

# Town of Oakville

## 2012 Development Charge Background Study Transportation Technical Report

Project No. T11-302

February 2013



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February 25, 2013

Corporation of the Town of Oakville  
1225 Trafalgar Road  
Oakville, ON L6H 0H3

**Attention: Dan Cozzi, P.Eng.**  
**Directory, Engineering and Construction**

Dear Dan:

**Re: Development Charge Background Study**  
**Transportation Technical Report, February 2013**

On behalf of Cole Engineering, we are pleased to present to the Town of Oakville the Transportation Technical Report for the Development Charge Background Study. This Report reflects the Town initiatives identified in Switching Gears, the Town's Transportation Master Plan.

Yours truly,

**COLE ENGINEERING GROUP LTD.**

Ray Bacquie, P.Eng., AVS  
Vice President – Transportation

SS:dps

Encl.

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## 1. Introduction

The Town of Oakville has initiated an update of its Development Charge (DC) By-law under the overall coordination of Watson & Associates Economists Ltd. (Watson & Associates). The previous Development Charges Background Study for the town was completed in 2009.

Cole Engineering Group Ltd. (Cole Engineering) was retained by the town to prepare the component of the background study addressing the transportation requirements for the Development Charge Update. The purpose of the transportation study is to establish the growth-related transportation program for input into the Development Charge By-Law. This study reflects the approved transportation strategy necessary to accommodate growth and maintain service levels to 2031 which was articulated in *Switching Gears*, the town's recent Transportation Master Plan (TMP).

This technical report documents the transportation study component of the Development Charge Update.

## 2. Switching Gears, Transportation Master Plan Update

The town presented *Switching Gears*, an update of the town's TMP, to Council in July 2012. The TMP aimed to provide solutions for the efficient movement of people and goods through the town by using a multi-modal transportation system. The TMP addressed the town's transportation requirements up to 2031, based on current land use assumptions and planning initiatives.

The TMP recommended a sustainable transportation strategy that integrates transportation and land use planning, encourages all modes of travel to maintain the economic well-being of the town, provides for transportation choices for the residents of Oakville, and manages transportation demand and congestion within the town.

### 2.1. Land Use and Traffic Forecasts (TMP)

The highway-related program for this DC study is based on the land use growth assumptions and transportation analyses completed for *Switching Gears*.

The *Livable Oakville Plan* identifies primary growth areas for employment and population: Uptown Core, Palermo Village, Kerr Village, Bronte Village and Downtown Oakville and Midtown Oakville (the provincially designated Urban Growth Centre). Additionally, North Oakville East and North Oakville West designate significant growth in population and jobs in Oakville.

The Best Planning Estimates (BPE) growth allocations, prepared by Halton Region under the framework of *Places to Grow*, include the following for the Town of Oakville:

- 41% increase in population, from 174,800 persons in 2011 to 246,400 persons in 2031.
- 41% increase in employment, from 91,000 jobs in 2011 to 128,400 jobs in 2031.

Of the total population growth, 40% will occur in growth areas and corridors and 51% will occur in the new urban expansion areas (i.e. North Oakville). For employment, 14% of the growth will occur in growth areas and corridors, while 52% of new jobs will be located in new urban expansion areas (i.e. North Oakville).

These growth parameters were the basis for the development of the Town of Oakville Transportation Forecasting Model used to project future travel demands as documented in *Switching Gears*.

## 2.2. Growth Forecasts (Watson & Associates)

With respect to population and employment, the 2031 growth forecasts prepared by Watson & Associates for the DC Background Study are consistent with the BPE growth allocations by Halton Region as shown in **Table 1**. Some differences in the population growth projections occur in the short and medium-terms to account for the actual rate of development in North and South Oakville in recent years.

**Table 1: Growth Forecast Comparison**

Horizon Year	BPE	Watson & Associates
2011	174,780	182,520
2012	-	184,061
2021	217,001	218,664
2031	246,399	246,400

## 3. Existing Service Levels

The DC Act requires that the future level of service provided through development charge funds not exceed average levels of service that have been provided in the preceding ten years unless a compensating deduction is made in the calculation. The service level for the transportation system can be measured in terms of capacity (volume to capacity ratios) and quantity (lane-km per capita).

### 3.1. Service Level – Capacity

To measure capacity in the transportation system, the town's Transportation Model was used to simulate existing conditions. The modelling effort for this calculation is documented in *Switching Gears*.

The overall network volume to capacity (v/c) ratio for all links in the screenline analysis was calculated at 0.63. **Attachment A** provides the screenline analysis details for the existing service level.

### 3.2. Service Level – Quantity

The second measure of service levels is the quantity of arterial roadways in Oakville. With assistance from town staff, the total lane-km of arterial roads under the jurisdiction of the Town of Oakville was calculated for 2001 and 2012. In 2001, there were 262 lane-km of arterial roads within the town. In 2012, the quantity of arterial roads is 282 lane-km, an increase of 20 lane-km. (See **Attachment B** for map of arterial roads.) Thus, the average per capita quantity of roads over the previous eleven years is 1.67 lane-km of arterial roads for every 1000 persons as summarized in **Table 2**.

**Table 2: Average Lane-km per Capita**

	Arterial Lane-km	Population	Lane-km per 1000 persons
2001	262	144,738	1.81
2012	282	184,061	1.53
<b>Average</b>			<b>1.67</b>

## 4. Recommended Improvements

A number of highway improvements have been identified in Switching Gears to address the growth and capacity needs of the town's transportation network. All arterial and collector capacity and related improvements under the jurisdiction of the Town of Oakville are potentially eligible for development charges.

The recommended highway and highway-related improvements up to the 2031 horizon are summarized in **Table 3**. Several projects that were identified in Switching Gears are recommended for the post-period (beyond 2031). These projects are noted with a timing of "post-2031" in the table below.



**Table 3: DC-Eligible Recommended Highway and Related Improvements**

ID	Project	Description of Improvement	Recommended Timing
-	Active Transportation Initiatives	Bicycle parking, rings and shelters, racks	2014-2031
-	AT Cycle Lanes, Routes and Pathways	Cycle lanes, signed routes, multi-use trails and sidewalks on Town roads	2012-2031
-	AT Facilities on Regional Roads	Sidewalks on Regional roads	2012-2031
10	Burloak Drive (North of Prince William Drive to Old Burloak Drive)	Widening to a 6 lane urban roadway	2021
9	Burloak Drive (South of Wycroft Road to North of Prince William Drive)	Construction of CN rail grade separation and widening to a 6 lane urban roadway	2020
54	Chartwell Road (Industry Street to Melvin Avenue)	Construction of a 4 lane grade separation structure	Post-2031
53	Chartwell Road (South Service Road to Cornwall Road)	Construction of a 4 lane urban roadway and level CN crossing	2022
12	Cornwall Road (Chartwell Road to Morrison Road)	Reconstruction and widening to a 4 lane urban roadway	2015
15	Cornwall Road (Ford Drive to Winston Churchill Boulevard)	Widening to a 4 lane urban roadway	Post-2031
67	Cross Avenue (Speers Road to CNR Overhead Rail Bridge)	Functional improvements - intersection widening (dual right turn lane)	2016
77	Cross Avenue (West of Lyons Lane to East of Lyons Lane)	Functional improvements – widening of roadway and signalization	2016
78	Cross Avenue (Lyons Lane to Argus Road)	Modifications to Cross Avenue	2022
79	Cross Avenue (Argus Road to Chartwell Road)	Extension and reconfiguration of Cross Avenue	2021
80	Cross Avenue (Chartwell Road to Royal Windsor Drive)	Extension and reconfiguration of Cross Avenue	2026
23	Eighth Line (Falgarwood Drive to Iroquois Shore Road)	Widening from a 2 lane urban to 3 lane urban roadway	2021
51	Eighth Line (Iroquois Shore Road to North Service Road)	Reconstruction to a 3 lane urban roadway	2016
32	Fourth Line (Wycroft Road to Speers Road)	Widening from a 2 lane to 4 lane roadway with level crossing	2013
35	Fourth Line (Wycroft Road to Speers Road)	Construction of a 4 lane grade separation structure	2023
-	Goods Movement Study	Study	2014
-	Goods Movement Study Update	Study	2020
11	Great Lakes Boulevard (Burloak Drive to Rebecca Street)	Widening and resurfacing to a 4 lane urban roadway	2018
99	Highway 403 crossing (Ninth Line to Bristol Circle)	Construction of a new 4 lane urban roadway and grade separation	2027
-	Implementation Plan and Monitoring Study	Update report every 5 years in advance of TMP/ATMP	2015-2031

**Table 3: DC-Eligible Recommended Highway and Related Improvements**

ID	Project	Description of Improvement	Recommended Timing
82	Kerr Street (North of QEW to Wycroft Road)	Relocation of the westerly abutment of the QEW/Sixteen Mile Creek structure	2016
52	Kerr Street (Wycroft Road to Speers Road)	Construction of a 4 lane grade separation structure	2015
57	Lakeshore Road West (East Street to Third Line)	Reconstruction to an urban arterial road standard	2020
58	Lakeshore Road West (Third Line to Sandwell Drive)	Reconstruction to an urban arterial road standard	2022
59	Lakeshore Road West (Sandwell Drive to Wittington Place)	Reconstruction to an urban arterial road standard	2024
60	Lakeshore Road West (Wittington Place to Dorval Drive)	Reconstruction to an urban arterial road standard	2026
62	Lower Base Line (Bronte Road to Fourth Line – excluding valley section)	Reconstruction of a 2 lane rural roadway	2024
18	Midtown – 2 lane connection (Phase 1) (Eighth Line to Royal Windsor Drive)	Widening and extending Iroquois Shore Road, widening and realigning SSR, NSR and RWD	2015
16	Midtown – 4 lane connection (Phase 2) (Eighth Line to QEW off-ramp connection)	Widening and resurfacing to a 4 lane urban roadway	2024
98	Midtown – EW South Alignment Road (East of New Cross Avenue to Chartwell Road)	Construction of a new 2 lane roadway	2024
92	Midtown – NS QEW Crossing (AT/priority lanes) (Trafalgar Road to Cross Avenue)	Elevated structure from Trafalgar Road to Cross Avenue	2029
84	Midtown – NS QEW Crossing (Road) (Cross Avenue to Iroquois Shore Road)	New North/South Crossing of the QEW	2030
2	New Burnhamthorpe Road (Tremaine Road to Bronte Road)	Construction of a new 4 lane urban arterial roadway	2023
55	North Service Road (West of Deerfield Golf Course to Third Line)	Reconstruction and widening to a 3 lane urban roadway	2025
37	North Service Road (Third Line to West of Fourth Line)	Reconstruction and widening to a 4 lane urban roadway	2026
27	North Service Road (West of Eighth Line to Eighth Line)	Widening from a 2 lane urban to 3 lane urban roadway	2015
24	North Service Road (Joshuas Creek Drive to Ford Drive)	Construction of a new 4 lane urban roadway	2013
109	North Service Road Extension over Sixteen Mile Creek	Extend North Service Road over Sixteen Mile Creek and connect to Kerr Street at CTC signals	Post-2031
-	Palermo Terminal	Transit Station	2018

**Table 3: DC-Eligible Recommended Highway and Related Improvements**

ID	Project	Description of Improvement	Recommended Timing
-	Park and Ride Facilities – Oakville Share	Park and Ride Facilities	2015-2019
-	Pedestrian Structures	Grade-separated pedestrian crossing structures – See Table PED4	2014 - Post-2031
88	QEW-Cross Avenue	New buttonhook EB off-ramp	2026
90	QEW-Midtown	Modified EB off-ramp to pass under Trafalgar Road to Midtown	2028
87	QEW-Royal Windsor Drive	Modified EB off-ramp to Royal Windsor Drive	2026
86	QEW-Royal Windsor Drive	New WB off-ramp to Royal Windsor Drive	2026
85	QEW-Royal Windsor Drive	New EB on-ramp to QEW	2026
89	QEW-Trafalgar Road	Modified EB off-ramp to Trafalgar Road	2025
101	Royal Windsor Drive (QEW to The Canadian Road)	Widening from 2 to 5 lanes	2029
83	Royal Windsor Drive (Ford Drive to Winston Churchill Boulevard)	Reconstruction to a 4 lane urban roadway	Post-2031
-	Shelters	New roadside shelters	2014-2021
-	Signal Optimization Program	Once every 5 years (key corridors) and optimize key corridors other years	2014-2031
48	Sixth Line (407 to New Burnhamthorpe Road)	Reconstruction to a 4 lane urban roadway	2022
47	Sixth Line (New Burnhamthorpe Road to E-W Avenue 2)	Reconstruction to a 4 lane urban roadway	2019
46	Sixth Line (E-W Avenue 2 to E-W Connector 1)	Reconstruction to a 4 lane urban roadway	2017
45	Sixth Line (E-W Connector 1 to Dundas Street)	Reconstruction to a 4 lane urban roadway	2015
6	South Service Road (Third Line to West of Fourth Line)	Reconstruction and widening to a 4 lane urban roadway	2027
102	South Service Road E (Proposed roundabout to South Service Road)	Construction of a new 2 lane roadway	2027
25	South Service Road (Davis Road to Chartwell Road)	Reconstruction and widening to a 2 lane urban roadway	2023
26	South Service Road (Chartwell Road to Industry Street)	Reconstruction and widening to a 2 lane urban roadway	2024
81	Speers Road (Kerr Street to Cross Avenue)	Widening of Sixteen Mile Creek structure (6 lanes Speers Road)	2030
42	Speers Road (Procor to Third Line)	Widening and resurfacing of a 4 lane urban roadway	2021
41	Speers Road (Third Line to West of Fourth Line)	Widening and resurfacing of a 4 lane urban roadway	2016
40	Speers Road (East of Fourth Line to West of Dorval Drive)	Widening and resurfacing of a 4 lane urban roadway	2018

