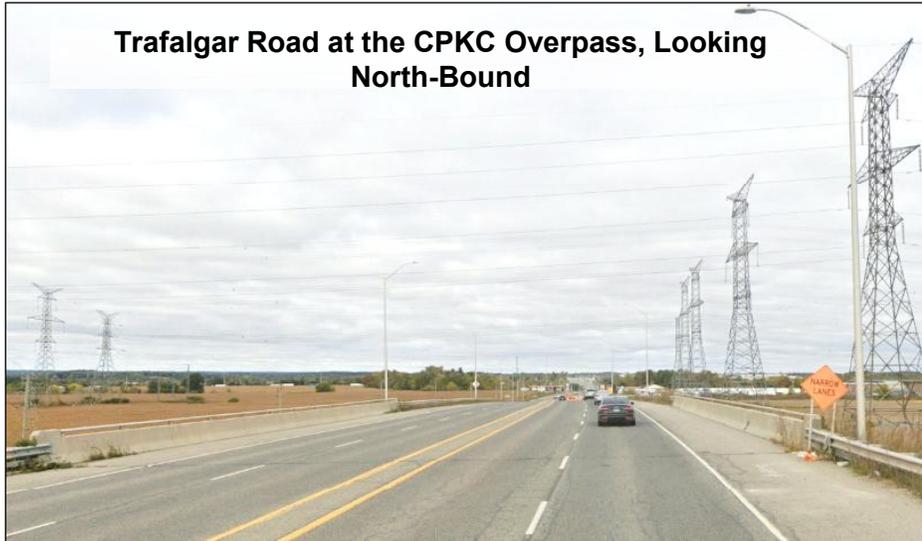


Image of the Preferred Concept at the Highway 407 (ETR) Overpass Structure

The Highway 407 (ETR) Bridge accommodates a 6 lane Trafalgar Road. The multi-use paths will be raised on both sides.

Improvements within the Ministry's right-of-way, including lane widths and pavement markings, are subject to MTO and 407 ETR review and approval.

CPKC Structure



The existing CPKC Rail structure will accommodate the northbound travel lanes, cycle track, and sidewalk. A new structure is proposed for the southbound travel lanes, cycle track, and sidewalk.

