



Appendix A.2

Public Information Centre #1



**Trafalgar Road (Regional Road 3) Corridor
Improvements – Cornwall Road to Highway 407
Class Environmental Assessment Study**

Public Information Centre #1 - Summary Report

Prepared by:

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Project Number:

60119993

Date:

June, 2010

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1. Introduction

In 2002, Halton initiated a Class Environmental Assessment for improvements to Trafalgar Road from Leighland Avenue/Iroquois Shore Road to Upper Middle Road (Regional Road 38). Since that time, a number of studies were initiated or completed which have resulted in the need to expand the study area. These studies include Trafalgar Road Feasibility Study, Town of Oakville Draft Midtown Business and Development Plan, North Oakville East Secondary Plan (NOESP) and the Metrolinx Regional Transportation Plan. To this end, the study was recommenced to consider transportation corridor improvement options to satisfy future travel demands on Trafalgar Road from Cornwall Road to Highway 407.

This study is being conducted in compliance with Schedule 'C' of the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007), which is approved under the Ontario *Environmental Assessment Act*. This Class Environmental Assessment study will define the problem, identify and evaluate alternative solutions, and determine a preferred solution in consultation with the Town of Oakville, regulatory agencies, and the public.

A key component of the study is consultation with interested stakeholders (public and regulatory agencies). The first Public Information Centre (PIC) was held on Wednesday, June 16, 2010 at the Town of Oakville - Town Hall, South Atrium (1225 Trafalgar Road, Oakville). There was an open house at 6:30 p.m. followed by a presentation at 7:00 p.m. The purpose of the first PIC was to review and obtain public input on the problem being addressed, background information and planning alternatives being considered. Twenty-six people chose to sign the meeting registrar.

The purpose of this report is to provide an overview of the comments received. The study findings will be reviewed in light of comments received and the preferred planning alternative will be determined.

2. Public and Agency Notification

One of the key objectives of the Class EA process is to provide the public, interested parties and agencies with opportunities for meaningful participation and input to the study. In order to ensure this objective is met, a comprehensive public and agency notification program is being undertaken that includes providing notices of study initiation, public meetings and study completion. A copy of the notice of PIC #1 is provided in Appendix A. The notice was posted on the Halton Region website and mailed to the project mailing list on May 31, 2010. It was also published in the local newspaper, Oakville Beaver on June 3, 2010 and June 11, 2010.

In addition to the PIC, meetings were held on June 3, 2010 with the Technical Agencies Committee and Stakeholder Group Committee to obtain feedback on the EA process completed to date as well as the materials to be presented at the PIC. The minutes of these meetings are provided in Appendices B and C.

3. Presentation Materials

The exhibits presented at PIC#1 are provided in Appendix D.

4. Summary of Comments Received

PIC #1 was well attended by members of the community with specific interest in development and transportation in the Town of Oakville and in particular the Trafalgar Road Corridor. During this meeting, the public were encouraged

to submit comments to the project team as valued input toward a making a final recommendation for the alternative solution for Trafalgar Road improvements. The majority of the attendees at the PIC identified increasing safety, reducing congestion and quality of life as key objectives for the study.

Five comment sheets and one email were received by the requested submission date of June 30, 2010. The comments were categorized into different themes which are summarized into five (5) main topics below:

Property Impacts

- Concerned about the loss of property due to a potential widening
- Would like resolution on noise barrier walls

Pedestrian/Cyclist Access

- Consider the ability for pedestrians and cyclists to use the corridor
- Consider Sixth Line as a main route for cyclists
- Consider a pedestrian crossing that is not at road level to allow students to get to and from Sheridan College

Transit Priority

- Make transit the highest priority
- Bus Rapid Transit (BRT) is needed at a minimum for long term conversion to Light Rail Transit (LRT)

Alternatives

- Four plus two lanes is more than enough; sections of Trafalgar Road with residential homes should not be expanded to 8 lanes
- Consider burying Trafalgar Road between White Oaks Blvd and Upper Middle Road to lessen the impact on surrounding homes and apartments

Following the presentation, a question and answer period was held. The following is a summary of the question and answer period:

	Question/Comment	Response
1.	What time periods do the traffic numbers relate to?	PM Peak Hour
2.	Have costs been developed for each cross-section/alternative?	Not yet but this will be one criteria used in the assessment of alternative solutions.
3.	What are the property impacts/vegetation impacts along the corridor – specifically at the condo building location?	The impacts for the preliminary alternative designs will be presented at PIC #2.
4.	Concerned with the width of cross-sections and pedestrian accessibility.	In the next phase of the study, the project team will get into finer detail at each intersection, how they operate and understand the impacts to pedestrians/cyclists.
5.	Where is the growth in traffic going?	Trips are made throughout the GTA on the road and transit network. One of the planning goals of the province, region is to build better live-work relationships, especially in new growth areas to reduce commuting and internalize trip making.
6.	Concerned with noise	The noise analysis considers future growth and MOE guidelines dictate where noise mitigation treatments should be considered.
7.	If noise walls are constructed, who maintains them?	The Region.
8.	Are air quality impacts considered?	Air quality impacts are assessed at a region-wide scale in conjunction with the Region's Official Plan and Transportation Master Plan reviews..
9.	How do you assess the value of the property impacted?	The EA determines coarse estimates of property requirements. If property is required a fair market value is determined by the Region's legal and real estate staff.

The majority of the attendees were in support of making improvements to Trafalgar Road. The general consensus was that the current level of congestion is both frustrating and unsafe for local residents and commuters. Although there was support for the proposed improvements, some voiced their concerns about increasing noise and negative impacts on property. It was clear that the recommended widening solution be limited to 6 lanes overall to keep the overall footprint of the right-of-way to a minimum, with priority given to improved transit services.