**Table 3: DC-Eligible Recommended Highway and Related Improvements**

ID	Project	Description of Improvement	Recommended Timing
39	Speers Road (East of Dorval Drive to West of Kerr Street)	Widening and resurfacing of a 4 lane urban roadway	2019
110	Speers Road (Procor to Bronte Road)	Widening and resurfacing of a 4 lane urban roadway	2021
104	Speers Road (Bronte Road to Third Line)	Widening from 4 to 6 lanes	Post-2031
105	Speers Road (Third Line to Fourth Line)	Widening from 4 to 6 lanes	Post-2031
106	Speers Road (Fourth Line to Dorval Drive)	Widening from 4 to 6 lanes	Post-2031
107	Speers Road (Dorval Drive to Kerr Street)	Widening from 4 to 6 lanes	Post-2031
108	Speers Road (Kerr Street to Trafalgar Road)	Widening from 4 to 6 lanes	Post-2031
49	Third Line (New Burnhamthorpe Road to Dundas Street)	Construction of a 4 lane urban roadway	2012
-	Traffic Impact Assessment Guidelines	Study	2013
-	Traffic Management – Intersections	Transit priority, queue jump lanes and intersection improvements	2014-2031
-	Traffic Signals (2014-2022)	Two new signals per year (20 signals total)	2014-2022
-	Traffic Signals (2023-2031)	Two new signals per year (20 signals total)	2023-2032
-	Transit Centres	North Oakville West, Centre and East	2015-2019
-	Transportation Master Plan Studies	Major Transportation Study Updates – TMP and ATMP – every 5 years	2016-2031
-	Travel Demand Management Studies	Studies	2014
4	Wycroft Road (Burloak Drive to RRL Burloak Limit)	Construction of a new 4 lane urban roadway	2016
3	Wycroft Road (RRL Burloak Lands to Bronte Road)	Construction of a new 4 lane urban roadway	2018
5	Wycroft Road (Bronte Road to Third Line)	Widening and resurfacing to a 4 lane urban roadway	2020
7	Wycroft Road (East of Fourth Line to Weller Court)	Reconstruction and widening to a 4 lane urban roadway	2017
50	Wycroft Road (Sinclair Road to Kerr Street)	Reconstruction of a 2 lane rural to 4 lane urban roadway plus centre turning lane	2016

## 4.1. Future Service Levels – Capacity

To measure future service levels, the overall network v/c ratio was calculated based on the screenline analysis of the recommended road network. In the scenario where traffic continues to grow in proportion to the growth in population and employment, the overall v/c ratio for the recommended road network (which includes elements of the network that are proposed for the post-2031 period) is 0.67. This is an increase from the current average v/c of 0.63.

Through Switching Gears, it was identified that the recommended improvements to the road network would not sufficiently address the problem statement and considerable capacity constraints will still occur on the arterial corridors and at major barriers. Switching Gears recommended a multi-modal solution that included improvements to active transportation and transit service to reduce vehicular demand on the transportation network. Investment by the town in active transportation, transit and demand management measures help maintain operating conditions including overall v/c ratio at current levels of service and lessening constraints on key corridors. However, some individual links will still approach or exceed capacity.

**Attachment A** provides the screenline analyses tables for the calculation of future service levels.

## 4.2. Future Service Levels – Quantity

The future service level in terms of quantity of roadway was also calculated for the recommended transportation system as shown in **Table 4**. For the recommended network, the total lane-km of arterial roads under the jurisdiction of Oakville will increase by 94 lane-km to a total of 376 lane-km (which includes elements of the network that are proposed for the post-2031 period). With a future total population of 246,400 in 2031, the future per capita quantity of arterial roads is 1.53 lane-km per 1000 persons. As previously noted, the historic 10-year average service level is 1.67 lane-km per 1000 persons. The proposed future network does not exceed current service levels for quantity.

**Table 4: Average Lane-km per Capita**

	Arterial Lane-km	Population	Lane-km per 1000 persons
2001	262	144,738	1.81
2012	282	184,061	1.53
Historic Average			1.67
<b>2031</b>	<b>376</b>	<b>246,400</b>	<b>1.53</b>

## 5. Deductions

### 5.1. Benefit to Existing Development

For this study, each improvement was categorized and a class code was assigned. A percentage allocation of the extent to which the improvement benefits new growth or existing development was determined for each class of improvement. The DC cost allocation to growth and existing development by class are presented in **Table 5**. Cost allocation is described in further detail subsequently.

**Table 5: Cost Allocation to Growth and Existing Development**

Improvement Type	Class Code	Allocation to Growth	Allocation to Existing
New roadway construction	NEW	100%	0%
Roadway widening (without reconstruction of existing 2 lanes)	WIDEN2	95%	5%
Roadway widening (without reconstruction of existing 4 lanes)	WIDEN4	85%	15%
Roadway widening (including reconstruction of existing lanes)	RRW	80%	20%
Grade separation structures	GS	80%	20%
Reconstruction of existing roadway (Capacity increase less than 10%)	R2	10%	90%
Reconstruction of existing roadway (Capacity increase greater than 10%)	R3	25%	75%
Functional improvements	FIMP	95%	5%
Pedestrian facilities	PED	90%	10%
Traffic management improvements	TM	100%	0%

#### **New roadway construction**

All costs for new urban road construction are allocated to growth.

#### **Roadway widening**

Both growth and existing development will benefit from capacity improvements resulting from widening of roads. The percentage allocation to existing development is calculated as the average cost of resurfacing the existing lanes as a percentage of the total cost of construction for the widening. The benefit to existing deduction ranges from 5 to 20% depending on the number of new lanes and requirements for reconstruction.

#### **Grade separation structures (road-rail)**

Grade separation structures are required to vertically separate two directions or two modes of travel. Usually, the need for and cost of these structures are attributed to either the road authority as a result of growth in traffic or the rail authority as a result of growth in rail service. Where future rail plans indicate a growth in rail service, the town will have the opportunity to pursue a higher cost recovery from the rail authority. For grade separation structures in the recommended network, 80% of costs are allocated to growth and 20% is allocated to existing development.

### Reconstruction of existing roadway

Both growth and existing development will benefit from the reconstruction of roads and related intersection improvements. The cost allocation to growth is 10% if the capacity increase as a result of the improvement is less than 10% and the cost of intersection improvement is less than 5% of the overall cost of the project. The cost allocation to growth is 25% if the capacity increase as a result of the improvement is greater than 10% and the cost of the intersection improvement is more than 5% of the overall cost of the project.

### Functional improvements

Both growth and existing development will benefit from functional improvements that include the addition of turning lanes and intersection improvements throughout the town. The cost allocation to growth is 95%, while 5% is allocated to existing development.

### Pedestrian facilities

Both growth and existing development will benefit from new pedestrian facilities throughout the town. However, the need for active transportation facilities is triggered by the need to relieve road network congestion as a result of development growth. The cost allocation to growth is 90%, while 10% is allocated to existing development.

### Traffic management improvements

All costs for traffic management projects, including various transportation-related studies, transit priority implementation and signal improvements are allocated to growth.

## 5.2. Post-Period Capacity

The post-planning period deduction is based on the anticipated excess capacity at the end of the DC period for improvements constructed in the latter part of the forecast period. The following projects are anticipated to have excess capacity at the end of the DC period. Therefore, a post-period capacity deduction of 25% was applied to the following:

- Cross Avenue (Chartwell Road to Royal Windsor Drive) – extension and reconfiguration of Cross Avenue to 4 lanes
- Midtown – NS QEW Crossing (AT/priority lanes from Trafalgar Road to Cross Avenue) – elevated structure from Trafalgar Road to Cross Avenue
- Midtown – NS QEW Crossing (Road from Iroquois Shore Road to Cross Avenue) – new North/South Crossing of the QEW
- QEW-Cross Avenue – new buttonhook EB off-ramp
- QEW-Midtown – modified EB off-ramp to pass under Trafalgar Road to Midtown
- QEW-Royal Windsor Drive – new EB on-ramp to QEW
- QEW-Royal Windsor Drive - new WB off-ramp to Royal Windsor Drive
- QEW-Royal Windsor Drive – modified EB off-ramp to Royal Windsor Drive
- Royal Windsor Drive (QEW to The Canadian Road) – widening from 2 to 5 lanes
- Speers Road (Kerr Street to Cross Avenue) – widening of Sixteen Mile Creek structure (6 lanes Speers Road)
- South Service Road (Third Line to West of Fourth Line) – reconstruction and widening to a 4 lane urban roadway
- Traffic Management – intersection improvements, transit priority and queue jump lanes

As noted previously, several projects in the future network have a recommended timing in post-period (beyond 2031). The following elements are included in the recommended network but have no growth-related costs in this DC:

- Chartwell Road (Industry Street to Melvin Avenue) – construction of 4-lane grade-separation structure
- Cornwall Road (Ford Drive to Winston Churchill Boulevard) – widening to a 4-lane urban roadway
- Royal Windsor Drive (Ford Drive to Winston Churchill Boulevard) – reconstruction to a 4-lane urban roadway
- Speers Road (Bronte Road to Trafalgar Road) – widening to 6 lanes

## 6. Residential / Non-residential Allocation

The growth-related costs of the transportation projects are shared between the residential and non-residential uses based on the proportion of residential and non-residential growth anticipated in the DC planning period. The net growth in population between 2012 and 2031 is 61,634 persons while the net growth in employment is 28,227 jobs (as provided by Watson & Associates). As the trip-making characteristics of population and employment uses differ, the average trip rates from the transportation model were applied to the anticipated growth.

As shown in **Table 6**, the residential to non-residential split based on anticipated traffic growth is 64% residential and 36% non-residential.

**Table 6: Residential and Non-residential Allocation**

	Population (excludes institutional)	Employment (excludes work-at-home and no-fixed-address)	Total
2012	182,046	75,910	
2031	243,680	104,137	
Growth in Population / Employment	61,634	28,227	89,861
Mean Trip Rate from the Model (Origin + Destination)	0.534	0.660	
Growth in Trips	32,913	18,630	51,542
<b>Allocation</b>	<b>64%</b>	<b>36%</b>	<b>100%</b>

## 7. Capital Works Program

A capital works program for the DC period from 2013 to 2031 was prepared to identify the costs of the road and road-related improvements needed to accommodate the travel demand associated with future development.

Estimated costs for the construction of new roads, widening and reconstruction of existing roads, grade separations, pedestrian facilities and traffic management improvements are summarized in **Table 7**. Additional information with respect to costing of supporting infrastructure is provided in **Attachment C**.

All improvements as part of the recommended network are included in the total cost in **Table 7**; however, costs of projects that are identified as post-2031 are not included in the calculation of growth-related costs.



