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**APPENDIX B  
PIC DISPLAY PANELS  
(NOVEMBER 20, 2014)**

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

## **Welcome**

**Public Information Centre**

**November 20, 2014**

Members of the Project Team are available to discuss and answer any questions you may have.

## ***Please Sign In***



# STUDY AREA

Halton Region is carrying out a Class Environmental Assessment (Class EA) Study for improvements to the Trafalgar Road corridor from Steeles Avenue to Highway 7 in the Town of Halton Hills.

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



# PURPOSE OF THE PIC

- The Purpose of this Public Information Centre (PIC) is to present:
  - background information for the Trafalgar Road corridor within the Study Area
  - planning alternatives being considered
  - the conceptual corridor options
- Discuss the project and collect public input

Comment sheets are available and we encourage you to fill one out at the PIC or submit it to the Project Team by

**Friday, December 5, 2014.**



# PAST AND RECENT STUDIES

Studies were carried out in the past for improvements to the Trafalgar Road corridor, and have been reviewed by the Project Team as background information.

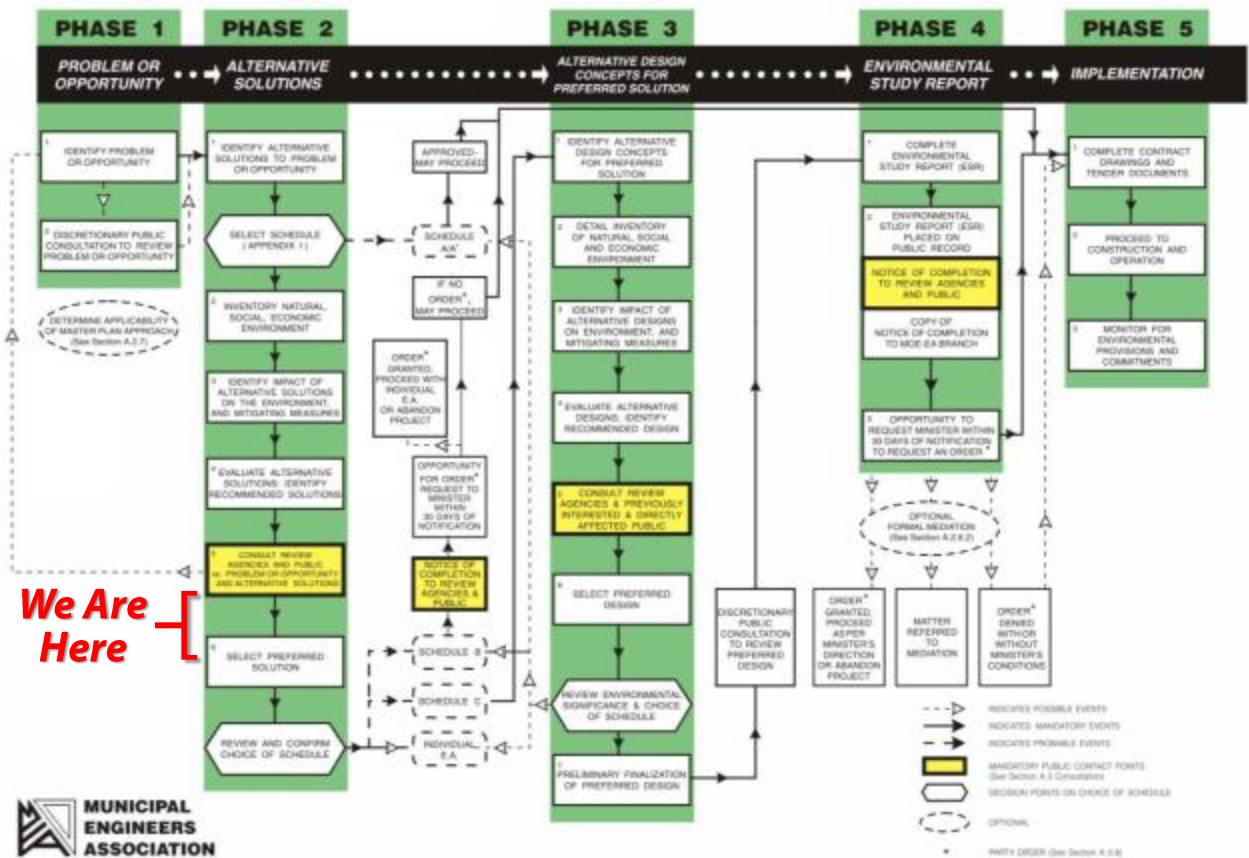
- Trafalgar Road Class Environmental Assessment (EA) 10 Side Road to Highway 7 – Initiated in 2003, discontinued in 2009
  - Alternatives were considered for widening along existing right-of-way (ROW) and realignment to the west
  - The Trafalgar Road EA was cancelled due to several other planning studies being initiated by Halton Region and other levels of government. These other studies would potentially impact the future traffic volumes on Trafalgar Road and change the transportation needs for Halton Hills
  - These other projects included GTA West, HPBATS and other Regional planning studies (e.g. Transportation Master Plan, and Sustainable Halton)
- Trafalgar Road Short Term Intersection and Operations Review – 2011
  - Recommendations included strategies for speed management and traffic operation improvements
  - 5 Side Road intersection already widened to 4 lanes
  - 10 Side Road intersection planned to be widened to 4 lanes