5. Next Steps

Based on the conclusions reached through the evaluation of the alternatives in partnership with correspondence with public and agencies the following steps will be taken before PIC#2:

- Consider input from public and agencies and select the preferred alternative solution
- Develop and evaluate alternative design concepts
- Present the evaluation of alternatives and the recommended design alternative at PIC #2
- Refine the recommended design alternative based on comments received
- Present the Preferred Design
- Complete the Environmental Study Report (ESR)
- File the ESR for 30 day public and agency review period

Appendix A

NOTICE OF PUBLIC INFORMATION CENTRE NO. 1

Class Environmental Assessment Trafalgar Road (Regional Road 3) Corridor Improvements Cornwall Road to Highway 407, Town of Oakville

Background

Halton Region has initiated a Class Environmental Assessment to consider transportation corridor improvement options to satisfy future travel demands on Trafalgar Road from Cornwall Road to Highway 407 (see map below).

In 2002, Halton initiated a Class Environmental Assessment for improvements to Trafalgar Road from Leighland Avenue/Iroquois Shore Road to Upper Middle Road (Regional Road 38). Since that time, a number of studies were initiated or completed which have resulted in the need to expand the study area. These studies include Trafalgar Road Feasibility Study, Town of Oakville Draft Midtown Business and Development Plan, North Oakville East Secondary Plan (NOESP) and the Metrolinx Regional Transportation Plan. To this end, the study area has been expanded to include the 8 km section of Trafalgar Road from Cornwall Road south of the QEW, northerly to Highway 407.

In order to address the operational deficiencies along Trafalgar Road, a number of road improvement alternatives will be examined, including roadway widening and/or reconstruction, bus rapid transit, and intersection improvements. The study will also examine the impact of such improvements on the social, natural, cultural and economic environments.

The Process

This study is being conducted in compliance with Schedule 'C' of the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007), which is approved under the Ontario *Environmental Assessment Act*. This Class Environmental Assessment study will define the problem, identify and evaluate alternative solutions, and determine a preferred solution in consultation with the Town of Oakville, regulatory agencies, and the public.

Public Information Centre

A key component of the study is consultation with interested stakeholders (public and regulatory agencies) at two Public Information Centres (PICs). The first PIC will be held:

Wednesday, June 16, 2010
Town of Oakville - Town Hall, South Atrium
1225 Trafalgar Road, Oakville
Open House at 6:30 p.m.
Presentation at 7:00 p.m.

The purpose of the first PIC is to review and obtain public input on the problem being addressed, background information and planning alternatives being considered. Anyone with an interest in the study is invited to attend and participate. If you cannot attend and would like to provide comments, please forward your comments in writing by Wednesday, June 30, 2010 to the Regional Municipality of Halton at the address below.

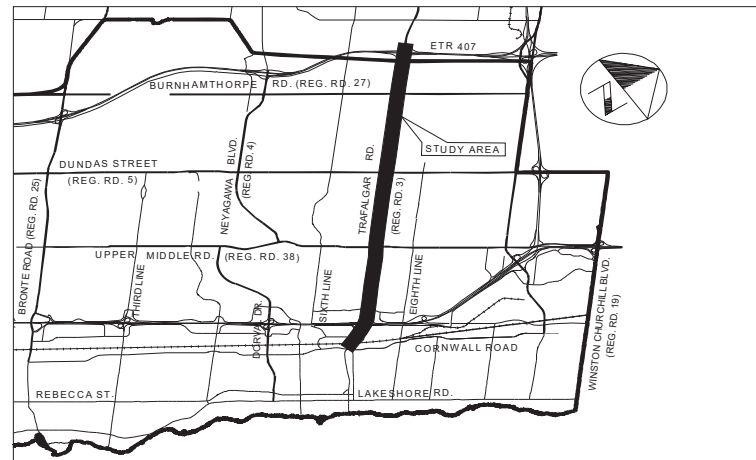
Following the PIC, the study findings will be reviewed in light of comments received and the preferred planning alternative will be determined. A second PIC is tentatively planned for November 2010. Details regarding the second PIC will be advertised as the study progresses.

Information requests or questions may be directed to:

Mr. Nick Zervos, CET
Project Manager
Halton Region
Phone: 905-825-6000 ext. 7632
Fax: 905-825-8822
Email: nick.zervos@halton.ca

Mr. Mike Delsey, P. Eng.
AECOM Canada Ltd.
300 Town Centre Boulevard
Markham, ON L3R 5Z6
Phone: 905-477-8400, ext. 376
Fax: 905-477-1456
Email: mike.delsey@aecom.com

The map below shows the approximate limits of the study area.



This Notice was first issued on June 3, 2010.



Appendix B



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Minutes of Meeting

Date of Meeting	June 3, 2010	Start Time	2:00pm	Project Number	60119993
Project Name	Trafalgar Road (Regional Road 3) Corridor Improvements – Cornwall Road to Highway 407 Class Environmental Assessment Study				
Location	Region of Halton				
Regarding	Technical Agencies Committee Meeting #1				
Attendees	Hamish Campbell, Metrolinx/GO Transit Tricia Collingwood, Town of Oakville Lin Rogers, Town of Oakville Paul Allen, Town of Oakville Chris Clapman, Town of Oakville Saher Fazili, Town of Oakville Leah Smith, Conservation Halton Janette Brenner, Conservation Halton Samantha Mason, Conservation Halton Kim Barrett, Conservation Halton Joanne Phoenix, Oakville Transit Vince Williams, Halton Police Maureen Van Ravens, Halton Region Melissa Green-Battiston, Halton Region Joseph Choi, Halton Region Matt Krusto, Halton Region Nick Zervos, Halton Region Bob Wicklund, Halton Region Mike Delsey, AECOM Gord Shields, AECOM Paula Neto, AECOM				
Distribution	TAC members				
Minutes Prepared By	Paula Neto, AECOM				

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

Mike Delsey, AECOM provided an overview presentation of the study, relevant planning documents consulted, existing conditions in the study area, future population and employment growth and transportation conditions, problems and opportunities identified and the alternative solutions considered for the study area. The presentation material is provided as an attachment to the minutes. A question/answer and discussion session was held after the presentation.