Table 7: Growth-related 2012-2031 Capital Program - Highways

Project I.D.	Project Name	Limits From	Limits To	Description of Works	Rec'd Construction Timing	Total Cost (\$M)	Previous Budget (\$M)	Other Revenue (\$M)	Transfer to Reserves (\$M)	Net Cost (\$M)	Net Cost			Deductions				Growth-related (\$M)	64%		36%	
											2012-2022	2023-2031	Post Period	% Benefit to Existing	% Post-period Capacity	Benefit to Existing (\$M)	Post-period Capacity (\$M)		Residential	Non-Residential		
67	Cross Avenue - 1	Speers Road	CNR Overhead Rail Bridge	Intersection improvements (dual right turn lane)	2016	\$ 0.884				\$ 0.884	\$ 0.884				5%		\$ 0.044	\$ 0.840	\$ 0.537	\$ 0.302		
77	Cross Avenue - 2	West of Lyons Lane	East of Lyons Lane	Widening of roadway and signalization	2016	\$ 0.801				\$ 0.801	\$ 0.801				5%		\$ 0.040	\$ 0.761	\$ 0.487	\$ 0.274		
9	Burloak Drive - 1	South of Wyecroft Road	North of Prince William Drive	Construction of CN rail grade separation and widening to a 6 lane urban roadway	2020	\$ 25.466		\$ 14.643		\$ 10.823	\$ 10.823				20%		\$ 2.165	\$ 8.658	\$ 5.541	\$ 3.117		
54	Chartwell Road - 2	Industry Street	Melvin Avenue	Construction of a 4 lane grade separation structure	Post 2031	\$ 29.942		\$ 4.491		\$ 25.451	\$ -		\$ 25.451		0%		\$ -	\$ -	\$ -	\$ -		
35	Fourth Line	Wyecroft Road	Speers Road	Construction of a 4 lane grade separation structure	2023	\$ 28.226		\$ 4.234		\$ 23.992	\$ 13.473	\$ 10.519			20%		\$ 4.798	\$ 19.194	\$ 12.284	\$ 6.910		
52	Kerr Street	Wyecroft Road	Speers Road	Construction of a 4 lane grade separation structure	2015	\$ 31.113	\$ 4.634	\$ 4.667		\$ 21.812	\$ 21.812				20%		\$ 4.362	\$ 17.449	\$ 11.168	\$ 6.282		
79	Cross Avenue - 4	Argus Road	Chartwell Road	Extension and reconfiguration of Cross Avenue	2021	\$ 22.127				\$ 22.127	\$ 18.309	\$ 3.818			0%		\$ -	\$ 22.127	\$ 14.161	\$ 7.966		
80	Cross Avenue - 5	Chartwell Road	Royal Windsor Drive	Extension and reconfiguration of Cross Avenue	2026	\$ 13.156				\$ 13.156	\$ -	\$ 13.156			0%	25%	\$ -	\$ 3.289	\$ 9.867	\$ 6.315	\$ 3.552	
99	Highway 403 Crossing	Ninth Line	Bristol Circle	Construction of a new 4 lane urban roadway and grade separation	2027	\$ 17.348				\$ 17.348	\$ -	\$ 17.348			0%		\$ -	\$ 17.348	\$ 11.103	\$ 6.245		
18	Midtown - 2 lane connection (Phase 1)	Eighth Line	Royal Windsor Drive	Widening and extending Iroquois Shore Road, widening and realigning SSR, NSR and RWD	2015	\$ 24.000	\$ 9.270			\$ 14.730	\$ 14.730				0%		\$ -	\$ 14.730	\$ 9.427	\$ 5.303		
98	Midtown - EW South Alignment Road	East of New Cross Avenue	Chartwell Road (or approximate)	Construction of a new 2 lane roadway	2024	\$ 8.873		\$ 4.572		\$ 4.301	\$ 2.781	\$ 1.520			0%		\$ -	\$ 4.301	\$ 2.753	\$ 1.548		
92	Midtown - NS QEW Crossing (AT/priority lanes)	Trafalgar Road	Cross Avenue	Elevated structure from Trafalgar Road to Cross Avenue	2029	\$ 42.743		\$ 28.702		\$ 14.041	\$ -	\$ 14.041			0%	25%	\$ -	\$ 3.510	\$ 10.531	\$ 6.740	\$ 3.791	
84	Midtown - NS QEW Crossing (Road)	Cross Avenue	Iroquois Shore Road	New North/South Crossing of the QEW	2030	\$ 16.901				\$ 16.901	\$ -	\$ 16.901			0%	25%	\$ -	\$ 4.225	\$ 12.676	\$ 8.113	\$ 4.563	
2	New Burnhamthorpe Road	Tremaine Road	Bronte Road	Construction of a new 4 lane urban arterial roadway	2023	\$ 11.843				\$ 11.843	\$ 0.835	\$ 11.008			0%		\$ -	\$ 11.843	\$ 7.580	\$ 4.264		
24	North Service Road - 5 (Extension)	Joshuas Creek Drive	Ford Drive	Construction of a new 4 lane urban roadway	2013	\$ 9.888	\$ 3.995	\$ 0.700		\$ 5.193	\$ 5.193				0%		\$ -	\$ 5.193	\$ 3.323	\$ 1.869		
88	QEW-Cross Avenue	QEW	Cross Avenue	New buttonhook EB off-ramp	2026	\$ 0.559				\$ 0.559	\$ -	\$ 0.559			0%	25%	\$ -	\$ 0.140	\$ 0.419	\$ 0.268	\$ 0.151	
90	QEW-Midtown	QEW	Midtown	Modified EB off-ramp to pass under Trafalgar Road to Midtown	2028	\$ 6.630				\$ 6.630	\$ -	\$ 6.630			0%	25%	\$ -	\$ 1.657	\$ 4.972	\$ 3.182	\$ 1.790	
85	QEW-Royal Windsor Drive	Royal Windsor Drive	QEW	New EB on-ramp to QEW	2026	\$ 0.863				\$ 0.863	\$ -	\$ 0.863			0%	25%	\$ -	\$ 0.216	\$ 0.647	\$ 0.414	\$ 0.233	
86	QEW-Royal Windsor Drive	QEW	Royal Windsor Drive	New WB off-ramp to Royal Windsor Drive	2026	\$ 2.578				\$ 2.578	\$ -	\$ 2.578			0%	25%	\$ -	\$ 0.645	\$ 1.934	\$ 1.237	\$ 0.696	
87	QEW-Royal Windsor Drive	QEW	Royal Windsor Drive	Modified EB off-ramp to Royal Windsor Drive	2026	\$ 5.430				\$ 5.430	\$ -	\$ 5.430			0%	25%	\$ -	\$ 1.357	\$ 4.072	\$ 2.606	\$ 1.466	
89	QEW-Trafalgar Road	QEW	Trafalgar Road	Modified EB off-ramp to Trafalgar Road	2025	\$ 2.295				\$ 2.295	\$ -	\$ 2.295			0%		\$ -	\$ 2.295	\$ 1.469	\$ 0.826		
102	South Service Road - 2	Proposed roundabout	South Service Road	Construction of a new 2 lane roadway	2027	\$ 1.394				\$ 1.394	\$ -	\$ 1.394			0%		\$ -	\$ 1.394	\$ 0.892	\$ 0.502		
49	Third Line	New Burnhamthorpe Road	Dundas Street	Construction of a new 4 lane urban roadway	2012	\$ 3.340	\$ 0.315			\$ 3.162	\$ 3.162				0%		\$ -	\$ 3.162	\$ 2.024	\$ 1.138		
4	Wyecroft Road - 1	Burloak Drive (up to the intersection)	RRL Burloak Limit	Construction of a new 4 lane urban roadway	2016	\$ 5.680	\$ 0.350			\$ 5.330	\$ 5.330				0%		\$ -	\$ 5.330	\$ 3.411	\$ 1.919		
3	Wyecroft Road - 2	RRL Burloak Lands	Bronte Road	Construction of a new 4 lane urban roadway	2018	\$ 47.935	\$ 3.960			\$ 43.975	\$ 43.975				0%		\$ -	\$ 43.975	\$ 28.144	\$ 15.831		
	Active Transportation Initiatives			Bicycle parking, rings and shelters, racks	2014-2031	\$ 1.365				\$ 1.365	\$ 0.683	\$ 0.683			10%		\$ 0.137	\$ 1.229	\$ 0.786	\$ 0.442		
	AT Cycle Lanes, Routes and Pathways			See Tables PED1, PED2 and PED3	2012-2031	\$ 6.057				\$ 6.057	\$ 3.765	\$ 2.292			10%		\$ 0.606	\$ 5.451	\$ 3.489	\$ 1.962		
	Pedestrian Structures			See Table PED4	2014-Post 2031	\$ 21.110				\$ 21.110	\$ 11.510	\$ 6.000	\$ 3.600		10%		\$ 1.751	\$ 15.759	\$ 10.086	\$ 5.673		
	AT Facilities on Regional Roads			See Table PED5 and PED6	2012-2031	\$ 12.424	\$ 4.355			\$ 8.069	\$ 7.679	\$ 0.390			10%		\$ 0.807	\$ 7.262	\$ 4.648	\$ 2.614		
57	Lakeshore Road West - 1	East Street	Third Line	Reconstruction to an urban arterial road standard	2020	\$ 4.405				\$ 4.405	\$ 4.405				90%		\$ 3.965	\$ 0.441	\$ 0.282	\$ 0.159		
58	Lakeshore Road West - 2	Third Line	Sandwell Drive (100m west)	Reconstruction to an urban arterial road standard	2022	\$ 6.375				\$ 6.375	\$ 6.375				90%		\$ 5.738	\$ 0.638	\$ 0.408	\$ 0.230		
59	Lakeshore Road West - 3	Sandwell Drive	Wittington Place (100m west)	Reconstruction to an urban arterial road standard	2024	\$ 10.942				\$ 10.942	\$ 0.638	\$ 10.304			90%		\$ 9.848	\$ 1.094	\$ 0.700	\$ 0.394		
60	Lakeshore Road West - 4	Wittington Place (100m west)	Dorval Drive	Reconstruction to an urban arterial road standard	2026	\$ 5.201				\$ 5.201	\$ -	\$ 5.201			90%		\$ 4.681	\$ 0.520	\$ 0.333	\$ 0.187		
62	Lower Base Line (excluding valley section)	Bronte Road	Fourth Line	Reconstruction of a 2 lane rural roadway	2024	\$ 6.146		\$ 3.073		\$ 3.073	\$ 0.142	\$ 2.931			75%		\$ 2.305	\$ 0.768	\$ 0.492	\$ 0.277		
53	Chartwell Road - 1	South Service Road	Cornwall Road	Construction of a 4 lane urban roadway and level CN crossing	2022	\$ 4.782				\$ 4.782	\$ 4.782				20%		\$ 0.956	\$ 3.825	\$ 2.448	\$ 1.377		
12	Cornwall Road - 1	Chartwell Road	Morrison Road	Reconstruction and widening to a 4 lane urban roadway	2015	\$ 4.991	\$ 0.233			\$ 4.758	\$ 4.758				20%		\$ 0.952	\$ 3.806	\$ 2.436	\$ 1.370		
51	Eighth Line - 2	Iroquois Shore Road	North Service Road	Reconstruction to a 3 lane urban roadway	2016	\$ 1.221				\$ 1.221	\$ 1.221				20%		\$ 0.244	\$ 0.977	\$ 0.625	\$ 0.352		
55	North Service Road - 1	West of Deerfield Golf Course	Third Line	Reconstruction and widening to a 3 lane urban roadway	2025	\$ 6.693				\$ 6.693	\$ -	\$ 6.693			20%		\$ 1.339	\$ 5.354	\$ 3.427	\$ 1.927		
37	North Service Road - 3	Third Line	West of Fourth Line	Reconstruction and widening to a 4 lane urban roadway	2026	\$ 6.037				\$ 6.037	\$ -	\$ 6.037			20%		\$ 1.207	\$ 4.830	\$ 3.091	\$ 1.739		
27	North Service Road - 4 (Part C - Midtown)	West of Eighth Line	Eighth Line	Widening from a 2 lane urban to 3 lane urban roadway	2015	\$ 1.230	\$ 0.152			\$ 1.078	\$ 1.078				20%		\$ 0.216	\$ 0.862	\$ 0.552	\$ 0.310		
48	Sixth Line - 1	407	New Burnhamthorpe Road	Reconstruction to a 4 lane urban roadway	2022	\$ 9.300				\$ 9.300	\$ 9.300				20%		\$ 1.860	\$ 7.440	\$ 4.762	\$ 2.678		
47	Sixth Line - 2	New Burnhamthorpe Road	E-W Avenue 2	Reconstruction to a 4 lane urban roadway	2019	\$ 4.813				\$ 4.813	\$ 4.813				20%		\$ 0.963	\$ 3.851	\$ 2.464	\$ 1.386		
46	Sixth Line - 3	E-W Avenue 2	E-W Connector 1	Reconstruction to a 4 lane urban roadway	2017	\$ 4.415				\$ 4.415	\$ 4.415				20%		\$ 0.883	\$ 3.532	\$ 2.261	\$ 1.272		
45	Sixth Line - 4	E-W Connector 1	Dundas Street	Reconstruction to a 4 lane urban roadway	2015	\$ 4.649	\$ 0.150			\$ 4.499	\$ 4.499				20%		\$ 0.900	\$ 3.599	\$ 2.303	\$ 1.296		
6	South Service Road - 1	Third Line	West of Fourth Line	Reconstruction and widening to a 4 lane urban roadway	2027	\$ 12.457				\$ 12.457	\$ -	\$ 12.457			20%	25%	\$ 2.491	\$ 3.114	\$ 6.851	\$ 4.385	\$ 2.466	
25	South Service Road - 3	Davis Road	Chartwell Road	Reconstruction and widening to a 2 lane urban roadway	2023	\$ 4.750				\$ 4.750	\$ 1.869	\$ 2.881			20%		\$ 0.950	\$ 3.800	\$ 2.432	\$ 1.368		
26	South Service Road - 4	Chartwell Road	Industry Street	Reconstruction and widening to a 2 lane urban roadway	2024	\$ 1.474				\$ 1.474	\$ -	\$ 1.474			20%		\$ 0.295	\$ 1.179	\$ 0.755	\$ 0.425		
7	Wyecroft Road - 4	East of Fourth Line	Weller Court	Reconstruction and widening to a 4 lane urban roadway	2017	\$ 6.698				\$ 6.698	\$ 6.698				20%		\$ 1.340	\$ 5.359	\$ 3.430	\$ 1.929		
50	Wyecroft Road - 5	Sinclair Road	Kerr Street	Reconstruction of a 2 lane rural to 4 lane urban roadway plus centre turning lane	2016	\$ 3.226				\$ 3.226	\$ 3.226				20%		\$ 0.645	\$ 2.581	\$ 1.652	\$ 0.929		
-	Goods Movement Study				2014	\$ 0.075				\$ 0.075	\$ 0.075				0%		\$ -	\$ 0.075	\$ 0.048	\$ 0.027		
-	Goods Movement Study Update				2020	\$ 0.075				\$ 0.075	\$ 0.075				0%		\$ -	\$ 0.075	\$ 0.048	\$ 0.027		
-	Implementation Plan and Monitoring Study			Update report every 5 years in advance of TMP/ATMP	2015-2031	\$ 0.200				\$ 0.200	\$ 0.100	\$ 0.100			0%		\$ -	\$ 0.200	\$ 0.128	\$ 0.072		
-	Traffic Management - Intersections			Intersection improvements, transit priority and queue jump lanes	2014-2031	\$ 40.483				\$ 40.483	\$ 20.242	\$ 20.242			0%	25%	\$ -	\$ 10.121	\$ 30.362	\$ 19.432	\$ 10.930	
-	Signal Optimization Program			Once every 5 years (key corridors) and optimize key corridors other years	2014-2031	\$ 3.450				\$ 3.450	\$ 1.725	\$ 1.725			0%		\$ -	\$ 3.450	\$ 2.208	\$ 1.242		