Image of the preferred concept at the CPKC Rail Corridor

Highway 401 Underpass



Image of Highway 401 Underpass at Trafalgar Road, Highway 401 Looking East-Bound

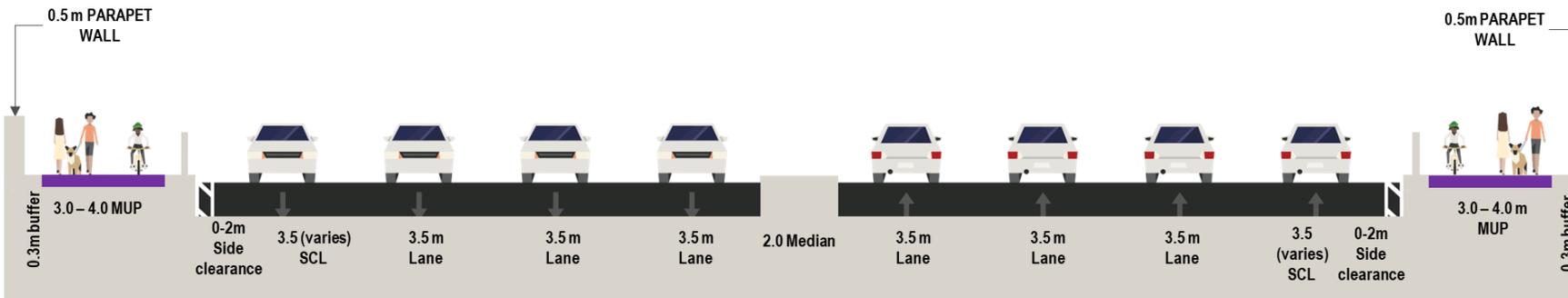
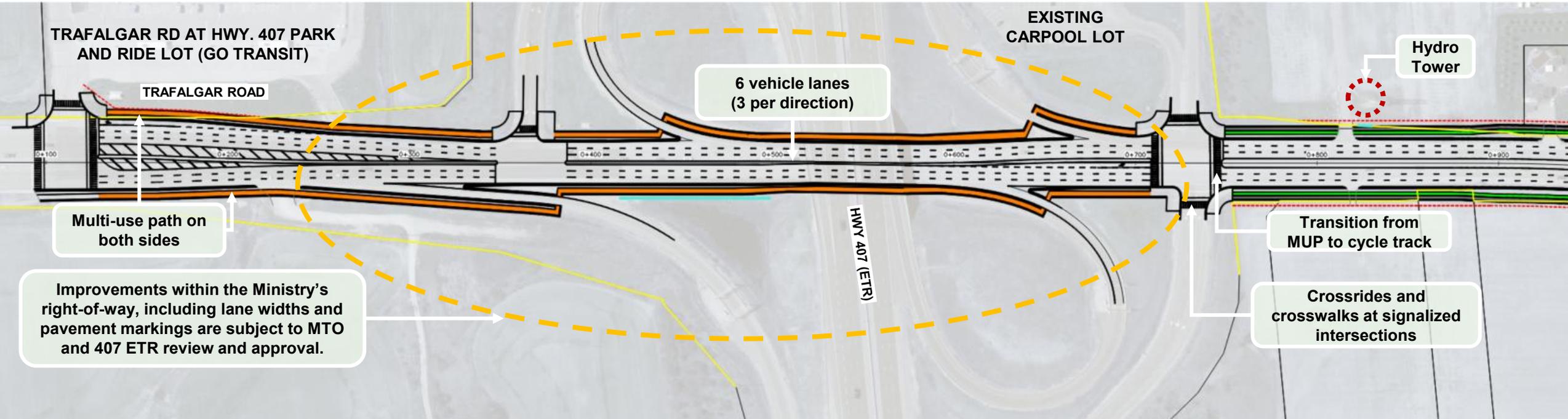


Image of the Preferred Alternative at the Highway 401 Underpass

The existing Highway 401 bridge accommodates a 6 lane Trafalgar Road and multi-use paths on both sides.

Improvements within the Ministry's right-of-way, including lane widths and pavement markings, are subject to MTO review and approval.

