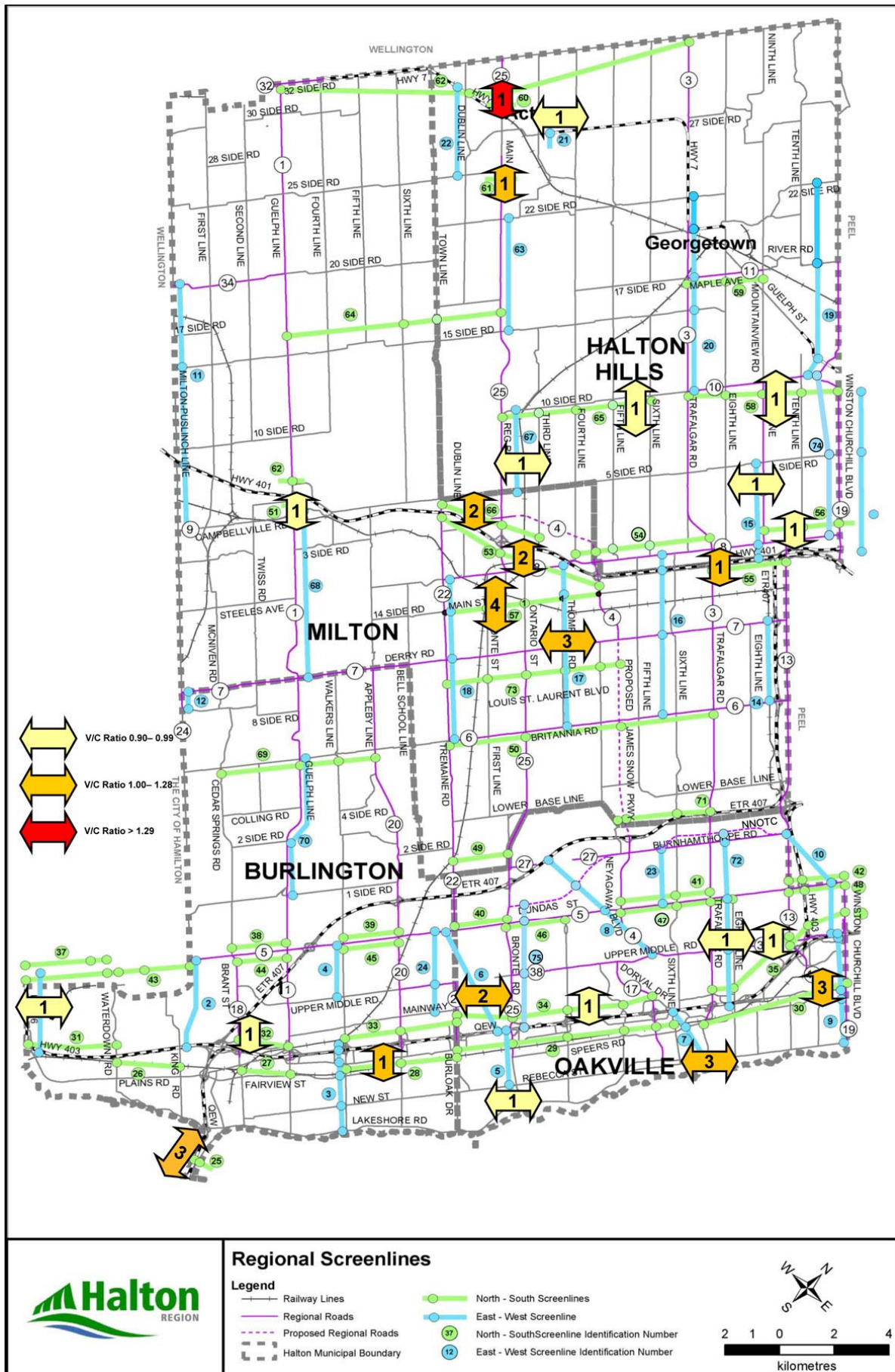


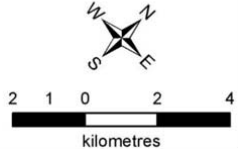
**APPENDIX H**  
**Lane-Deficient Screenlines and**  
**Potential Alternatives**

Figure H.1 - Transportation Deficiencies



**Regional Screenlines**

- Legend**
- Railway Lines
  - Regional Roads
  - Proposed Regional Roads
  - Halton Municipal Boundary
  - North - South Screenlines
  - East - West Screenline
  - North - South Screenline Identification Number
  - East - West Screenline Identification Number