Table 7: Growth-related 2012-2031 Capital Program - Highways

Project I.D.	Project Name	Limits From	Limits To	Description of Works	Rec'd Construction Timing	Total Cost (\$M)	Previous Budget (\$M)	Other Revenue (\$M)	Transfer to Reserves (\$M)	Net Cost (\$M)	Net Cost			Deductions				Growth-related (\$M)	64%		36%
											2012-2022	2023-2031	Post Period	% Benefit to Existing	% Post-period Capacity	Benefit to Existing (\$M)	Post-period Capacity (\$M)		Residential	Non-residential	
-	Traffic Impact Assessment Guidelines				2013	\$ 0.050				\$ 0.050	\$ 0.050			0%		\$ -		\$ 0.050	\$ 0.032	\$ 0.018	
-	Traffic Signals (2014-2022)			Two new signals per year (20 signals total)	2014-2022	\$ 4.770				\$ 4.770	\$ 4.770			0%		\$ -		\$ 4.770	\$ 3.053	\$ 1.717	
-	Traffic Signals (2023-2032)			Two new signals per year (20 signals total)	2023-2031	\$ 4.770				\$ 4.770	\$ -	\$ 4.770		0%		\$ -		\$ 4.770	\$ 3.053	\$ 1.717	
-	Transportation Master Plan Studies			Major Transportation Study Updates every 5 years, TMP and ATMP	2016-2031	\$ 1.800				\$ 1.800	\$ 0.900	\$ 0.900		0%		\$ -		\$ 1.800	\$ 1.152	\$ 0.648	
-	Travel Demand Management Studies				2014	\$ 0.195				\$ 0.195	\$ 0.195			0%		\$ -		\$ 0.195	\$ 0.125	\$ 0.070	
-	New Shelters			New Roadside Shelters	2014-2021	\$ 0.462				\$ 0.462	\$ 0.462			0%		\$ -		\$ 0.462	\$ 0.296	\$ 0.166	
-	Transit Centres			North Oakville West, Centre and East	2015-2019	\$ 0.600				\$ 0.600	\$ 0.600			0%		\$ -		\$ 0.600	\$ 0.384	\$ 0.216	
-	Palermo Terminal			Transit Station	2018	\$ 1.500				\$ 1.500	\$ 1.500			0%		\$ -		\$ 1.500	\$ 0.960	\$ 0.540	
-	Park and Ride Facilities - Oakville Share			Park and Ride Facilities	2015-2019	\$ 0.400				\$ 0.400	\$ 0.400			0%		\$ -		\$ 0.400	\$ 0.256	\$ 0.144	
15	Cornwall Road - 2	Ford Drive	Winston Churchill Boulevard	Widening to a 4 lane urban roadway	Post 2031	\$ 4.869				\$ 4.869	\$ -	\$ 4.869		0%		\$ -		\$ -	\$ -	\$ -	
23	Eighth Line - 1	Falgarwood Drive	Iroquois Shore Road	Widening from a 2 lane urban to 3 lane urban roadway	2021	\$ 1.282				\$ 1.282	\$ 1.282			5%		\$ 0.064		\$ 1.218	\$ 0.780	\$ 0.438	
32	Fourth Line	Wycroft Road	Speers Road	Widening from a 2 lane to 4 lane roadway with level crossing	2013	\$ 3.456	\$ 4.035	\$ (3.061)		\$ 2.482	\$ 2.482			5%		\$ 0.124		\$ 2.358	\$ 1.509	\$ 0.849	
11	Great Lakes Boulevard	Burloak Drive	Rebecca Street	Widening and resurfacing to a 4 lane urban roadway	2018	\$ 2.690				\$ 2.690	\$ 2.690			5%		\$ 0.134		\$ 2.555	\$ 1.635	\$ 0.920	
82	Kerr Street	North of QEW	Wycroft Road	Relocation of the westerly abutment of the QEW/Sixteen Mile Creek structure	2016	\$ 4.609				\$ 4.609	\$ 4.609			5%		\$ 0.230		\$ 4.379	\$ 2.803	\$ 1.576	
16	Midtown - 4 lane connection (Phase 2)	Eighth Line	QEW off-ramp connection	Widening and resurfacing to a 4 lane urban roadway	2024	\$ 11.324				\$ 11.324	\$ 0.668	\$ 10.656		5%		\$ 0.566		\$ 10.758	\$ 6.885	\$ 3.873	
5	Wycroft Road - 3	Bronte Road	Third Line	Widening and resurfacing to a 4 lane urban roadway	2020	\$ 10.941				\$ 10.941	\$ 10.941			5%		\$ 0.547		\$ 10.394	\$ 6.652	\$ 3.742	
10	Burloak Drive - 2	North of Prince Willam Drive	Old Burloak Drive	Widening to a 6 lane urban roadway	2021	\$ 2.478		\$ 1.239		\$ 1.239	\$ 1.239			15%		\$ 0.186		\$ 1.053	\$ 0.674	\$ 0.379	
78	Cross Avenue - 3	Lyons Lane	Argus Road	Modifications to Cross Avenue	2022	\$ 3.029				\$ 3.029	\$ 3.029			15%		\$ 0.454		\$ 2.575	\$ 1.648	\$ 0.927	
101	Royal Windsor Drive - 1	QEW	The Canadian Road	Widening from 2 to 5 lanes	2029	\$ 4.019				\$ 4.019	\$ -	\$ 4.019		15%	25%	\$ 0.603	\$ 1.005	\$ 2.411	\$ 1.543	\$ 0.868	
83	Royal Windsor Drive - 2	Ford Drive	Winston Churchill Boulevard	Reconstruction to a 4 lane urban roadway	Post 2031	\$ 3.305				\$ 3.305	\$ -	\$ 3.305		15%		\$ -		\$ -	\$ -	\$ -	
81	Speers Road	Kerr Street	Cross Avenue	Widening of Sixteen Mile Creek structure (6 lanes Speers Road)	2030	\$ 14.925				\$ 14.925	\$ -	\$ 14.925		15%	25%	\$ 2.239	\$ 3.731	\$ 8.955	\$ 5.731	\$ 3.224	
42	Speers Road - 1	Procor	Third Line	Widening and resurfacing of a 4 lane urban roadway	2021	\$ 2.320				\$ 2.320	\$ 2.320			15%		\$ 0.348		\$ 1.972	\$ 1.262	\$ 0.710	
41	Speers Road - 2	Third Line	West of Fourth Line	Widening and resurfacing of a 4 lane urban roadway	2016	\$ 9.103				\$ 9.103	\$ 9.103			15%		\$ 1.365		\$ 7.738	\$ 4.952	\$ 2.786	
40	Speers Road - 5	East of Fourth Line	West of Dorval Drive	Widening and resurfacing of a 4 lane urban roadway	2018	\$ 5.345				\$ 5.345	\$ 5.345			15%		\$ 0.802		\$ 4.543	\$ 2.908	\$ 1.636	
39	Speers Road - 6	East of Dorval Drive	West of Kerr Street	Widening and resurfacing of a 4 lane urban roadway	2019	\$ 3.061				\$ 3.061	\$ 3.061			15%		\$ 0.459		\$ 2.602	\$ 1.665	\$ 0.937	
110	Speers Road - 7	Procor	Bronte Road	Widening and resurfacing of a 4 lane urban roadway	2021	\$ 4.014				\$ 4.014	\$ 4.014			15%		\$ 0.602		\$ 3.412	\$ 2.184	\$ 1.228	
104	Speers Road - F1	Bronte Road	Third Line	Widening from 5 to 7 lanes	Post 2031	\$ 14.670				\$ 14.670	\$ -	\$ 14.670		0%		\$ -		\$ -	\$ -	\$ -	
105	Speers Road - F2	Third Line	Fourth Line	Widening from 5 to 7 lanes	Post 2031	\$ 6.157				\$ 6.157	\$ -	\$ 6.157		0%		\$ -		\$ -	\$ -	\$ -	
106	Speers Road - F3	Fourth Line	Dorval Drive	Widening from 5 to 7 lanes	Post 2031	\$ 9.658				\$ 9.658	\$ -	\$ 9.658		0%		\$ -		\$ -	\$ -	\$ -	
107	Speers Road - F4	Dorval Drive	Kerr Street	Widening from 5 to 7 lanes	Post 2031	\$ 17.476				\$ 17.476	\$ -	\$ 17.476		0%		\$ -		\$ -	\$ -	\$ -	
108	Speers Road - F5	Kerr Street	Trafalgar Road	Widening from 5 to 7 lanes	Post 2031	\$ 16.763				\$ 16.763	\$ -	\$ 16.763		0%		\$ -		\$ -	\$ -	\$ -	
109	North Service Road Extension	Sixth Line	Kerr Street	Extend NSR over 16 Mile Creek and connect to Kerr St at CTC Signals	Post 2031	\$ 26.251				\$ 26.251	\$ -	\$ 26.251		0%		\$ -		\$ -	\$ -	\$ -	
<b>TOTAL</b>						<b>\$ 751.352</b>	<b>\$ 31.449</b>	<b>\$ 66.321</b>	<b>\$ (3.198)</b>	<b>\$ 656.780</b>	<b>\$ 305.841</b>	<b>\$ 222.740</b>	<b>\$ 128.199</b>			<b>\$ 65.211</b>	<b>\$ 33.011</b>	<b>\$ 430.358</b>	<b>\$ 275.429</b>	<b>\$ 154.929</b>	