# STUDY PROCESS

The Municipal Class Environmental Assessment (Class EA) is an approved process for planning and designing municipal projects, including roads. The Class EA describes the process that proponents must follow in order to meet the requirements of the Provincial EA Act.

- Based on the scope of this project, the Trafalgar Road EA Study is being planned as a Schedule 'C' project, which will complete Phases 1 to 4 outlined below.







# BACKGROUND

## Halton Region Official Plan (ROPA 38)

- The Official Plan guides the land use planning within Halton Region through the goals, objectives and policies in the plan
- Trafalgar Road is classified as a major arterial road. The purpose of a Major Arterial as defined in the Official Plan are:
  - Serve mainly inter-regional travel demands
  - May serve an *Intensification Corridor*
  - Accommodate all truck traffic
  - Accommodate *higher order transit* services and high occupancy vehicle lanes
  - Connect Urban Areas in different municipalities
  - Carry high volumes of traffic
  - Distribute traffic to and from Provincial *Freeways and Highways*
  - Accommodate *active transportation*

## Halton Regional Transportation Master Plan (TMP) - The Road to Change

- The TMP identified Trafalgar Road to be widened to 4 travel lanes with grade separations at CNR and GEXR railway crossings



## Halton Regional Active Transportation Master Plan Study (Ongoing)

- Halton Region is carrying out an Active Transportation Master Plan Study to create a 20-year vision for active transportation in Halton Region
  - An active transportation network includes sidewalks, multi-use paths, crosswalks, on-road bike lanes and off-road trails
  - On Trafalgar Road, the following active transportation facilities are proposed:
    - Steeles Avenue to 10 Side Road: Multi-use path on west side only, paved shoulders;
    - 10 Side Road to 15 Side Road: Multi-use path on east side only, on-road bike lanes;
    - 15 Side Road to 17 Side Road: Multi-use path on east side, sidewalk on west side, on-road bike lanes; and
    - 17 Side Road to Highway 7: Sidewalk on east side, on-road bike lanes







# EXISTING CONDITIONS PLAN





# EXISTING CONDITIONS

## Social and Economic Environment

The character of Trafalgar Road changes from rural to urban from south to north. Key landmarks and communities include:

- Communities (from south to north):
  - Hornby, Ashgrove, Stewarttown and Georgetown
- Schools and recreation centres:
  - Pineview Public School, Stewarttown Middle School, Halton Hills Christian School
  - Trafalgar Sports Park
- Other studies related to land use and infrastructure improvements:
  - Ongoing Vision Georgetown Study
  - Various potential development activities
  - Halton Hills Drive Extension Class EA Study
  - Ninth Line Class EA Study



## Vision Georgetown Secondary Plan Draft Concept Options



For more information about the Vision Georgetown Study, please go to Town of Halton Hills website: [www.haltonhills.ca](http://www.haltonhills.ca)

# EXISTING CONDITIONS

## Cultural Environment

There are a number of cultural heritage features within the Study Area. To gain a better understanding of the cultural environment, a Built Heritage Assessment and a Stage 1 Archaeological Assessment were carried out.

- **Built Heritage Assessment**
  - 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
- **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 previously 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



# EXISTING CONDITIONS

## Natural Environment

There are many natural environmental features within the Study Area. The Project Team carried out extensive background review, field work completed in spring, summer and fall of 2014, as well as consultation with Conservation Halton and Credit Valley Conservation.

- Policy Designated Areas

- Lands Regulated by Credit Valley Conservation (CVC) and Halton Region Conservation Authority (HRCA) under Regulations 160/06 and 162/06, respectively;
- 'Greenland System' lands under the Region of Halton Official Plan (2006);
- 'Protected Countryside' lands under the Greenbelt Plan (2005)
- 'Escarpment Rural Area' under the Niagara Escarpment Plan (2005)
- Natural Heritage System (Halton Region Official Plan)



- 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
- **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



