

APPENDIX H
Lane-Deficient Screenlines and
Potential Alternatives

Figure H.1 - Transportation Deficiencies

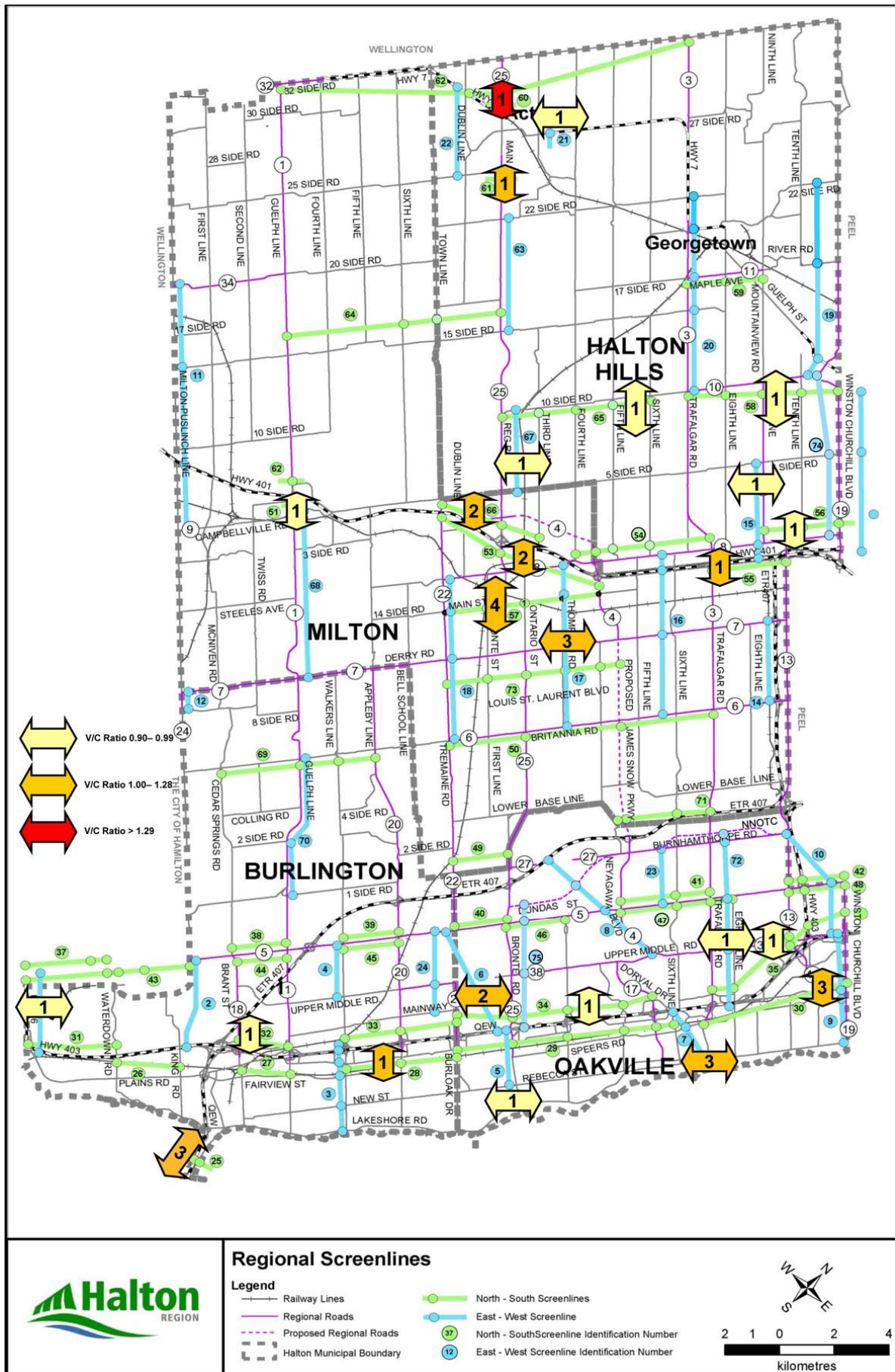


Table H.1- Screenline Deficiencies and Alternative Solutions

SL	Description	Deficiency & Alternative Solutions	Transportation Assessment
Halton Hills Screenlines			
60	Acton – Regional Rd 25 / Hwy 7	<ul style="list-style-type: none"> • RR 25 / Hwy 7 through downtown Acton is over capacity by 2031 (v/c 1.31) with heavy truck traffic causing delays and safety concerns. Potential Solutions include: <ul style="list-style-type: none"> ○ TDM / TSM measures ○ Partial Acton Alternate Route to West ○ Partial Acton Alternate Route to North of Hwy 7 ○ Combination of West & North Alternate Route 	<ul style="list-style-type: none"> • TDM / TSM will not solve deficiency and cannot address heavy truck traffic concerns through downtown. • Alternate route to west draws very little traffic. • Alternate route to north of Acton eliminates deficiency through downtown. <p><i>Improved Alternate route to north of Hwy 7 provides the best Transportation Solution</i></p>
61	South of Acton	<ul style="list-style-type: none"> • RR 25 south of Acton is over capacity by 2031 (v/c 1.09) Potential Solutions include: <ul style="list-style-type: none"> ○ TDM / TSM measures ○ Widen RR 25 to 4 lanes 	<ul style="list-style-type: none"> • Deficiency is 180 veh/hr - less than 1/3 of lane capacity <p><i>Address through TDM/TSM measures</i></p>
21	East of Acton	<ul style="list-style-type: none"> • Hwy 7 to east of Acton is over capacity (v/c 1.29). Significant heavy truck traffic uses this corridor. Potential solutions include: <ul style="list-style-type: none"> ○ TDM / TSM measures ○ Widen Hwy 7 to 4 lanes 	<ul style="list-style-type: none"> • Deficiency in capacity, and heavy truck usage of Hwy 7. <p><i>Widening Hwy 7 to 4 lanes from Trafalgar Rd to East of Acton provides the best Transportation Solution</i></p>
58	South of Georgetown	<ul style="list-style-type: none"> • Trafalgar Road and 9th Line are operating over capacity (v/c=1.08 and 1.04 respectively). Screenline is approaching capacity (v/c= 0.93) 	<ul style="list-style-type: none"> • Will be addressed by planned HP BATS corridor (or North-South portion of GTAW corridor)

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SL	Description	Deficiency & Alternative Solutions	Transportation Assessment
Milton Screenlines			