Preliminary Preferred Alternative Design



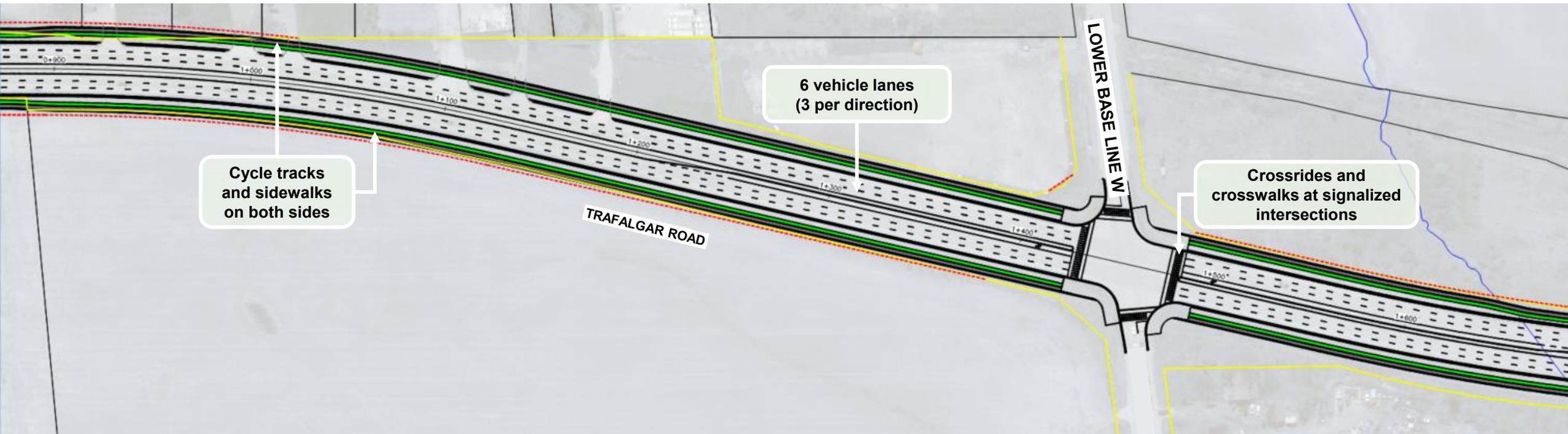
LEGEND

	EXISTING RIGHT OF WAY		SIDEWALK
	PROPOSED RIGHT OF WAY		CYCLE TRACK
	WATERCOURSE		MULTI-USE PATH
	PROPERTY LINE		PROPOSED RETAINING WALL
			EXISTING RETAINING WALL

NOTE: Temporary grading easements will be required to connect back to the existing ground elevation. Proposed retaining walls to be confirmed.



Preliminary Preferred Alternative Design



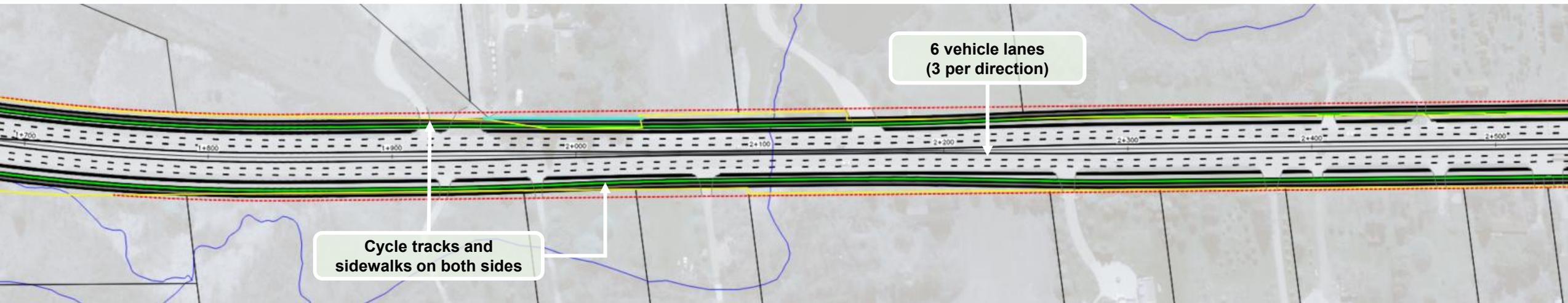
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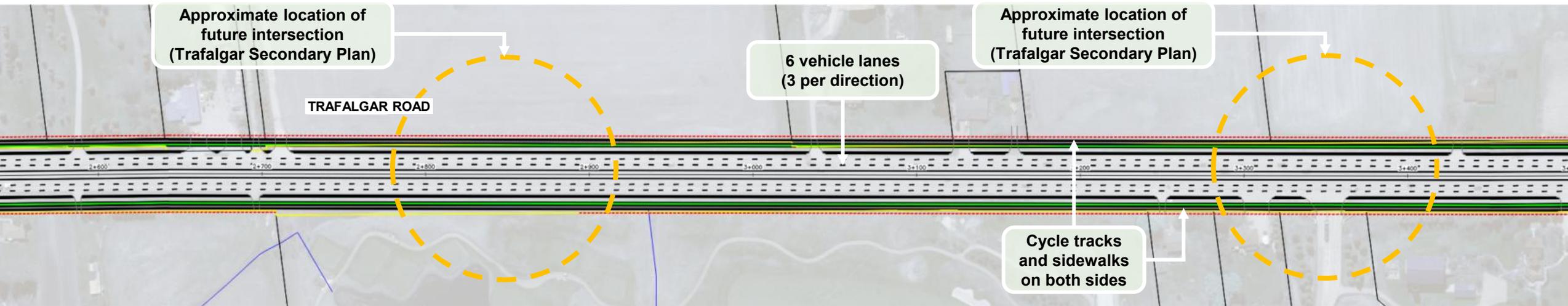
LEGEND

