

Trafalgar Road Municipal Class Environmental Assessment (MCEA) Public Information Centre #1 Preliminary Design Considerations (Video 2) – Text Description

Slide 1: Video 2 - Preliminary Design Considerations

This video outlines the Preliminary Design Considerations and Opportunities, as well as Next Steps in this study.

Slide 2: Process for Developing Recommended Solution

Having identified the problem and opportunity statement for the corridor in Phase 1, as well as identifying the recommended solution in Phase 2, the study is now proceeding to Phase 3. Phase 3 of the study involves developing and assessing alternative design concepts to suit the specific needs of the corridor.

Slide 3: Design Considerations & Opportunities

In developing Design Alternatives, a number of key constraints and design elements need to be considered based on the character and needs of the Trafalgar Road corridor such as:

- 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 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.

Slide 4: Design Considerations – Active Transportation

To encourage and support a transportation system that is safe, continuous, connected, and coordinated for all users and abilities, the project team is reviewing the following active transportation facilities:

- Cycle Track – which is horizontally and vertically separated from vehicle lanes by a buffer. It may be one way or two-way.

- Multi-Use Path – which is horizontally and vertically separated from vehicular lanes by a curb and buffer and shared by cyclists and pedestrians.
- Sidewalk – which is horizontally and vertically separated from vehicular lanes by a curb and buffer or boulevard for pedestrians.

Slide 5: Design Considerations - Active Transportation at Intersections

There are many strategies that may be used to implement the design principles described on the previous slide. Some sample strategies include:

- pavement markings and solid green surface treatment;
- signs;
- bicycle signals; and
- setback crossings.

An example of a pavement marking is a crossride, as shown in the lower right image on the slide. A crossride provides a designated space where cyclists are permitted to ride across an intersection or crossing. Several different pavement markings may be used to delineate a crossride depending on the type of crossride. Green surface treatment may be applied to increase the visibility of a cycling facility, highlight conflict areas and reinforce the priority of people riding bikes in conflict areas.

Slide 6: Design Considerations – Transit

Trafalgar Road is identified as a Transit Priority Corridor. Associated transit-supportive infrastructure for this 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
- Six-lane cross section to support travel demand including High-occupancy vehicle (HOV) and/or transit lanes for bus operations to be shared with HOVs
 - Note: HOV is for vehicles with 2 or more people
- Transit shelters and amenities to provide essential information and comfort to transit users.

Slide 7: Road Cross-Section Elements

Typical cross-section elements include boulevards on both sides of the road, a raised centre median, and three-lanes in each direction.

The boulevard on both sides of the road provides space for:

- setbacks to the property line,

- streetscape and landscape features,
- separated pedestrian and cycling facilities,
- utilities and streetlights,
- transit stops, and
- curbs and gutter space.

Raised centre medians allow for left-turn lanes at intersections, and three-lanes in each direction allow for space to accommodate future high-occupancy vehicles and/or transit lanes.

Slide 8: Study Milestones

The study will follow four key project milestones:

- Notice of Commencement,
- Public Information Centre #1,
- Public Information Centre #2, and
- Environmental Study Report.

The study is currently at the second milestone: our first Public Information Centre.

Slide 9: Next Steps in the MCEA Study

Following this PIC, the project team will:

- Review and consider feedback from agencies, stakeholders, Indigenous communities and members of the public.
- Confirm the preferred alternative solution.
- Develop and evaluate the design alternatives.
- Identify and recommend a preferred design.
- Host PIC #2, which is anticipated for Fall 2025.

Your input is valuable to us. There are two ways to provide feedback on this study:

- Complete the online survey on **halton.ca**
- Email the Project Manager at melissa.alexander@halton.ca.

The deadline to provide comments is Friday, October 18, 2024. If you would like to be added to the study mailing list, please email the Halton Region Project Manager.

Thank you for your participation!