

# Trafalgar Road Municipal Class Environmental Assessment (MCEA) Public Information Centre #1

## Introduction, Existing Conditions & Alternative Solutions (Video 1) – Text Description

The following provides a text version of the audio that is included in the Existing Conditions & Alternative Solutions video.

### Slide 1: Introduction

Welcome to the first Public Information Centre (or “PIC” for short) for the Trafalgar Road Municipal Class Environmental Assessment which we will refer to as “the study” in this video! This PIC includes two videos that will:

- introduce the study;
- present the work completed to date; and
- outline the next steps.

This study will be considering a range of options for transportation corridor improvements on Trafalgar Road from the Highway 407 Express Toll Route (ETR) to Steeles Avenue.

In this video, we discuss the purpose of the PIC, the study process and schedule, review the overall study area, and present the problem and opportunities for the Trafalgar Road corridor.

To learn about the Preliminary Design Considerations and Opportunities as well as Next Steps, please watch Video #2.

Thank you for taking the time to watch this presentation and to learn more about the study. We encourage you to watch both videos and share your input with the project team. Your feedback is valuable to us!

### Slide 2: Purpose of PIC #1

This is the first of two PICs planned for this study. The purpose of the first PIC is to present and receive input on the work completed to date including:

- the study process and schedule,
- background information and existing conditions,
- problem and opportunities,
- alternative solutions,
- preliminary design considerations and opportunities, and
- the next steps.

Your input is very important and will help us shape the decision-making process for this project. Please complete the survey on [halton.ca](https://halton.ca) by October 18, 2024 to submit your comments or questions about the study.

You can also find the presentation and video transcript on the study webpage.

### Slide 3: Focus of this Study

This study will determine 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. This study will examine:

- potential road widening,
- cross sectional requirements,
- active transportation,
- transit-supportive infrastructure,
- intersection improvements, and
- overall traffic operation improvements.

### Slide 4: Study Process and Schedule

The Municipal Class Environmental Assessment (MCEA) is a planning and approval process for municipal infrastructure that follows Ontario's *Environmental Assessment Act*.

Social, cultural, and natural environments are considered during the study process. We will also consider community interests, technical agency requirements, and project-specific issues.

This study has been identified as a Schedule 'C' project and will follow Phases 1 to 4 of the MCEA process.

Consultation is ongoing throughout the four phases of the MCEA process, and we welcome your comments and feedback at any time during the study. The four boxes at the bottom of this slide represent key consultation milestones that are planned. Project notices will be issued to agencies, stakeholders, Indigenous Communities and the public in advance of these events.

This study was initiated in April 2024 and we are currently approaching the end of Phase 2. A second PIC will be held later in the study to present and seek feedback on the work undertaken in Phase 3.

At the end of the study, an Environmental Study Report, or "ESR," will be prepared to document the planning and decision-making process. The ESR will be made available for public review for a minimum of 30 days. A Notice of Completion will be issued to commence the review period.

Study completion is targeted for winter 2026.

### Slide 5: Study Background

The Provincial, Regional and Local planning and policy frameworks, including relevant studies inform infrastructure planning to support future travel demand. This slide highlights a few of the Regional plans and studies being considered.

The Regional plans and policies shown on this slide include:

- The 2011 Transportation Master Plan;
- The 2015 Active Transportation Master Plan;
- The 2017 Mobility Management Strategy;
- The 2019 Defining Major Transit Requirements in Halton Study, and;
- The Integrated Master Plan which is ongoing to complete the next Region-wide Water, Wastewater, and Multi-Modal Transportation Master Plans.

## Slide 6: Existing Conditions

Trafalgar Road is a major arterial road with four lanes, paved shoulders at select locations and turning lanes at major intersections. It has a speed limit of 60km/h between Steeles Avenue and south of Britannia Road, and a speed limit of 80km/h between south of Britannia Road and Highway 407 ETR.

## Slide 7: Existing Conditions and Considerations

The corridor features six bridges, including those for Highway 401, the CPKC Rail, and crossings over East Sixteen Mile Creek and its tributaries. There are also interchanges at Highway 401 and Highway 407 ETR. Additionally, there are two Hydro One transmission crossings: one north of the CPKC rail crossing and another north of Highway 407 ETR. The Bethel United Church and Cemetery, also known as the Redhill Church, is located in close proximity to the corridor, on the west side.

Throughout the corridor, there are hydro poles on the east side from Steeles Avenue to Highway 401, and from south of Britannia Road to Highway 407 ETR. Street lighting is on both sides from Steeles Avenue to north of Derry Road, and in select locations south of Derry Road. There is a commuter parking lot in the northwest quadrant at Highway 401, a commuter parking lot in the northwest quadrant at Highway 407, and a Park & Ride just south of Highway 407.

## Slide 8: Land Use

Trafalgar Road falls in the Urban Area (shown in light yellow), contains a Major Transit Station Area (shown in dark yellow) and employment area (shown with blue dots). The surrounding white space is designated Regional Natural Heritage System. The study area also overlaps the Trafalgar Urban Core Primary Regional Node to the south.

Please note that as of July 1, 2024, Halton Region is an "upper-tier municipality without planning responsibilities". Due to this change, the Regional Official Plan is no longer the responsibility of Halton Region. It has been deemed an official plan that applies in each of the four Local Municipalities in Halton, until such a time as they update, consolidate, or revoke its

policies. The maps in this presentation are from the May 16, 2024 consolidation of the Regional Official Plan, which was transferred to the Local Municipalities as of July 1, 2024.

### **Slide 9: Premier Gateway Phase 1B (Town of Halton Hills)**

The study area crosses the Premier Gateway Employment Area Phase 1B within Halton Hills, where lands are designated as Business Commercial Area (shown in pink).