Other features are described in the Existing Condition display

# EXISTING AND FUTURE CONDITIONS

## Transportation

- Trafalgar Road is an existing two lane rural road with posted speeds ranging from 60 km/h to 80 km/h
- Recent improvements include 5 Side Road / intersection improvements to 4 lanes, as well as speed management measures from north of 15 Side Road, and north of 17 Side Road
- There are two at-grade rail crossings on Trafalgar Road, - CNR and GEXR
  - CNR: 25 daily trains (Freight only, may vary)
  - GEXR: 12 daily trains (GO Train 4, VIA 6, Freight 2)
- There are limited provisions for cyclists and pedestrians
- Daily travel demand ranges between 9,500 (near Highway 7) to 16,000 vehicles (near Steeles Avenue)
- Trucks are approximately 9 % to 11 % of all traffic
- Future corridor traffic growth to 2031 reflects average peak hour growth rate of 2.5 % per year
- Daily travel demand projections to 2031 based on peak hour traffic growth rate – estimated to range between 15,000 to 25,000 vehicles:
  - North of Steeles Avenue 25,000 vehicles
  - 5 Side Road to Maple Avenue 16,000 to 20,000 vehicles
  - Maple Avenue to Highway 7 15,000 vehicles





# EXISTING AND FUTURE CONDITIONS

## Transportation

- Traffic assessment was completed out to understand the operating conditions at the signalized intersections on Trafalgar Road under the **“Do Nothing”** scenario

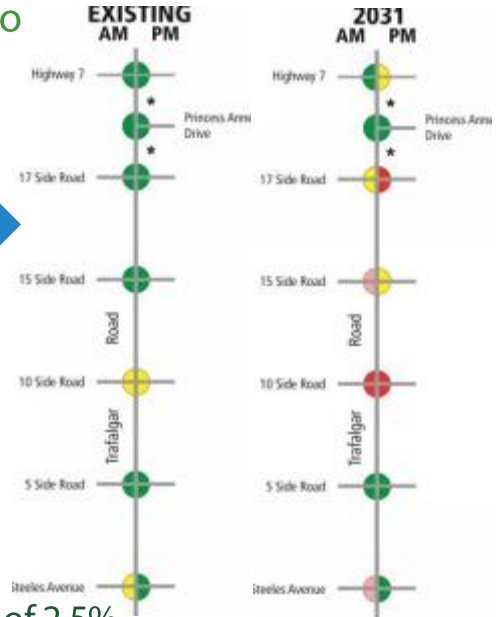
### LEGEND Intersection Operation



**EXAMPLE:** At Steeles Avenue in 2031, northbound operates below capacity in the PM Peak Hour

**NOTE:** \* Existing at grade rail crossings on Trafalgar Road. Delays as a result of train crossings are not included in the traffic model. However, it is recognized that there are long queues and delays due to train crossings.

**CONDITIONS WITH CURRENT CAPACITY** →



- Future conditions assume:
  - Average annual peak hour growth rate of 2.5%
  - Other planned roadway improvements are in place
- Under the **“Do Nothing”** scenario, the intersections at 10 Side Road, 15 Side Road and 17 Side Road are projected to operate at or over capacity by 2031
- Providing additional capacity in the Trafalgar Road corridor (i.e. widening to 4 lanes) will alleviate capacity issues at major intersections and will support future growth and development

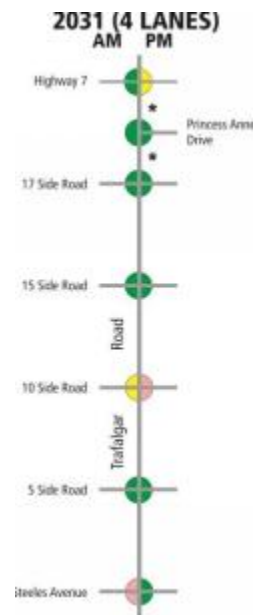
### LEGEND Intersection Operation



**Example:** At Steeles Avenue in 2031, northbound operates below capacity in the PM Peak Hour

**NOTE:** \* Existing at grade rail crossings on Trafalgar Road. Delays as a result of train crossings are not included in the traffic model. However, it is recognized that there are long queues and delays due to train crossings.

**CONDITIONS WITH ADDED CAPACITY** →



# RAIL CROSSING

- Trafalgar Road crosses the CNR and GEXR tracks at level crossings north of 17 Side Road and south of Highway 7, respectively. Local residents are experiencing significant delay at these crossings
- Typically, a rail line grade separation is warranted if the calculated Exposure Index (EI) results in a certain threshold value. The Exposure index is calculated by multiplying the daily traffic by the number of daily trains
- 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 (by 2031)
- Therefore, grade separations with CNR and GEXR are proposed for the Trafalgar Road corridor



# PROBLEM AND OPPORTUNITIES

- Existing Trafalgar Road is experiencing significant delays during peak periods at rail crossings and delays will increase at 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 all modes of transportation (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

# PLANNING ALTERNATIVES

Improvements to the Trafalgar Road Corridor are required to support existing and future transportation needs while respecting the social, cultural and natural environment. The following Planning Alternatives have been considered.

