
APPENDICES

APPENDIX A

**Trafalgar Road (Regional Road 3)
Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7**

Stakeholder Group Meeting 2
November 6, 2014

GETTING AND GIVING THE MOST

- It's OUR meeting...participate enthusiastically
- Focus on the future
- Terminology expertise is secondary
- There is such a thing as a bad idea!
- Build, don't duplicate
- Respect (for each other and the process)
- Voices without titles
- Consensus on no consensus
- Informal style, structured approach
- No dissertations (rather, 'rap and roll')

THE ADVISORY STAKEHOLDERS GROUP

- Role and purpose:
 - Dialogue and multi-perspective information exchange
 - Input on and joint exploration of key issues, challenges, opportunities, ideas and best practices
 - A sounding board: review and comment on project approaches, alternatives/options, and reports
 - Liaison — a conduit to/from the 'community'
 - Facilitate a high quality outcome
- The Study Team commitment:
 - Listen to, seriously consider, be respectful of participants' views, perspectives, opinions
 - Varying roles: observe, inform, clarify
 - Ex officio status
- Proven value



THE GROUP AT WORK

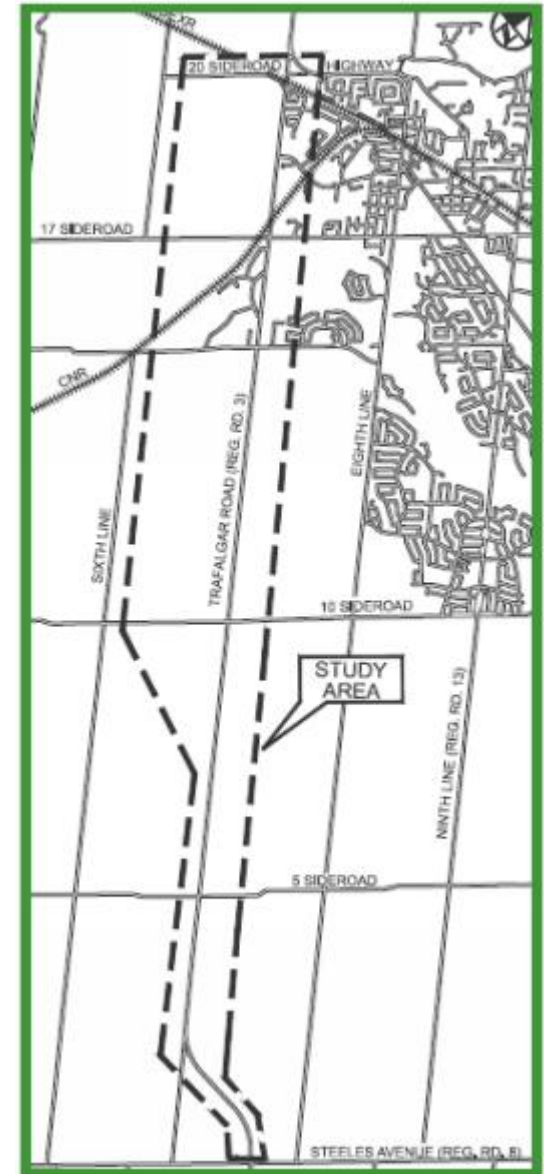
- Non-voting advisory Group
- Four meetings (typically 2-3 hours in length in the evening) over the life of the project — varied meeting formats
 - Prior to planned Public Information Centres
 - Potential for topic, geographic, issue-specific meetings
- Participant 'open forum' agenda component
- Summary reports
- One seat, one person approach (can appoint an alternate)
- Expectation of attendance and preparation
- No designated public spokesperson
- Independent facilitation (Chair: Glenn Pothier)
 - Facilitate; prepare agendas; assist with communication; assist with meeting summaries; track action items

SG MEMBERS

- Reflective of:
 - The study area
 - Diverse interests/sectors
 - Diverse expertise/knowledge
- May add some members as the study progresses
- Members names will be made public
- Members must declare any conflicts of interest

STUDY AREA

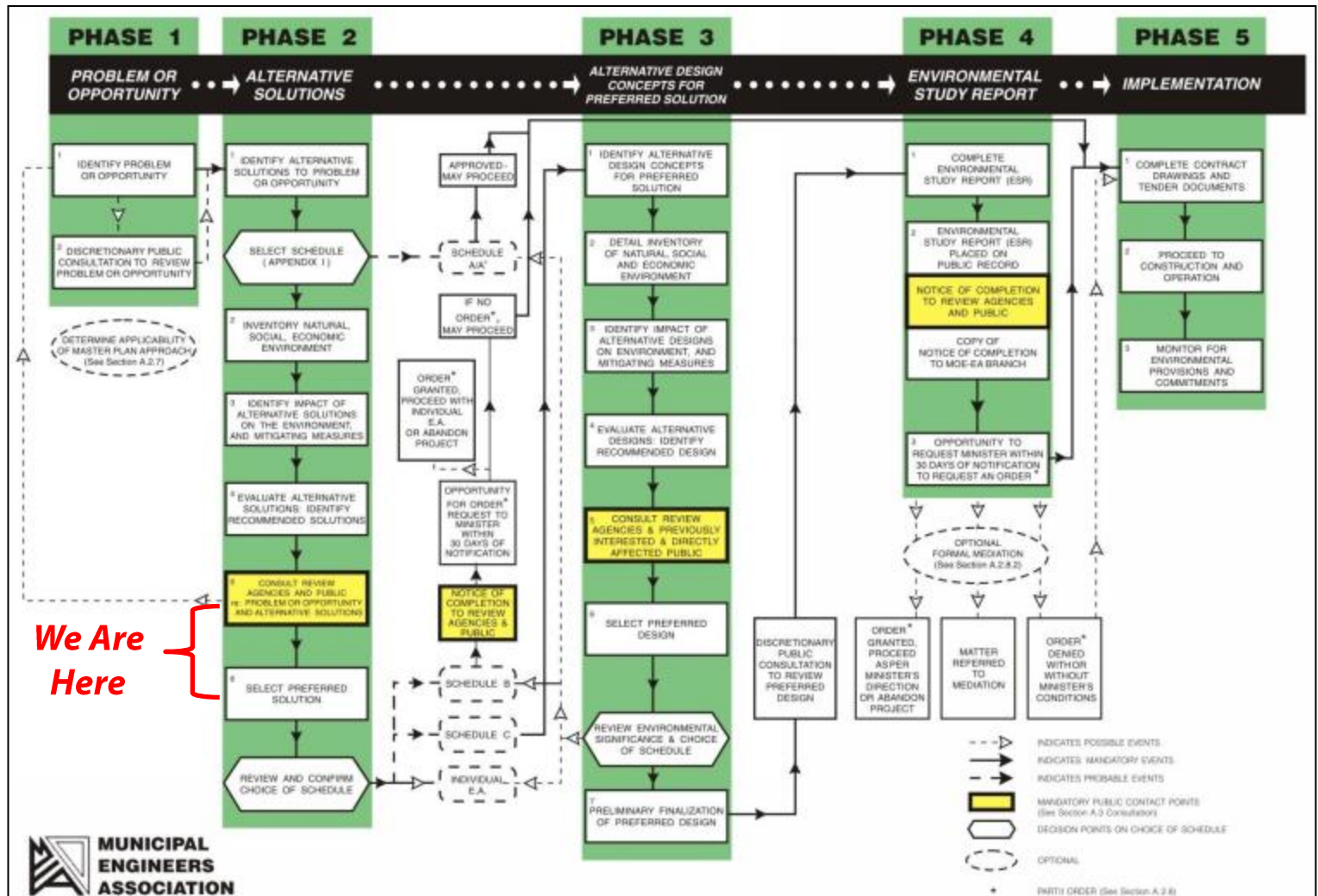
- Study area from Steeles Avenue to Highway 7, approximately 13 km in length;
- Character of Trafalgar Road changes from rural to from south to north;
- Trafalgar Road serves both local and inter-regional travel, agricultural equipment and goods movement;
- Crossed by two railway corridors – CNR and GEXR