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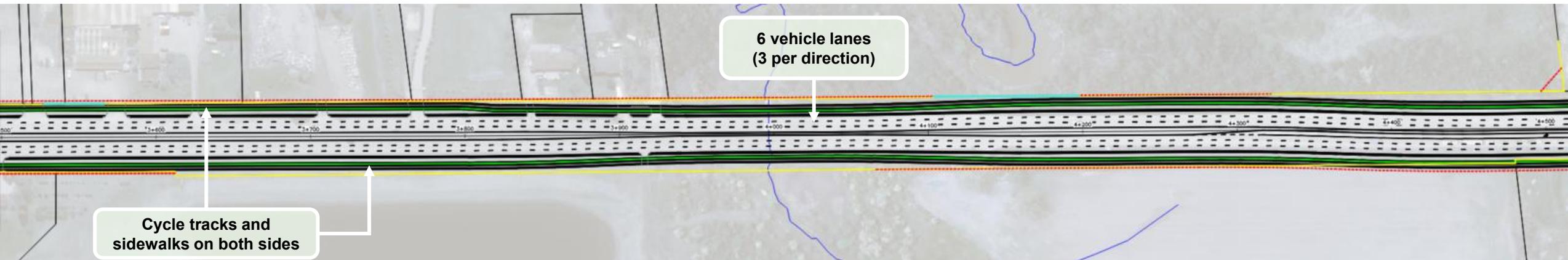
LEGEND

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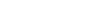
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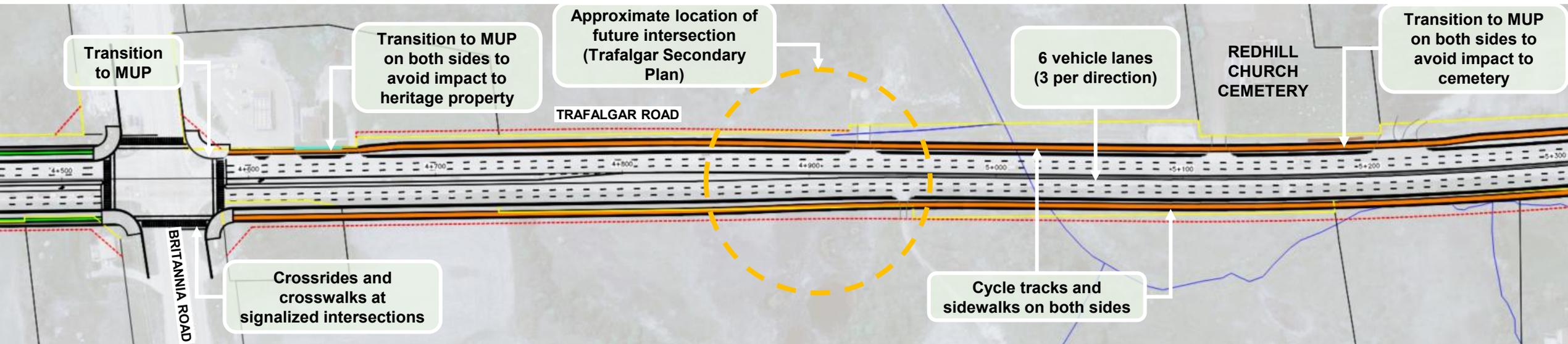
LEGEND

