

Trafalgar Road Municipal Class Environmental Assessment (MCEA) Public Information Centre #2 – Preliminary Preferred Design (Video 3) – Text Description

Slide 23: Introduction

Welcome to the Trafalgar Road Municipal Class Environmental Assessment – or “M-C-E-A” – Study from Highway 407 (ETR) to Steeles Avenue. This video will present the Preliminary Preferred Design.

For an overview of the study, including the study area, process, and schedule; what we heard in Public Information Centre #1; and the process for developing the recommended solution, please view Video #1: Introduction. To learn about the Development of Preliminary Design Alternatives, please view Video #2. For a Review of Next Steps, view Video #4.

Slide 24: Preliminary Recommended Cross-Section

This slide presents the Preliminary Preferred Design for the study corridor. Key design features and improvements along the corridor include:

- Widening to six vehicle lanes, with three in each direction;
- Cycle tracks and sidewalks on both sides throughout the corridor;
- Protected intersections with cross rides and crosswalks for cyclists and pedestrians;
- Protection for future Transit Priority Corridor infrastructure; and
- Streetscaping and illumination.

Slide 25: Preliminary Recommended Cross-Section - Constrained

This slide presents the Preliminary Preferred Design for constrained areas of the study corridor. Key design features and improvements along this segment of the corridor include:

- Widening to six vehicle lanes, with three in each direction;
- Multi-use paths on both sides;
- Protected intersections with cross rides and crosswalks for cyclists and pedestrians;
- Protection for future Transit Priority Corridor infrastructure; and
- Streetscaping and illumination.

Slide 26: Highway 407 (ETR) Overpass

This slide presents the Preliminary Preferred Design at the Highway 407 (ETR) Overpass.

Slide 27: CPKC Rail Corridor

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.

Slide 28: Highway 401 Underpass

This slide presents the Preliminary Preferred Design at the Highway 401 Underpass.

Slide 29: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road at the Highway 407 (ETR) interchange includes:

- Six vehicle lanes, with three in each direction;
- Multi-use paths on both sides of the road;
- Cross rides and crosswalks at signalized intersections; and
- A transition to a cycle track and sidewalk on both sides north of the interchange and the entrance to the carpool lot.

Improvements within the Ministry's right-of-way, including the structure, are subject to Ministry of Transportation Ontario – or "MTO" and Highway 407 (ETR) – review and approval.

Slide 30: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues north to Lower Base Line West with:

- Six vehicle lanes, with three in each direction;
- Cycle track and sidewalk on both sides of the road; and
- Crossrides and crosswalks at signalized intersections.

Slide 31: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues north with:

- Six vehicle lanes, with three in each direction; and
- Cycle track and sidewalk on both sides of the road.

Slide 32: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues with:

- Six vehicle lanes, with three in each direction;
- Cycle track and sidewalk on both sides of the road; and
- A future intersection as part of the Trafalgar Secondary Plan.

Slide 33: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues with:

- Six vehicle lanes, with three in each direction; and
- Cycle track and sidewalk on both sides of the road.

Slide 34: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues to Britannia Road with:

- Six vehicle lanes, with three in each direction;
- Cycle track and sidewalk on both sides of the road until Britannia Road;
- A future intersection as part of the Trafalgar Secondary Plan;
- Crossrides and crosswalks at the signalized intersections at Britannia Road; and
- Transitions to a multi-use path north of Britannia Road to avoid impacts to the heritage property at the north-west corner of the intersection of Britannia Road and Trafalgar Road.

The multi-use path on both sides of the road continues to avoid impacting the Redhill Church Cemetery.

Slide 35: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues with:

- Six vehicle lanes, with three in each direction;
- Multi-use paths on both sides of the road to minimize impact to property; with transitions to cycle track and sidewalk on both sides; and
- A future intersection as part of the Trafalgar Secondary Plan.

Slide 36: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues with:

- Six vehicle lanes, with three in each direction;
- Cycle track and sidewalk on both sides of the road; and
- A future intersection as part of the Trafalgar Secondary Plan.

Slide 37: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues towards Derry Road with

- Six vehicle lanes, with three in each direction; and
- Cycle track and sidewalk on both sides of the road.

Slide 38: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues toward the CPKC Rail Yard and Auburn Road with:

- Six vehicle lanes, with three in each direction;
- Cycle tracks and sidewalks on both sides of the road;
- A signalized intersection at the entrance of the CPKC Rail Yard;
- A new south-bound bridge over the CPKC Rail Corridor;
- A future signalized intersection with the Main Street Extension, the location of which will be determined through the Main Street Environmental Assessment underway by the Town of Milton.
- A transition to a multi-use path at Auburn Road on both; and
- Crossrides and crosswalks at the signalized intersections.

Slide 39: Preliminary Preferred Design

The Preliminary Preferred Design for Trafalgar Road continues at the Highway 401 Underpass with:

- Six vehicle lanes, with three in each direction;
- Multi-use paths on both sides of the road;
- Crossrides and crosswalks at signalized intersections; and
- A tie-in to active transportation facilities on the east side of Trafalgar Road north of Steeles Avenue.

Improvements within the Ministry's right-of-way are subject to MTO review and approval.

Slide 40: Renderings

The conceptual rendering represents a typical location on Trafalgar Road. The renderings were created to demonstrate conceptually only the road elements and cross-section following implementation of the planned future improvements.

Thank you for taking the time to watch this presentation and learn more about the study. We encourage you to also watch the other videos prepared as part of this PIC and to share your input with the project team. Your feedback is valuable to us!

To learn about the Development of Preliminary Design Alternatives, please view Video #2. For a Review of Next Steps, view Video #4.