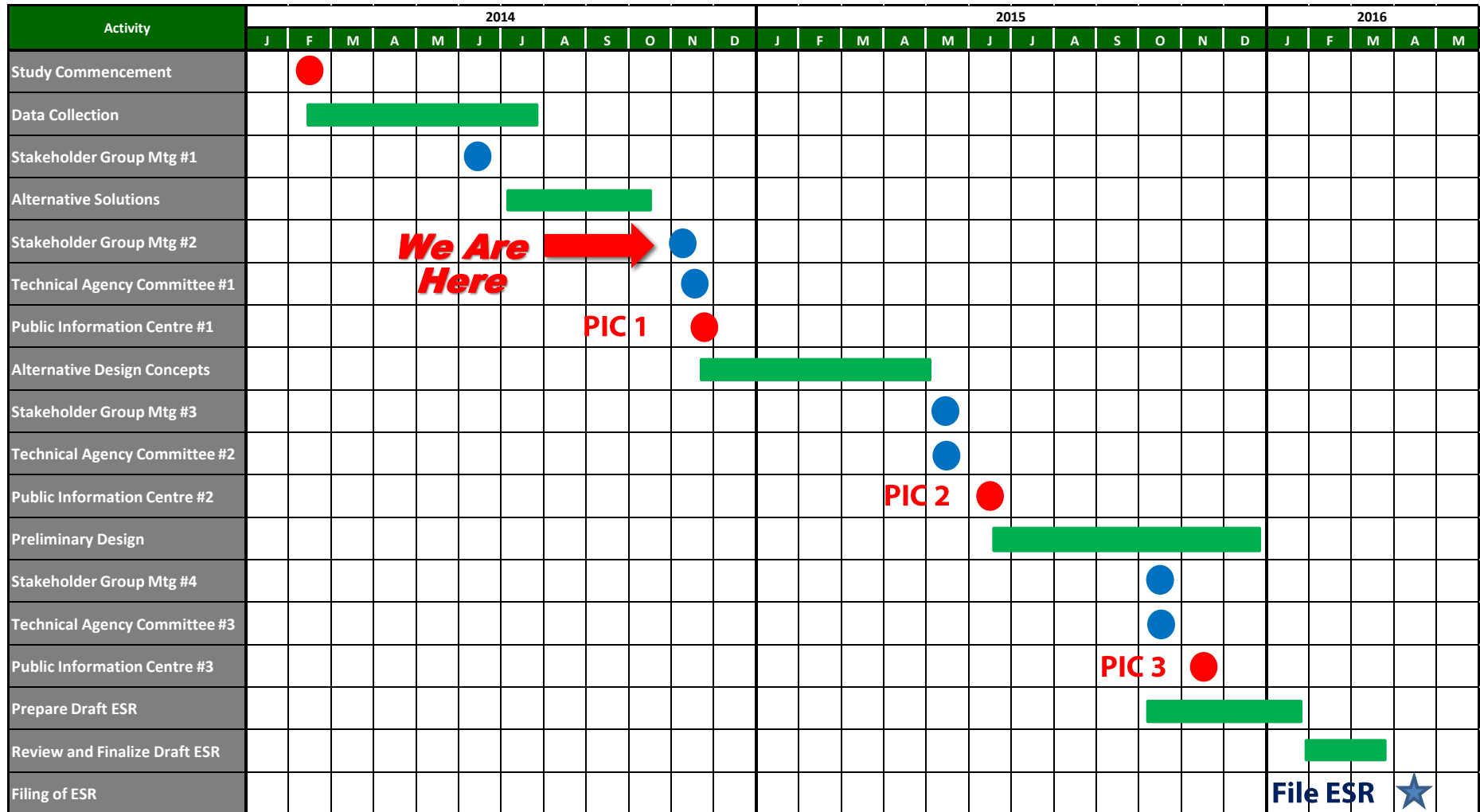
EA STUDY APPROACH

- The study is following the Municipal Class EA process:
 - Approved process under the Ontario Environmental Assessment Act
 - Schedule 'C' which follows Phases 1 through 4 of the Municipal Class EA
 - Includes consultation with the public and stakeholders
 - Part II Order Request (Bump-Up) – appeal process

MUNICIPAL CLASS EA PROCESS



STUDY STATUS / SCHEDULE



SG MEETING #1 (JUNE 19, 2014)

- Reviewed existing conditions of Trafalgar Road corridor
- Presented Problem & Opportunity Statement
- Confirmed that “Improvements to Trafalgar Road” corridor is the “Preferred Planning Solution”
- Key Group Comments:
 - Truck traffic: safety, noise, increased truck use on Trafalgar Road
 - Railways / at-grade crossings: long queues and delays
 - Road safety / general traffic: passing on shoulders, access issues, intersection delays, and safety concerns
 - For consideration in the EA Study: provision for active transportation, railway crossings, alternate alignment between 15 Side Road and Highway 7, general quality of life



PROBLEM AND OPPORTUNITIES

- Existing Trafalgar Road is experiencing significant delays during peak periods at rail crossings and congestion will worsen at some intersections in the future
- Future traffic is expected to grow by over 50% by 2031
- To support future growth and travel demands, improvements to the Trafalgar Road corridor are required
- The improved corridor should support multi-modal uses (i.e. active transportation, transit services - GO Transit, inter-regional travel, agricultural vehicles, and goods movement
- Therefore, Halton Region is carrying out this study to address these requirements in accordance with the Municipal Class EA process

ENVIRONMENTAL CONDITIONS UPDATE – Socio-Economic Environment

- Received updates/information regarding:
 - Ongoing Vision Georgetown Study
 - Various potential development activities
 - Halton Hills Drive Extension Class Environmental Assessment Study
 - Other planning studies