ALTERNATIVES	DESCRIPTION OF PLANNING ALTERNATIVES	EVALUATION	RECOMMENDATION
<b>Do Nothing</b>	<ul style="list-style-type: none"> <li>Status quo; only planned improvements will be in place, including the widening of Ninth Line, Steeles Avenue, and 10 Side Road (east of Trafalgar Road)</li> </ul>	<ul style="list-style-type: none"> <li>Does not address future needs</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward for comparison only</li> </ul>
<b>Limit Development</b>	<ul style="list-style-type: none"> <li>Limit development within the Town of Halton Hills</li> </ul>	<ul style="list-style-type: none"> <li>Future projections based on approved future urban area</li> </ul>	<ul style="list-style-type: none"> <li>Do not carry forward</li> </ul>
<b>Travel Demand Management Measures</b>	<ul style="list-style-type: none"> <li>Measures to manage travel demand, such as carpooling, flexible work hours, telecommute, etc.</li> </ul>	<ul style="list-style-type: none"> <li>On their own, do not address the problem</li> <li>Part of overall transportation strategy</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward within overall strategy</li> </ul>
<b>Improved Transit Service (GO Transit) / Other Modes of Transportation</b>	<ul style="list-style-type: none"> <li>Upgrade GO Transit services on the Kitchener Line, and provide facilities for active transportation use to accommodate pedestrians and cyclists</li> </ul>	<ul style="list-style-type: none"> <li>On their own, do not address the problem</li> <li>Part of overall transportation strategy</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward within overall strategy</li> </ul>
<b>Intersection and/or Operational Improvements</b>	<ul style="list-style-type: none"> <li>Enhance Operations of roadway through minor improvements (i.e. traffic signals, provision of turning lanes, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>On their own, do not address the problem</li> <li>Part of overall transportation strategy</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward within overall strategy</li> </ul>
<b>Improvements to Other Roadways</b>	<ul style="list-style-type: none"> <li>Widen regional roadways in the immediate Study Area to beyond planned improvements (e.g. Steeles Avenue, Ninth Line, and 10 Side Road)</li> </ul>	<ul style="list-style-type: none"> <li>Part of the overall Regional transportation strategy (Transportation Master Plan)</li> </ul>	<ul style="list-style-type: none"> <li>Part of the overall Regional transportation strategy (Transportation Master Plan)</li> </ul>
<b>Improvements to Trafalgar Road</b>	<ul style="list-style-type: none"> <li>Improvements to the Trafalgar Road corridor, including provision for active transportation and the consideration for grade separations with CNR and GEXR railways</li> </ul>	<ul style="list-style-type: none"> <li>Needs identified in Halton Region Transportation Master Plan to support future growth</li> </ul>	<ul style="list-style-type: none"> <li>Carry forward within overall strategy</li> </ul>

# DEVELOPING OPTIONS

In order to develop options for improvements to the Trafalgar Road corridor, the Project Team:

- Reviewed background information from previous studies
- Considered rail grade separations along the Trafalgar Road corridor at CNR and GEXR
- Integrated with ongoing, planned or completed improvements
- Carried out ongoing consultation with Town of Halton Hills, Conservation Authorities, Stakeholders Group, Technical Agencies and Community
- Developed, refined and confirmed options to be pursued



Halton Region TMP, 2011,  
Figure 7.3 – CrossSection



Halton Region ATMP, 2014 (DRAFT)  
Proposed Regional Cycling Network



Halton Region ATMP, 2014 (DRAFT)  
Proposed Regional Walking Network



# PROPOSED TYPICAL SECTION

The typical cross sections for the proposed 4-lane Trafalgar Road have been developed based on Halton Region planning documents, as well as taking into consideration general land uses and community needs. Reduced cross sections will be developed for constrained areas.



STEELES AVENUE TO HORNBY ROAD



HORNBY ROAD TO 10 SIDE ROAD

*Reduced cross sections will be developed for constrained areas*

# PROPOSED TYPICAL SECTION



*Reduced cross sections will be developed for constrained areas*



# GRADE SEPARATION

- Options for grade separation include overpass and underpass (i.e. road over or under railway tracks)
- Options to change rail alignment are typically limited due to constraints on the rail (1 % max. grade), related length of change



- Key considerations for grade separation
  - 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



# TRAFALGAR ROAD IMPROVEMENTS OPTIONS

The details of alternatives will be developed in the next phase of this study and presented at PIC#2 together with an analysis and evaluation and selection of a Preliminary Preferred Plan. Below is a summary of potential alternatives under consideration.

