

**Midtown Oakville Transportation and Stormwater  
Municipal Class EA Final Report June 2014**

**APPENDIX E  
PRELIMINARY IMPROVEMENTS A TO D**

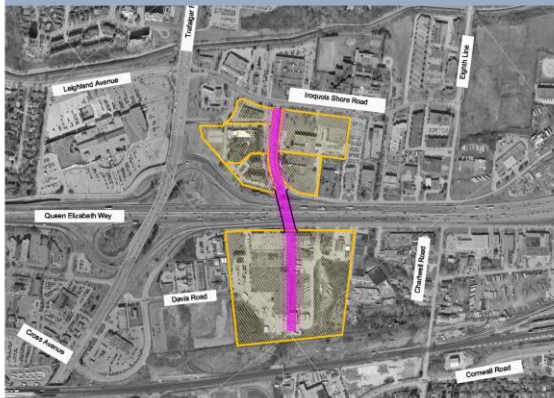
## Improvement A: North / South QEW Road Crossing

**Improvement A1 – Midblock between Trafalgar Road and Eighth Line - Chartwell Road**



➔ Carried forward for further evaluation.

**Improvement A2 – Along section of North Service Road**

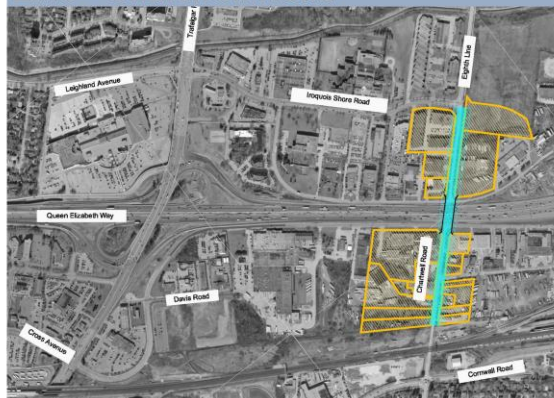


➔ **Not carried forward for further evaluation.**

Justification:

➔ • Improvement A5, which includes extension to the intersection of White Oaks Boulevard and Trafalgar Road, has been carried forward instead.

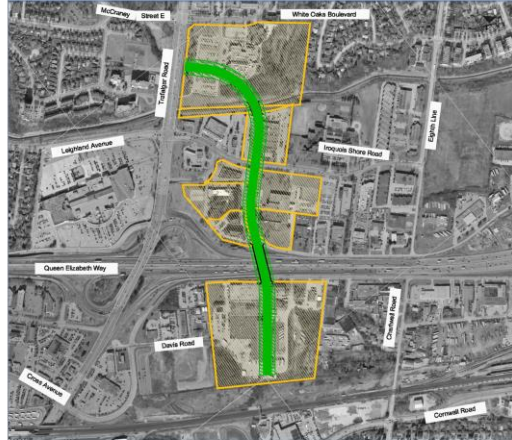
**Improvement A3 – Along Eighth Line - Chartwell Road**



➔ Carried forward for further evaluation.

## Improvement A: North / South QEW Road Crossing

*Improvement A4 – Along section of North Service Road and extending north of diversion channel creating a new intersection with Trafalgar Road*

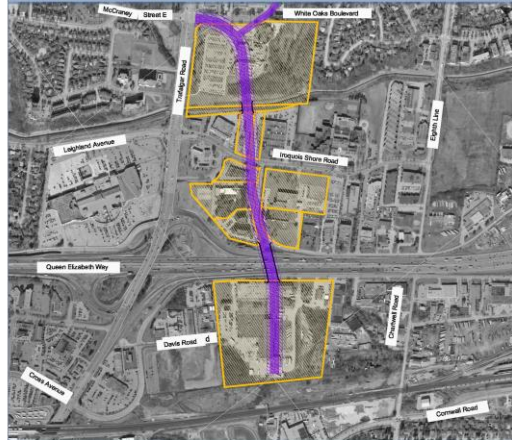


**Not carried forward for further evaluation.**

**Justification:**

- Creates three closely spaced intersections along Trafalgar Road.

*Improvement A5 – Along section of North Service Road and extending north of diversion channel intersecting Trafalgar Road at White Oaks Boulevard*



**Carried forward for further evaluation.**

## Improvement B: Trafalgar Road Interchange

*Improvement B1 – Addition of a direct underpass to Midtown from EB QEW; existing signalized at-grade intersection maintained for traffic destined to Trafalgar Road*



Carried forward for further evaluation.