	Action
<ul style="list-style-type: none"> • Width of ROW <ul style="list-style-type: none"> - 50 m identified in the Region's Official Plan - Some intersections may be wider than 50 m - Metrolinx/GO Transit indicated that a 50m ROW eliminates walkability 	
<ul style="list-style-type: none"> • Factors and Criteria <ul style="list-style-type: none"> - Conservation Halton requested that the project team include natural hazards (flooding and erosion) as a criteria under Natural Environment - Metrolinx/GO Transit requested that accessibility/walkability be added to the criteria to assess the alternative solutions - Halton Police requested that safety be added to the criteria to assess the alternative solutions due to the high incidence of accidents, especially rear end collisions. 	
<ul style="list-style-type: none"> • Stormwater Treatments <ul style="list-style-type: none"> - Stormwater details have not been looked at by the project team to date and is dependent on the cross section selected and if structures need to be replaced - Conservation Halton requested a 25 year flow minimum for sizing and indicated that it is best to upgrade the size of the culverts now. - Conservation Halton may recommend that a commitment be added to the ESR that opportunities are pursued now to improve the standards that exist. 	
<ul style="list-style-type: none"> • Alternative Solutions <ul style="list-style-type: none"> - Add an alternative that consists of widening Trafalgar Road to 6 lanes (GPL only, no HOV or BRT) 	AECOM
<ul style="list-style-type: none"> • PIC #1 <ul style="list-style-type: none"> - Consider displaying cross-sections/concepts at PIC #1 (i.e. examples from other municipalities - Provide information on existing transit services on Trafalgar Road 	AECOM
<ul style="list-style-type: none"> • Existing Conditions Report <ul style="list-style-type: none"> - Conservation Halton requested a copy of the existing conditions report to review and provide comment. Will require approximately 1 month review time. 	AECOM

Meeting Adjourned: 3:10pm

Notes taken by: Paula Neto, AECOM

Date minutes prepared: June 21, 2010

Appendix C



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Minutes of Meeting

Date of Meeting	June 3, 2010	Start Time	6:30pm	Project Number	60119993
Project Name	Trafalgar Road (Regional Road 3) Corridor Improvements – Cornwall Road to Highway 407 Class Environmental Assessment Study				
Location	Oakville Town Hall, Trafalgar Room				
Regarding	Stakeholder Group Committee Meeting #1				
Attendees	() Geri Kozorys-Smith, MMM Group Martin Rendl, Martin Rendl Associates () Tom Adams, Councillor () Marc Grant, Councillor Maureen Van Ravens, Halton Region Melissa Green-Battiston, Halton Region Matt Krusto, Halton Region Nick Zervos, Halton Region Mike Delsey, AECOM Gord Shields, AECOM Paula Neto, AECOM				
Distribution	Stakeholder Group members				
Minutes Prepared By	Paula Neto, AECOM				

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

Mike Delsey, AECOM provided an overview presentation of the study, relevant planning documents consulted, existing conditions in the study area, future population and employment growth and transportation conditions, problems and opportunities identified and the alternative solutions considered for the study area. The presentation material is provided as an attachment to the minutes. A question/answer and discussion session was held after the presentation.

What type of property acquisition is required?

- A 50 m right of way (ROW) is identified in the Region's Official Plan
- Some intersections may be wider than 50 m, some sections may be less than 50m
- The goal is to reduce the overall footprint of the ROW
- It is too early in the process to determine what property is required

Are you considering 3m between the sidewalk and roadway?

- The project team is still reviewing cross sections and we are very constrained therefore

treatments will vary to keep impacts low
Will the speed limit change with 8 lanes? <ul style="list-style-type: none"> - The existing speed limit is 60km/h to Dundas Street; then 80 km/h to Highway 407 - The speed limit would not go up – 80 km/h may decrease when development occurs
Will an air quality assessment be completed? <ul style="list-style-type: none"> - Air quality assessments are not done at the EA level but at Transportation Master Plan level to account for projects across the Region - The Medical Officer of Health conducted an air quality report study and is available on Region's website
Does the modelling done take into account various high order transit options (i.e. rail)? <ul style="list-style-type: none"> - The predicted ridership volumes can be accommodated through BRT therefore BRT is looked at as preferred transit solution for this area - Light rail may be considered into the next 30+ years
Are there assurances that BRT will actually be implemented? <ul style="list-style-type: none"> - The EA study process does not identify how the preferred design will be implemented by the Region - The preferred design and cross-section will accommodate the entire long-term plan including BRT. It is uncertain whether the north or south will be built first
Have you considered the GO Transit parking structure and increase of traffic on Trafalgar? <ul style="list-style-type: none"> - This is a valid question and the project team will get this information from GO Transit and determine the impacts
Is the construction for the Dundas Street widening happening soon? <ul style="list-style-type: none"> - The construction from Ninth Line to Oak Park has been delayed because of the Dundas BRT study and hydro utility relocation requirements. It is estimated that construction will commence in 2011.
When would the construction of the Trafalgar Road improvements begin? <ul style="list-style-type: none"> - The timing will be revisited during the 2011 9 year forecast programming - Currently, the southerly section is shown as commencing in 2012 - Construction is at least 3 - 4 years away and will be constructed in a phased approach - Noise walls will be provided for properties along Trafalgar Road where 'outdoor living areas are impacted' and this is underway now on the east side of Trafalgar
Will generic cross-sections be provided at the PIC? <ul style="list-style-type: none"> - Yes, typical cross-sections will be provided

