Trafalgar Road Municipal Class Environmental Assessment Study

Highway 407 (ETR) to Steeles Avenue

Towns of Halton Hills, Milton and Oakville

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

Video #1 - Existing Conditions & Alternative Solutions

Purpose of PIC #1

The purpose of the first Public Information Centre (PIC) is to present and receive input on the work completed to date including:

- Study Process and Schedule
- Background Information and Existing Conditions
- Problem and Opportunities
- Alternative Solutions
- Preliminary Design Considerations and Opportunities
- Next Steps

We value your input!

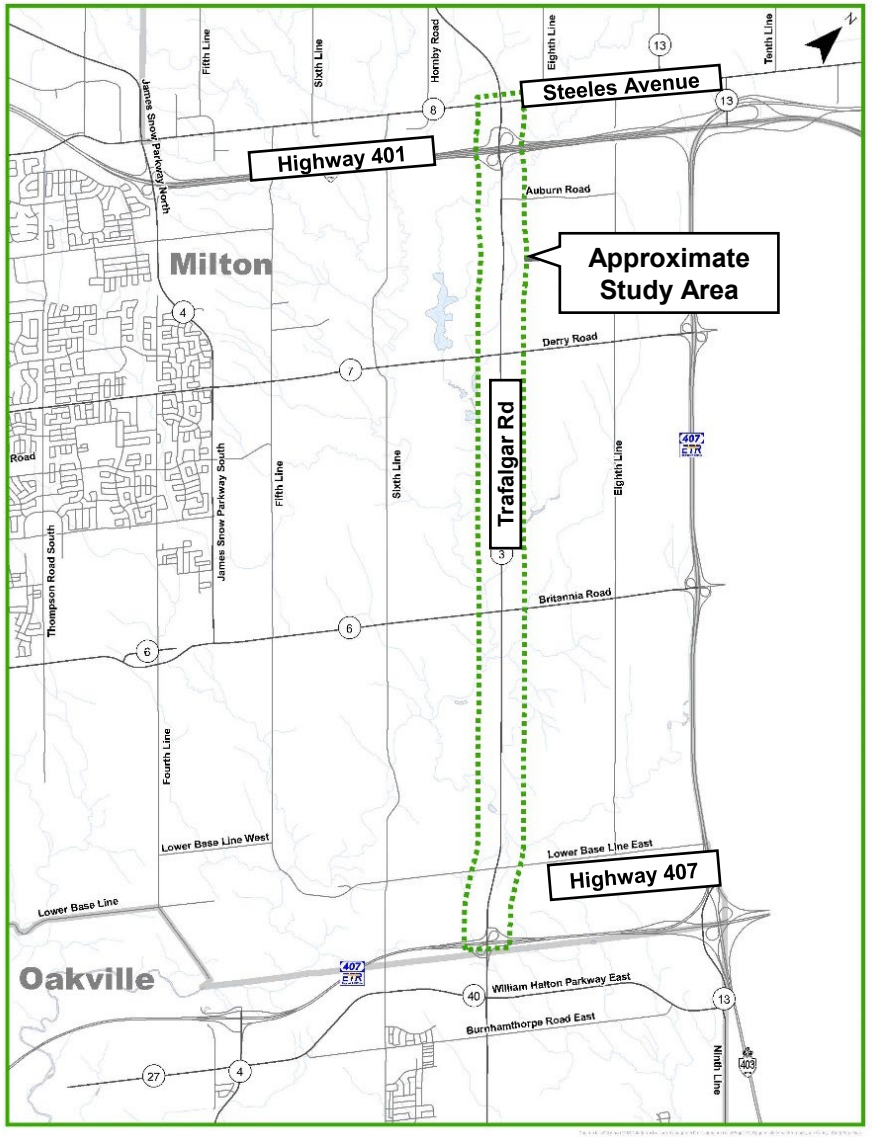
Your input will help to shape the decision-making process for this project.

Visit the Municipal Class Environmental Assessment (MCEA) Studies webpage on **halton.ca** to submit your comments through the online survey.

Focus of this Study

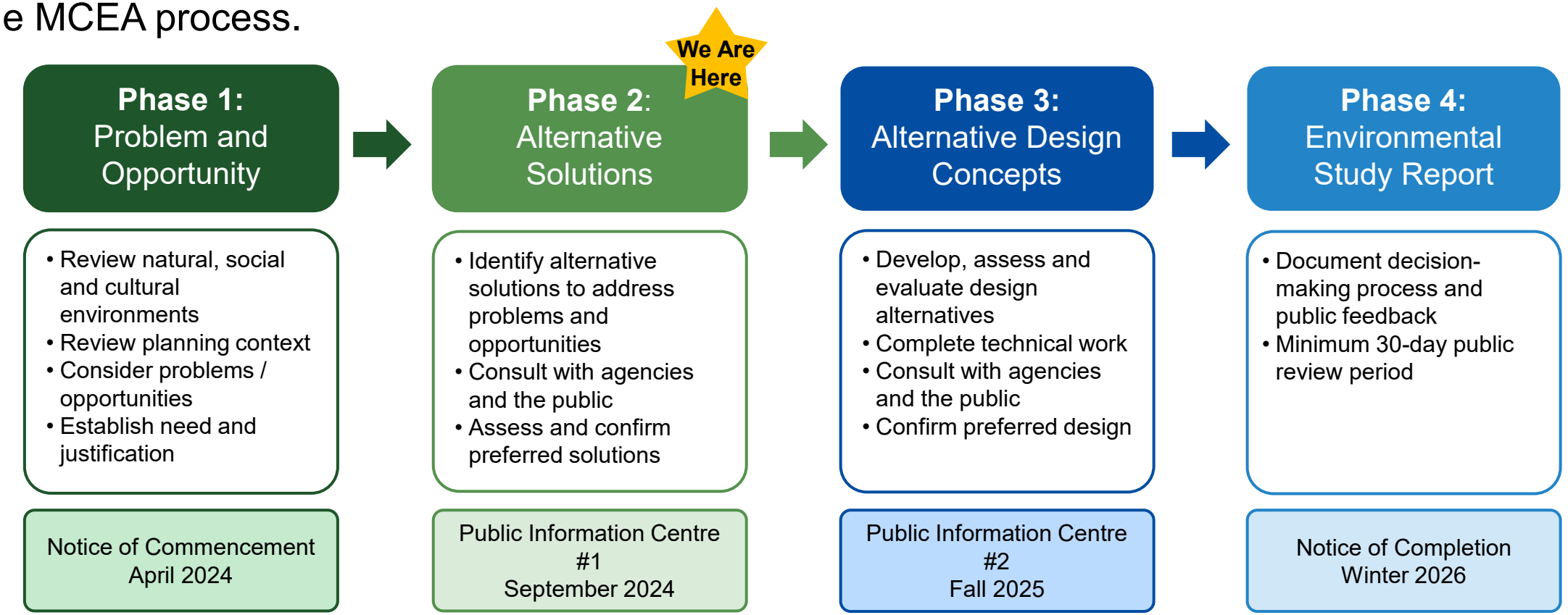
Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) Study to consider a range of options for corridor improvements to Trafalgar Road from Highway 407 Express Toll Route (ETR) to Steeles Avenue in Halton Hills, Milton and Oakville. The study will examine:

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

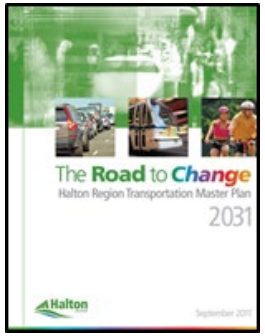


Study Process and Schedule

- 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.

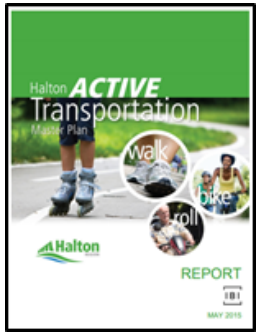


Study Background



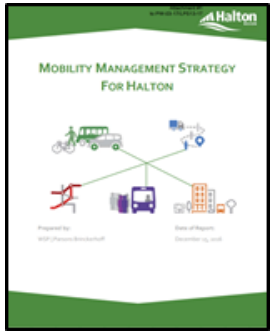
2011

The **Transportation Master Plan** provides strategies, policies and tools to meet Halton Region's transportation needs to 2031.



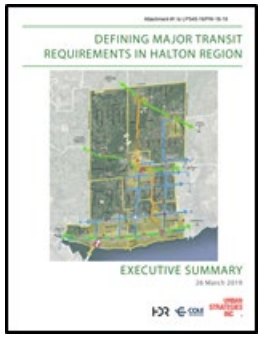
2015

The **Active Transportation Master Plan** provides strategy, infrastructure, initiatives, and programs to promote non-motorized travel in Halton.



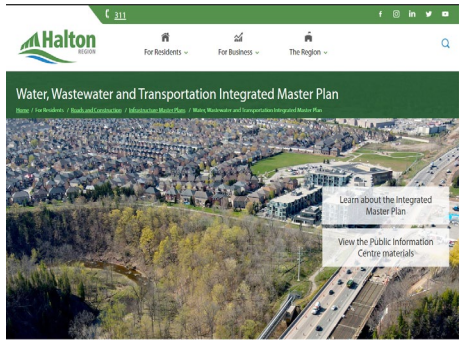
2017

The **Mobility Management Strategy (MMS)** guides the evolution of a region-wide inter/intra regional transportation network to 2041.