### **Slide 10: Agerton Secondary Plan (Town of Milton)**

The study area also crosses the Town of Milton's Agerton Secondary Plan between Derry Road and Highway 401, and includes lands designated as Major Transit Station Area (shown in light purple and outlined by a dashed green line), Employment Area (shown in dark purple), Natural Heritage System (shown in green), and Parkway Belt West Plan Area (shown in blue hatch).

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.

### **Slide 11: Trafalgar Secondary Plan (Town of Milton)**

The study area crosses the Town of Milton's Trafalgar Secondary Plan between Lower Base Line and Derry Road, which includes lands designated as residential (shown in yellow and orange), mixed-use (shown in pink), green space (shown in light green), natural heritage system (shown in dark green), and protected Greenbelt Plan (shown in hatched green).

### **Slide 12: North Oakville East Secondary Plan (Town of Oakville)**

The study area intersects with the Town of Oakville East Secondary Plan, which includes lands designated as the Trafalgar Urban Core Area (shown in blue).

### **Slide 13: Existing Natural Heritage**

The corridor crosses East Sixteen Mile Creek and its tributaries five times, which are all regulated by Conservation Halton. The study area also crosses the Regional Natural Heritage System, which is made up of wetlands, woodlands, watercourses, potential wildlife and fish habitats, and other natural areas that have ecological significance.

### **Slide 14: Existing Archaeological Conditions**

A Stage 1 Archaeological Assessment was undertaken. There are 56 previously identified archaeological sites located within one kilometre of the study area: two within 50 metres of the study area; and two 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 are to be avoided at the Bethel United Church and Cemetery also known as the Redhill Church.

## Slide 15: Existing Built and Cultural Heritage

A Cultural Heritage review was undertaken, and identified six known Built Heritage Resources, two potential Built Heritage Resources, 14 known Cultural Heritage Landscapes, and six potential Cultural Heritage Landscapes.

## Slide 16: Existing Transit Conditions

Many local and GO transit routes intersect with Trafalgar Road.

- Milton Transit serves the north limit of the corridor along Steeles Avenue via Route 21. It is shown in Blue on the map.
- Oakville Transit services a segment of the corridor south of Highway 407 ETR via Route 1 – Trafalgar shown in Purple on the map.

GO Bus Routes 40 and 47 service the Trafalgar Road at Highway 407 Park & Ride, shown in Red and Yellow respectively on the map.

GO Bus Route 22 – Milton/Oakville provides service from Trafalgar Road at Highway 407 Park & Ride to the Milton GO Station, Oakville GO Station, and Union Station, shown in Dark Blue on the map.

There is also a commuter rail crossing of the Milton Line, accessible at the Milton GO Station, which is outside the study area.

## Slide 17: Existing Traffic Conditions

With respect to existing traffic conditions, within the study limits, approximately 25,000 to 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 the Highway 401 and Highway 407 ETR interchanges are approaching capacity in the southbound direction during the morning, and northbound direction during the afternoon.

## Slide 18: 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 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 signalized intersections between the two highway 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.

### **Slide 19: Future Transit Infrastructure Considerations**

A 2019 study called the Defining Major Transit Requirements in Halton Region identified Trafalgar Road as a Priority Bus Corridor in 2031 and 2041. This includes implementing transit-supportive infrastructure such as high-occupancy vehicles (HOV) lanes, transit signal priority (TSP), queue jump lanes, bus shelters and other transit stop improvements.

### **Slide 20: Existing Safety Conditions**

A Road Safety Review was conducted as part of this study and found that Trafalgar Road is experiencing a consistent or slight reduction in the number of collisions each year. Most collisions on Trafalgar Road occurred at the intersections of Derry Road and Britannia Road due to the high traffic volumes at these intersections. Recommendations to enhance safety will be considered in the next stages of the study.

### **Slide 21: Problem & Opportunity Statement**

Based on the planning and transportation context, we have developed the following statements to summarize the problem and opportunities for Trafalgar Road:

- 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.

## Slide 22: Alternative Solutions

The study process requires that alternative solutions be considered to address the problem and opportunity statement identified for the study area. Alternative solutions represent functionally different solutions to address the problem and opportunity statement.

Alternatives for Trafalgar Road include:

1. Do Nothing which is maintenance of the existing conditions on Trafalgar Road.
2. Active Transportation Improvements which include improving 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.
3. Intersection / Operational Improvements which include enhancing traffic operations at intersections through physical and operational modifications, and updates to signal timing.
4. Improvements to Trafalgar Road which include widening Trafalgar Road to six lanes to accommodate additional travel capacity and transit-priority corridor infrastructure.
5. Improvements to Other Roadways which includes undertaking capital improvements such as, widening other north-south roadways in the immediate study area beyond planned improvements.

## Slide 23: Alternative Solutions Evaluation Summary

The Alternative Solutions were evaluated to determine which best address the problem and opportunity statement. This slide presents a summary of the assessment of the alternative solutions. In summary, three solutions will be carried forward as part of the overall project strategy: active transportation improvements, intersection/operational improvements, and improvements to Trafalgar Road.

## Slide 24: Recommended Solution

The recommended solution for Trafalgar Road is proposed to consist of a combination of the following three alternative solutions:

- 1) Improve facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel to create a safe and accessible network;
- 2) Improve traffic operations at intersections through physical and operational modifications; and
- 3) Widen Trafalgar Road to six lanes to provide additional travel lanes and transit priority corridor infrastructure.

## Slide 25: How to Get Involved

We want to hear from you! Please provide your comments and feedback on the recommended solution by completing the online survey. We will review your comments and take your feedback into consideration as we move into the next phase.

For Preliminary Design Considerations and Next Steps, please watch Video #2.