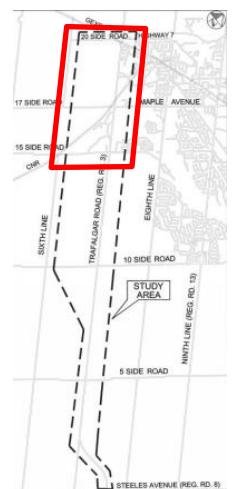
## Steeles Avenue to South of 15 Side Road

- Widening of Trafalgar Road will include options of:
  - Widening equally along current centreline
  - Widening to the east to avoid constraints
  - Widening to the west to avoid constraints
  - Combination of the above as required



## South of 15 Side Road to Highway 7

- Widening of Trafalgar Road will include:
  - Option 1: 1a** - Widening equally along current centreline
  - 1b** - Widening to the east to avoid constraints
  - 1c** - Widening to the west to avoid constraints
  - 1d** - Combination of the above as required
  - Option 2:** New alignment from south of 15 Side Road to Highway 7 aligned west of existing Trafalgar Road
  - Option 3:** New alignment from south of 15 Side Road to Highway 7 aligned east of Sixth Line



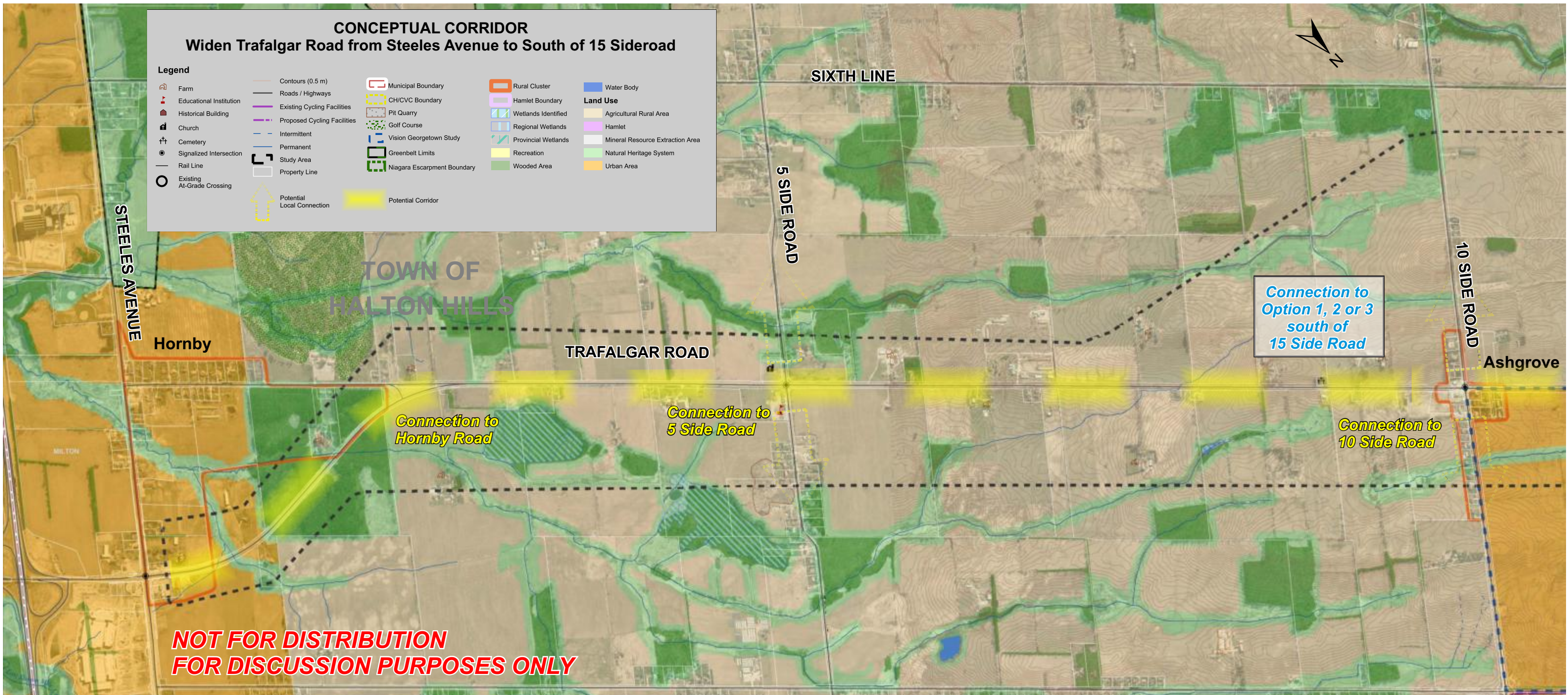


# CONCEPTUAL CORRIDOR

## Widen Trafalgar Road from Steeles Avenue to South of 15 Sideroad

### Legend

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