2019

The **Defining Major Transit Requirements** is the continuation of MMS to guide regional infrastructure investment to support transit in Halton by 2031 and 2041.



2022

The **Integrated Master Plan (IMP)** was initiated in **2022** to complete the next region-wide Water, Wastewater and Multi-Modal Transportation Master Plan. The IMP will identify a long-term integrated servicing strategy for regional infrastructure to accommodate future growth to 2051.

Existing Conditions

Existing Road Conditions:

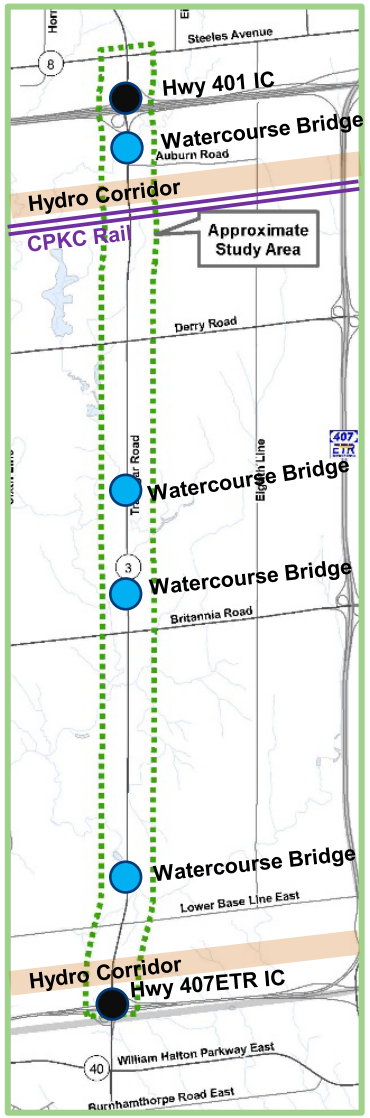
- There are four travel lanes (two per direction) along this stretch of Trafalgar Road, with turning lanes at major intersections;
- Posted speed of 60 km/h (Steeles Avenue to south of Britannia Road);
- Posted speed of 80 km/h (south of Britannia Road to Highway 407); and
- Paved shoulders with no dedicated walking or cycling facilities.

Trafalgar Road at Britannia Road, looking south

Trafalgar Road at Britannia Road, looking south

Existing Conditions and Considerations

- Six bridges (Highway 401, CPKC Rail, and crossings of East Sixteen Mile Creek and its tributaries);
- Interchanges with Highway 401 and Highway 407ETR;
- Two Hydro One high voltage transmission corridor crossings (north of CPKC Rail crossing and north of Highway 407ETR);
- The Bethel United Church and Cemetery (also known as the Redhill Church) is located in close proximity to the corridor, on the west side;
- Hydro poles on east side (Steeles Avenue to Highway 401, south of Britannia Road to Highway 407ETR), hydro poles on west side (Highway 401 to south of Britannia Road); and
- Street lighting on both sides (Steeles Avenue to north of Derry Road), and at select locations south of Derry Road.



Trafalgar Road at CPKC rail crossing, looking north at hydro corridor

Source: Google Maps (Image Capture October 2019), accessed June 2024

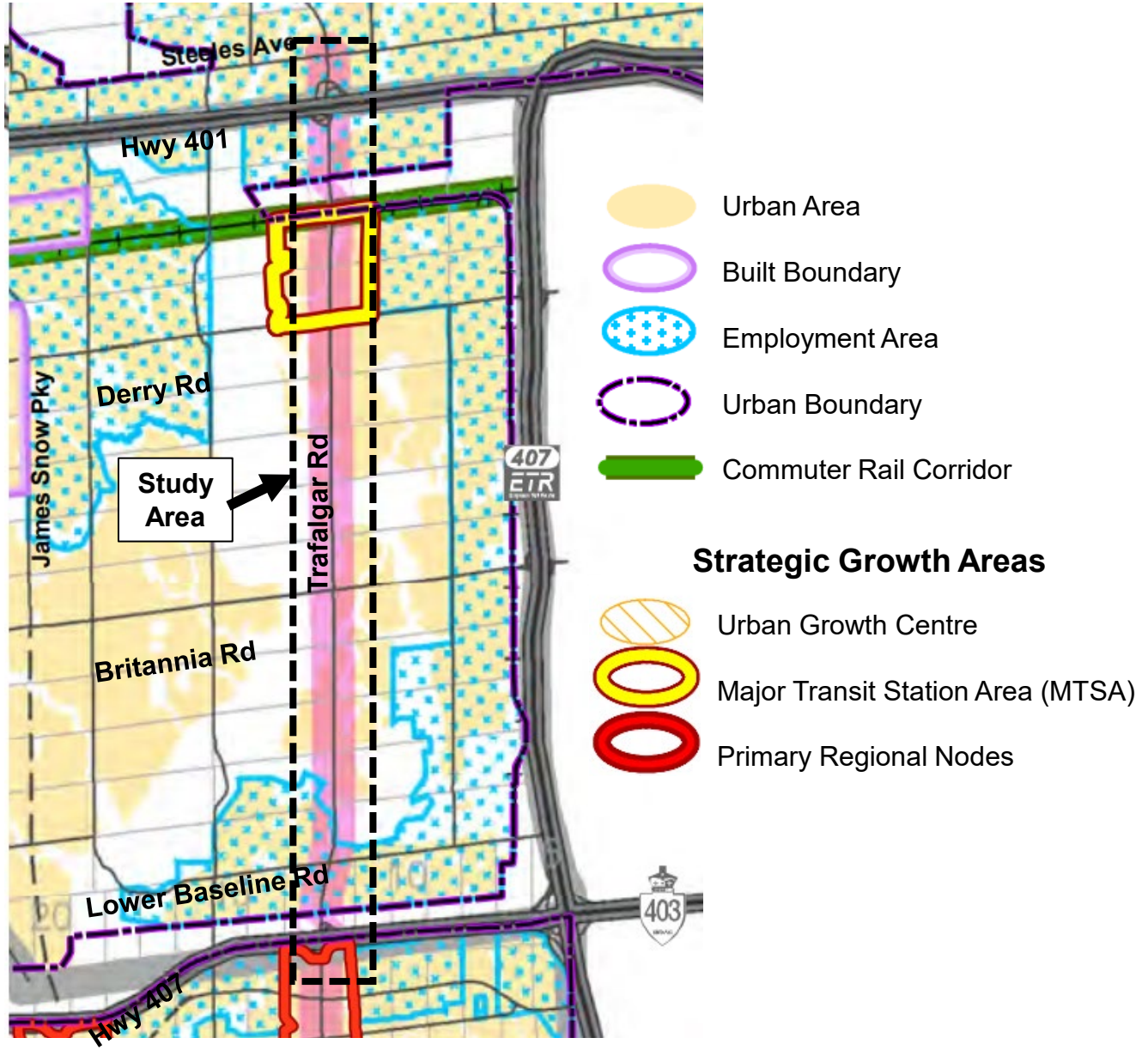
Trafalgar Road at Highway 401 Interchange

Source: Google Maps (Image Capture March 2024), accessed May 2024

Land Use

Trafalgar Road study area includes:

- Lands designated as urban area and employment area, with parts of the corridor within the Urban Boundary;
- A major transit station area and commuter rail corridor; and
- Crosses through the Towns of Halton Hills (north of Highway 401), Milton, and Oakville (south of Highway 407).