Meeting Adjourned: 8:00 pm
 Date minutes prepared: June 21, 2010

Notes taken by: Paula Neto, AECOM

Appendix D

WELCOME TO PUBLIC INFORMATION CENTRE # 1


TRAFALGAR ROAD (REGIONAL ROAD 3) CORRIDOR IMPROVEMENTS CORNWALL ROAD TO HIGHWAY 407

CLASS ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, June 16, 2010

You are welcome to participate by:

- Signing the attendance register
- Reviewing the display panels
- Viewing the Power Point Presentation at 7:00 pm
- Asking questions and discussing your ideas with us
- Submitting your completed comment form by Wednesday, June 30, 2010
- Indicating on your comment sheet whether you would like to be added to the Study Mailing List







Introduction

In 2002, Halton Region initiated a Class EA for improvements to Trafalgar Road from Leightland Avenue/Iroquois Shore Road to Upper Middle Road (Regional Road 38).

Since that time, a number of studies were initiated or completed which have resulted in the need to expand the Study Area. These studies include:

- Trafalgar Road Feasibility Study
- Town of Oakville Draft Midtown Business and Development Plan
- North Oakville East Secondary Plan
- Metrolinx The Big Move

To this end, in 2009, the Study Area was expanded to include the 8 km section of Trafalgar Road (Regional Road 3) from Cornwall Road south of the QEW, northerly to Highway 407.








PURPOSE OF PIC #1

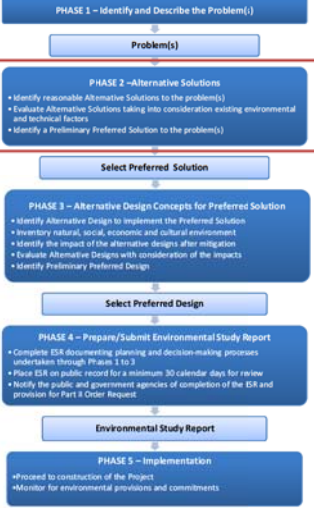
The purpose of the Public Information Centre (PIC) is to introduce the Class EA Study and provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning process.

This PIC is being held to present and receive public input on the following:

- Existing conditions within the Trafalgar Road Study Area Corridor
- Need and justification for transportation corridor improvements on Trafalgar Road
- Recommended Evaluation Criteria for assessing the Alternative Solutions
- Assessment of the Alternative Solutions to address the identified problem/opportunity
- Next steps







Schedule 'C' Municipal Class EA



The Study is being conducted in compliance with Schedule 'C' of the Municipal Engineers Association (MEA) *Municipal Class Environmental Assessment (EA)* (October 2000, as amended in 2007), which is approved under the Ontario EA Act.

The scope of the Study involves completion of Phases 1 through 4 of the MEA *Municipal Class EA* process.

Relevant Planning Documents

Halton Region Transportation Master Plan

- Halton Region Transportation Master Plan designates Trafalgar Road from Highway 407 to Midtown Oakville as a "Major Arterial".

Oakville's Active Transportation Plan

- Within the Study Area Corridor, the Town of Oakville's Active Transportation Plan identifies Trafalgar Road as a primary active transportation route and proposes a variety of treatments for cyclists and pedestrians.

North Oakville East Secondary Plan

- The North Oakville East Secondary Plan (NOESP) (2008) designates Trafalgar Road as a Major Arterial/Transit Corridor, allowing up to 6 lanes plus dedicated transit lanes. Along Trafalgar Road, transit hubs have been identified at Highway 407 and Cundas Street.

Draft Midtown Business and Development Plan

- The Draft Midtown Business and Development Plan (2008) for the Town of Oakville identifies Trafalgar Road as an "important regional thoroughfare", or "central spine of Oakville".



Existing Natural Environment



Relevant Transportation Plans & Policies

Liveable Oakville

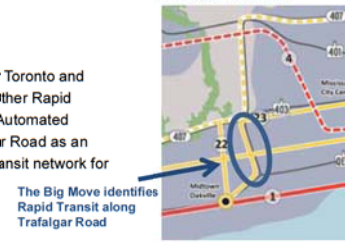
- Liveable Oakville designates Trafalgar Road as a "Regional Primary Arterial" and the Town of Oakville's Transportation Master Plan (2007) identifies Trafalgar Road as a "Primary Transit Corridor" providing high-frequency service connections within Oakville, a "Major Arterial" from Highway 407 to the QEW and a "Minor Arterial" from the QEW to Cornwall Road.

Regional Official Plan Amendment (ROPA) 38 'An Amendment to Incorporate the Results of Sustainable Halton, Official Plan Review Directions and Other Matters'

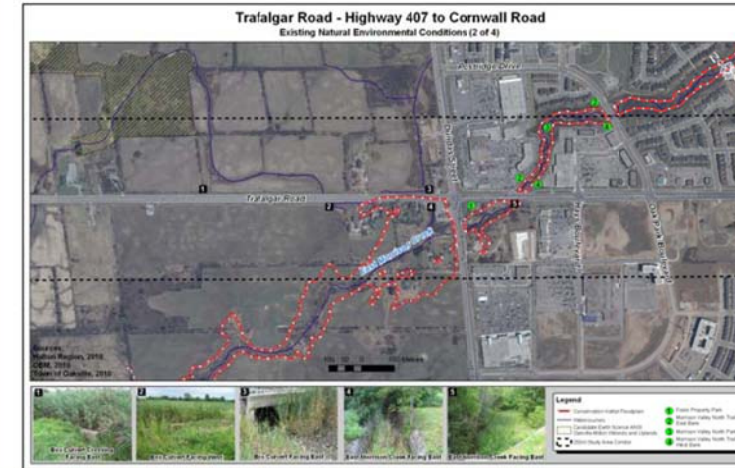
- In 2006, Halton Region began the Sustainable Halton process to respond to the province's Places to Grow Plan. In 2009, as part of this process, two official plan amendments were initiated and came into effect on December 16, 2009. The Regional Official Plan Amendment (ROPA) 38 identifies Trafalgar Road as a "Major Arterial" from Dundas Street to Highway 407.