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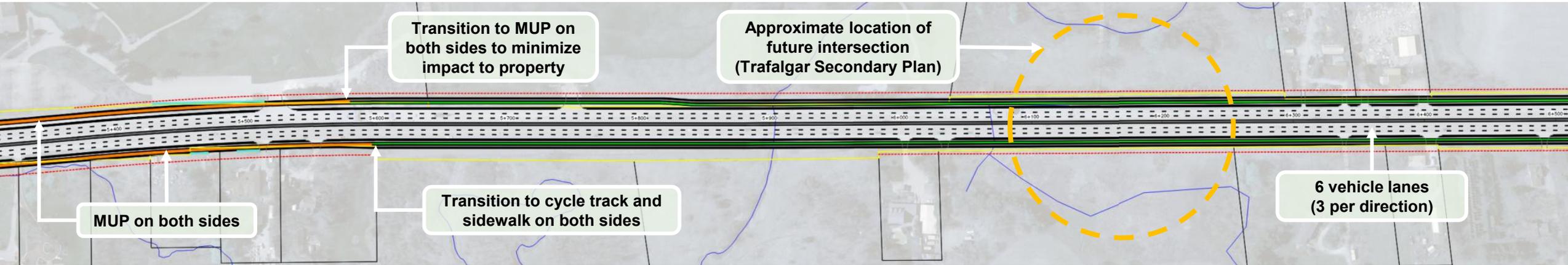
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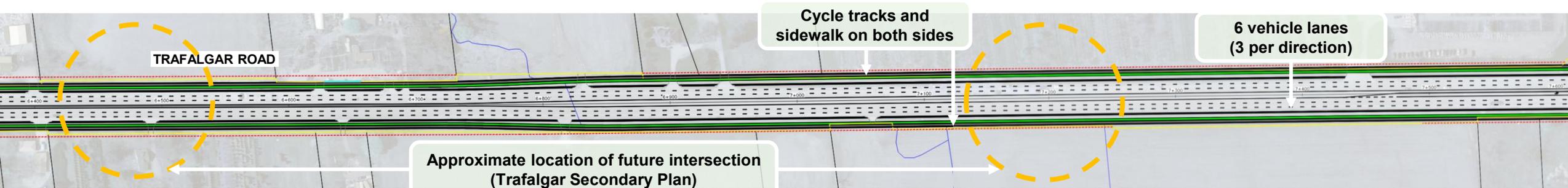
LEGEND

- | | | | |
|--|-----------------------|---|-------------------------|
|  | EXISTING RIGHT OF WAY |  | SIDEWALK |
|  | PROPOSED RIGHT OF WAY |  | CYCLE TRACK |
|  | WATERCOURSE |  | MULTI-USE PATH |
|  | PROPERTY LINE |  | PROPOSED RETAINING WALL |
| | |  | EXISTING RETAINING WALL |

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Preliminary Preferred Alternative Design