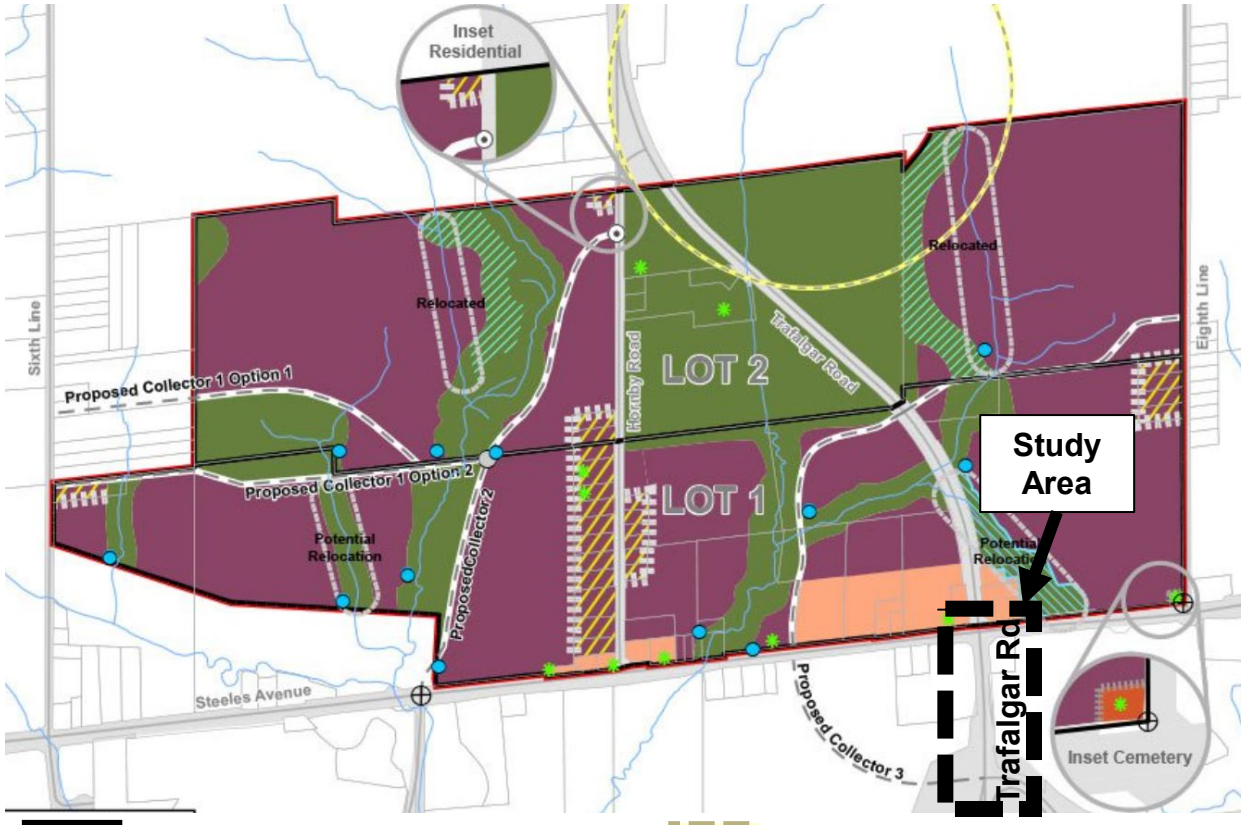


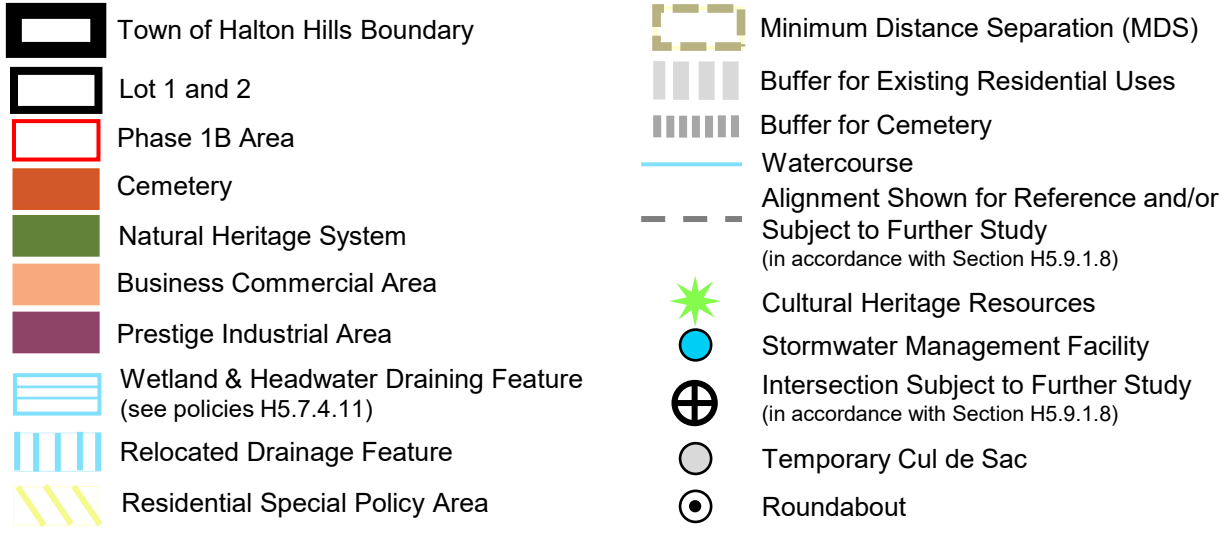
Source: Halton Regional Official Plan Amendment 49 (2022) - Map 1h Regional Urban Structure

Premier Gateway Phase 1B (Town of Halton Hills)

Trafalgar Road (north of Steeles Avenue), in the Town of Halton Hills, abuts lands designated as:

- Business Commercial Area





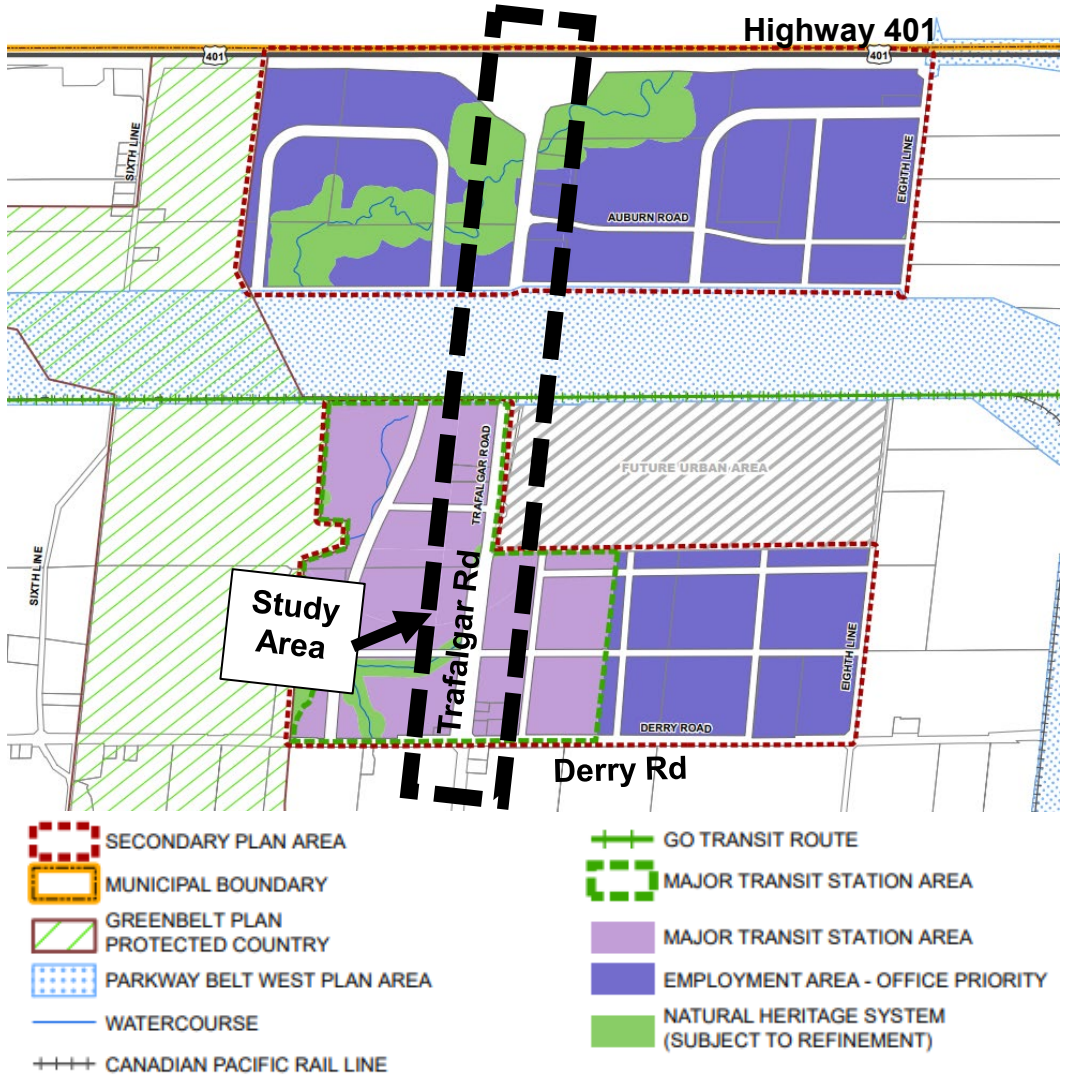
Source: Halton Hills Premier Gateway Employment Area Phase 1B Schedule H5 (June 20, 2018)

Agerton Secondary Plan (Town of Milton)

Trafalgar Road (Highway 401 to Derry Road) includes lands designated as:

- Major Transit Station Area;
- Employment Area;
- Natural Heritage System; and
- Parkway Belt West Plan Area.

The draft Agerton Secondary Plan, 2022, has not been endorsed by Town Council and is being updated as a result of policy changes that have impacted the area.