51	Guelph Line South of Highway 401	<ul style="list-style-type: none"> • Guelph Line south of Hwy 401 approaching capacity (v/c = 0.90). Potential improvements include: <ul style="list-style-type: none"> ○ TDM / TSM measures ○ Widen Guelph Line to 4 lanes 	<ul style="list-style-type: none"> • Deficiency is negligible, screenline operating at v/c=0.90 <p><i>Address through TDM/TSM measures</i></p>
66 53	Central Milton North of Highway 401 Central Milton & South of Highway 401	<ul style="list-style-type: none"> • Screenline 66 North of Highway 401 is at capacity (v/c= 1.00) and requires 1 additional lane of capacity. Screenline 53 South of Highway 401 is over capacity (v/c=1.02) and requires 2 additional lanes of capacity. Alternative Solutions include: <ul style="list-style-type: none"> ○ TDM / TSM ○ Increase Transit Mode Share within Milton beyond 14% assumed in TMP ○ Widen RR 25 to 6 lanes and eliminate jog to Ontario Street ○ New Third Line Crossing of Hwy 401 to connect to Ontario St 	<ul style="list-style-type: none"> • Increasing Transit Mode Share beyond 14% within Milton is not practical and would be difficult to achieve. • Will require both road improvements implemented to address screenline capacity deficiencies. <p><i>Transportation Assessment concludes that widening of RR 25 to 6 lanes, plus New Third Line Crossing of Hwy 401 to Steeles Ave at Ontario Street are required.</i></p> <p><i>Extension of Main Street and Louis St Laurent Ave east to Trafalgar Road (already planned by the Town of Milton) are also required to distribute N-S traffic to new corridor.</i></p>
57	Central Milton South of Main St	<ul style="list-style-type: none"> • Screenline 57 south of Main St is over capacity (v/c=1.09) and requires 2-3 additional lanes of capacity. Alternative Solutions include: <ul style="list-style-type: none"> ○ TDM / TSM ○ Increase Transit Mode Share within Milton beyond 14% ○ Widen Ontario St to 6 lanes (for Transit use only) to continue RR 25 transit corridor ○ New 6 lane arterial east of JSP (Steeles Ave South to Britannia Rd), including 401 interchange 	<ul style="list-style-type: none"> • Increasing Transit Mode Share beyond 14% for Milton is not practical and would be difficult to achieve. • Will require both road improvements implemented to address screenline capacity deficiencies. <p><i>Transportation Assessment concludes that widening of Ontario St to 6 lanes (Steeles Ave – Derry Rd) for transit use only, plus New 6 lane arterial east of JSP (Steeles Ave South to Britannia Rd), including 401 interchange are required.</i></p>