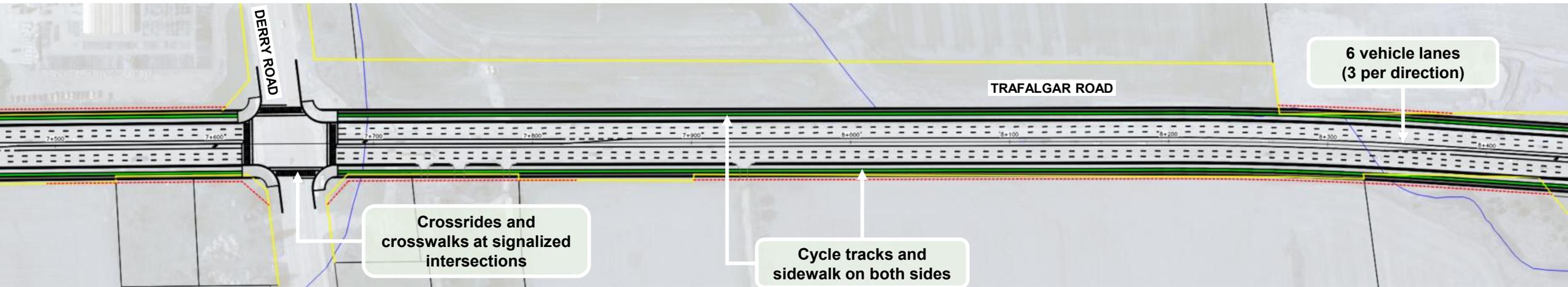
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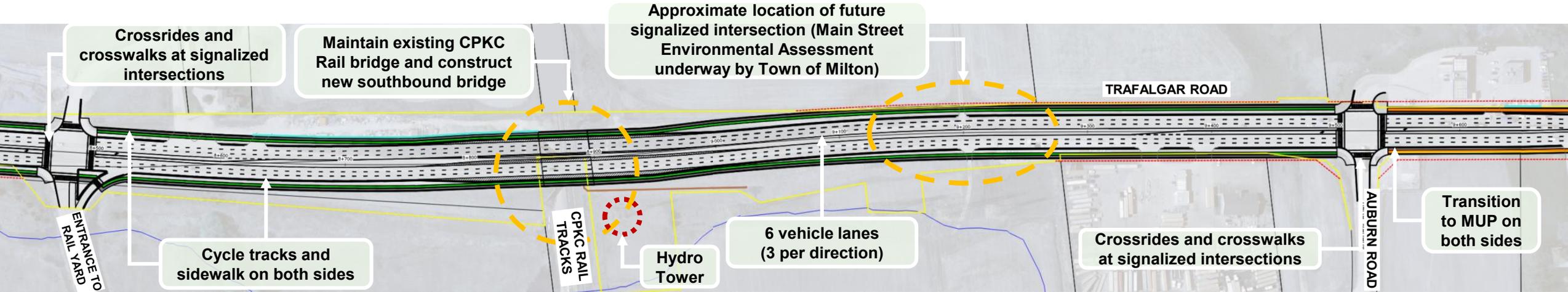
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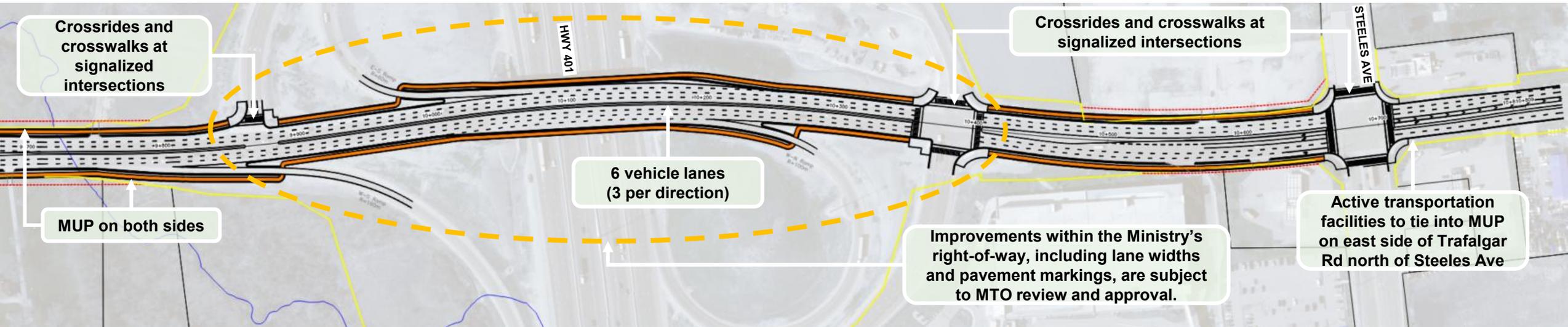
LEGEND

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Preliminary Preferred Alternative Design