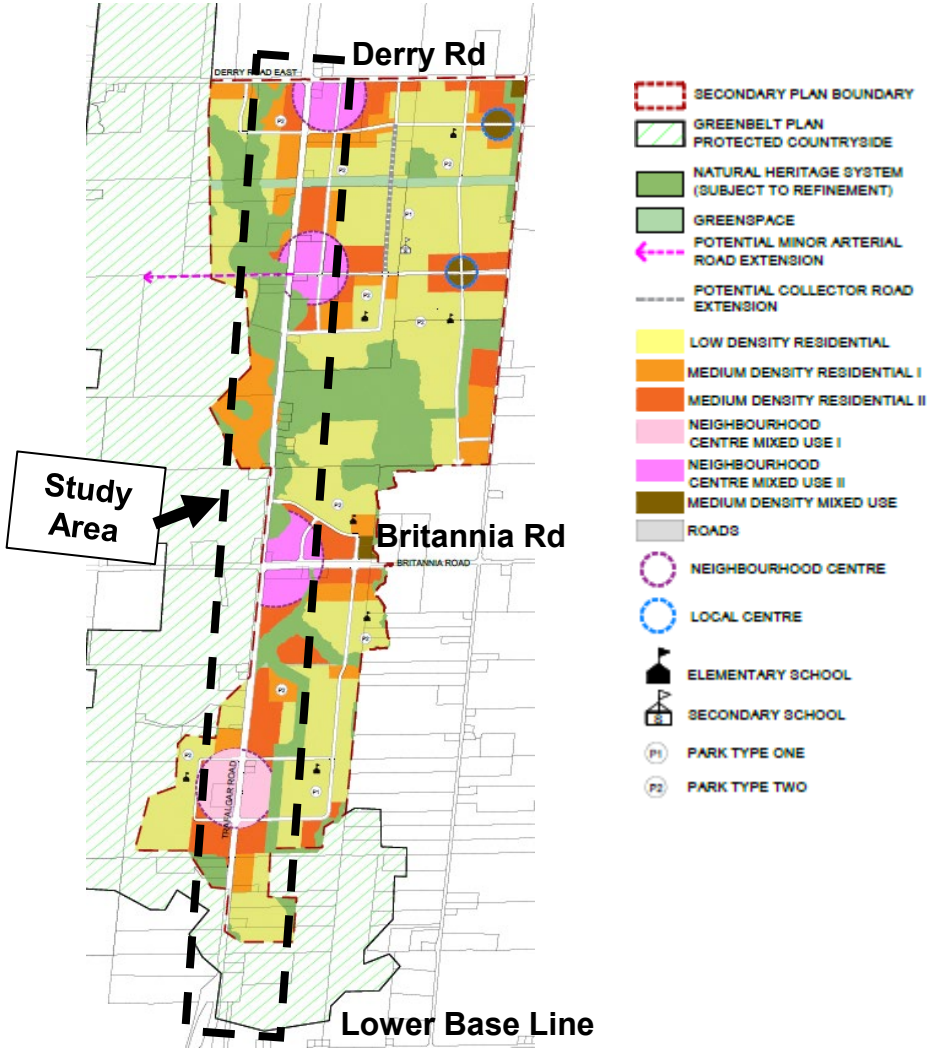


Source: Town of Milton Official Plan – Schedule C.X.C: Agerton Secondary Plan Land Use Plan (DRAFT, June 2022)

Trafalgar Secondary Plan (Town of Milton)

Trafalgar Road (Derry Road to north of Lower Base Line) includes lands designated as:

- Residential
- Neighbourhood
- Natural Heritage System
- Greenspace
- Greenbelt Plan
- Institutional (schools, etc.)

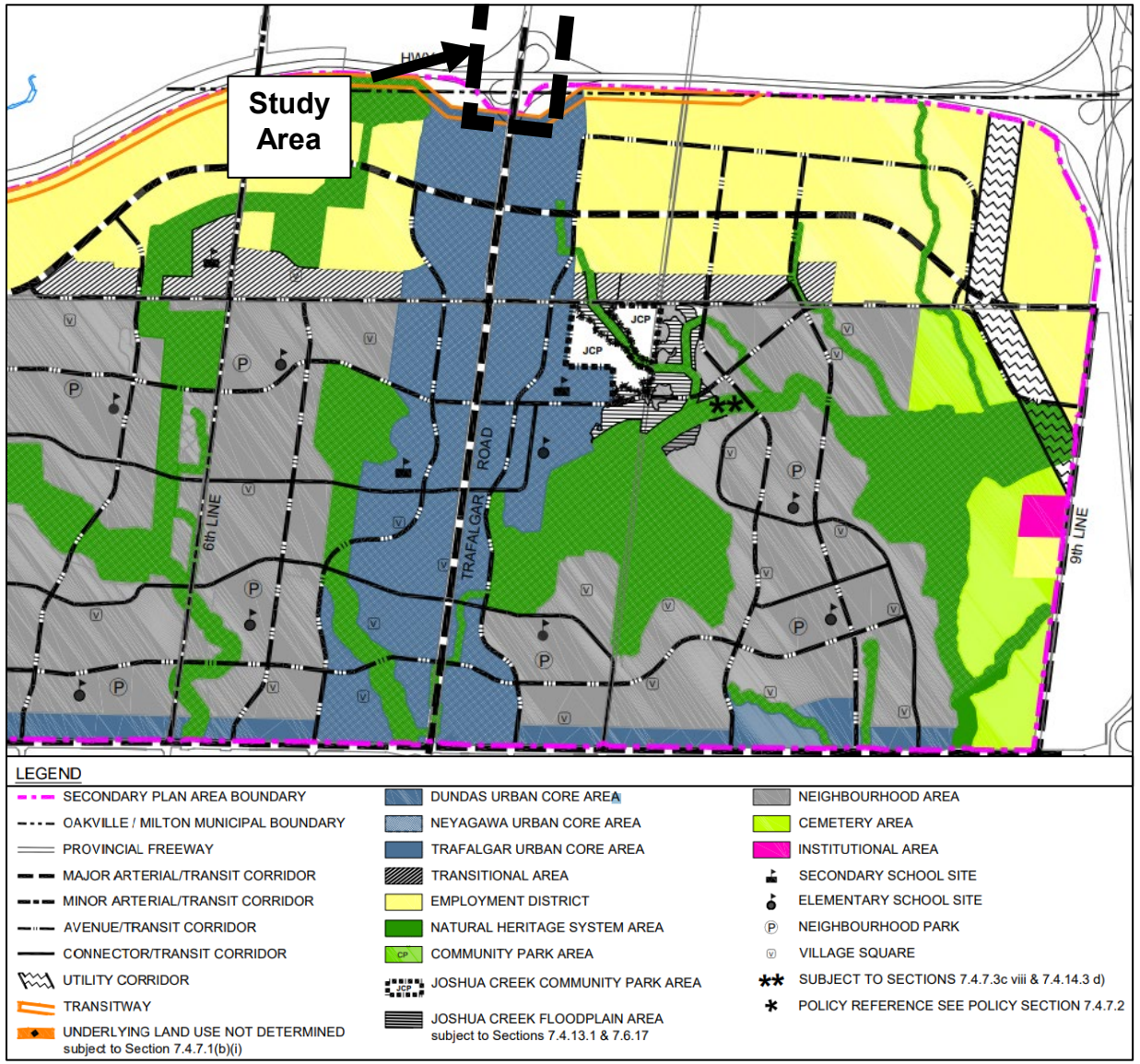


Source: Town of Milton Official Plan – Schedule C.11.C: Trafalgar Secondary Plan Land Use Plan (provided by Town of Milton staff)

North Oakville East Secondary Plan (Town of Oakville)

Trafalgar Road (Highway 407ETR interchange to the south) includes lands designated as:

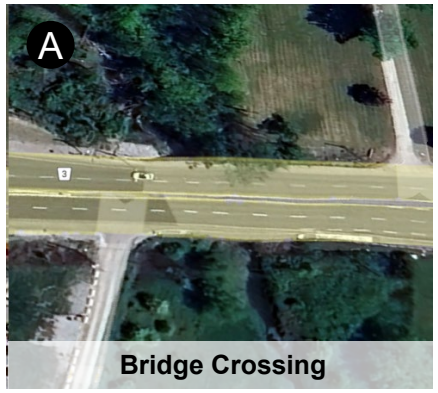
- Trafalgar Urban Core Area

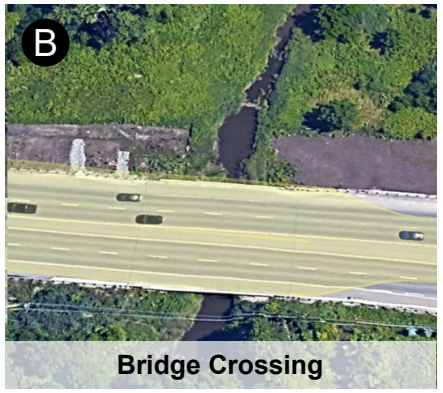


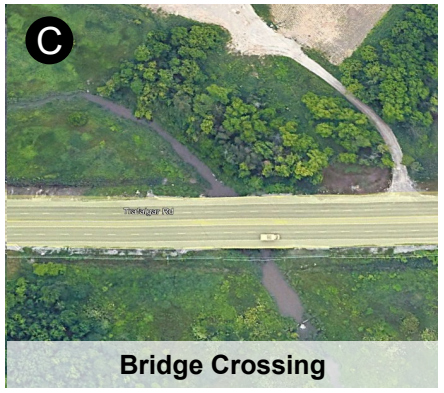
Source: Town of Oakville North Oakville East Secondary Plan (March 2023 Consolidation – Figure NOE 2 Land Use Plan),

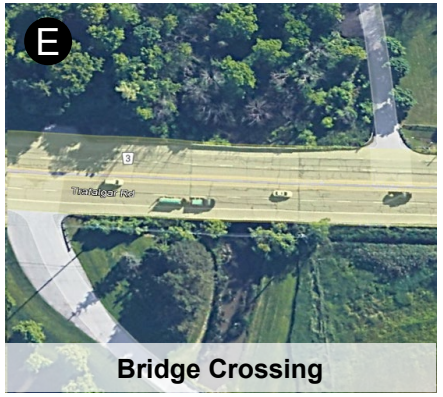
Existing Natural Heritage

The study area has five crossings of East Sixteen Mile Creek and associated tributaries at the following locations:

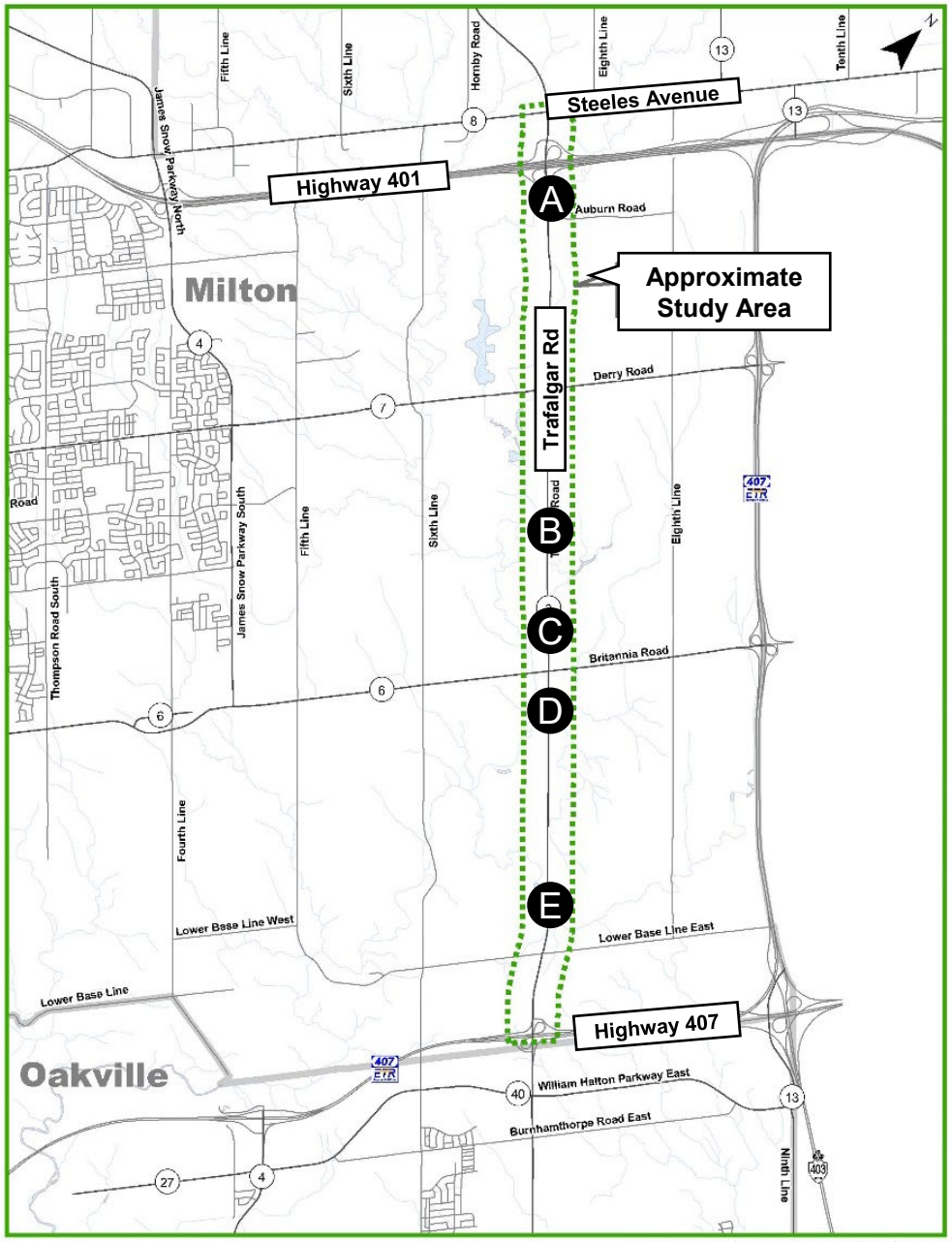








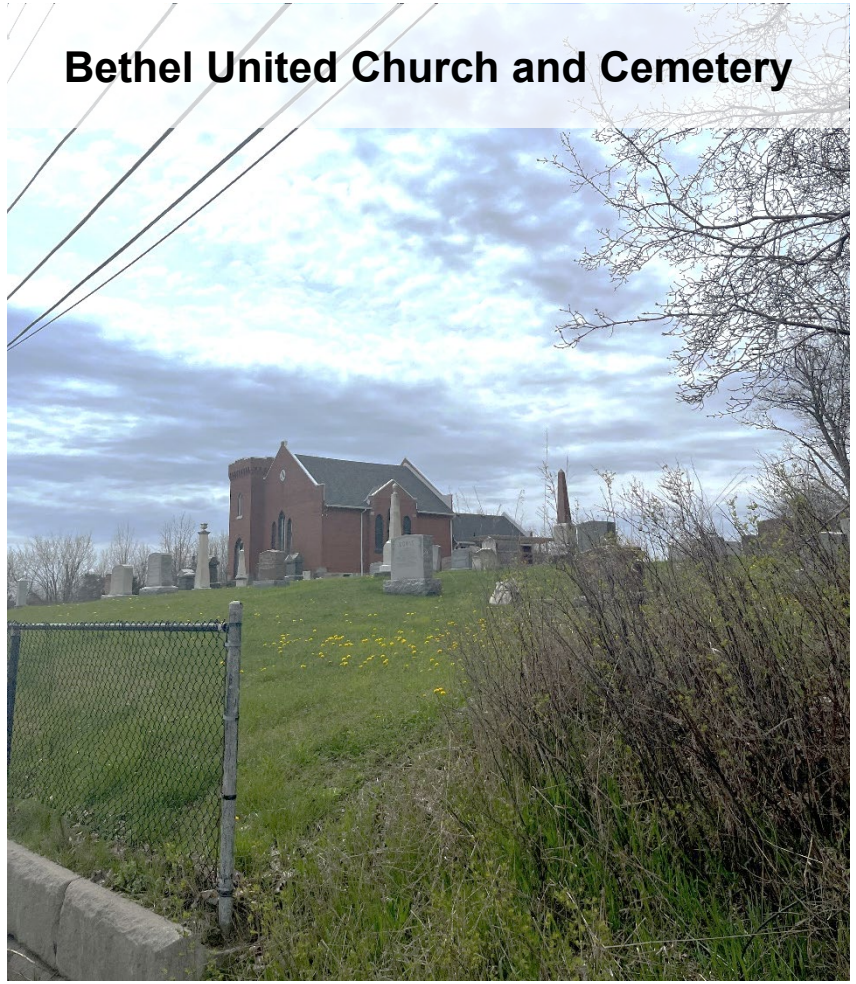
Intersects the Regional Natural Heritage System (NHS) which is made up of wetlands, woodlands, watercourses, potential wildlife and fish habitats, and other natural areas that have ecological significance.



Existing Archaeological Conditions

A Stage 1 Archaeological Assessment was undertaken and identified the following:

- There are 56 previously identified archaeological sites located within one kilometre of the study area: two of these sites are within 50m of the study area, and two are within the study area.
- Parts of the study area exhibit archaeological potential. If lands are proposed to be impacted, a Stage 2 Archaeological Assessment will be required.
- Impacts to be avoided at the Bethel United Church and Cemetery (also known as the Redhill Church)



Source: ASI, Bethel United Church, 2024

Existing Built and Cultural Heritage

A Cultural Heritage review was undertaken and identified the following:

- Six known Built Heritage Resources;
- Two potential Built Heritage Resources;
- Fourteen known Cultural Heritage Landscapes; and
- Six potential Cultural Heritage Landscapes.

Known Built Heritage Resources (Residences)






Existing Transit Conditions

Milton Transit

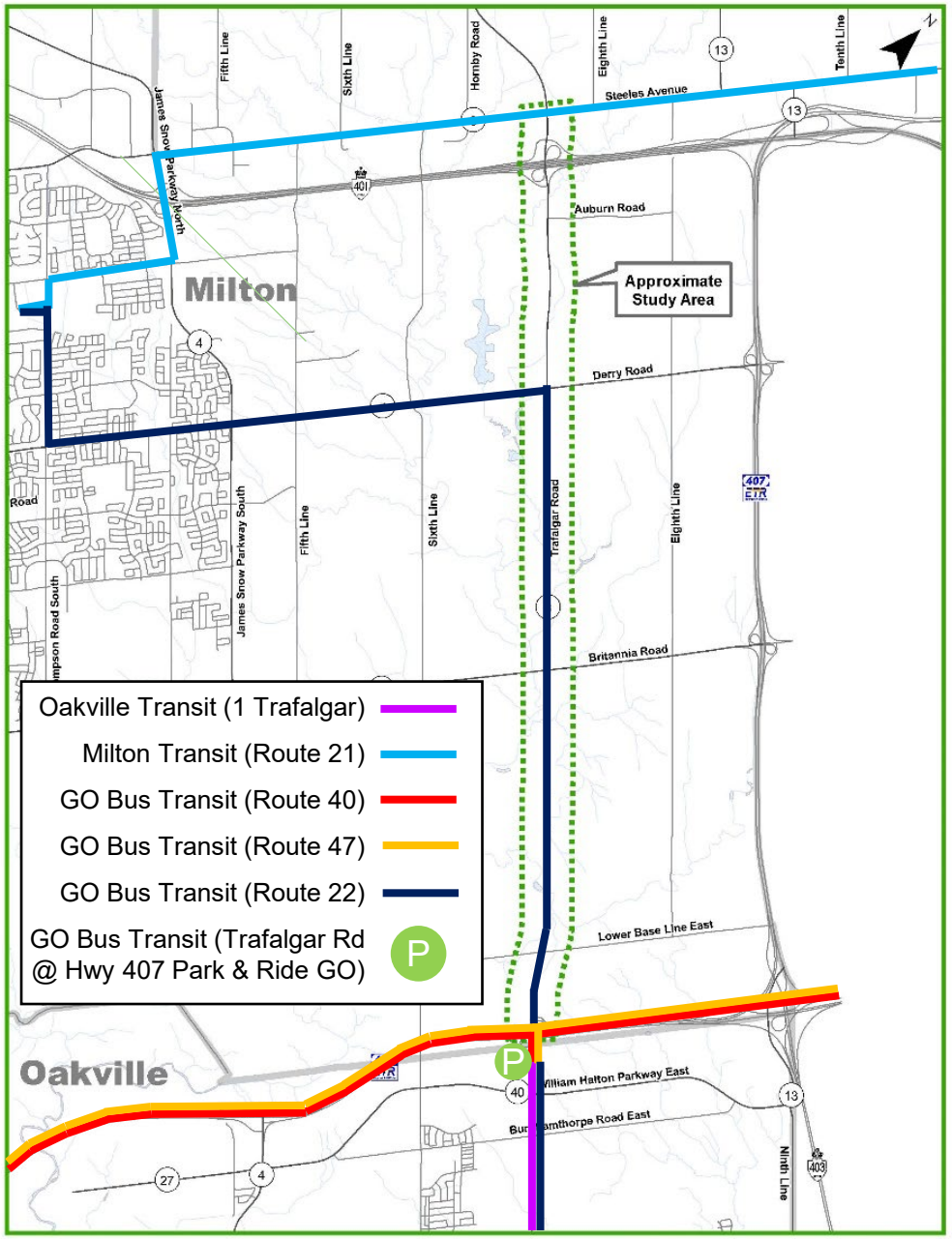
- Milton Transit services the north limit of the corridor along Steeles Avenue via Route 21