ENVIRONMENTAL CONDITIONS UPDATE – Cultural Environment

- Completed Cultural Heritage Landscape & Built Heritage Resources review
 - Designated under Part IV of the Ontario Heritage Act – Devereaux House (11494 Trafalgar Road)
 - Halton Hills Designated Properties and Heritage Register Phase 1 & 2 Consolidated – 5 properties
 - Halton Hills Register Phase 1 & 2 Consolidated – 9 properties associated with the historic settlement of Stewarttown



ENVIRONMENTAL CONDITIONS UPDATE – Cultural Environment

- Completed Stage 1 Archaeological Assessment
 - A Stage 1 Archaeological Assessment was completed (desktop review)
 - There are 20 registered sites located within 1 km of the Trafalgar Road corridor
 - The existing Trafalgar Road right-of-way is completely disturbed and will not require further assessment
 - Much of the study area outside of the existing right-of-way appears to be undisturbed
 - Any lands outside of the existing right-of-way will require a Stage 2 Archaeological Assessment if land is to be impacted



ENVIRONMENTAL CONDITIONS UPDATE

– Natural Environment

- Extensive background review, field work completed in spring, summer and fall of 2014
- Consultation with Conservation Halton and Credit Valley Conservation Authorities
- Key Features
 - **Black Creek:** permanent sensitive coldwater watercourse, salmonids present with known spawning in the area.
 - **Hungry Hollow Environmentally Sensitive Area (ESA) / Provincially Significant Wetland:** deep valley feature with several tributaries of the Credit River, including Black Creek. Feature woodland is extensive and diverse

ENVIRONMENTAL CONDITIONS UPDATE

– Natural Environment

- Key Features (cont'd)
 - **Waterfall Woods ESA:** largely deciduous forest with swamp habitats. Provides functional habitat linkage to adjacent natural systems
 - **Stewarttown Woods ESA:** Extensive and diverse woodland and riverine habitat. Black Creek flows through this ESA. Contains significant groundwater discharge areas



TRANSPORTATION UPDATE

- Existing daily travel demand:
 - Ranges between 9,500 (near Highway 7) to 16,000 vehicles (near Steeles Avenue)
- Projected 2031 daily travel demand:
 - Ranges between 15,000 (near Highway 7) to 25,000 vehicles near Steeles Avenue), an increase of over 50%
- Truck percentage approximately 9 % to 11 %
- Additional capacity is required to support future growth and development
- Existing train traffic:
 - CNR: 25 daily trains (Freight only, may vary)
 - GEXR: 12 daily trains (GO Train 4, VIA 6, Freight 2)



TRANSPORTATION UPDATE

- Typically, a rail line grade separation is warranted if the calculated Exposure Index (EI) results in a value greater than 200,000
- Recognizing CN and Metrolinx will likely increase the number of daily trains, the EIs are expected to reach thresholds along Trafalgar Road where grade separations are warranted
- Therefore, grade separations with CNR and GEXR are proposed for the Trafalgar Road corridor



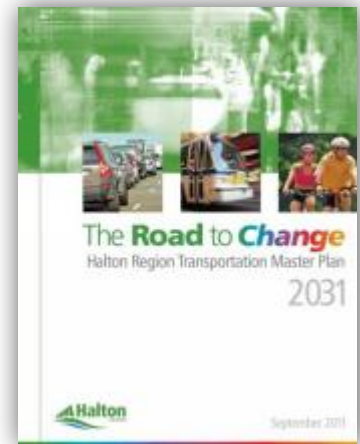
Feedback on Existing Conditions:

- *Questions*
- *Anything missing?*
- *4S exercise*



POTENTIAL IMPROVEMENTS TO TRAFALGAR ROAD CORRIDOR

- Halton Transportation Master Plan (2011)
 - Steeles Avenue to 10 Side Road – 47 m ROW
 - 10 Side Road to Highway 7 – 42 m ROW
- Halton Active Transportation Master Plan
 - On-road (i.e. bike lanes and/or paved shoulders) and off-road (i.e. sidewalks and/or multiuse paths) active transportation facilities
- Additional capacity
- Improved road safety
- Urban vs. rural cross section
- Rail grade separations



PROPOSED TYPICAL CROSS SECTION



STEELES AVENUE TO HORNBY ROAD



HORNBY ROAD TO 10 SIDE ROAD

Note: Mitigated cross sections will be developed for constrained areas

PROPOSED TYPICAL CROSS SECTION



10 SIDE ROAD TO 15 SIDE ROAD



15 SIDE ROAD TO 17 SIDE ROAD

Note: Mitigated cross sections will be developed for constrained areas

PROPOSED TYPICAL CROSS SECTION



Note: Mitigated cross sections will be developed for constrained areas

GRADE SEPARATION

- Options include overpass vs. underpass (i.e. road over or under railway tracks)
- Option to change rail alignment is typically not considered due to constraints on the rail (1 % max. grade), related length of change and associated high cost



GRADE SEPARATION

- Key Considerations:
 - Potential impacts to adjacent lands (property impacts, access, utilities)
 - Potential impacts to natural features
 - Construction staging
 - Rail detour requirements
 - Geometric requirements (vertical clearance, slopes and grading, drainage, connection to access roads, accommodation for active transportation)
 - Visual aesthetics



Comments re: conceptual corridor options?

- ***Advantages***
- ***Impediments***
- ***Mitigations***
- ***Maybes***



FACTORS FOR ANALYSIS AND EVALUATION

- Socio-Economic Environment
 - existing and future land uses
 - farms and business operations
 - residential areas
 - institutional and recreational uses
 - potential property requirements
 - property access
 - noise levels
 - provisions for pedestrians and cyclists
 - illumination
 - air quality
- Cultural Environment
 - built heritage resources
 - cultural heritage landscapes
 - archaeological resources
- Natural Environment
 - vegetation
 - wildlife
 - creek crossings
 - drainage and stormwater management
 - policy areas
 - natural hazards
- Transportation
 - road operations
 - road safety
 - intersection requirements
 - geometric standards
 - access management
 - construction staging
 - rail operations
 - utilities
- Preliminary Cost Estimate
 - construction
 - utility relocation

Any suggestions for additional analysis factors / criteria?

What else do you want the team to consider – social, economic, cultural and natural environment, transportation, etc.?