*Improvement B2 – Minor realignment of EB QEW off-ramp at Trafalgar Road to accommodate through traffic to Midtown*



Not carried forward for further evaluation.

Justification:

- Does not offer a direct connection from EB QEW to Midtown Core.
- Does not provide opportunities for east-west cyclist / pedestrian crossings of Trafalgar Road south of the QEW..

## Improvement C: North/South QEW Active Transportation/Priority Crossing

**Improvement C1 – Along Trafalgar Road**



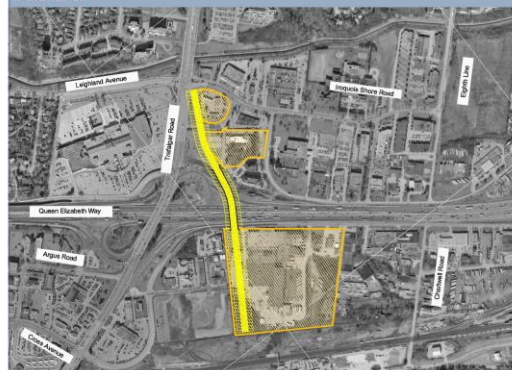
➡ Carried forward for further evaluation.

**Improvement C2 – East of Trafalgar Road**



➡ **Not carried forward for further evaluation.**  
Justification:  
 • Greater impacts to existing properties. Improvement C3 has been carried forward instead.

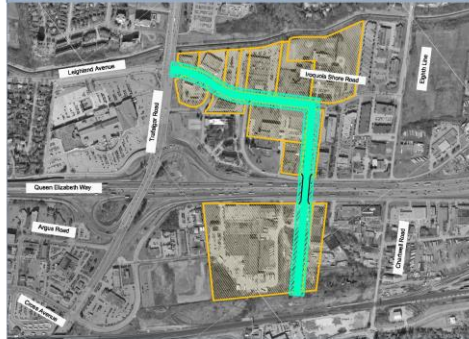
**Improvement C3 – East of Trafalgar Road**



➡ Carried forward for further evaluation.

**Improvement C: North/South QEW Active Transportation/Priority Crossing**

**Improvement C4 – Midblock between Trafalgar Road and Eighth Line - Chartwell Road**



**Not carried forward for further evaluation.**

**Justification:**

- Indirect route for transit operations with increased travel times.

**Improvement C5 – Along section of North Service Road and extending north of diversion channel intersecting Trafalgar Road at White Oaks Boulevard**



**Carried forward for further evaluation.**

**Improvement C6 – Along section of North Service Road and extending north of diversion channel creating a new intersection with Trafalgar Road**



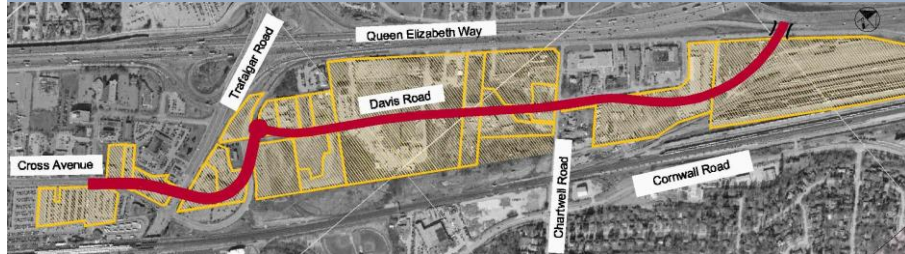
**Not carried forward for further evaluation.**

**Justification:**

- Creates three closely spaced intersections on Trafalgar Road.

## Improvement D: Cross Avenue Extension

*Improvement D1 – Through centre of Midtown from existing South Service Road / Davis Road intersection to Royal Windsor Drive*



Carried forward for further evaluation.

*Improvement D2 – Along Hydro Corridor (south of Midtown) for approximately 500m; north 200m; then east through centre of Midtown to Royal Windsor Drive*



Carried forward for further evaluation.

*Improvement D3 – Along Hydro Corridor (south of Midtown)*



Not carried forward for further evaluation.

Justification:

- Does not provide balanced development opportunities though the Midtown Core, since it is located just north of the Hydro Corridor.