Oakville Transit

- Oakville Transit services a segment of the corridor south of Highway 407 ETR via Route 1 – Trafalgar

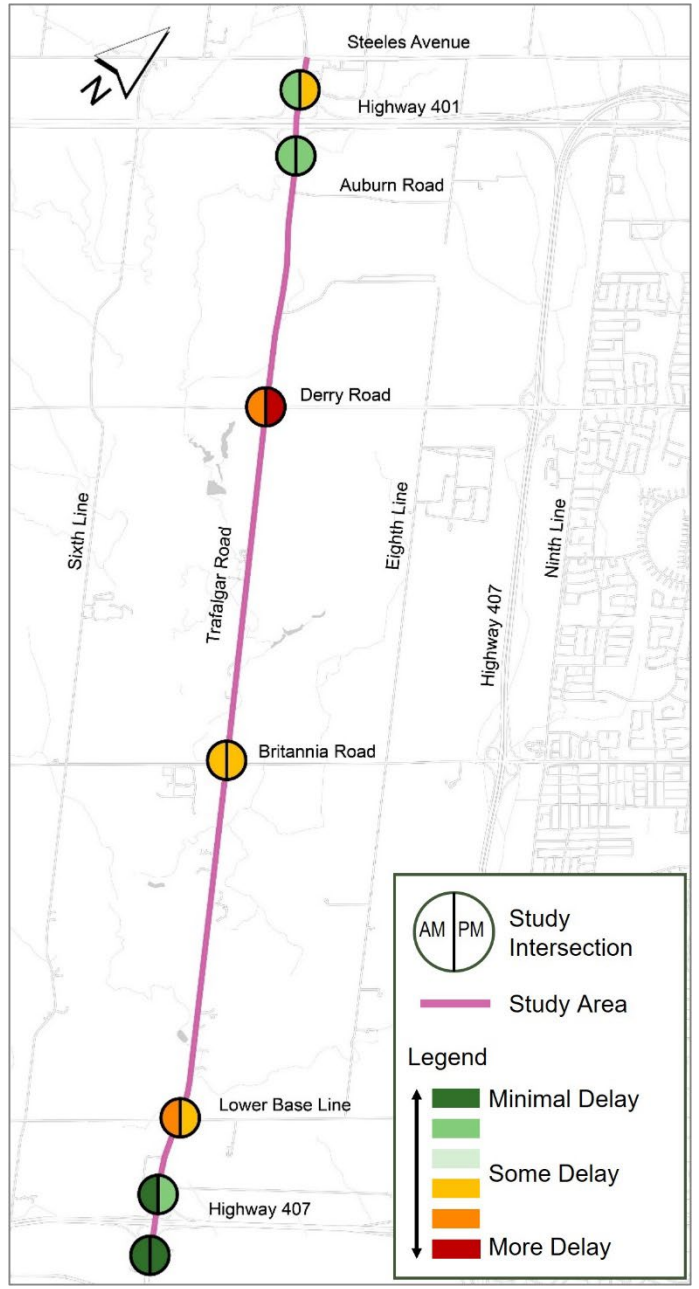
Metrolinx (GO Transit)

- GO Bus Routes 40 and 47 service the Trafalgar Rd @ Hwy 407 Park & Ride
- GO Bus Route 22 – Milton/Oakville provides service from the Trafalgar Rd @ Hwy 407 Park & Ride to the Milton GO Station, Oakville GO Station and Union Station
- Commuter rail crossing of the Milton Line, accessible at the Milton GO Station (outside the study area)



Existing Traffic Conditions

- Approximately 25,000 – 31,000 vehicles travel the corridor each day.
- All approaches at the intersections with Derry Road and Lower Base Line currently experience high demand during the morning and afternoon peak hours. High demand also exists at the eastbound and westbound movements at the Highway 401 westbound off-ramp and Britannia Road.
- The segments near Highway 401 and Highway 407 interchanges are approaching capacity in the southbound direction during the morning, and northbound direction during the afternoon peak hours.



Traffic Analysis – Future Conditions

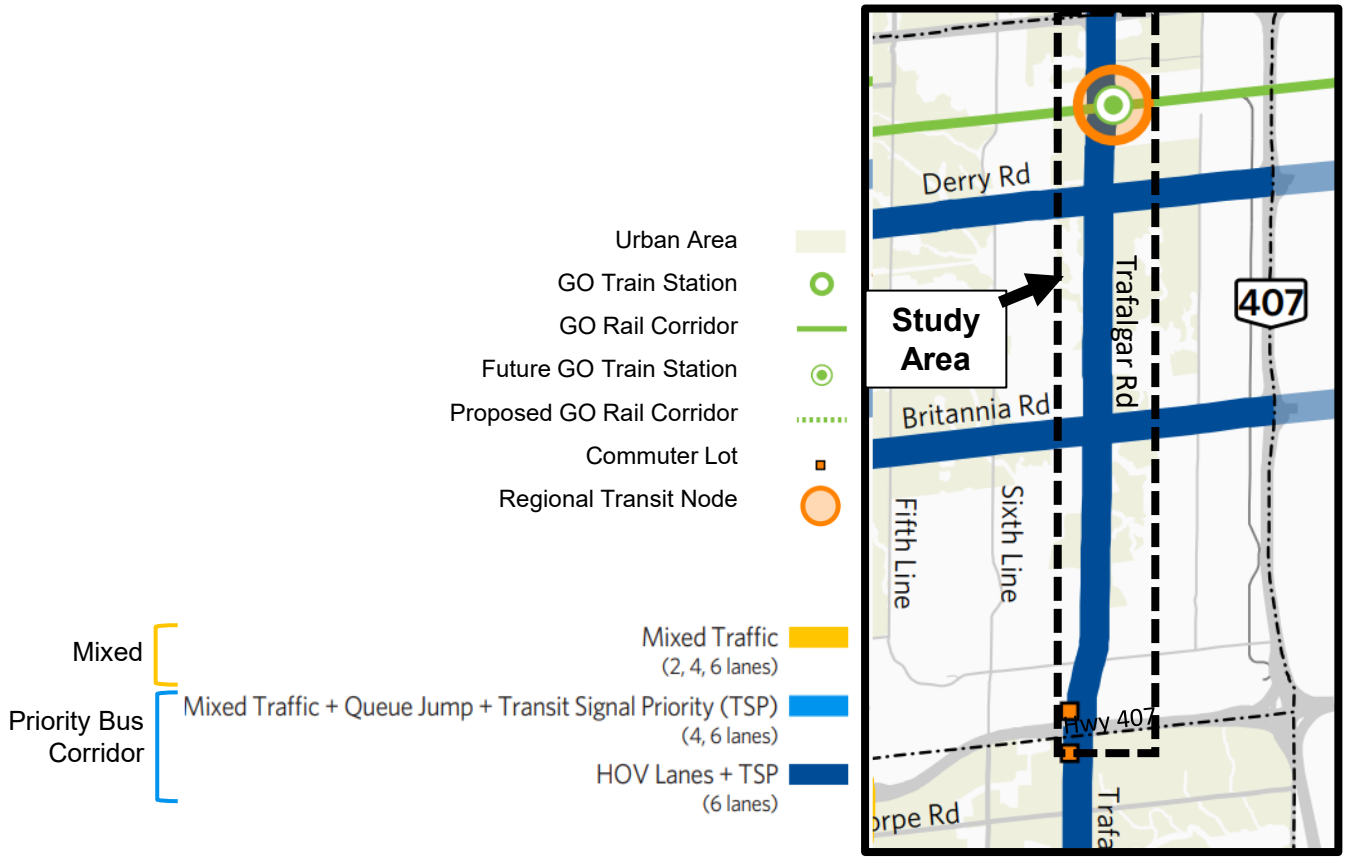
- Halton Region is undertaking an Integrated Master Plan for Water, Wastewater and Transportation that will identify infrastructure to enable Local Municipal future growth targets to 2051.
- However, there remain several projects identified through the 2011 Transportation Master Plan – The Road to Change (TMP) to be implemented to improve network connectivity and address forecasted travel demand to 2031.
  - The future 2031 Do-Nothing scenario shows a worsening of traffic operations at most intersections within the corridor.
  - Without corridor improvements, intersections are expected to operate at capacity with high delays, particularly at all signalized intersections between the two interchanges.
- The TMP considered overall network travel demand and identified that six travel lanes are required for Trafalgar Road to accommodate future growth by 2031.