NEXT STEPS

- Public Information Centre #1
 - November 20, 2014, 6:30 pm to 8:30 pm, Open House
 - Georgetown District High School
- Review and respond to comments received
- Develop alignment alternatives within conceptual corridor
- Stakeholder Group Meeting #3
(prior to Public Information Centre #2) – Late Spring 2015

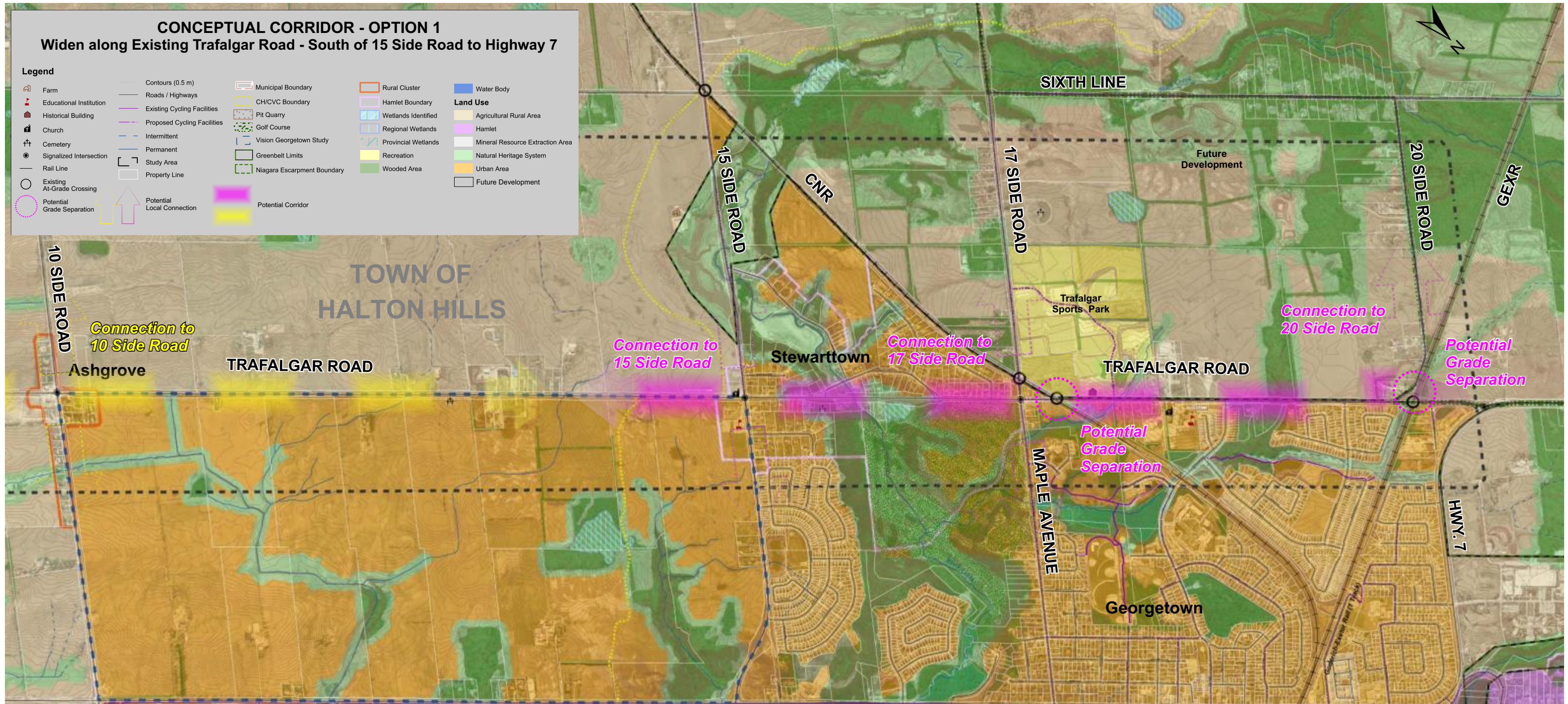
APPENDIX B

CONCEPTUAL CORRIDOR - OPTION 1

Widen along Existing Trafalgar Road - South of 15 Side Road to Highway 7

Legend

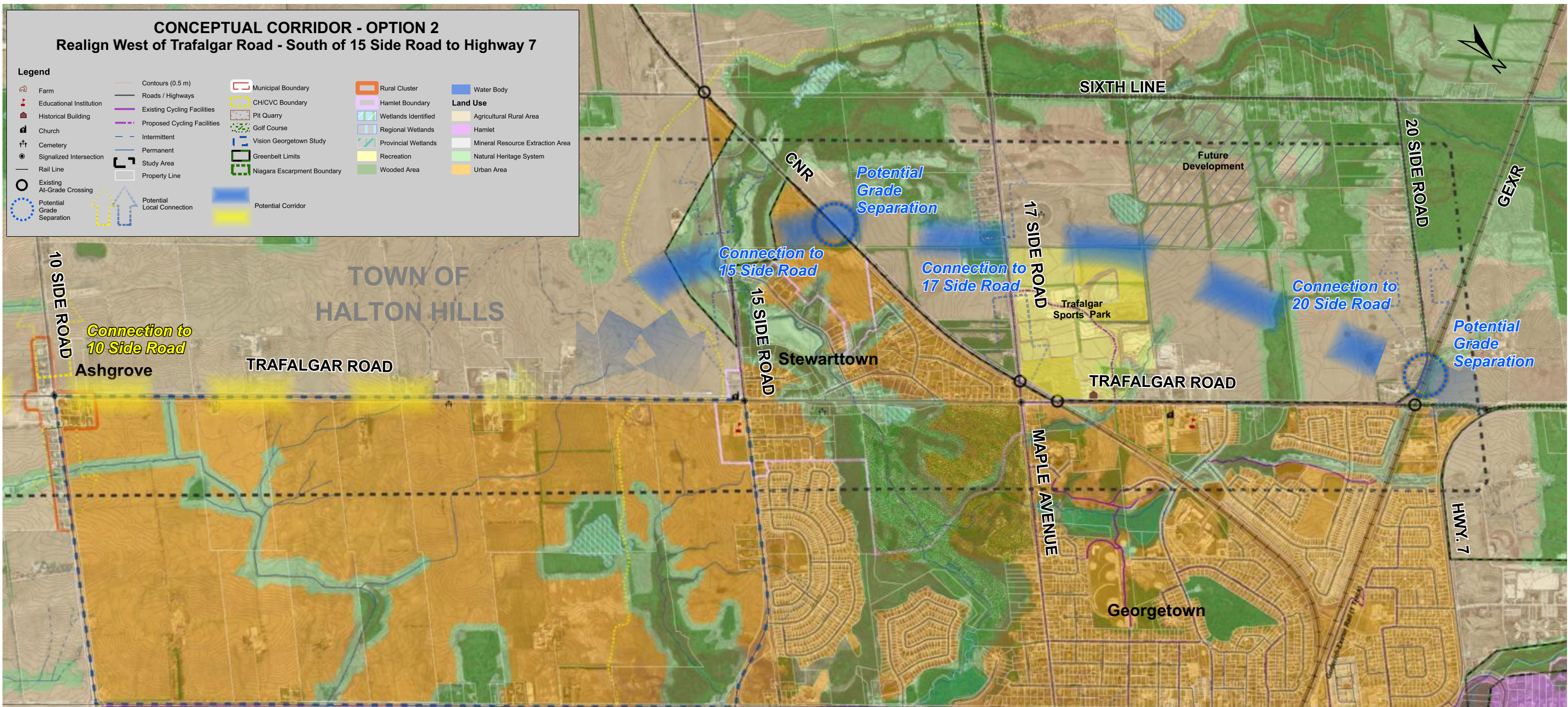
	Contours (0.5 m)			
	Roads / Highways			Land Use
	Existing Cycling Facilities			
	Proposed Cycling Facilities			
	Intermittent			
	Permanent			
	Study Area			
	Property Line			
	Potential Local Connection			