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SL	Description	Deficiency & Alternative Solutions	Transportation Assessment
55	East Milton South of Highway 401	<ul style="list-style-type: none"> • Screenline 55 south of Hwy 401 is over capacity (v/c=1.02) and requires 1 additional lane of capacity. Alternative Solutions include: <ul style="list-style-type: none"> ○ TDM / TSM ○ Increase Transit Mode Share beyond 14% ○ Widen Hwy 407 N-S 6 lanes (401 to 403) ○ New 6 lane arterial east of JSP (Steeles Ave South to Britannia Rd), including 401 interchange ○ Widen Trafalgar Road to 6 lanes + BRT lanes 	<ul style="list-style-type: none"> • Increasing Transit Mode Share beyond 14% for Milton is not practical and would be difficult to achieve. • Widening North-South section of Hwy 407 does not remove deficiency. • Widening Trafalgar to 8 lanes (6+BRT) does not comply with Regional cross section standards. <p><i>Transportation Assessment concludes that New 6 lane arterial east of JSP (Steeles Ave South to Britannia Rd), including 401 interchange is best solution.</i></p>
17	East of Thompson Road	<ul style="list-style-type: none"> • Screenline 17 is over capacity (v/c=1.02) and requires 2 additional lanes of capacity. Alternative solutions include: <ul style="list-style-type: none"> ○ TDM / TSM ○ Increase Transit Mode Share beyond 14% ○ Widen Steeles Ave to 6 GP Lanes + BRT ○ Widen Britannia Road to 6 lanes ○ Widen Derry Road to 6 lanes 	<ul style="list-style-type: none"> • Increasing Transit Mode Share beyond 14% for Milton not practical and difficult to achieve. <p><i>Transportation Assessment concludes the following are needed:</i></p> <ul style="list-style-type: none"> - widening of Derry Rd to 6 lanes (Tremaine Rd to east Regional Boundary). - Britannia Road widening 4 GPL +2 HOV lanes from Tremaine Road to Regional boundary will also increase capacity on screenline and address demands.

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SL	Description	Deficiency & Alternative Solutions	Transportation Assessment
Oakville Screenlines			
30	East Oakville at CNR	<ul style="list-style-type: none"> • Screenline 30 is approaching capacity (v/c=0.97) and requires 1 additional lane of capacity. Alternative solutions include: <ul style="list-style-type: none"> ○ TDM / TSM ○ Increase Transit Mode Share ○ Widen Ford Dr to 6 lanes 	<ul style="list-style-type: none"> • Deficiency is 420 veh/hr which is just slightly greater than 1/3 of lane capacity. • No Regional solutions exist for this screenline. <p><i>Address through TDM/TSM measures as this is close to the Midtown Oakville Centre (UGC) and higher transit usage is feasible in this area.</i></p>
7	Oakville Creek (south)	<ul style="list-style-type: none"> • Screenline 7 is approaching capacity (v/c=0.96) and requires 1 additional lane of capacity. Alternative solutions include: <ul style="list-style-type: none"> ○ TDM / TSM ○ Increase Transit Mode Share ○ Widen QEW to 10 lanes (8+HOV) ○ Widen Speers Road to 6 lanes 	<ul style="list-style-type: none"> • Deficiency related to QEW over capacity. Local and Regional Roads crossing screenline operating at v/c ratio <0.90. <p><i>Recommendation – Do Nothing</i></p>
6 5	Bronte Creek North Bronte Creek South	<ul style="list-style-type: none"> • Screenline 5 & 6 both approaching/over capacity (v/c=0.98 and 1.04 respectively). Screenline 5 requires 1 new lane and Screenline 6 requires 2 additional lanes of capacity. Alternative solutions include: <ul style="list-style-type: none"> ○ TDM / TSM ○ Increase Transit Mode Share ○ Widen QEW to 10 lanes (8+HOV) ○ Widen Wyecroft Road to 6 lanes ○ New North Service Road Connection Across Bronte Creek ○ Upper Middle Road extension across Bronte Creek 	<ul style="list-style-type: none"> • Capacity deficiency caused by local traffic using QEW to cross Bronte Creek. Widening QEW attracts additional long distance traffic to corridor and does not address deficiency. • Upper Middle Rd extension or New North Service Rd connection both address deficiencies on both screenlines. <p><i>Transportation Assessment concludes that New North Service Road extension (4 lanes) across Bronte Creek provides best solution.</i></p>