Future Transit Infrastructure Considerations

Defining Major Transit Requirements in Halton Region (2019)

2031 and 2041 Transit Priority Network

- Trafalgar Road was identified as a Priority Bus Corridor (in 2031 and 2041) which includes the opportunity to implement transit-supportive infrastructure such as: Hight Occupancy Vehicle (HOV) lanes, Transit Signal Priority (TSP), queue jump lanes, bus shelters and other transit stop improvements*
- TSP involves optimizing signal timing to minimize delay at signalized intersections



Source: Defining Major Transit Requirements in Halton Region (2019), Figure i-4: Preliminary 2031 Recommended Transit Priority Corridor Network

* To be reconfirmed through the ongoing Integrated Master Plan

Existing Safety Conditions

- A Road Safety Review was conducted as part of this study and key findings include:
  - Trafalgar Road is experiencing a consistent or slight reduction in the number of collisions each year.
  - Intersections with Derry Road and Britannia Road have the highest number of collisions in the study corridor due to the high traffic volumes at these intersections.
  - Recommendations to enhance safety will be considered in the next stages of the study.

Problem and Opportunity Statement

- Trafalgar Road is a key north-south link with interchanges at Highway 401 and Highway 407, providing access to Halton Hills, Milton, and Oakville.
- Without improvements to the corridor, traffic operations are expected to experience increasing delays and queuing.
- To support growing travel demand, as well as a future transit priority corridor, improvements to Trafalgar Road are required to create a transportation system which is safe, continuous and coordinated for all users and abilities.
- The future right-of-way will accommodate active transportation, transit-supportive infrastructure and allow for improvements to traffic operations at intersections and along the corridor.

Alternative Solutions

- **Do Nothing**: No improvements to Trafalgar Road. Only planned network improvements to 2031 will be in place.
- **Active Transportation Improvements:** Improve active transportation facilities throughout the corridor and at intersections to support healthy and safe communities, active lifestyles and provide inclusive multi-modal transportation options for all users of all abilities.
- **Intersection / Operational Improvements:** Enhance traffic operations through physical and operational modifications, which may include turning lanes, additional lanes through intersections, and updates to signal timing.
- **Improvements to Trafalgar Road:** Widen Trafalgar Road to six lanes to accommodate additional travel capacity and transit-priority corridor infrastructure.
- **Improvements to Other Roadways:** Undertake capital improvements to widen other north-south roadways in the immediate study area beyond planned improvements.

Alternative Solutions Evaluation Summary

Alternative Solution	Evaluation Summary	Recommendation
Do Nothing	Does not address the multi-modal needs within the study area.	Do not carry forward (for comparison purposes only).
Active Transportation Improvements	On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	**Carry forward as part of overall Project strategy.**
Intersection / Operational Improvements	On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	**Carry forward as part of overall Project strategy.**
Improvements to Trafalgar Road	Needs identified in Transportation Master Plan, Mobility Management Strategy and Defining Major Transit Requirements in Halton to support future growth.*	**Carry forward as part of overall Project strategy.**
Improvements to Other Roadways	Does not address the multi-modal needs within the study area.	Do not carry forward.

*Halton Region is undertaking an Integrated Transportation Master Plan for water, wastewater and transportation to support growth to 2051.

Recommended Solution

The recommended solution for Trafalgar Road consists of the following:

- Improve 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; and
- Widen Trafalgar Road to six lanes to provide additional travel lanes and transit priority corridor infrastructure.

Trafalgar Road north of Britannia Road, looking south

How to get involved

Watch the PIC videos and/or review the presentation.

Provide comments and feedback through our online survey by October 18, 2024.

Visit the Municipal Class Environmental Assessment studies webpage on **halton.ca**.

Contact the Project Manager, Melissa Alexander at Melissa.Alexander@halton.ca to join the study mailing list or provide feedback in an alternate manner. We will review comments and take your feedback into consideration as we move into the next phase.

Trafalgar Road Municipal Class Environmental Assessment Study

Highway 407 (ETR) to Steeles Avenue

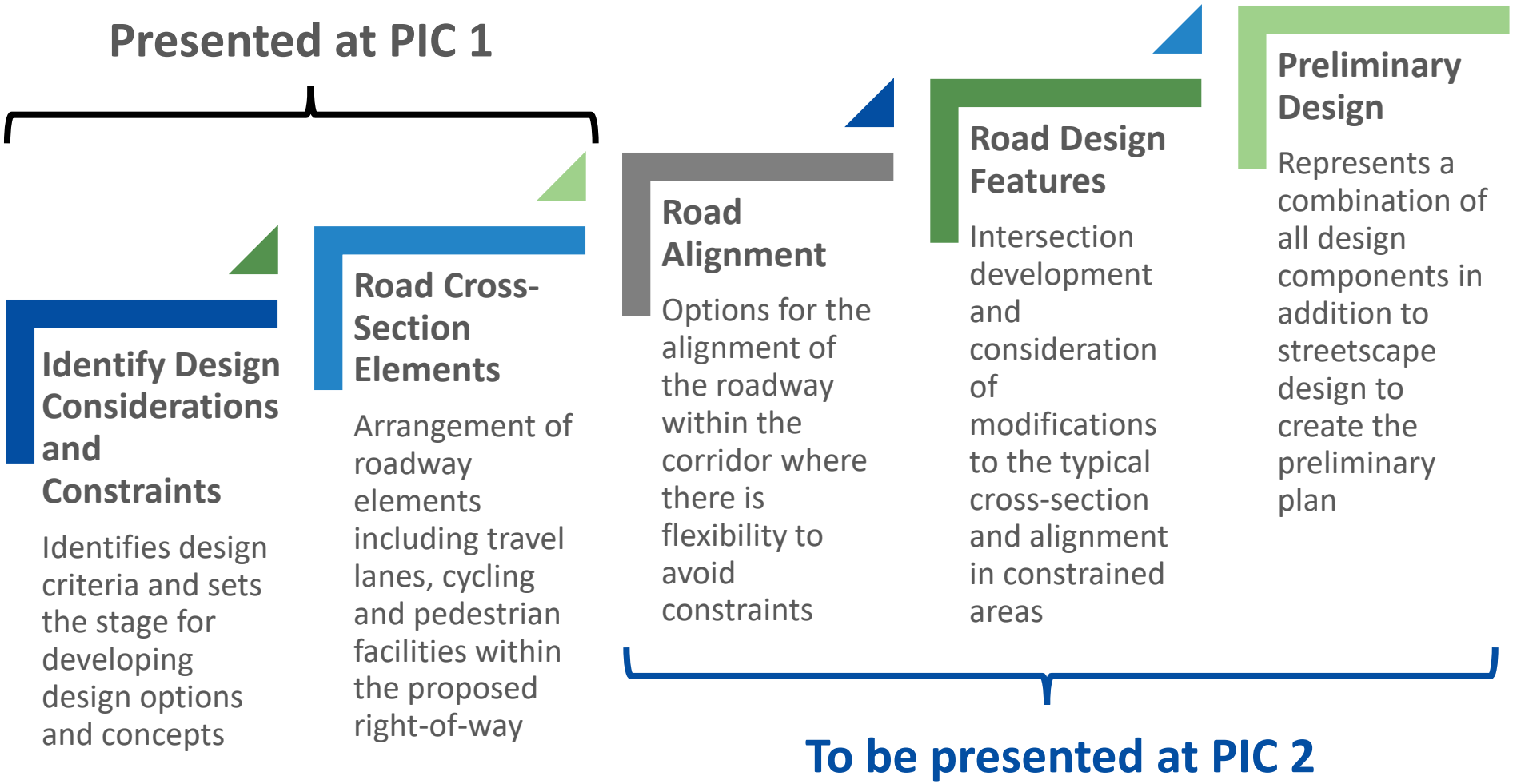
Towns of Halton Hills, Oakville and Milton

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

Video #2 – Preliminary Design Considerations & Next Steps

Halton REGION

Process for Developing Recommended Solution



Design Considerations and Opportunities

In Phase 3 of the MCEA Process, Design Alternatives will be developed based on the Alternative Solutions carried forward for further review. In developing the Design Alternatives, a number of key constraints and design elements need to be considered, based on the corridor's character and needs:

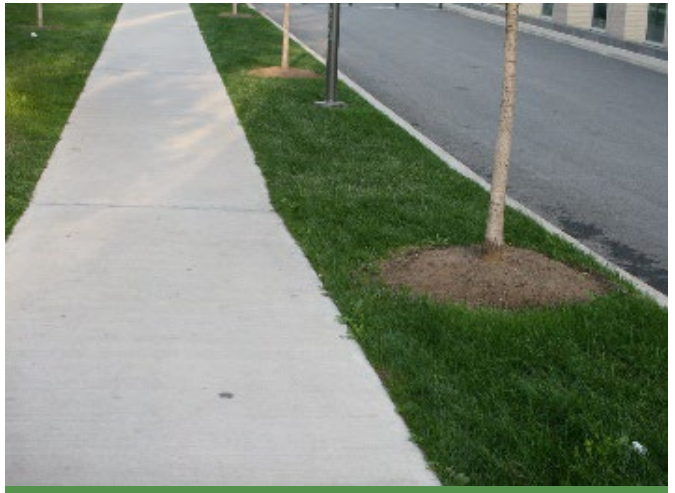
- Multi-modal transportation system for all users of all abilities;
- Cycling facilities to connect with the broader network based on the urban context;
- Transit infrastructure;
- Stormwater conveyance, management and outlets;
- Minimizing impacts to businesses, residential and cultural heritage features;
- Support future development in planned Secondary Plan areas;
- Tie into existing Highway 401 and Highway 407 transportation networks to be coordinated with MTO and 407ETR;
- Existing highway, rail and watercourse structures;
- Hydro poles;
- Stable top of bank erosion hazard limit at watercourses;
- Regulatory floodplain hazard and wetlands; and
- Minimize impacts to natural features and areas.