**ATTACHMENT A**  
**Screenline Analyses – Network Capacity**

**Network Service Level - Capacity**

**NETWORK:  
DEMAND MATRIX  
SCENARIO**

**2006  
2006  
2006**

**Recommended Network  
Trend Transit + Trend AT/TDM  
31100**

**Recommended Network  
Growth Transit + Trend AT/TDM  
31102**

**Recommended Network  
High Transit + High AT/TDM  
31103**

**Recommended Network  
High Transit + High AT/TDM  
31105**

Description	Eastbound/Northbound			Westbound/Southbound			Eastbound/Northbound			Westbound/Southbound			Eastbound/Northbound			Westbound/Southbound			Eastbound/Northbound			Westbound/Southbound								
	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio						
<b>tbound</b>																														
Bronte Creek South - QEW to Lakeshore Road	0	0	0	0	0	0	1249	1700	0.73	1229	1700	0.72	1245	1700	0.73	1275	1700	0.75	1189	1700	0.7	1272	1700	0.75	1130	1700	0.66	1100	1700	0.65
Wyeocroft Road West of Bronte Road	738	950	0.78	1063	950	1.12	864	950	0.91	766	950	0.81	888	950	0.93	794	950	0.84	850	950	0.9	774	950	0.81	818	950	0.86	744	950	0.78
Rebecca Street West of Bronte Road	486	1900	0.26	1083	1900	0.57	591	1900	0.31	660	1900	0.35	612	1900	0.32	662	1900	0.35	580	1900	0.31	624	1900	0.33	542	1900	0.29	542	1900	0.29
Lakeshore Road West of Bronte Road	1224	2850	0.43	2146	2850	0.75	2704	4550	0.59	2655	4550	0.58	2745	4550	0.60	2731	4550	0.60	2619	4550	0.58	2670	4550	0.59	2490	4550	0.55	2386	4550	0.52
<b>Bronte Creek North - Highway 407 ETR to QEW</b>	832	5400	0.15	4119	5400	0.76	3032	5400	0.56	3880	5400	0.72	3086	5400	0.57	4102	5400	0.76	2472	5400	0.46	3312	5400	0.61	2047	5400	0.38	2599	5400	0.48
Highway 407 ETR West of Bronte Road	1474	2400	0.61	2043	2400	0.85	1292	1900	0.68	1550	1900	0.82	1334	1900	0.7	1532	1900	0.81	1273	1900	0.67	1477	1900	0.78	1274	1900	0.67	1391	1900	0.73
Dundas Street West of Bronte Road	0	0	0	0	0	0	1039	1500	0.69	1163	1500	0.78	1067	1500	0.71	1167	1500	0.78	1036	1500	0.69	1117	1500	0.74	1025	1500	0.68	971	1500	0.65
North Service Road West of Bronte Road	5663	5100	1.11	6212	5100	1.22	5491	5100	1.08	5666	5100	1.11	5328	5100	1.04	5622	5100	1.1	5320	5100	1.04	5581	5100	1.09	5265	5100	1.03	5652	5100	1.11
QEW West of Bronte Road - GP Lanes	0	0	0	0	0	0	1417	1600	0.89	1517	1600	0.95	1499	1600	0.94	1450	1600	0.91	1444	1600	0.9	1451	1600	0.91	1484	1600	0.93	1422	1600	0.89
QEW West of Bronte Road - HOV Lanes	7969	12900	0.62	12374	12900	0.96	12271	15500	0.79	13776	15500	0.89	12314	15500	0.79	13873	15500	0.90	11545	15500	0.74	12938	15500	0.83	11095	15500	0.72	12035	15500	0.78
<b>Oakville Creek South - QEW to Cornwall Road</b>	0	0	0	0	0	0	914	700	1.31	622	700	0.89	941	700	1.34	644	700	0.92	880	700	1.26	623	700	0.89	850	700	1.21	562	700	0.8
North Service Road Extension at 16 Mile Creek	5880	5100	1.15	6240	5100	1.22	5922	5100	1.16	6212	5100	1.22	5928	5100	1.16	6131	5100	1.2	5832	5100	1.14	6085	5100	1.19	5774	5100	1.13	6013	5100	1.18
QEW East of Kerr Street - GP Lanes	0	0	0	0	0	0	1561	1600	0.98	1640	1600	1.02	1586	1600	0.99	1615	1600	1.01	1584	1600	0.99	1618	1600	1.01	1562	1600	0.98	1543	1600	0.96
QEW East of Kerr Street - HOV Lanes	1274	1500	0.85	1926	1500	1.28	1874	2250	0.83	2660	2250	1.18	2070	2250	0.92	2609	2250	1.16	2013	2250	0.89	2561	2250	1.14	1861	2250	0.83	2419	2250	1.08
Speers Road East of Kerr Street	7154	6600	1.08	8166	6600	1.24	10271	9650	1.06	11134	9650	1.15	10525	9650	1.09	10999	9650	1.14	10309	9650	1.07	10887	9650	1.13	10047	9650	1.04	10537	9650	1.09
<b>Oakville Creek South - Rebecca Street to Lakeshore Road</b>	312	850	0.37	766	850	0.9	335	850	0.39	707	850	0.83	344	850	0.4	781	850	0.92	293	850	0.34	710	850	0.84	219	850	0.26	612	850	0.72
Randall Street at 16 Mile Creek	487	850	0.57	847	850	1	541	850	0.64	761	850	0.9	559	850	0.66	847	850	1	524	850	0.62	754	850	0.89	509	850	0.6	659	850	0.77
Lakeshore Road at 16 Mile Creek	799	1700	0.47	1613	1700	0.95	876	1700	0.52	1468	1700	0.86	903	1700	0.53	1628	1700	0.96	817	1700	0.48	1464	1700	0.86	728	1700	0.43	1271	1700	0.75
<b>Oakville Creek North - Highway 407 ETR to Upper Middle Road</b>	570	5400	0.11	3859	5400	0.71	2409	5400	0.45	3244	5400	0.6	2333	5400	0.43	3456	5400	0.64	1676	5400	0.31	2619	5400	0.48	1156	5400	0.21	1866	5400	0.35
Highway 407 ETR at 16 Mile Creek	0	0	0	0	0	0	1599	1800	0.89	1589	1800	0.87	1601	1800	0.89	1540	1800	0.86	1579	1800	0.88	1520	1800	0.84	1536	1800	0.85	1418	1800	0.79
NNOTC at 16 Mile Creek	2027	2400	0.84	2695	2400	1.12	1984	1900	1.03	1885	1900	0.99	1992	1900	1.05	1875	1900	0.99	1922	1900	1.01	1811	1900	0.95	1887	1900	0.99	1677	1900	0.88
Dundas Street at 16 Mile Creek	1396	1800	0.78	1579	1800	0.88	2203	2700	0.82	2063	2700	0.76	2330	2700	0.86	2129	2700	0.79	2206	2700	0.82	2037	2700	0.75	2203	2700	0.82	1821	2700	0.67
Upper Middle Road at 16 Mile Creek	3993	9600	0.42	8133	9600	0.85	8175	11800	0.69	8761	11800	0.74	8256	11800	0.70	9000	11800	0.76	7383	11800	0.63	7987	11800	0.68	6782	11800	0.57	6782	11800	0.57
<b>Oakville/Peel Border South - South Sheridan Way to Sheridan Garden Drive</b>	120	850	0.14	60	850	0.07	152	700	0.22	146	700	0.21	153	700	0.22	79	700	0.11	155	700	0.22	69	700	0.1	156	700	0.22	51	700	0.07
Sherwood Heights Drive West of Winston Churchill Boulevard	190	400	0.48	299	400	0.75	168	400	0.42	238	400	0.59	165	400	0.39	234	400	0.59	140	400	0.35	211	400	0.53	124	400	0.31	184	400	0.46
Kingsway Drive West of Winston Churchill Boulevard	76	400	0.19	187	400	0.47	53	400	0.13	128	400	0.32	57	400	0.14	71	400	0.18	54	400	0.13	69	400	0.17	51	400	0.13	59	400	0.15
Sheridan Garden Drive West of Winston Churchill Boulevard	386	1650	0.23	546	1650	0.33	373	1500	0.25	512	1500	0.34	365	1500	0.24	384	1500	0.26	349	1500	0.23	349	1500	0.23	331	1500	0.22	294	1500	0.20
<b>Oakville/Peel Border South - Cornwall Road to Lakeshore Road</b>	944	1900	0.5	1693	1900	0.89	1268	1900	0.67	1673	1900	0.88	1446	1900	0.76	1612	1900	0.85	1337	1900	0.7	1514	1900	0.8	1199	1900	0.63	1208	1900	0.64
Royal Windsor Drive West of Winston Churchill Boulevard	0	850	0	0	850	0	318	850	0.37	663	850	0.78	329	850	0.39	545	850	0.64	283	850	0.33	534	850	0.63	152	850	0.18	319	850	0.38
Berly Road West of Winston Churchill Boulevard	307	950	0.32	705	950	0.74	436	950	0.46	789	950	0.83	424	950	0.45	622	950	0.65	384	950	0.4	575	950	0.6	312	950	0.33	420	950	0.44
Lakeshore Road West of Winston Churchill Boulevard	1251	3700	0.34	2398	3700	0.65	2022	3700	0.55	3125	3700	0.84	2199	3700	0.59	2779	3700	0.75	2004	3700	0.54	2623	3700	0.71	1663	3700	0.45	1947	3700	0.53
<b>Oakville/Peel Border North - Dundas Street to QEW</b>	1311	2850	0.46	1707	2850	0.6	1390	1900	0.73	1508	1900	0.79	1284	1900	0.68	1411	1900	0.74	1221	1900	0.64	1307	1900	0.69	1058	1900	0.56	1181	1900	0.62
Dundas Street West of Winston Churchill Boulevard	349	400	0.87	259	400	0.65	372	400	0.93	286	400	0.72	322	400	0.8	270	400	0.67	348	400	0.87	234	400	0.59	278	400	0.69	129	400	0.32
Dover Gate West of Winston Churchill Boulevard	234	400	0.58	65	400	0.16	251	400	0.63	73	400	0.18	207	400	0.52	58	400	0.14	176	400	0.44	51	400	0.13	103	400	0.26	30	400	0.07
Plymouth Drive West of Winston Churchill Boulevard	395	750	0.53	580	750	0.77	651	2250	0.29	730	2250	0.32	527	2250	0.23	529	2250	0.23	382	2250	0.17	308	2250	0.14	189	2250	0.08	44	2250	0.02
Upper Middle Road West of Winston Churchill Boulevard	4651	5100	0.91	5108	5100	1	5837	5400	1.08	6198	5400	1.15	5620	5400	1.04	5842	5400	1.08	5576	5400	1.03	6173	5400	1.14	5424	5400	1	5766	5400	1.07
QEW West of Winston Churchill Boulevard	6940	9500	0.73	7719	9500	0.81	8501	10350	0.82	8795	10350	0.85	7960	10350	0.77	8110	10350	0.78	7703	10350	0.74	8073	10350	0.78	7052	10350	0.68	7150	10350	0.69
<b>South of Dundas Street - Eighth Line to Meadowridge Drive</b>	250	1700	0.15	280	1700	0.16	462	850	0.54	339	850	0.4	426	850	0.5	309	850	0.36	413	850	0.49	286	850	0.34	361	850	0.43	218	850	0.26
Eighth Line South of Dundas Street	27	600	0.05	79	600	0.13	37	600	0.06	67	600	0.11	33	600	0.06	58	600	0.1	31	600	0.05	57	600	0.09	35	600	0.06	34	600	0.06
Prince Michael Drive South of Dundas Street	35	400	0.09	65	400	0.16	56	400	0.14	66	400	0.17	52	400	0.13	64	400	0.16	47	400	0.12	60	400	0.15	32	400	0.08	53	400	0.13
Kestell Boulevard South of Dundas Street	114	400	0.28	297	400	0.74	197	400	0.49	251	400	0.63	191	400	0.48	244	400	0.61	185	400	0.46	229	400	0.57	186	400	0.47	216	400	0.54
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**Network Service Level - Capacity**