**NOT FOR DISTRIBUTION  
FOR DISCUSSION PURPOSES ONLY**

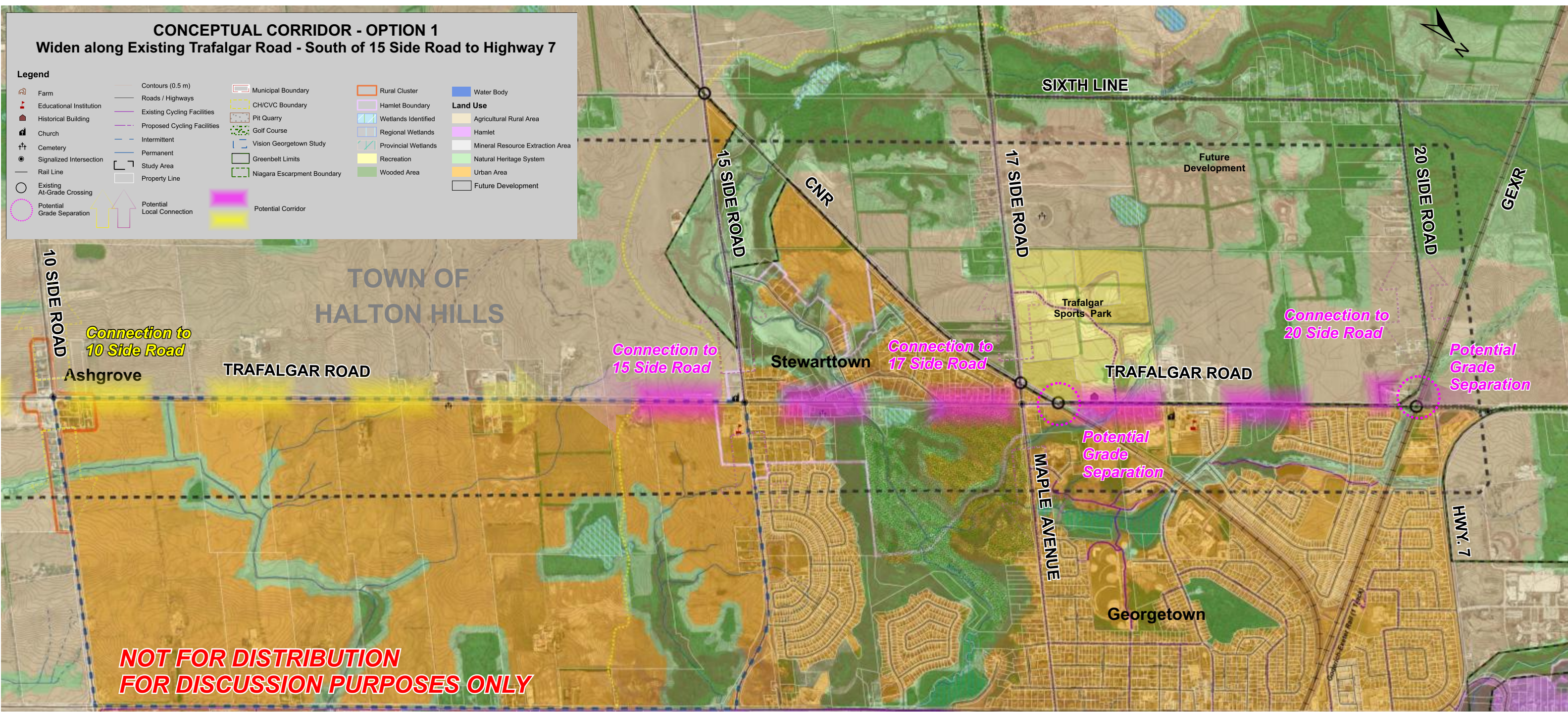


### CONCEPTUAL CORRIDOR - OPTION 1

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

**Legend**

Farm	Contours (0.5 m)	Municipal Boundary	Rural Cluster	Water Body
Educational Institution	Roads / Highways	CH/CVC Boundary	Hamlet Boundary	<b>Land Use</b>
Historical Building	Existing Cycling Facilities	Pit Quarry	Agricultural Rural Area	Hamlet
Church	Proposed Cycling Facilities	Golf Course	Regional Wetlands	Mineral Resource Extraction Area
Cemetery	Intermittent	Vision Georgetown Study	Provincial Wetlands	Natural Heritage System
Signalized Intersection	Permanent	Greenbelt Limits	Recreation	Urban Area
Rail Line	Study Area	Niagara Escarpment Boundary	Wooded Area	Future Development
Existing At-Grade Crossing	Property Line			
Potential Grade Separation	Potential Local Connection			
				Potential Corridor