The Big Move - Metrolinx

- The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area identifies Trafalgar Road as a corridor for Other Rapid Transit (Bus Rapid Transit (BRT)/Light Rail Transit (LRT)/Automated Guideway Transit (AGT)). In addition, it identifies Trafalgar Road as an Urban Corridor that creates a critical linkage in the local transit network for Halton Region.



Existing Natural Environment



Existing Natural Environment



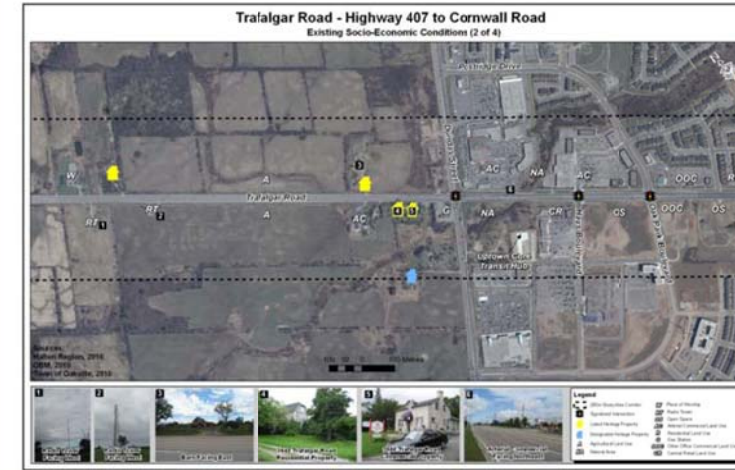
Existing Socio-Economic Environment



Existing Natural Environment



Existing Socio-Economic Environment



Existing Socio-Economic Environment

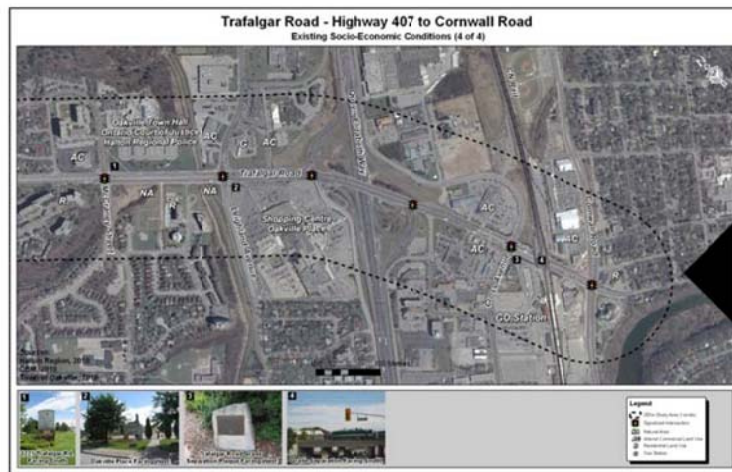


Existing Conditions – Trafalgar Road

- Trafalgar Road is a major arterial road and transit corridor within Halton Region
 - Four lane rural arterial roadway between Highway 407 and Dundas Street
 - Four lane urban arterial roadway between Dundas Street and White Oaks Boulevard (south)
 - Six lane urban arterial roadway between White Oaks Boulevard and Cornwall Road
- Road allowance varies from 32 m to 53 m, with an average right-of-way of 40 m to 42 m
- The posted speed limit is set at 60 km/h between Cornwall Road and Dundas Street and 80 km/h between Dundas Street and Highway 407
- Annual average daily traffic ranges from 20,000 to 40,000 vehicles per day
- Truck volumes range from 3 to 5% of total traffic



Existing Socio-Economic Environment



Existing Conditions – Trafalgar Road

- Trafalgar Road is a major transit corridor serviced by Oakville Transit and GO Transit
- 10 Oakville Transit bus routes connect to various destinations along the corridor (e.g. GO Station and Sheridan College)
- GO Transit operates 3 routes along sections of Trafalgar Road between Oakville GO and Highway 407
- 50 to 60 buses per hour operate on Trafalgar Road during peak periods



Oakville Transit – Route 1 Map for Trafalgar Road



Existing Traffic Conditions

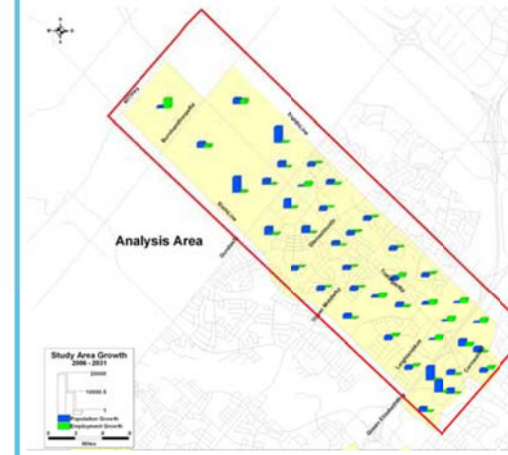
- The chart below illustrates the existing PM peak hour traffic volume demand relative to capacity of the roadway. Per lane capacity is assumed at 900 vehicles per hour.
- The analysis shows that existing traffic volumes approach or exceed the capacity of the roadway in the 6 lane section south of White Oaks Blvd., and are nearing capacity of the 4 lane section south of Dundas Street.