CONCEPTUAL CORRIDOR - OPTION 2

Realign West of Trafalgar Road - South of 15 Side Road to Highway 7

Legend			
	Contours (0.5 m)		
	Roads / Highways		
	Existing Cycling Facilities		Land Use
	Proposed Cycling Facilities		
	Intermittent		
	Permanent		
	Study Area		
	Property Line		

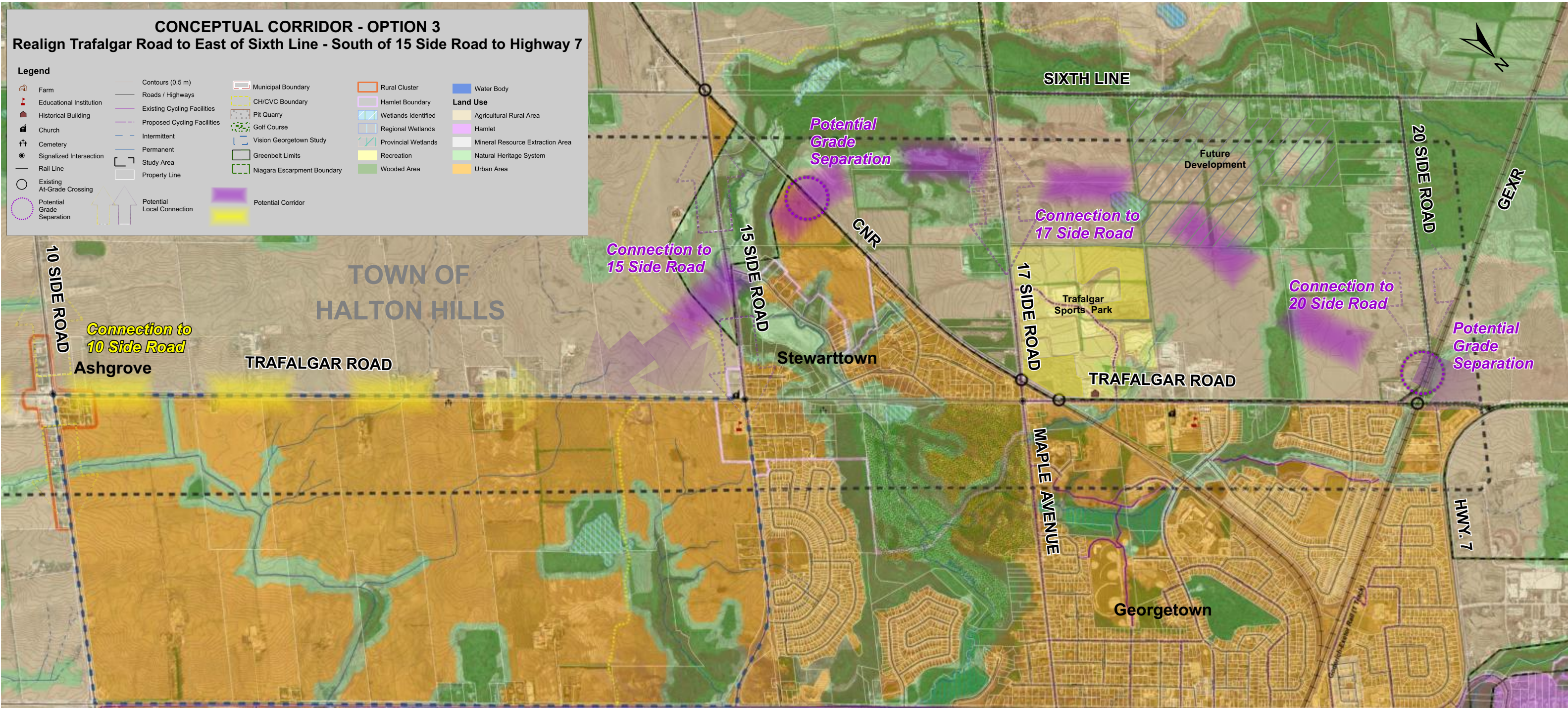


CONCEPTUAL CORRIDOR - OPTION 3

Realign Trafalgar Road to East of Sixth Line - South of 15 Side Road to Highway 7

Legend

	Contours (0.5 m)			
	Roads / Highways			Land Use
	Existing Cycling Facilities			
	Proposed Cycling Facilities			
	Intermittent			
	Permanent			
	Study Area			
	Property Line			
	Potential Local Connection			
	Potential Corridor			



APPENDIX C

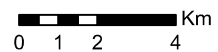
Start Year of Construction

- 2014
- 2015
- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030
- 2031
- △ Interchange
- Grade Separation
- Bridge
- Regional Roads
- - - Proposed Regional Roads



Halton Region Roads Capital Projects* (2014-2031)

*Note this includes Road Widening, Road Reconstructions, New Roads, Interchanges, Bridges and Grade Separations
Locations shown on this map are approximate and does not attempt to delineate an exact location.