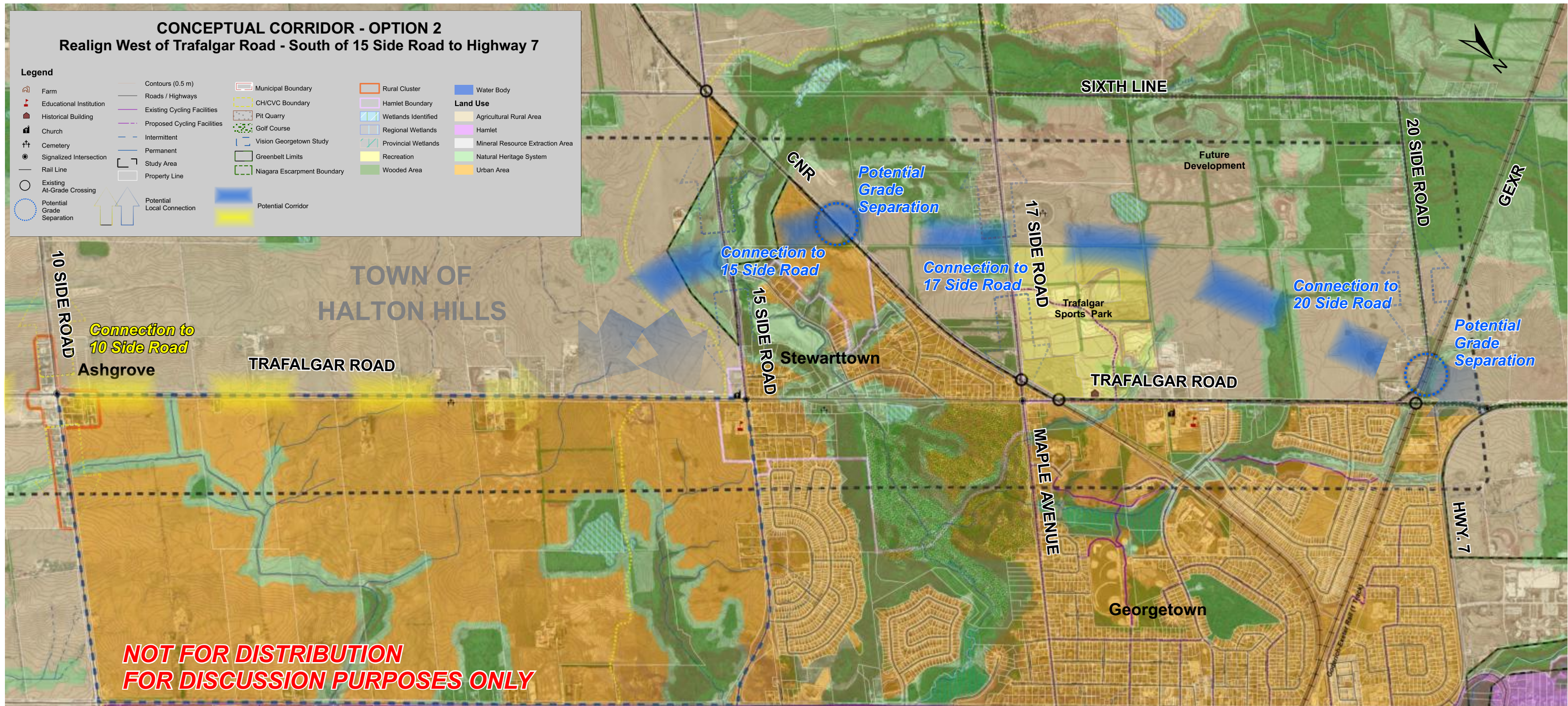
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## CONCEPTUAL CORRIDOR - OPTION 2 Realign West of Trafalgar Road - South of 15 Side Road to Highway 7

### Legend

Farm	Contours (0.5 m)	Municipal Boundary	Rural Cluster	Water Body
Educational Institution	Roads / Highways	CH/CVC Boundary	Hamlet Boundary	<b>Land Use</b>
Historical Building	Existing Cycling Facilities	Pit Quarry	Wetlands Identified	Agricultural Rural Area
Church	Proposed Cycling Facilities	Golf Course	Regional Wetlands	Hamlet
Cemetery	Intermittent	Vision Georgetown Study	Provincial Wetlands	Mineral Resource Extraction Area
Signalized Intersection	Permanent	Greenbelt Limits	Recreation	Natural Heritage System
Rail Line	Study Area	Niagara Escarpment Boundary	Wooded Area	Urban Area
Existing At-Grade Crossing	Property Line	Potential Local Connection	Potential Corridor	
Potential Grade Separation				