	Link Volume	Total Capacity	V/C Ratio
Burnhamthorpe Rd to Dundas St	1330	1800	0.74
Dundas St to Upper Middle Rd	1480	1800	0.82
Upper Middle Rd to White Oaks Blvd (South)	2230	1800	1.24
White Oaks Blvd to QEW	2610	2700	0.97
QEW to Cornwall Rd	2590	2700	0.96

Volume to Capacity Ratio & Level of Service
 <0.8 Good level of service
 0.8 to <0.9 Fair level of service
 >0.9 Poor level of service



Future Population & Employment Growth



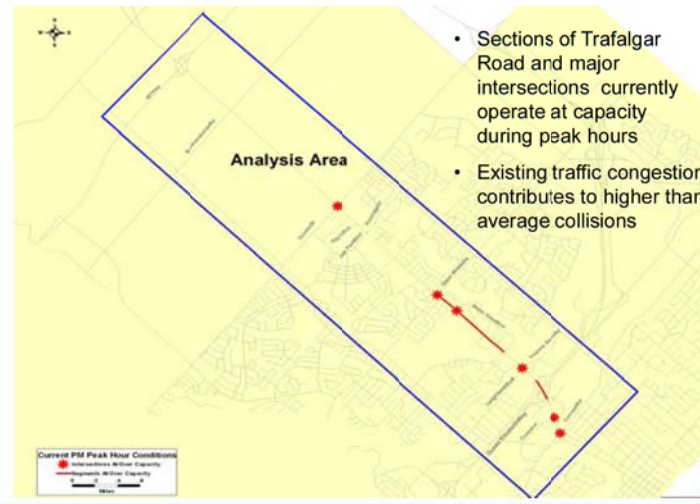
Based on recent forecasts of population and employment growth in Halton Region it is expected that by 2031 there will be:

- Over 35,000 new residents living in the Analysis Area
 - Approximately 16,900 residents north of Dundas Street
 - Approximately 12,300 new residents south of the QEW
- Over 7,000 new jobs will be located in the Analysis Area
 - Approximately 900 south of the QEW
 - Over 5,000 north of Dundas Street

North-South travel demands on Trafalgar Road are expected to increase as a result



Existing Traffic Conditions



- Sections of Trafalgar Road and major intersections currently operate at capacity during peak hours
- Existing traffic congestion contributes to higher than average collisions

Current PM Peak Hour Conditions
 Intersections Above Capacity



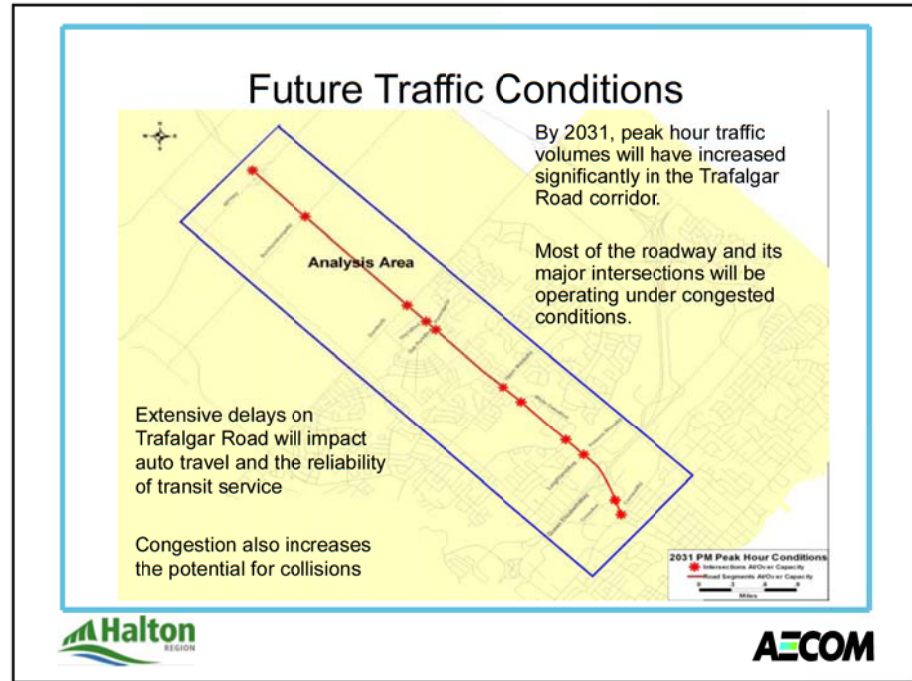
Future Traffic Conditions

- Using a travel demand forecasting model, traffic forecasts were prepared based on population and employment forecasts for 2031
- The chart below illustrates the PM peak hour traffic volume demand versus capacity provided by existing Trafalgar Road (without improvements)
- The analysis shows that traffic volumes exceed the total capacity of the roadway, with the exception of the QEW to Cornwall Road, creating a congested roadway environment

	Link Volume	Total Capacity	V/C Ratio
Burnhamthorpe Rd to Dundas St	2840	1800	1.58
Dundas St to Upper Middle Rd	2260	1800	1.26
Upper Middle Rd to White Oaks Blvd (South)	2360	1800	1.31
White Oaks Blvd to QEW	3650	2700	1.35
QEW to Cornwall Rd	3950	2700	1.48

Volume to Capacity Ratio & Level of Service
 <0.8 Good level of service
 0.8 to <0.9 Fair level of service
 >0.9 Poor level of service





Problems & Opportunities

Problems:

- Sections of Trafalgar Road currently operate near or at capacity
- At least one third of the intersections are operating at capacity with operational problems at Dundas Street, Upper Middle Road, White Oaks Boulevard, Iroquois Shore Road, Cross Avenue and Cornwall Road intersections under existing conditions
- Existing operational problems and congestion contribute to rear-end collisions at intersections and mid-block locations along Trafalgar Road.
- By 2031, traffic forecasts predict that traffic demand will approach or exceed capacity of Trafalgar Road throughout the study area
- With the projected increase in traffic volumes, over 80% of intersections will operate at or over capacity during the year 2031
- Forecast congestion will increase the potential for collisions

Opportunities:

- Support approved population and employment growth
- Address operational and capacity issues
- Promote pedestrian and cyclist travel
- Preserve and enhance Trafalgar Road as a major north-south transit corridor

Halton REGION **AECOM**

Alternative Solutions Considered

DO NOTHING

- This alternative provides no improvements to traffic capacity and operations on Trafalgar Road. This alternative provides a benchmark for comparison of other alternatives.