RD #	ID	Regional Municipality of Halton Capital Projects (2014-2031) Project Descriptions	Start Year Construction
1	2659	Guelph Line - Widening - 4 to 6 lanes from Mainway to Upper Middle Road (BUR) (Regional Road 1)	2021
1	6805	Guelph Line - Widening - 4 to 6 lanes from Upper Middle Road to Dundas Street (BUR) (Regional Road 1)	2026
1	5736	Guelph Line - 2 lane Reconstruction - 1km North of Derry Road to Conservation Road (MIL) (Regional Road 1)	2015
3	5347	Trafalgar Road - Widening - 4 to 6 lanes from Leighland Avenue to Upper Middle Road (OAK) (Regional Road 3)	2015
3	3979	Trafalgar Road - Widening - 4 to 6 lanes from Upper Middle Road to Dundas Street (OAK) (Regional Road 3)	2015
3	3981	Trafalgar Road - Widening - 4 to 6 lanes from Dundas Street to Highway 407 (OAK) (Regional Road 3)	2016
3	6823	Trafalgar Road - Widening - 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	2027
3	6827	Trafalgar Road - Widening - 4 to 6 lanes from Britannia Road to Steeles Avenue (MIL/HHS) (Regional Road 3)	2030
3	6985	Trafalgar Road - Widening - 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 3)	2019
3	6984	Trafalgar Road - Widening - 2 to 4 lanes from 10 Side Road to Highway 7 (HHS) (Regional Road 3)	2020
3	3991	Trafalgar Road - Grade Separation at CN Crossing North of Maple Avenue (HHS) (Regional Road 3)	2018
3	5376	Trafalgar Road - Grade Separation at GEXR Crossing South of Highway 7 (HHS) (Regional Road 3)	2018
4	5278	Neyagawa Boulevard - Widening - 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 4)	2014
4	6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	2031
4	5839	James Snow Parkway - Widening - 4 to 6 lanes from Britannia Road to Highway 401 (MIL) (Regional Road 4)	2022
4	6807	James Snow Parkway - Widening - 4 to 6 lanes from Highway 401 to Highway 401 (MIL) (Regional Road 4)	2030
5	5388	Dundas Street - Widening - 4 to 6 lanes from Kerns Road to Guelph Line (BUR) (Regional Road 5)	2020
5	3984	Dundas Street - Widening - 4 to 6 lanes from Guelph Line to North Hampton Boulevard (BUR) (Regional Road 5)	2018
5	5180	Dundas Street - Widening - 4 to 6 lanes from North Hampton Boulevard to Appleby Line (BUR) (Regional Road 5)	2017
5	3982	Dundas Street - Widening - 4 to 6 lanes (excluding CNR & Bronte Crk Bridges) from Appleby Line to Tremaine Road (BUR) (Regional Road 5)	2017
5	5384	Dundas Street - Grade Separation at CNR Crossing between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	2016
5	5385	Dundas Street - Bronte Creek Bridge between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	2017
5	3983	Dundas Street Widening - 4 to 6 lanes from Tremaine Road to Bronte Road (OAK) (Regional Road 5)	2017
5	3942	Dundas Street - Widening - 4 to 6 lanes from Bronte Road to Proudfoot Trail (OAK) (Regional Road 5)	2014
5	5436	Dundas Street - Widening - 4 to 6 lanes from Neyagawa Boulevard to Oak Park Boulevard (OAK) (Regional Road 5)	2015
6	3586	Britannia Road - Widening - 2 to 4 lanes from Regional Road 25 to James Snow Parkway (MIL) (Regional Road 6)	2014
6	3587	Britannia Road - Widening - 2 to 4 lanes from James Snow Parkway to Trafalgar Road (MIL) (Regional Road 6)	2014
6	3916	Britannia Road - Widening - 2 to 4 lanes from Trafalgar Road to Highway 407 (MIL) (Regional Road 6)	2015
6	6802	Britannia Road - Widening - 4 to 6 lanes from Regional Road 25 to Highway 407 (MIL) (Regional Road 6)	2028
7	6804	Derry Road - Widening - 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 7)	2031
8	6819	Steeles Avenue - Widening - 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	2022
8	5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	2016
8	5396	Steeles Avenue - Widening - 2 to 4 lanes from Industrial Drive to Martin Street (MIL) (Regional Road 8)	2016
8	6821	Steeles Avenue - Widening - 4 to 6 lanes from Regional Road 25 to Trafalgar (MIL/HHS) (Regional Road 8)	2025
8	6822	Steeles Avenue - Widening - 4 to 6 lanes (with RBL) from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 8)	2028
9	6844	Campbellville Road - 2 lane Reconstruction from Milborough Line to Guelph Line (MIL) (Regional Road 9)	2018
10	6758	10 Side Road - Widening - 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 10)	2031
13	6809	Ninth Line - Widening - 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	2024
13	6808	Ninth Line - Widening - 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	2023
13	3593	Ninth Line - Widening - 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 13)	2016
18	6824	Brant Street - Widening - 4 to 6 lanes from North Service Road to Dundas Street (BUR) (Regional Road 18)	2021
19	5438	Winston Churchill Boulevard - Widening - 4 to 6 lanes from Upper Middle Road / QEW to Dundas Street - (OAK) (Regional Road 19)	2030
19	6448	Winston Churchill Boulevard - Widening - 4 to 6 lanes from Highway 401 to Steeles Avenue (HHS) (Regional Road 19)	2021
19	6846	Winston Churchill Boulevard - Widening - 4 to 6 lanes from 2km south of 5 Side Road to 5 Side Road (HHS) (Regional Road 19)	2030
19	6847	Winston Churchill Boulevard - Widening - 5 to 7 lanes from Steeles Avenue to 2 km south of 5 Side Road (HHS) (Regional Road 19)	2030
19	3989	Winston Churchill Boulevard - Widening - 2 to 4 lanes from 2km south of 5 Side Road to 10 Side Road - Halton's share (HHS) (Regional Rd 19)	2020
19	3634	Winston Churchill Boulevard - 2 lane Reconstruction from 10 Side Road to Highway 7 (HHS) (Regional Road 19)	2016
19	5312	Winston Churchill Boulevard - 2 lane Reconstruction from Highway 7 to Old Pine Road (HHS) (Regional Road 19)	2016
20	6812	Appleby Line - Widening - 4 to 6 lanes from Fairview Street to Taywood Drive (BUR) (Regional Road 20)	2023
21	6803	Burloak Drive - Widening - 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR/OAK) (Regional Road 21)	2029
22	5622	Tremaine Road - 2 lane Reconstruction from Dundas Street to 1 Side Road (BUR/OAK) (Regional Road 22)	2018
22	6830	Tremaine Road - Widening - 2 to 4 lanes from Dundas Street to Lower Base Line (MIL/OAK) (Regional Road 22)	2024
22	6834	Tremaine Road - Widening - 2 to 4 lanes from Lower Base Line to Britannia Road (MIL/OAK) (Regional Road 22)	2025
22	5845	Tremaine Road - Widening - 4 to 6 lanes from Britannia Road to Highway 401 (MIL) (Regional Road 22)	2022
22	5136	Tremaine Road - New 4 lane roadway from Tremaine Road (ICs) to Tremaine Road (ICn) (MIL) (Regional Road 22)	2014
25	6818	Bronte Road - Widening - 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	2025
25	5184	Regional Road 25 - Widening - 2 to 4 lanes from Lower Base Line to Britannia Road (OAK/MIL) (Regional Road 25)	2014
25	6814	Regional Road 25 - Widening - 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	2025
25	6815	Regional Road 25 - Widening - 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	2027
25	6817	Regional Road 25 - Widening - 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	2022
25	6811	Regional Road 25 - Widening - 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	2023
27	6239	New North Oakville Transportation Corridor - New 4 lane road from Regional Road 25 to Sixteen Mile Creek (OAK) (Regional Road 27)	2014
27	5413	New North Oakville Transportation Corridor - New 4 lane Bridge over Sixteen Mile Creek (OAK) (Regional Road 27)	2017
27	5273	New North Oakville Transportation Corridor - New 4 lane road from Sixteen Mile Creek to Neyagawa Boulevard (OAK) (Regional Road 27)	2018
27	5274	New North Oakville Transportation Corridor - New 4 lane road from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 27)	2015
27	5275	New North Oakville Transportation Corridor - New 4 lane road from Trafalgar Road to Ninth Line (OAK) (Regional Road 27)	2014
38	6825	Upper Middle Road - Widening - 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38)	2025
38	6828	Upper Middle Road - Widening - 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	2027
38	5272	Upper Middle Road - Widening - 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 38)	2016
38	6826	Upper Middle Road - Widening - 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	2026
38	3936	Upper Middle Road - Widening - 4 to 6 lanes from Grand Boulevard to Ninth Line/Ford Drive(OAK) (Regional Road 38)	2015
38	6829	Upper Middle Road - Widening - 4 to 6 lanes from Ninth Line to Winston Churchill Boulevard (OAK) (Regional Road 38)	2028
38	2657	Upper Middle Road - Widening - 2 to 4 lanes from Winston Park Drive to Winston Churchill Boulevard (OAK) (Regional Road 38)	2016
	6757	"5 1/2 Line" - New 6 lane road from Britannia Road to Steeles Avenue and Interchange at Highway 401 (MIL)	2031
	6810	North Service Road - New 4 lane road from Burloak Drive to Bronte Road (OAK)	2031
	5837	Norval Bypass (HHS)	2020