Description	NETWORK: 2006			Recommended Network			Recommended Network			Recommended Network			Recommended Network			Recommended Network														
	DEMAND MATRIX			Trend Transit + Trend AT/TDM			Growth Transit + Trend AT/TDM			Growth Transit + High AT/TDM			High Transit + High AT/TDM			31105														
	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio												
<b>North of QEW - Trafalgar Road to Winston Churchill Boulevard</b>																														
Trafalgar Road North of Lehighland Avenue	1896	1900	1	1276	1900	0.67	2607	1900	1.37	1941	1900	1.02	2566	1900	1.35	1907	1900	1	2489	1900	1.31	1862	1900	0.98	2485	1900	1.31	1719	1900	0.9
Eighth Line North of Iroquois Shore Road	339	750	0.45	145	750	0.19	802	750	1.07	346	750	0.46	827	750	1.1	370	750	0.49	792	750	1.06	351	750	0.47	813	750	1.08	278	750	0.37
Joshuas Creek Drive South of Upper Middle Road	147	850	0.17	50	850	0.06	280	850	0.33	66	850	0.08	306	850	0.36	72	850	0.09	270	850	0.32	62	850	0.07	212	850	0.25	43	850	0.05
Ninth Line South of Upper Middle Road	2381	2550	0.93	1609	1700	0.95	2396	2550	0.94	1486	1700	0.87	2420	2550	0.95	1452	1700	0.85	2430	2550	0.95	1497	1700	0.88	2251	2550	0.88	1394	1700	0.82
Highway 403 North of Upper Middle Road	3372	3400	0.99	2549	3400	0.75	5543	5100	1.09	5001	5100	0.98	5245	5100	1.03	4863	5100	0.95	5192	5100	1.02	4641	5100	0.91	4799	5100	0.94	4134	5100	0.81
Buckingham Road South of Bristol Circle	136	400	0.34	355	400	0.89	56	400	0.14	282	400	0.7	39	400	0.1	228	400	0.57	15	400	0.04	222	400	0.55	4	400	0.01	155	400	0.39
Winston Park Drive South of Bristol Circle	79	400	0.2	341	400	0.85	76	400	0.19	288	400	0.72	52	400	0.13	203	400	0.51	50	400	0.12	210	400	0.52	28	400	0.07	193	400	0.48
Upper Middle Road West of Winston Churchill Boulevard	395	750	0.53	580	750	0.77	651	2250	0.29	730	2250	0.32	527	2250	0.23	529	2250	0.23	382	2250	0.17	308	2250	0.14	189	2250	0.08	44	2250	0.02
	<b>8745</b>	<b>11000</b>	<b>0.80</b>	<b>6905</b>	<b>10150</b>	<b>0.68</b>	<b>12411</b>	<b>14200</b>	<b>0.87</b>	<b>10140</b>	<b>13350</b>	<b>0.76</b>	<b>11982</b>	<b>14200</b>	<b>0.84</b>	<b>9624</b>	<b>13350</b>	<b>0.72</b>	<b>11620</b>	<b>14200</b>	<b>0.82</b>	<b>9153</b>	<b>13350</b>	<b>0.69</b>	<b>10781</b>	<b>12500</b>	<b>0.76</b>	<b>7960</b>	<b>13350</b>	<b>0.60</b>
<b>North of Dundas Street - Neyagawa Boulevard to Trafalgar Road</b>																														
Neyagawa Boulevard North of Dundas Street	459	900	0.51	599	900	0.67	1362	1700	0.8	1364	1700	0.8	1267	1700	0.75	1358	1700	0.8	1253	1700	0.74	1318	1700	0.78	1262	1700	0.74	1265	1700	0.74
Local N/S Road 1 North of Dundas Street	0	0	0	0	0	0	4	400	0.01	4	400	0.01	3	400	0.01	4	400	0.01	3	400	0.01	3	400	0.01	4	400	0.01	3	400	0.01
Local N/S Road 2 North of Dundas Street	0	0	0	0	0	0	209	400	0.52	168	400	0.42	210	400	0.53	152	400	0.38	203	400	0.51	131	400	0.33	182	400	0.46	122	400	0.31
Sixth Line North of Dundas Street	211	750	0.28	251	750	0.34	1087	1500	0.72	1091	1500	0.73	1027	1500	0.68	1063	1500	0.71	979	1500	0.65	1017	1500	0.68	864	1500	0.58	844	1500	0.56
Local N/S Road 3 North of Dundas Street	0	0	0	0	0	0	89	400	0.22	133	400	0.33	75	400	0.19	102	400	0.25	86	400	0.22	102	400	0.26	102	400	0.25	61	400	0.15
Local N/S Road 4 North of Dundas Street	0	0	0	0	0	0	1	400	0	0	400	0	1	400	0	0	400	0	1	400	0	0	400	0	1	400	0			
Trafalgar Road North of Dundas Street	1078	1900	0.57	1194	1900	0.63	730	2850	0.26	1170	2850	0.41	632	2850	0.22	1103	2850	0.39	563	2850	0.2	955	2850	0.33	471	2850	0.17	618	2850	0.22
	<b>1748</b>	<b>3550</b>	<b>0.49</b>	<b>2044</b>	<b>3550</b>	<b>0.58</b>	<b>3482</b>	<b>7650</b>	<b>0.46</b>	<b>3930</b>	<b>7650</b>	<b>0.51</b>	<b>3215</b>	<b>7650</b>	<b>0.42</b>	<b>3782</b>	<b>7650</b>	<b>0.49</b>	<b>3088</b>	<b>7650</b>	<b>0.40</b>	<b>3526</b>	<b>7650</b>	<b>0.46</b>	<b>2886</b>	<b>7650</b>	<b>0.38</b>	<b>2914</b>	<b>7650</b>	<b>0.38</b>
<b>North of Dundas Street - Ninth Line to Winston Churchill Boulevard</b>																														
Ninth Line North of Dundas Street	470	850	0.55	312	850	0.37	902	1700	0.53	729	1700	0.43	786	1700	0.46	672	1700	0.4	705	1700	0.41	602	1700	0.35	642	1700	0.38	506	1700	0.3
Highway 403 North of Dundas Street	3458	3400	1.02	2460	3400	0.72	4867	5100	0.95	3954	5100	0.78	4642	5100	0.91	3951	5100	0.77	4535	5100	0.89	3787	5100	0.74	4060	5100	0.8	3479	5100	0.68
Ridgeway Drive North of Dundas Street	239	750	0.32	216	750	0.29	241	750	0.32	227	750	0.3	140	750	0.19	235	750	0.31	151	750	0.2	256	750	0.34	120	750	0.16	243	750	0.32
Winston Churchill Boulevard North of Dundas Street	1302	1900	0.69	778	1900	0.41	1501	1900	0.79	1034	1900	0.54	1440	1900	0.76	1050	1900	0.55	1402	1900	0.74	1026	1900	0.54	1299	1900	0.68	903	1900	0.48
	<b>5469</b>	<b>6900</b>	<b>0.79</b>	<b>3766</b>	<b>6900</b>	<b>0.55</b>	<b>7511</b>	<b>9450</b>	<b>0.79</b>	<b>5944</b>	<b>9450</b>	<b>0.63</b>	<b>7008</b>	<b>9450</b>	<b>0.74</b>	<b>5908</b>	<b>9450</b>	<b>0.63</b>	<b>6793</b>	<b>9450</b>	<b>0.72</b>	<b>5671</b>	<b>9450</b>	<b>0.60</b>	<b>6121</b>	<b>9450</b>	<b>0.65</b>	<b>5131</b>	<b>9450</b>	<b>0.54</b>
<b>South of Dundas Street - Bronte Road to Proudfoot Trail</b>																														
Bronte Road South of Dundas Street - GP Lanes	916	1000	0.92	722	1000	0.72	1724	2000	0.86	1834	2000	0.92	1717	2000	0.86	1790	2000	0.89	1721	2000	0.86	1800	2000	0.9	1675	2000	0.84	1663	2000	0.83
Bronte Road South of Dundas Street - HOV Lanes	0	0	0	0	0	0	215	950	0.23	120	950	0.13	196	950	0.21	121	950	0.13	93	950	0.1	48	950	0.05	63	950	0.07	15	950	0.02
Grand Oak Trail South of Dundas Street	0	0	0	0	0	0	10	400	0.03	7	400	0.02	7	400	0.02	6	400	0.02	8	400	0.02	5	400	0.01	5	400	0.01	13	400	0.03
Postmaster Drive South of Dundas Street	99	600	0.17	99	600	0.16	42	600	0.07	7	600	0.12	37	600	0.06	75	600	0.12	35	600	0.06	68	600	0.11	30	600	0.05	60	600	0.1
Third Line South of Dundas Street	749	1500	0.5	829	1500	0.55	990	1500	0.66	1310	1500	0.87	971	1500	0.65	1325	1500	0.88	948	1500	0.63	1222	1500	0.81	904	1500	0.6	1094	1500	0.73
Proudfoot Trail South of Dundas Street	177	600	0.3	373	600	0.62	287	750	0.38	390	750	0.52	301	750	0.4	358	750	0.48	270	750	0.36	347	750	0.46	272	750	0.36	311	750	0.41
	<b>1941</b>	<b>3700</b>	<b>0.52</b>	<b>2023</b>	<b>3700</b>	<b>0.55</b>	<b>3268</b>	<b>6200</b>	<b>0.53</b>	<b>3734</b>	<b>6200</b>	<b>0.60</b>	<b>3229</b>	<b>6200</b>	<b>0.52</b>	<b>3675</b>	<b>6200</b>	<b>0.59</b>	<b>3075</b>	<b>6200</b>	<b>0.50</b>	<b>3490</b>	<b>6200</b>	<b>0.56</b>	<b>2949</b>	<b>6200</b>	<b>0.48</b>	<b>3156</b>	<b>6200</b>	<b>0.51</b>
<b>South of Dundas Street - Ninth Line to Winston Churchill Boulevard</b>																														
Ninth Line South of Dundas Street	630	850	0.74	266	850	0.31	1178	1700	0.69	554	1700	0.33	1109	1700	0.65	518	1700	0.3	1022	1700	0.6	493	1700	0.29	854	1700	0.5	370	1700	0.22
Highway 403 North of Upper Middle Road	3372	3400	0.99	2549	3400	0.75	5543	5100	1.09	5001	5100	0.98	5245	5100	1.03	4863	5100	0.95	5192	5100	1.02	4641	5100	0.91	4799	5100	0.94	4134	5100	0.81
Winston Park Drive South of Dundas Street	551	750	0.73	360	750	0.48	480	750	0.64	291	750	0.39	551	750	0.73	331	750	0.44	478	750	0.64	305	750	0.41	442	750	0.59	312	750	0.42
Hyde Park Gate North of Bristol Circle	178	400	0.45	22	400	0.05	183	400	0.46	24	400	0.06	94	400	0.23	13	400	0.03	75	400	0.19	15	400	0.04	0	400	0	7	400	0.02
Hampshire Gate North of Bristol Circle	66	400	0.17	0	400	0	42	400	0.1	3	400	0.01	8	400	0.02	0	400	0	8	400	0.02	0	400	0	4	400	0			
Winston Churchill South of Dundas Street	1573	1900	0.83	1127	1900	0.59	2365	2850	0.83	1782	2850	0.63	2154	2850	0.76	1768	2850	0.62	2086	2850	0.73	1712	2850	0.6	1831	2850	0.64	1378	2850	0.48
	<b>6370</b>	<b>7700</b>	<b>0.83</b>	<b>4324</b>	<b>7700</b>	<b>0.56</b>	<b>9791</b>	<b>11200</b>	<b>0.87</b>	<b>7655</b>	<b>11200</b>	<b>0.68</b>	<b>9162</b>	<b>11200</b>	<b>0.82</b>	<b>7493</b>	<b>11200</b>	<b>0.67</b>	<b>8861</b>	<b>11200</b>	<b>0.79</b>	<b>7166</b>	<b>11200</b>	<b>0.64</b>	<b>7934</b>	<b>11200</b>	<b>0.71</b>	<b>6201</b>	<b>11200</b>	<b>0.55</b>
<b>East of Trafalgar Road - Lower Baseline Road to Burnhamthorpe Road</b>																														
Lower Base Line Road East of Trafalgar Road	403	850	0.47	669	850	0.79	478	850	0.56	730	850	0.86	436	850	0.51	730	850	0.86	427	850	0.5	633	850	0.74	349	850	0.41	508	850	0.6
Highway 407 ETR East of Trafalgar Road	690	5400	0.13	4035	5400	0.75	2410	5400	0.45	3935	5400	0.73	21																	