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SL	Description	Deficiency & Alternative Solutions	Transportation Assessment
Burlington Screenlines			
32	Central Burlington N of QEW	<ul style="list-style-type: none"> Screenline 32 is approaching capacity (v/c=0.92). Alternative solutions include: <ul style="list-style-type: none"> TDM / TSM Increase Transit Mode Share 	<ul style="list-style-type: none"> Deficiency is 90 veh/hr - less than 1/3 of lane capacity <p><i>Address through TDM/TSM measures</i></p>
1	East of Hwy 6	<ul style="list-style-type: none"> Screenline 1 is approaching capacity (v/c=0.92). Alternative solutions include: <ul style="list-style-type: none"> TDM / TSM Increase Transit Mode Share Widen Dundas St to 6 lanes (City of Hamilton) 	<ul style="list-style-type: none"> Deficiency related to Hwy 403 operating over capacity. <p><i>Recommendation - Do Nothing</i></p>
25	Skyway Bridge	<ul style="list-style-type: none"> Screenline 25 is over capacity (v/c=1.01) and requires 2 lanes of capacity. Alternative solutions include: <ul style="list-style-type: none"> TDM / TSM Increase Transit Mode Share Widen QEW 	<ul style="list-style-type: none"> Deficiency related to QEW operating over capacity. <p><i>Recommendation - Do Nothing</i></p>
Network Connectivity & Goods Movement Improvement Needs			
49	North of Burnhamthorpe Rd	<ul style="list-style-type: none"> Screenline 49 operating at acceptable levels, with planned HOV lane on Bronte Rd., which is intended to primarily facilitate longer-term high order transit between Bronte GO Station and Milton. Without the HOV lane for use by auto traffic the screenline would be over capacity (v/c=1.05). Tremaine Road has potential as a Regional Goods Movement corridor. Widening to 4 lanes from Highway 407 to Dundas St would provide continuous corridor capacity. 	<ul style="list-style-type: none"> Network rationalisation Demand Forecasting Goods movement corridor Service Education Village <p><i>Recommendation - Widen Tremaine Road to 4 lanes - Britannia Road to Dundas Street</i></p>
71	James Snow Parkway	<ul style="list-style-type: none"> Screenline is under 0.90 v/c threshold, however Trafalgar Road is over capacity (v/c 1.02) and 4th Line and 6th Line are rural roads with poor connections to Oakville and no connections to 407. Modelling shows that JSP connection provides broad relief to a number of local roads. 	<ul style="list-style-type: none"> Network Rationalisation Demand Forecasting <p><i>Recommendation - Provide 6 lane extension from Britannia Road to Highway 407</i></p>

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SL	Description	Deficiency & Alternative Solutions	Transportation Assessment
72	Upper Middle Road	<ul style="list-style-type: none"> Screenline 72 is under 0.90 v/c threshold, however QEW is over capacity (v/c=1.17) and Upper Middle Road is at v/c=1.06 for 4 lane section. Upper Middle Road takes spill over traffic from QEW during periods of congestion and reduction from planned 6 lanes to 4 lanes will cause an additional network choke point restricting ability to manage traffic during QEW incidents. 	<ul style="list-style-type: none"> Network rationalisation Demand Forecasting Traffic Management / TSM <p><i>Recommendation - Completion of six laning of UMR corridor between Appleby Line and Winston Churchill Boulevard</i></p>