**TRAFALGAR ROAD (REGIONAL ROAD 3)
TRANSPORTATION CORRIDOR IMPROVEMENTS
CLASS ENVIRONMENTAL ASSESSMENT**

STEELES AVENUE (REGIONAL ROAD 8) TO HIGHWAY 7

**PUBLIC INFORMATION CENTRE – November 20, 2014
SUMMARY REPORT**

February 2015



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APPENDICES

Appendix A – Notice of Public Information Centre (November 20, 2014)

Appendix B – PIC Display Panels (November 20, 2014)

Appendix C – PIC Comments (November 20, 2014)

1. INTRODUCTION

Trafalgar Road is one of the most important transportation facilities in the existing and future Halton Region transportation network. This roadway serves the movement of goods and people and distributes traffic to and from the Provincial freeway system, as well as providing access to residential, commercial and industrial land uses in Oakville, Milton and Halton Hills. Trafalgar Road extends north-south from Lakeshore Road to 32 Side Road within Halton Region.

In the Town of Halton Hills, the need to improve Trafalgar Road between Steeles Avenue and Highway 7 was identified in the Halton Region Transportation Master Plan (TMP) – The Region in Motion (2004) and reconfirmed in TMP – The Road to Change (2011). As part of an integrated transportation strategy, Halton Region has determined that the capacity on the Trafalgar Road corridor should be increased from two lanes to four lanes to support future travel demand.

Given the foregoing, Halton Region is carrying out a Class Environmental Assessment (Class EA) Study for improvements on Trafalgar Road between Steeles Avenue and Highway 7 in order to satisfy future travel demands to 2031. The Class EA Study is being carried out in accordance with Schedule ‘C’ of the Municipal Class Environmental Assessment (October 2000, amended 2007 and 2011), which is an approved process under the Ontario Environmental Assessment Act.

The Class EA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of alternatives on social, cultural, economic and natural environments will also be evaluated and assessed during the study. The Study Area between Steeles Avenue and Highway 7 is approximately 13 km long and is shown in Exhibit 2-1.

The Public Information Centre held on November 20, 2014 is the subject of this report.

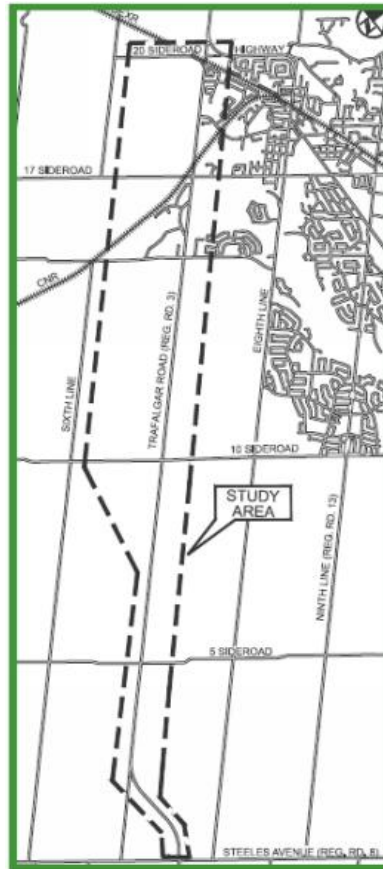
2. PURPOSE OF PUBLIC INFORMATION CENTRE

Public Information Centres (PIC) are part of the overall consultation program for this project and are designed to involve stakeholders early and throughout the study process, to aid in identifying public concerns and to assist in the development of a preferred alternative.

The purpose of PIC #1 was to provide stakeholders with an opportunity to meet the Project Team and discuss issues related to the project, review the study scope, existing conditions along the Trafalgar Road corridor, proposed typical cross sections, conceptual corridor options, evaluation criteria, and next steps.

PIC #1 was held as a joint information centre with the Ninth Line EA Study (Highway 407 to 10 Side Road). See Halton Region website: www.halton.ca/EASProjects for more information about the Ninth Line EA Study.

Figure 2-1: Trafalgar Road Class EA Study – Steeles Avenue to Highway 7



3. LOCATION, DATE, TIME

The PIC was held as follows:

Date: Thursday, November 20, 2014
Time: 6:30 p.m. – 8:30 p.m. (Drop-in)
Location: Georgetown District High School – Cafeteria
70 Guelph Street, Halton Hills, ON L7G 3Z5

4. PUBLIC NOTIFICATION

The Notice for PIC #1 was placed in the Georgetown Independent and Acton Tanner on Thursday, November 6 and Thursday, November 13, 2014.

A copy of the PIC notice is provided in Appendix A.

The Region mailed Notice of PIC #1 to the following Aboriginal groups / organizations on November 4, 2014:

- Alderville First Nation
- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River

- Curve Lake First Nation
- Mohawks of Akwesasne First Nation
- The Mohawks of the Bay of Quinte First Nation
- Hiawatha First Nation
- Oneida Nation of the Thames
- Wahta Mohawks First Nation
- Mississaugas of Scugog Island
- Six Nations Haudenosaunee Confederacy Council

MMM provided the Notice of PIC #1 to the following on November 4, 2014 via mail or email:

- Technical Agencies - Federal Agencies, Provincial Ministries, Local Municipalities and Utilities
- Property owners within the study area (i.e. between Steeles Avenue and Highway 7)
- Members of the public who provided comments or requested to be on the study mailing list but are not listed as a property owner within the Study Area (i.e. the public mailing list).

5. ATTENDANCE

The following Halton Region and Consultant staff were in attendance at the PIC to answer questions and to discuss the study with the public:

Halton Region

- Jeff Reid, C.E.T., Project Manager
- Maureen Van Ravens, C.E.T., Manager of Transportation Planning & Roads Operation
- Melissa Green-Battiston, P.Eng., Supervisor Transportation Planning
- Patrick Monaghan, C.E.T., Transportation Planner

MMM

- Neil Ahmed, P.Eng., Consultant Project Manager
- Katherine Jim, P.Eng., Project Engineer
- Stefan Sirianni, Designer

Mayor Rick Bonnette of Halton Hills, Regional Councillor Jane Fogal (Ward 3 and 4), and Councillor Bob Inglis (Ward 4) also attended the PIC.