# Network Service Level - Capacity

Description	NETWORK: DEMAND MATRIX SCENARIO			2006 2006 2006			Recommended Network Trend Transit + Trend AT/TDM 31100			Recommended Network Growth Transit + Trend AT/TDM 31102			Recommended Network Growth Transit + High AT/TDM 31103			Recommended Network High Transit + High AT/TDM 31105														
	Eastbound/Northbound		V/C Ratio	Westbound/Southbound		V/C Ratio	Eastbound/Northbound		V/C Ratio	Westbound/Southbound		V/C Ratio	Eastbound/Northbound		V/C Ratio	Westbound/Southbound		V/C Ratio	Eastbound/Northbound		V/C Ratio	Westbound/Southbound		V/C Ratio						
	PM Vol	Total Cap		PM Vol	Total Cap		PM Vol	Total Cap		PM Vol	Total Cap		PM Vol	Total Cap		PM Vol	Total Cap		PM Vol	Total Cap		PM Vol	Total Cap		PM Vol	Total Cap	PM Vol	Total Cap	PM Vol	Total Cap
<b>East of Third Line - South Service Road to Bridge Road</b>																														
South Service Road East of Third Line	279	750	0.37	802	750	1.07	842	1700	0.5	1228	1700	0.72	987	1700	0.58	1220	1700	0.72	939	1700	0.55	1167	1700	0.69	926	1700	0.54	969	1700	0.57
Speers Road East of Third Line	76	1900	0.04	317	1900	0.17	172	2850	0.06	301	2850	0.11	233	2850	0.08	325	2850	0.11	196	2850	0.07	291	2850	0.1	147	2850	0.05	243	2850	0.09
Bridge Road East of Third Line	129	400	0.32	214	400	0.54	152	400	0.38	157	400	0.39	151	400	0.38	158	400	0.4	142	400	0.35	141	400	0.35	125	400	0.31	107	400	0.27
<b>East of Fourth Line - Speers Road to Pinegrove Drive</b>	<b>484</b>	<b>3050</b>	<b>0.16</b>	<b>1333</b>	<b>3050</b>	<b>0.44</b>	<b>1166</b>	<b>4950</b>	<b>0.24</b>	<b>1686</b>	<b>4950</b>	<b>0.34</b>	<b>1371</b>	<b>4950</b>	<b>0.28</b>	<b>1703</b>	<b>4950</b>	<b>0.34</b>	<b>1277</b>	<b>4950</b>	<b>0.26</b>	<b>1599</b>	<b>4950</b>	<b>0.32</b>	<b>1198</b>	<b>4950</b>	<b>0.24</b>	<b>1319</b>	<b>4950</b>	<b>0.27</b>
Speers Road East of Fourth Line	705	1900	0.37	1073	1900	0.56	1278	2850	0.45	1415	2850	0.5	1429	2850	0.5	1422	2850	0.5	1373	2850	0.48	1372	2850	0.48	1341	2850	0.47	1295	2850	0.45
Pinegrove Road East of Fourth Line	139	400	0.35	161	400	0.4	149	400	0.37	147	400	0.37	144	400	0.36	121	400	0.3	136	400	0.34	121	400	0.3	130	400	0.32	137	400	0.34
Wyecroft Road East of Fourth Line	627	750	0.84	230	750	0.31	853	1500	0.57	515	1500	0.34	880	1500	0.59	540	1500	0.36	810	1500	0.54	496	1500	0.33	674	1500	0.45	306	1500	0.2
South Service Road East of Fourth Line	22	750	0.03	2	750	0	0	750	0	0	750	0	0	750	0	0	750	0	0	750	0	0	750	0	0	750	0	0	750	0
<b>East of Fourth Line - Rebecca Street to Lakeshore Road</b>	<b>1493</b>	<b>3800</b>	<b>0.39</b>	<b>1466</b>	<b>3800</b>	<b>0.39</b>	<b>2280</b>	<b>5500</b>	<b>0.41</b>	<b>2077</b>	<b>5500</b>	<b>0.38</b>	<b>2453</b>	<b>5500</b>	<b>0.45</b>	<b>2083</b>	<b>5500</b>	<b>0.38</b>	<b>2319</b>	<b>5500</b>	<b>0.42</b>	<b>1989</b>	<b>5500</b>	<b>0.36</b>	<b>2145</b>	<b>5500</b>	<b>0.39</b>	<b>1738</b>	<b>5500</b>	<b>0.32</b>
Rebecca Street East of Fourth Line	322	850	0.38	610	850	0.72	413	850	0.49	627	850	0.74	467	850	0.55	598	850	0.7	458	850	0.54	621	850	0.73	399	850	0.47	548	850	0.65
Lakeshore Road East of Fourth Line	417	950	0.44	787	950	0.83	465	950	0.49	648	950	0.68	495	950	0.52	705	950	0.74	459	950	0.48	644	950	0.68	429	950	0.45	561	950	0.59
<b>North of Rebecca Street - Fourth Line to Morden Road</b>	<b>739</b>	<b>1800</b>	<b>0.41</b>	<b>1397</b>	<b>1800</b>	<b>0.78</b>	<b>878</b>	<b>1800</b>	<b>0.49</b>	<b>1275</b>	<b>1800</b>	<b>0.71</b>	<b>962</b>	<b>1800</b>	<b>0.53</b>	<b>1303</b>	<b>1800</b>	<b>0.72</b>	<b>917</b>	<b>1800</b>	<b>0.51</b>	<b>1265</b>	<b>1800</b>	<b>0.70</b>	<b>828</b>	<b>1800</b>	<b>0.46</b>	<b>1109</b>	<b>1800</b>	<b>0.62</b>
Fourth Line North of Rebecca Street	245	750	0.33	305	750	0.41	266	750	0.35	271	750	0.36	273	750	0.36	288	750	0.38	263	750	0.35	256	750	0.34	286	750	0.38	282	750	0.38
Morden Road North of Rebecca Street	0	400	0	1	400	0	0	400	0	2	400	0	1	400	0	1	400	0	0	400	0	0	400	0	0	400	0	0	400	0
<b>North of Rebecca Street - Dorval Drive to Queen Street</b>	<b>245</b>	<b>1150</b>	<b>0.21</b>	<b>306</b>	<b>1150</b>	<b>0.27</b>	<b>266</b>	<b>1150</b>	<b>0.23</b>	<b>273</b>	<b>1150</b>	<b>0.24</b>	<b>273</b>	<b>1150</b>	<b>0.24</b>	<b>289</b>	<b>1150</b>	<b>0.25</b>	<b>263</b>	<b>1150</b>	<b>0.23</b>	<b>256</b>	<b>1150</b>	<b>0.22</b>	<b>286</b>	<b>1150</b>	<b>0.25</b>	<b>282</b>	<b>1150</b>	<b>0.25</b>
Dorval Drive North of Rebecca Street	499	1700	0.29	472	1700	0.28	550	1700	0.32	740	1700	0.44	692	1700	0.41	726	1700	0.43	638	1700	0.38	743	1700	0.44	528	1700	0.31	616	1700	0.36
Kerr Street North of Rebecca Street	304	850	0.36	241	850	0.28	292	850	0.34	275	850	0.32	306	850	0.36	298	850	0.35	365	850	0.43	271	850	0.32	360	850	0.42	274	850	0.32
Queen Mary Drive South of Riverside Drive	143	400	0.36	38	400	0.09	92	400	0.23	46	400	0.11	167	400	0.42	46	400	0.12	91	400	0.23	41	400	0.1	53	400	0.13	32	400	0.08
<b>North of Lakeshore Road - Trafalgar Road to Morrison Road</b>	<b>946</b>	<b>2950</b>	<b>0.32</b>	<b>751</b>	<b>2950</b>	<b>0.25</b>	<b>934</b>	<b>2950</b>	<b>0.32</b>	<b>1061</b>	<b>2950</b>	<b>0.36</b>	<b>1165</b>	<b>2950</b>	<b>0.39</b>	<b>1070</b>	<b>2950</b>	<b>0.36</b>	<b>1094</b>	<b>2950</b>	<b>0.37</b>	<b>1055</b>	<b>2950</b>	<b>0.36</b>	<b>941</b>	<b>2950</b>	<b>0.32</b>	<b>922</b>	<b>2950</b>	<b>0.31</b>
Trafalgar Road North of Church Street	402	750	0.54	113	750	0.15	381	750	0.51	85	750	0.11	413	750	0.55	85	750	0.11	396	750	0.53	92	750	0.12	393	750	0.52	127	750	0.17
Reynolds Street North of Summer Avenue	78	400	0.19	346	400	0.86	45	400	0.11	277	400	0.69	66	400	0.17	315	400	0.79	49	400	0.12	282	400	0.71	42	400	0.1	254	400	0.64
Watson Avenue North of Lakeshore Road	72	400	0.18	94	400	0.23	119	400	0.3	101	400	0.25	118	400	0.29	109	400	0.27	100	400	0.25	93	400	0.23	81	400	0.2	62	400	0.15
Chartwell Road North of Lakeshore Road	23	750	0.03	17	750	0.02	61	750	0.08	89	750	0.12	81	750	0.11	84	750	0.11	73	750	0.1	81	750	0.11	56	750	0.08	64	750	0.09
Morrison Road North of Lakeshore Road	18	400	0.05	20	400	0.05	28	400	0.07	41	400	0.1	43	400	0.11	41	400	0.1	40	400	0.1	41	400	0.1	34	400	0.08	40	400	0.1
<b>West of Chartwell Road - South Service Road to Maple Avenue</b>	<b>593</b>	<b>2700</b>	<b>0.22</b>	<b>590</b>	<b>2700</b>	<b>0.22</b>	<b>634</b>	<b>2700</b>	<b>0.23</b>	<b>593</b>	<b>2700</b>	<b>0.22</b>	<b>721</b>	<b>2700</b>	<b>0.27</b>	<b>634</b>	<b>2700</b>	<b>0.23</b>	<b>658</b>	<b>2700</b>	<b>0.24</b>	<b>589</b>	<b>2700</b>	<b>0.22</b>	<b>606</b>	<b>2700</b>	<b>0.22</b>	<b>547</b>	<b>2700</b>	<b>0.20</b>
South Service Road West of Chartwell Road	47	500	0.09	58	500	0.12	230	500	0.46	199	500	0.4	239	500	0.48	173	500	0.35	188	500	0.38	124	500	0.25	136	500	0.27	73	500	0.15
Cross Avenue Extension West of Chartwell Road	0	0	0	0	0	0	862	1700	0.51	797	1700	0.47	857	1700	0.5	982	1700	0.58	804	1700	0.47	897	1700	0.53	730	1700	0.43	707	1700	0.42
Comwall Road West of Chartwell Road	637	1700	0.37	802	1700	0.47	857	1700	0.5	1054	1700	0.62	835	1700	0.49	1051	1700	0.62	797	1700	0.47	991	1700	0.58	698	1700	0.41	725	1700	0.43
Maple Avenue West of Chartwell Road	30	400	0.07	54	400	0.14	87	400	0.22	126	400	0.31	107	400	0.27	132	400	0.33	99	400	0.25	126	400	0.31	90	400	0.22	102	400	0.26
McDonald Road West of Chartwell Road	0	400	0	9	400	0.02	18	400	0.04	24	400	0.06	11	400	0.03	23	400	0.06	3	400	0.01	20	400	0.05	1	400	0	5	400	0.01
Lakeshore Road West of Chartwell Road	459	850	0.54	625	850	0.74	508	850	0.6	615	850	0.72	530	850	0.62	562	850	0.66	488	850	0.57	542	850	0.64	426	850	0.5	439	850	0.52
<b>West of Maple Grove Road - Royal Windsor Drive to Lakeshore Road</b>	<b>1173</b>	<b>3850</b>	<b>0.30</b>	<b>1548</b>	<b>3850</b>	<b>0.40</b>	<b>2562</b>	<b>5550</b>	<b>0.46</b>	<b>2815</b>	<b>5550</b>	<b>0.51</b>	<b>2579</b>	<b>5550</b>	<b>0.46</b>	<b>2923</b>	<b>5550</b>	<b>0.53</b>	<b>2379</b>	<b>5550</b>	<b>0.43</b>	<b>2700</b>	<b>5550</b>	<b>0.49</b>	<b>2081</b>	<b>5550</b>	<b>0.37</b>	<b>2051</b>	<b>5550</b>	<b>0.37</b>
Comwall Road West of Maple Grove Drive	495	1700	0.29	570	1700	0.34	869	1700	0.51	969	1700	0.57	856	1700	0.5	874	1700	0.51	805	1700	0.47	834	1700	0.49	697	1700	0.41	601	1700	0.35
Devon Road West of Maple Grove Drive	71	400	0.18	108	400	0.27	91	400	0.23	174	400	0.43	104	400	0.26	171	400	0.43	93	400	0.23	167	400	0.42	101	400	0.25	142	400	0.36
Lakeshore Road West of Maple Grove Drive	384	950	0.4	656	950	0.69	466	950	0.49	671	950	0.71	477	950	0.5	602	950	0.63	438	950	0.46	565	950	0.59	364	950	0.38	425	950	0.45
<b>North of Lakeshore Road - Maple Grove Drive to Devon Road</b>	<b>950</b>	<b>3050</b>	<b>0.31</b>	<b>1334</b>	<b>3050</b>	<b>0.44</b>	<b>1426</b>	<b>3050</b>	<b>0.47</b>	<b>1814</b>	<b>3050</b>	<b>0.59</b>	<b>1437</b>	<b>3050</b>	<b>0.47</b>	<b>1647</b>	<b>3050</b>	<b>0.54</b>	<b>1336</b>	<b>3050</b>	<b>0.44</b>	<b>1566</b>	<b>3050</b>	<b>0.51</b>	<b>1162</b>	<b>3050</b>	<b>0.38</b>	<b>1168</b>	<b>3050</b>	<b>0.38</b>
Maple Grove Drive North of Lakeshore Road	24	400	0.06	17	400	0.04	54	400	0.14	11	400	0.03	32	400	0.08	21	400	0.05	24	400	0.06	18	400	0.04	21	400	0.05	17	400	0.04
Ford Drive North of Lakeshore Road	57	850	0.07	46	850	0.05	73	850	0.09	66	850	0.08	58	850	0.07															