ALTERNATIVE 1: IMPLEMENT TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

- TSM optimizes existing operations through lower cost, non-expansion improvements (e.g. upgraded traffic signals or new/improved turning lanes). TDM reduces auto trips through improved transit service, car pooling, flexible working hours, etc.

ALTERNATIVE 2: UPGRADE OTHER AREA ROADWAYS

- Upgrades to other roads (e.g. Sixth Line, Eighth Line) such as new road connections and/or widenings.

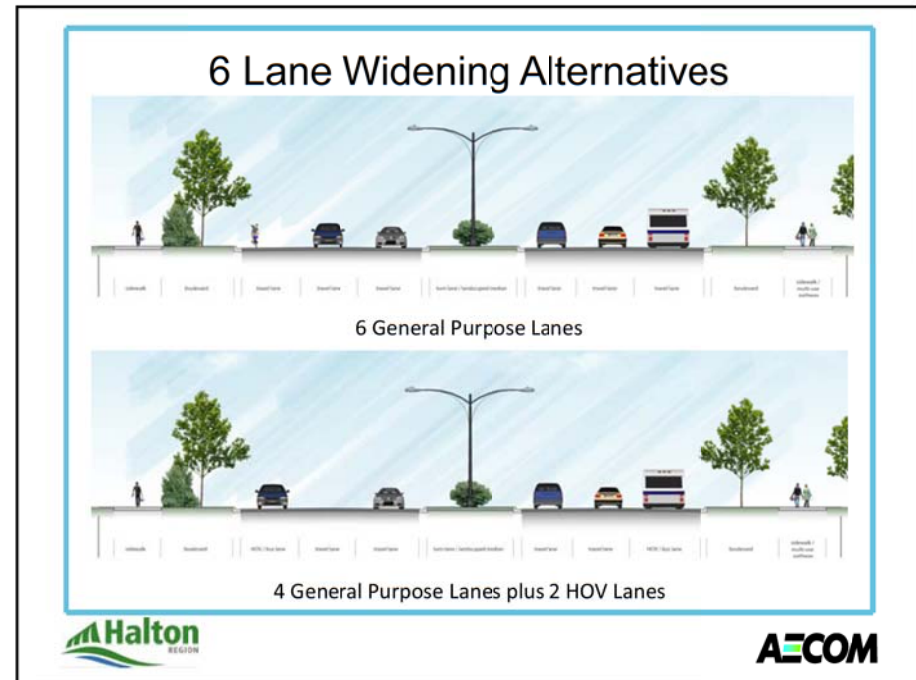
ALTERNATIVE 3: WIDEN TRAFALGAR ROAD

- Three 6 lane options:
 - Adding 2 General Purpose Lanes (GPL)
 - Adding 2 High Occupancy Vehicle (HOV) Lanes
 - Adding 2 Bus Rapid Transit (BRT) Lanes (dedicated bus lanes)
- Two 8 lane options:
 - Adding 2 General Purpose Lanes (GPL) PLUS 2 High Occupancy Vehicle (HOV) Lanes
 - Adding 2 General Purpose Lanes (GPL) PLUS 2 Bus Rapid Transit (BRT) Lanes (dedicated bus lanes)

Notes:

- Widening alternatives will consider multiuse paths and/or on-road bike lanes
- BRT alternatives assume that enhanced transit strategies and services are implemented, including BRT operating on Dundas Street as per The Big Move.

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6 Lane Widening Alternatives



4 General Purpose Lanes plus 2 BRT Lanes



8 Lane Widening Alternatives



6 General Purpose Lanes plus 2 HOV Lanes



6 General Purpose Lanes plus 2 BRT Lanes

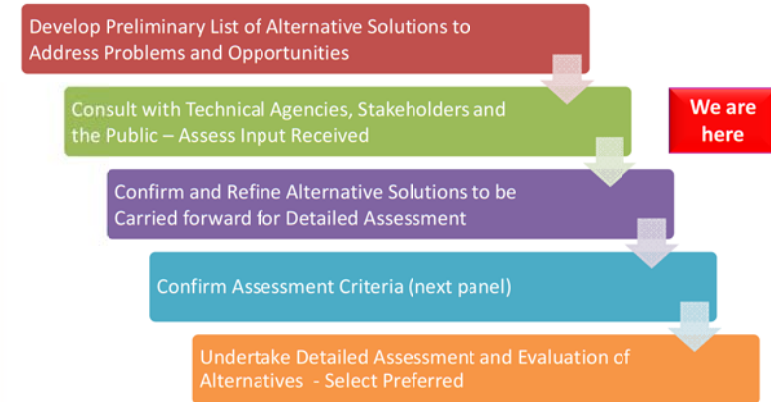


Review of Alternative Solutions

Alternative Solutions	Potential to Address Problems & Opportunities	Recommendation
Do Nothing	Does not address needs	Carry forward for comparison only
TSM/TDM	Partially addresses needs	Part of Regional Transportation Master Plan; carry forward as part of the overall solution
Upgrade Other Roadways	Partially addresses needs	Part of Regional Transportation Master Plan; do not carry forward for this study
Widen Trafalgar Road	Greatest potential to address needs	Carry forward for further development and assessment