As this was a combined PIC with the Ninth Line EA, a total of 76 members of the public signed in. The breakdown of the attendees is as follows:

- 25 expressed interest in both EAs
- 33 expressed interest in the Trafalgar Road EA
- 11 expressed interest in the Ninth Line EA
- 7 did not indicate their particular interest

The sign-in register is on file with Halton Region.

6. DISPLAY PANELS

The information provided at the PIC was presented to the public through a series of display panels and included the following:

- Welcome
- Study Area
- Purpose of the PIC
- Past and Recent Studies
- Study Process
- Study Status / Schedule
- Study Background
- Halton Region Roads Capital Projects
- Existing Conditions Plan (Steeles Avenue to Highway 7) – 1:3000 Scale
- Existing Conditions – Social and Economic Environment
- Existing Conditions – Cultural Environment
- Existing Conditions – Natural Environment
- Existing Conditions and Future Conditions – Transportation
- Existing Conditions and Future Conditions – Transportation
- Grade Separation
- Problems and Opportunities
- Planning Alternatives
- Approach to Developing Alternatives
- Proposed Typical Section
 - Steeles Avenue to Hornby Road
 - Hornby Road to 10 Side Road
 - 10 Side Road to 15 Side Road
 - 15 Side Road to 17 Side Road
 - 17 Side Road to Highway 7
- Grade Separation
- Trafalgar Road Improvements Options
- Conceptual Corridor Option 1
- Conceptual Corridor Option 2
- Conceptual Corridor Option 3
- Factors for Analysis and Evaluation
- Next Steps

The display panels are included in Appendix B (not including the existing conditions plan).

7. FORMAT

Open House

The PIC was conducted as an open house from 6:30 p.m. to 8:30 p.m. Those who attended could review the available display panels and discuss the study with Regional Staff and the Consultants.

Sign-in and Comment

Individuals attending the PIC were asked to sign the register upon arrival. Attendees were informed of the availability of comment sheets and were invited to complete comment sheets at the meeting or to provide any further comments by **Friday, December 5, 2014** via mail, e-mail or fax. The information presented at the PIC was also made available on the Region's website:

www.halton.ca/EASProjects

8. VERBAL AND WRITTEN COMMENTS

Attendees reviewed the panels and discussed their issues and comments with Regional Staff and the Consultants. Twelve (12) comment sheets were submitted at the PIC. Seven (7) written comments were submitted following the PIC in the form of emails and letters by December 5, 2014. All comments received are included in Appendix C. A summary of the key comments is provided below:

- Concerns that widening Trafalgar Road would impact operations of business situated along the corridor.
- Delays due to existing at-grade rail crossings are becoming more frequent and longer. Construction of a grade separation must be completed as soon as possible.
- Impacts to agricultural lands are a concern under Options 2 and 3.
- Blowing snow from fields along Trafalgar Road is a safety concern.
- Grade separating Trafalgar Road from the rail lines would be easier and less costly along a new alignment.
- School bus safety needs to be maintained or improved.
- Increases in traffic noise levels are a concern.
- Widening the existing Trafalgar Road alignment (Option 1) is the easiest and most economical choice.
- Will grade separation(s) be an overpass, or an underpass?
- When will construction begin?
- When will the property impacts be known?
- Agricultural activities in the area should be considered when setting speed limits during the design process and adequate signage should be posted letting commuters know that there are active farming operations in the area.
- A bypass should instead be constructed through the hydro corridor between Fourth Line and Fifth Line to accommodate truck traffic generated by the quarry in Acton.

APPENDICES

**APPENDIX A
NOTICE OF
PUBLIC INFORMATION CENTRE
(NOVEMBER 20, 2014)**

NOTICE OF PUBLIC INFORMATION CENTRE #1

CLASS ENVIRONMENTAL ASSESSMENT STUDY

**Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7,
Town of Halton Hills
PR-2960A/PR-2961A**

Study

Halton Region has initiated a Class Environmental Assessment (Class EA) study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands to 2031 on Trafalgar Road from Steeles Avenue to Highway 7, in the Town of Halton Hills. The Class EA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and overall traffic operations. The impact of road improvements on social, cultural, economic and natural environments will also be evaluated and assessed during the study.

Process

The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007 and 2011), which is approved under the *Ontario Environmental Assessment Act*.

A key component of the study will be consultation with interested stakeholders (public and regulatory agencies) through Public Information Centres (PIC). The first Public Information Centre has been arranged for:

Date: Thursday, November 20, 2014
Time: Drop-in: 6:30 – 8:30 p.m.
Location: Georgetown District High School – Cafeteria
70 Guelph Street, Halton Hills, ON L7G 3Z5

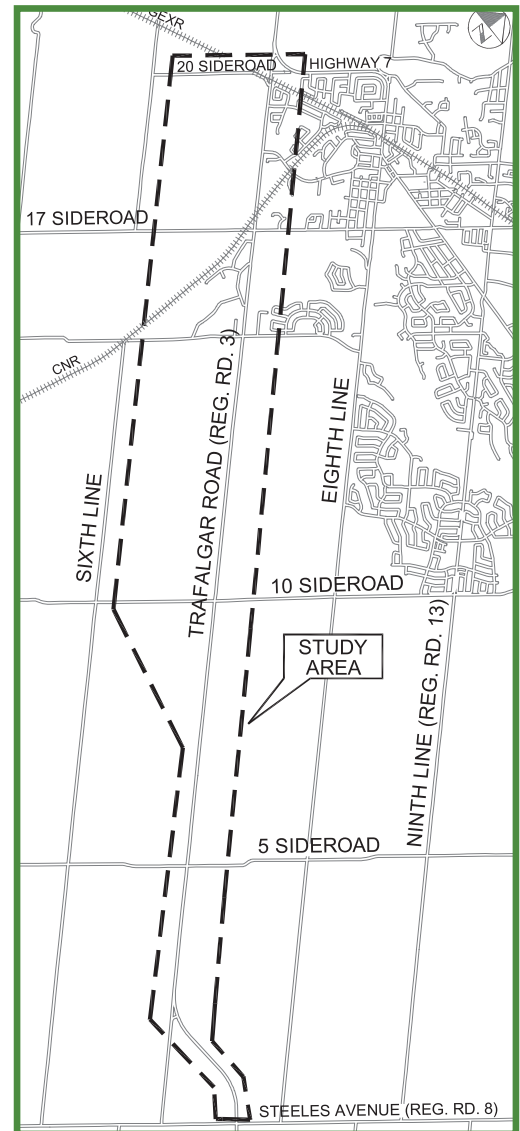
The purpose of the PIC is to review and obtain public input on the problems being addressed, background information and the planning alternatives being considered. Anyone with an interest in this study is invited to attend and participate.

Comments

If you are unable to attend the Public Information Centre and would like to provide comments, please forward them by Friday, December 5, 2014 to either Project Team member. For more information on this project, please visit the project website at Halton.ca/EAprojects.

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The map shows the approximate limits of the study area.