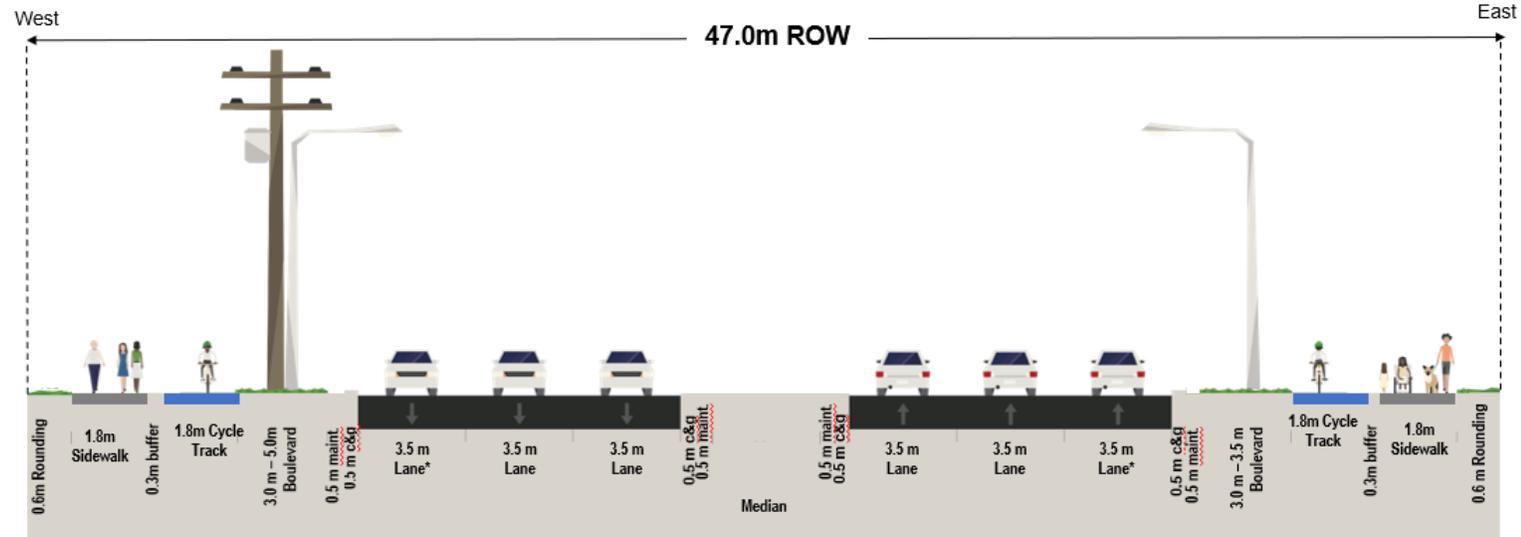
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NOTE: Temporary grading easements will be required to connect back to the existing ground elevation. Proposed retaining walls to be confirmed.



Rendering - Conceptual Only



Conceptual Rendering of Trafalgar Road

NOTE: Roadway elements are shown conceptually for illustrative purposes. Road features, utilities, light poles, trees, and boulevard elements are preliminary and subject to future review and changes in detailed design.

Trafalgar Road Municipal Class Environmental Assessment Study

Highway 407 (ETR) to Steeles Avenue
Towns of Oakville, Milton and Halton Hills

Public Information Centre #2

February 19 to March 23, 2026

Video #4 – Next Steps



Next Steps

- Update technical studies (stormwater and drainage, transportation, natural environment, etc.) based on preliminary preferred design to identify impacts;
- Preliminary mitigation measures will be recommended in the Environmental Study Report along with commitments for future work;
 - Measures will be based on Halton Region policies, standards and best practices, as well as regulatory agency requirements and conditions of approval; and
 - Preliminary mitigation measures will be refined during the future detailed design phase.

Next Steps in the MCEA Study

Following this Public Information Centre, the Project Team will:

- Review and consider feedback from agencies, stakeholders, First Nations and Indigenous Communities, and the public;
- Prepare the Environmental Study Report(s) to document the decision-making process and commitments to detailed design; and
- Publish the Notice of Completion and commence the 30-day Environmental Study Report review period.

How to stay involved:



Online survey

Provide your feedback by **March 23, 2026**



Study webpage

Learn more about the project at [halton.ca](https://www.halton.ca)



Contact the Project Team

Reach out to Halton Region Project Team at TrafalgarMCEA@halton.ca