Design Considerations – Active Transportation

To encourage and support a transportation system that is safe, continuous, connected, and coordinated for all users and abilities, the following active transportation facility types are considered:

Cycle Track
Horizontally and vertically separated from vehicular lanes by a buffer – cycle lane may be one or two-way.

Multi-Use Path
Horizontally and vertically separated from vehicular lanes by a curb and buffer – shared by cyclists and pedestrians.



Sidewalk
Horizontally and vertically separated from vehicular lanes by a curb and buffer or boulevard for pedestrians.

Design Considerations
Active Transportation at Intersections

Sample strategies used to implement the design concepts will include:

- Pavement markings and solid green surface treatment;
- Signs;
- Bicycle signals; and
- Setback crossings.

In some cases, space constraints may limit available design choices.

Sample Strategies

Protected Corner

Crossride

Design Considerations - Transit

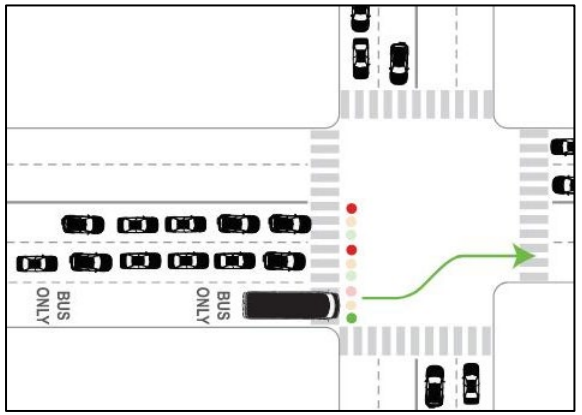
Trafalgar Road is identified as a Transit Priority Corridor. Transit-supportive infrastructure for the corridor could include:

Transit signal priority (TSP) to reduce the time that transit vehicles spend waiting at red traffic lights.

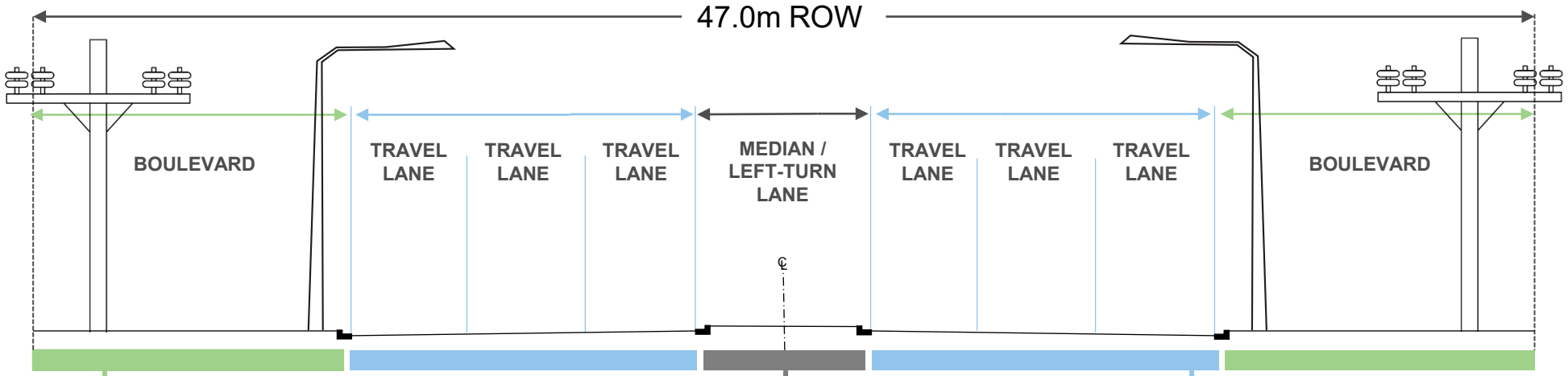
Queue jump lanes to allow transit vehicles to pull ahead of vehicular queues at intersections.

6-lane cross section to support travel demand including high-occupancy vehicle (HOV) and/or transit lanes for bus operations to be shared with HOVs (e.g., 2+ vehicle occupancy).

Transit shelters and amenities to provide essential information and comfort to transit users.



Road Cross-Section Elements



Boulevard on both sides of the road
Provides space for:

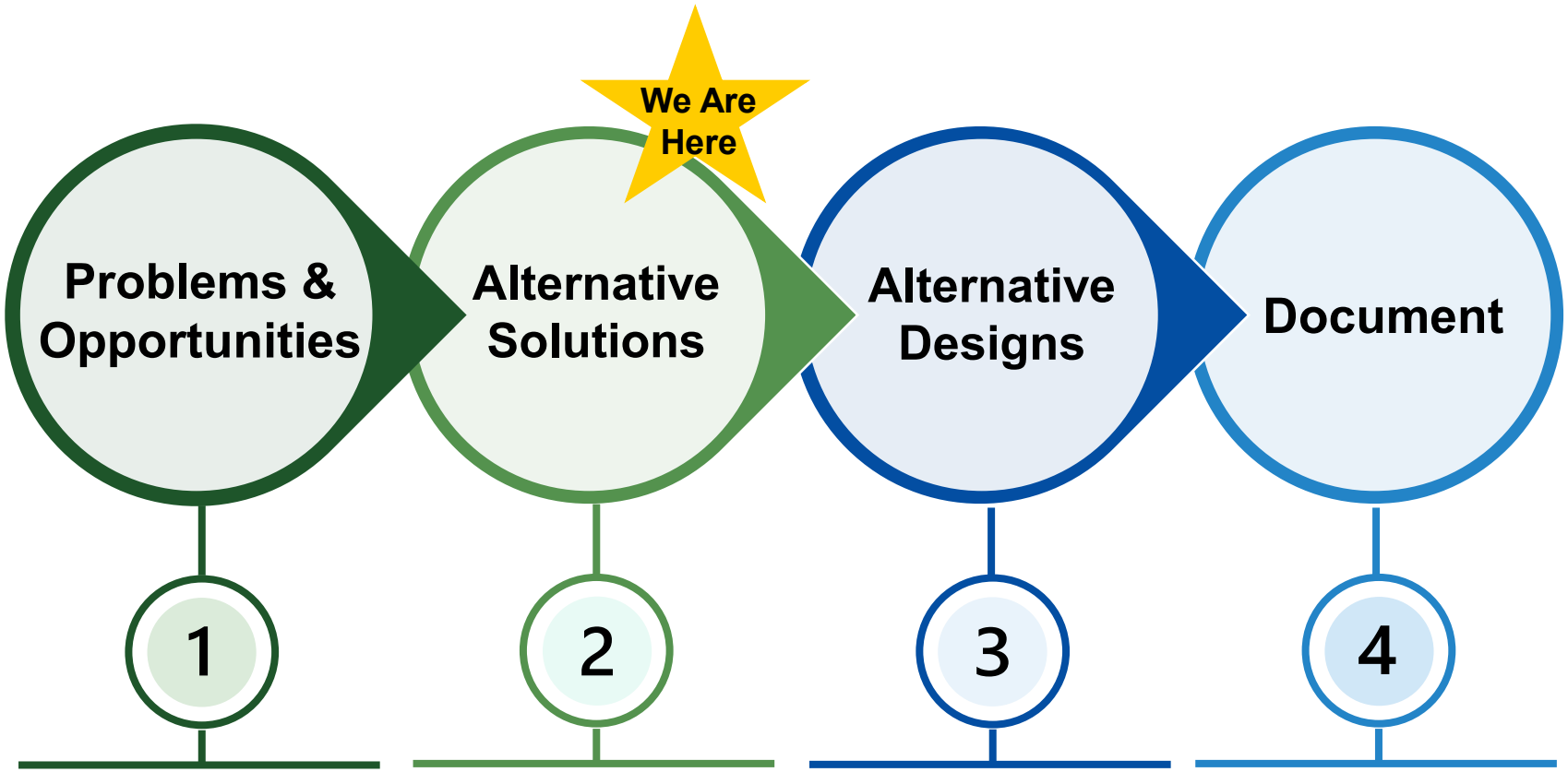
- Setback to property line
- Streetscape & landscape features
- Separated pedestrian & cycling facilities
- Utilities & streetlights
- Transit stops
- Curb & gutter

Raised Centre Median
At intersections, this space may be used for left turn lanes

Note: The figure is for illustration purposes only and is subject to change.

3-lanes in each direction
With space to accommodate future high-occupancy vehicle / transit lanes.

Study Milestones



Next Steps in the MCEA Study

Following this Public Information Centre, the Project Team will:

- Review and consider feedback from agencies, stakeholders, Indigenous Communities, and the public.
- Confirm preferred alternative solution.
- Develop and evaluate design alternatives.
- Identify a recommended preferred design.
- Develop the preliminary design and present at Public Information Centre #2 (PIC 2) Fall 2025

How to stay involved:

Online survey
Provide your feedback by **October 18, 2024**

Study webpage
Learn more about the project at halton.ca

Contact the Project Team
Reach out to the Project Manager

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