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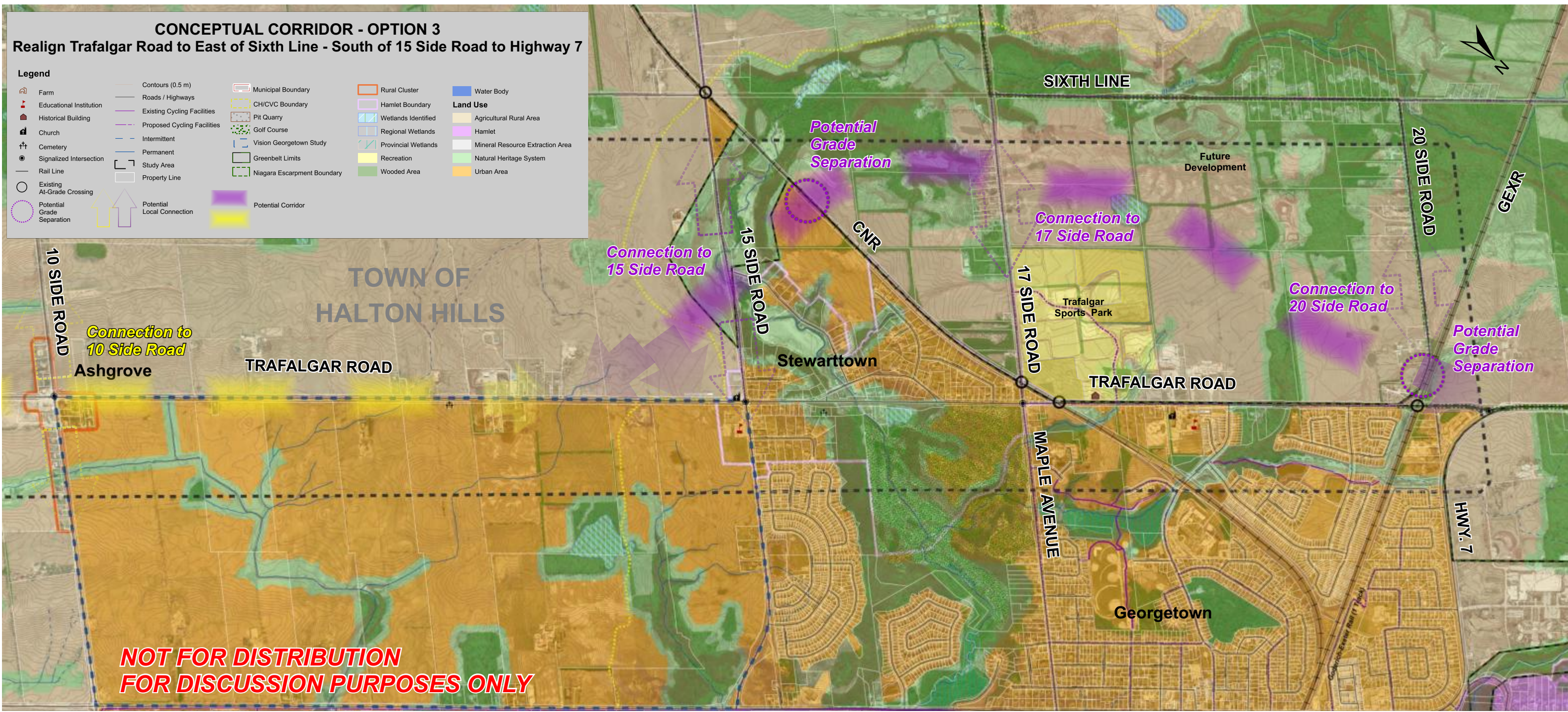


### CONCEPTUAL CORRIDOR - OPTION 3

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

#### Legend

	Farm		Contours (0.5 m)		Municipal Boundary		Rural Cluster		Water Body
	Educational Institution		Roads / Highways		CH/CVC Boundary		Hamlet Boundary		Land Use
	Historical Building		Existing Cycling Facilities		Pit Quarry		Agricultural Rural Area		Hamlet
	Church		Proposed Cycling Facilities		Golf Course		Regional Wetlands		Mineral Resource Extraction Area
	Cemetery		Intermittent		Vision Georgetown Study		Provincial Wetlands		Natural Heritage System
	Signalized Intersection		Permanent		Greenbelt Limits		Recreation		Urban Area
	Rail Line		Study Area		Niagara Escarpment Boundary		Potential Corridor		
	Existing At-Grade Crossing		Property Line						
	Potential Grade Separation		Potential Local Connection						



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# FACTORS FOR ANALYSIS AND EVALUATION

The corridor options will be reviewed based on comments received from agencies, stakeholders and members of the public.

Alignment alternatives will be developed within the corridor options and will be analyzed and evaluated based on the factors below:

## 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



# NEXT STEPS

After this Public Information Centre, the following will be carried out:

- Review and respond to comments received
- Refine corridor options based on comments received
- Develop alignment alternatives
- Consult with technical agencies and stakeholder group
- Public Information Centre #2 – tentatively spring 2015

Visit the study website at:

[www.halton.ca/EAprojects](http://www.halton.ca/EAprojects)

## Please Complete a Comment Sheet

Please provide input by completing a Comment Sheet. Completed sheets can either be dropped in the comment boxes or submitted by mail, fax or e-mail to either of the following Project Team members:

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Phone: 905-823-8500  
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Email: ahmedn@mmm.ca

Please provide all comments by **Friday, December 5, 2014**

**Thank You For Attending!**