Process for Development and Assessment of Widening Alternatives



Recommended Assessment Factors & Criteria

TRANSPORTATION

- Accommodation of Future Travel Demand
- Lane arrangements and continuity
- Safety
- Emergency Service Vehicle Response Times
- Commercial Goods Movements
- Road network compatibility (with the TMP)
- Transit operations
- Commercial goods movement
- Accommodation of pedestrians/cyclists
- Property Access
- Traffic infiltration

NATURAL ENVIRONMENT

- Vegetation and Wildlife Habitat
- Water Resources and Fisheries
- Natural Hazards

SOCIO-ECONOMIC ENVIRONMENT

- Compatibility with Existing Adjacent Land Uses
- Compatibility with Proposed Development
- Noise Impacts
- Property Impacts
- Aesthetics
- Accessibility to Adjacent Land Use

CULTURAL ENVIRONMENT

- Archaeological Resources
- Cultural Landscapes
- Built Heritage Resources

ENGINEERING ENVIRONMENT

- Major Services/Utility Impacts
- Impact on Water Quality and Quantity
- Construction Staging
- Cost



Remain Involved in the Study

Your comments are important as they will be reviewed and considered as part of the Study. Please indicate your interest to remain involved with the Study by submitting your completed comment sheet or by contacting either of the following Project Team members:

Mr. Nick Zervos, CET
 Project Manager
 Regional Municipality of Halton
 1151 Bronte Road
 Oakville, ON L6M 3L1
 Phone: 905-825-6000, ext 7632
 1-866-442-5866
 Fax: 905-825-8822
 Email: Nick.Zervos@halton.ca

Mr. Mike Delsey, P.Eng.
 AECOM Canada Ltd.
 300 Town Centre Blvd, Suite 300
 Markham, ON L3R 5Z6
 Phone: 905-477-8400, ext 376
 Fax: 905-477-1456
 Email: Mike.Delsey@aecom.com

There is an opportunity at any time during the Class EA process for interested persons to provide comments and review outstanding issues with the Project Team.

Thank you for attending and offering your input.



Next Steps

Following this PIC, the Project Team will:

- Review your comments
- Respond to your written questions
- Select the Preferred Alternative Solution based on consideration of comments received from the public/agencies
- Complete a detailed environmental inventory of the Study Area Corridor
- Develop/evaluate Widening Alternatives and Design Concepts to identify potential impacts
- Host PIC# 2 (Late Fall /Winter) to receive input on Alternative Design Concepts from the public/agencies

Notices will be placed in local newspapers to announce the second PIC.



PIC#1 Comment Sheets



Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
From Cornwall Road to Highway 407, Town of Oakville

PUBLIC INFORMATION CENTRE # 1
JUNE 16, 2010

PLEASE PROVIDE YOUR COMMENTS IN THE SPACE BELOW

Widening of Trafalgar Road in the past and possible future is shrinking my property size on Trafalgar Rd especially as I have a wide frontage and minimum depth. I have tried to purchase a neighboring property but this proved to be very difficult. At a certain point, my property size will be too small to exist as a size large enough to do business.

If I do purchase the property next door to increase my size, what are the chances that I can put these properties together to continue my business.

Thank you

Thank you for participating in today's event. Please deposit your comments in the box provided. Comments and information regarding this study are being collected to assist Halton Region and to meet the requirements of the Municipal Class Environmental Assessment (Class EA). This material will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. If you are unable to respond at this time, please submit your comments by **June 30, 2010** to:

Ms. Paula Neto
Senior Planner, Transportation
AECOM
300 Water Street
Whitby, ON L1N 9J2
Phone: (905) 668-4021 Ext. 2346
Fax: (905) 668-0221
E-mail: Paula.Neto@aecom.com

Mr. Nick Zervos
Project Manager
Regional Municipality of Halton
1151 Bronte Road
Oakville, ON L6M 3L1
Phone: (905) 825-6000 Ext. 7632
Fax: (905) 825-8822
E-mail: nick.zervos@halton.ca

Name (Please Print): _____

Mailing Address: _____

Town: _____

E-mail Address: _____

Federal legislation governs the collection and use of personal information from individuals. By supplying your name, address, telephone number and/or e-mail address, YOU ARE CONSENTING TO the collection and use by AECOM of that personal information for the following purposes: recording and reporting to AECOM's client your attendance at this public meeting; attributing to you statements made by you at this meeting in any report that AECOM prepares regarding this project; contacting you to provide updates regarding the project, if requested by you; contacting you to request further comments or discussion of the project, should AECOM or the client deem this necessary or advisable. If you wish to limit the way that AECOM may use your personal information, as described above, you must advise AECOM in writing within five business days of this meeting.



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BRT → LRT

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I am living at this area for 11 years. The discussion about improving the Trafalgar Rd has started about 8 years ago. Lots of meetings I had attended in every meeting they say different things. Last time there were some pictures of walls and were told in four weeks these will be construction and at the same time wall (door barrier) will be installed but this time some different pictures we are waiting to fix our back yards fence. Some fences are in very bad condition we feel to bad we can't fix until you make decision. Please make the decision.

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PLEASE PROVIDE YOUR COMMENTS IN THE SPACE BELOW

I believe Dundas & Upper Middle Road will be a total of 6 lanes after the expansion. In my opinion, sections of Trafalgar Road that have residential homes should not be expanded to 8 lanes in total. Consideration should be given to those home owners, their safety and the value of their homes. Four plus two lanes is more than enough. I ask one question: would you like to be close to, and face traffic of 8 lanes? I don't.

Thank you.

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PLEASE PROVIDE YOUR COMMENTS IN THE SPACE BELOW

<p><i>Requested to hear transit is being given a high priority.</i></p>
<p><i>Cycle access. Maybe consider 6th line as main cycle route.</i></p>

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