**Table H.1- Screenline Deficiencies and Alternative Solutions**

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

**Table H.1- Screenline Deficiencies and Alternative Solutions**

SL	Description	Deficiency & Alternative Solutions	Transportation Assessment
<b>Milton Screenlines</b>			
51	Guelph Line South of Highway 401	<ul style="list-style-type: none"> <li>• Guelph Line south of Hwy 401 approaching capacity (<math>v/c = 0.90</math>). Potential improvements include:                             <ul style="list-style-type: none"> <li>○ TDM / TSM measures</li> <li>○ Widen Guelph Line to 4 lanes</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Deficiency is negligible, screenline operating at <math>v/c=0.90</math></li> </ul> <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"> <li>• Screenline 66 North of Highway 401 is at capacity (<math>v/c=1.00</math>) and requires 1 additional lane of capacity. Screenline 53 South of Highway 401 is over capacity (<math>v/c=1.02</math>) and requires 2 additional lanes of capacity. Alternative Solutions include:                             <ul style="list-style-type: none"> <li>○ TDM / TSM</li> <li>○ Increase Transit Mode Share within Milton beyond 14% assumed in TMP</li> <li>○ Widen RR 25 to 6 lanes and eliminate jog to Ontario Street</li> <li>○ New Third Line Crossing of Hwy 401 to connect to Ontario St</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Increasing Transit Mode Share beyond 14% within Milton is not practical and would be difficult to achieve.</li> <li>• Will require both road improvements implemented to address screenline capacity deficiencies.</li> </ul> <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"> <li>• Screenline 57 south of Main St is over capacity (<math>v/c=1.09</math>) and requires 2-3 additional lanes of capacity. Alternative Solutions include:                             <ul style="list-style-type: none"> <li>○ TDM / TSM</li> <li>○ Increase Transit Mode Share within Milton beyond 14%</li> <li>○ Widen Ontario St to 6 lanes (for Transit use only) to continue RR 25 transit corridor</li> <li>○ New 6 lane arterial east of JSP (Steeles Ave South to Britannia Rd), including 401 interchange</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Increasing Transit Mode Share beyond 14% for Milton is not practical and would be difficult to achieve.</li> <li>• Will require both road improvements implemented to address screenline capacity deficiencies.</li> </ul> <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>

**Table H.1- Screenline Deficiencies and Alternative Solutions**

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

**Table H.1- Screenline Deficiencies and Alternative Solutions**

SL	Description	Deficiency & Alternative Solutions	Transportation Assessment
<b>Oakville Screenlines</b>			
30	East Oakville at CNR	<ul style="list-style-type: none"> <li>• 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"> <li>○ TDM / TSM</li> <li>○ Increase Transit Mode Share</li> <li>○ Widen Ford Dr to 6 lanes</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Deficiency is 420 veh/hr which is just slightly greater than 1/3 of lane capacity.</li> <li>• No Regional solutions exist for this screenline.</li> </ul> <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"> <li>• 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"> <li>○ TDM / TSM</li> <li>○ Increase Transit Mode Share</li> <li>○ Widen QEW to 10 lanes (8+HOV)</li> <li>○ Widen Speers Road to 6 lanes</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Deficiency related to QEW over capacity. Local and Regional Roads crossing screenline operating at v/c ratio &lt;0.90.</li> </ul> <p><i>Recommendation – Do Nothing</i></p>
6 5	Bronte Creek North Bronte Creek South	<ul style="list-style-type: none"> <li>• Screenline 5 &amp; 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"> <li>○ TDM / TSM</li> <li>○ Increase Transit Mode Share</li> <li>○ Widen QEW to 10 lanes (8+HOV)</li> <li>○ Widen Wyecroft Road to 6 lanes</li> <li>○ New North Service Road Connection Across Bronte Creek</li> <li>○ Upper Middle Road extension across Bronte Creek</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Upper Middle Rd extension or New North Service Rd connection both address deficiencies on both screenlines.</li> </ul> <p><i>Transportation Assessment concludes that New North Service Road extension (4 lanes) across Bronte Creek provides best solution.</i></p>

**Table H.1- Screenline Deficiencies and Alternative Solutions**

SL	Description	Deficiency & Alternative Solutions	Transportation Assessment
<b>Burlington Screenlines</b>			
32	Central Burlington N of QEW	<ul style="list-style-type: none"> <li>Screenline 32 is approaching capacity (v/c=0.92). Alternative solutions include:                             <ul style="list-style-type: none"> <li>TDM / TSM</li> <li>Increase Transit Mode Share</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Deficiency is 90 veh/hr - less than 1/3 of lane capacity</li> </ul> <p><i>Address through TDM/TSM measures</i></p>
1	East of Hwy 6	<ul style="list-style-type: none"> <li>Screenline 1 is approaching capacity (v/c=0.92). Alternative solutions include:                             <ul style="list-style-type: none"> <li>TDM / TSM</li> <li>Increase Transit Mode Share</li> <li>Widen Dundas St to 6 lanes (City of Hamilton)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Deficiency related to Hwy 403 operating over capacity.</li> </ul> <p><i>Recommendation - Do Nothing</i></p>
25	Skyway Bridge	<ul style="list-style-type: none"> <li>Screenline 25 is over capacity (v/c=1.01) and requires 2 lanes of capacity. Alternative solutions include:                             <ul style="list-style-type: none"> <li>TDM / TSM</li> <li>Increase Transit Mode Share</li> <li>Widen QEW</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Deficiency related to QEW operating over capacity.</li> </ul> <p><i>Recommendation - Do Nothing</i></p>
<b>Network Connectivity &amp; Goods Movement Improvement Needs</b>			
49	North of Burnhamthorpe Rd	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Network rationalisation</li> <li>Demand Forecasting</li> <li>Goods movement corridor</li> <li>Service Education Village</li> </ul> <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"> <li>Screenline is under 0.90 v/c threshold, however Trafalgar Road is over capacity (v/c 1.02) and 4<sup>th</sup> Line and 6<sup>th</sup> 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.</li> </ul>	<ul style="list-style-type: none"> <li>Network Rationalisation</li> <li>Demand Forecasting</li> </ul> <p><i>Recommendation - Provide 6 lane extension from Britannia Road to Highway 407</i></p>

**Table H.1- Screenline Deficiencies and Alternative Solutions**

<b>SL</b>	<b>Description</b>	<b>Deficiency &amp; Alternative Solutions</b>	<b>Transportation Assessment</b>
72	Upper Middle Road	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Network rationalisation</li> <li>Demand Forecasting</li> <li>Traffic Management / TSM</li> </ul> <p><i>Recommendation - Completion of six laning of UMR corridor between Appleby Line and Winston Churchill Boulevard</i></p>