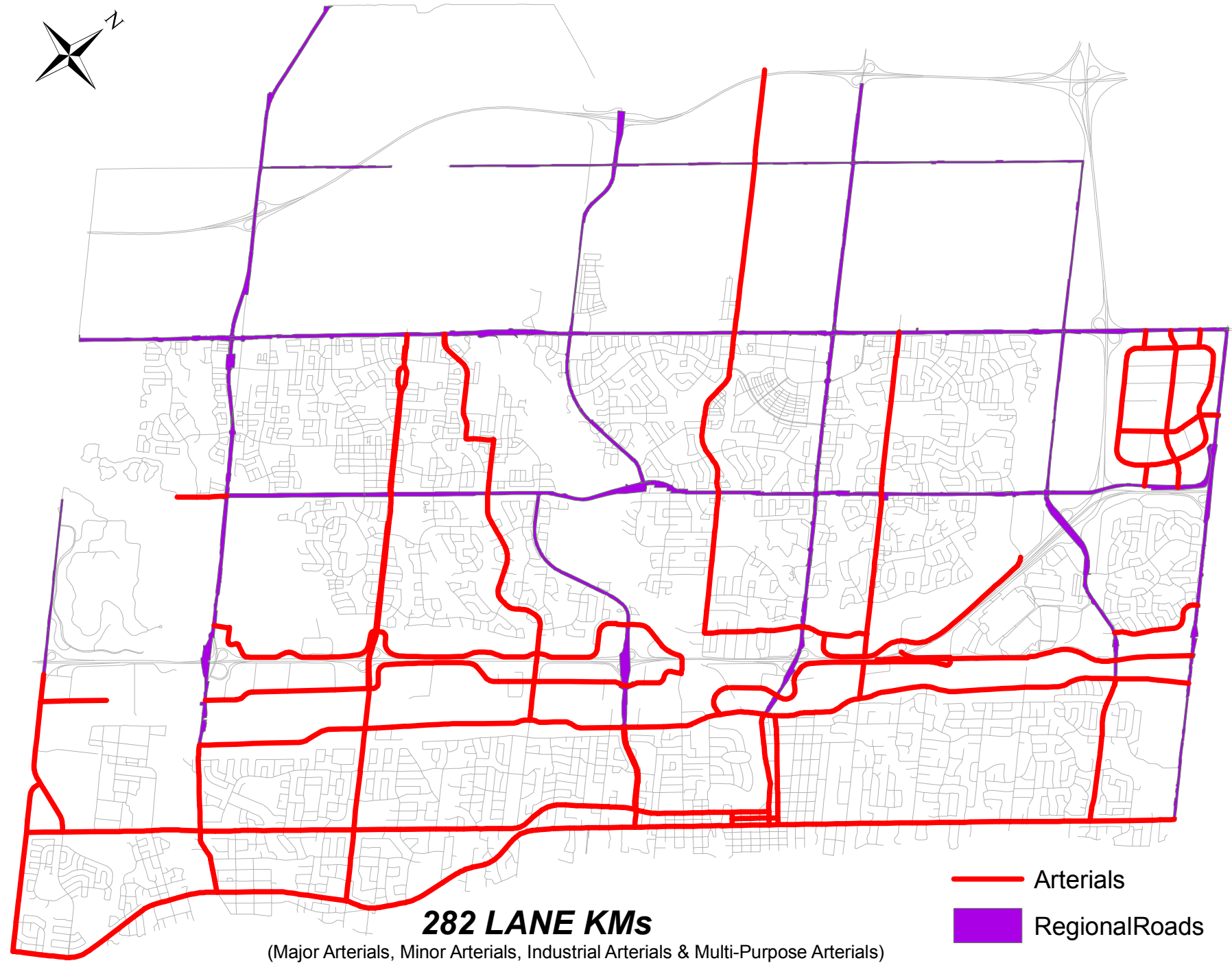
**Network Service Level - Capacity**

Description	NETWORK: 2006 DEMAND MATRIX SCENARIO			Recommended Network Trend Transit + Trend AT/TDM 31100			Recommended Network Growth Transit + Trend AT/TDM 31102			Recommended Network Growth Transit + High AT/TDM 31103			Recommended Network High Transit + High AT/TDM 31105																	
				Eastbound/Northbound			Westbound/Southbound			Eastbound/Northbound			Westbound/Southbound			Eastbound/Northbound			Westbound/Southbound											
	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio	PM Vol	Total Cap	V/C Ratio									
<b>South of Upper Middle Road - Third Line to Dorval Drive</b>																														
Third Line South of Upper Middle Road	988	1500	0.66	710	1500	0.47	1086	1500	0.72	909	1500	0.61	1071	1500	0.71	875	1500	0.58	1024	1500	0.68	880	1500	0.59	1044	1500	0.7	808	1500	0.54
Bishops Gate South of Upper Middle Road	124	400	0.31	93	400	0.23	140	400	0.35	131	400	0.33	137	400	0.34	130	400	0.32	125	400	0.31	125	400	0.31	117	400	0.29	115	400	0.29
Nottingham Gate South of Upper Middle Road	562	700	0.8	291	700	0.42	572	700	0.82	477	700	0.68	604	700	0.86	500	700	0.71	541	700	0.77	452	700	0.65	514	700	0.73	399	700	0.57
Dorval Drive South of Upper Middle Road	1204	1700	0.71	772	1700	0.45	1394	1700	0.82	1057	1700	0.62	1436	1700	0.84	1105	1700	0.65	1369	1700	0.81	1038	1700	0.61	1372	1700	0.81	938	1700	0.55
<b>2878</b>	<b>4300</b>	<b>0.67</b>	<b>1866</b>	<b>4300</b>	<b>0.43</b>	<b>3192</b>	<b>4300</b>	<b>0.74</b>	<b>2574</b>	<b>4300</b>	<b>0.60</b>	<b>3248</b>	<b>4300</b>	<b>0.76</b>	<b>2610</b>	<b>4300</b>	<b>0.61</b>	<b>3059</b>	<b>4300</b>	<b>0.71</b>	<b>2495</b>	<b>4300</b>	<b>0.58</b>	<b>3047</b>	<b>4300</b>	<b>0.71</b>	<b>2260</b>	<b>4300</b>	<b>0.53</b>	
<b>North of Westoak Trails Boulevard - Third Line to Oakpoint Road</b>																														
Third Line North of Warbler Road	982	1500	0.65	922	1500	0.61	1123	1500	0.75	1167	1500	0.78	1124	1500	0.75	1198	1500	0.8	1103	1500	0.74	1112	1500	0.74	1097	1500	0.73	1039	1500	0.69
Proudfoot Trail North of Westoak Trails Boulevard	147	600	0.25	147	600	0.25	236	750	0.31	259	750	0.35	227	750	0.3	231	750	0.31	208	750	0.28	216	750	0.29	192	750	0.26	186	750	0.25
<b>1129</b>	<b>2100</b>	<b>0.54</b>	<b>1069</b>	<b>2100</b>	<b>0.51</b>	<b>1359</b>	<b>2250</b>	<b>0.60</b>	<b>1426</b>	<b>2250</b>	<b>0.63</b>	<b>1351</b>	<b>2250</b>	<b>0.60</b>	<b>1429</b>	<b>2250</b>	<b>0.64</b>	<b>1311</b>	<b>2250</b>	<b>0.58</b>	<b>1328</b>	<b>2250</b>	<b>0.59</b>	<b>1289</b>	<b>2250</b>	<b>0.57</b>	<b>1225</b>	<b>2250</b>	<b>0.54</b>	
<b>West of Third Line - Dundas Street to Upper Middle Road</b>																														
Dundas Street West of Third Line	1698	2400	0.71	2109	2400	0.88	1178	1900	0.62	1045	1900	0.55	1245	1900	0.66	1041	1900	0.55	1175	1900	0.62	1021	1900	0.54	1194	1900	0.63	958	1900	0.5
Pine Glen Road West of Third Line	66	600	0.11	191	600	0.32	137	600	0.23	248	600	0.41	131	600	0.22	230	600	0.38	121	600	0.2	223	600	0.37	141	600	0.23	205	600	0.34
Westoak Trails Boulevard West of Third Line	194	600	0.32	354	600	0.59	237	600	0.4	322	600	0.54	247	600	0.41	362	600	0.6	237	600	0.39	294	600	0.49	272	600	0.45	284	600	0.47
Westmount Drive West of Third Line	36	400	0.09	89	400	0.22	26	400	0.07	31	400	0.08	23	400	0.06	35	400	0.09	23	400	0.06	29	400	0.07	22	400	0.06	26	400	0.07
Upper Middle Road West of Third Line	797	1700	0.47	1127	1700	0.66	1732	2550	0.68	1572	2550	0.62	1830	2550	0.72	1616	2550	0.63	1740	2550	0.68	1528	2550	0.6	1647	2550	0.65	1439	2550	0.56
<b>2791</b>	<b>5700</b>	<b>0.49</b>	<b>3870</b>	<b>5700</b>	<b>0.68</b>	<b>3310</b>	<b>6050</b>	<b>0.55</b>	<b>3218</b>	<b>6050</b>	<b>0.53</b>	<b>3476</b>	<b>6050</b>	<b>0.57</b>	<b>3284</b>	<b>6050</b>	<b>0.54</b>	<b>3296</b>	<b>6050</b>	<b>0.54</b>	<b>3095</b>	<b>6050</b>	<b>0.51</b>	<b>3276</b>	<b>6050</b>	<b>0.54</b>	<b>2912</b>	<b>6050</b>	<b>0.48</b>	
<b>South of Upper Middle Road - Bronte Road to Third Line</b>																														
Third Line South of Upper Middle Road	988	1500	0.66	710	1500	0.47	1086	1500	0.72	909	1500	0.61	1071	1500	0.71	875	1500	0.58	1024	1500	0.68	880	1500	0.59	1044	1500	0.7	808	1500	0.54
Postmaster Drive South of Upper Middle Road	148	400	0.37	240	400	0.6	98	400	0.25	179	400	0.45	98	400	0.24	166	400	0.42	95	400	0.24	156	400	0.39	88	400	0.22	140	400	0.35
Reeves Gate South of Upper Middle Road	214	400	0.53	218	400	0.54	223	400	0.56	300	400	0.75	217	400	0.54	297	400	0.74	215	400	0.54	281	400	0.7	204	400	0.51	265	400	0.66
Bronte Road South of Upper Middle Road - GP Lanes	1139	1000	1.14	692	1000	0.69	2446	2000	1.22	2117	2000	1.06	2480	2000	1.24	2136	2000	1.07	2435	2000	1.22	2064	2000	1.03	2453	2000	1.23	1946	2000	0.97
Bronte Road South of Upper Middle Road - HOV Lanes	0	0	0	0	0	0	631	950	0.66	128	950	0.13	643	950	0.68	146	950	0.15	580	950	0.61	112	950	0.12	551	950	0.58	48	950	0.05
<b>2489</b>	<b>3300</b>	<b>0.75</b>	<b>1860</b>	<b>3300</b>	<b>0.56</b>	<b>4484</b>	<b>5250</b>	<b>0.85</b>	<b>3633</b>	<b>5250</b>	<b>0.69</b>	<b>4509</b>	<b>5250</b>	<b>0.86</b>	<b>3620</b>	<b>5250</b>	<b>0.69</b>	<b>4349</b>	<b>5250</b>	<b>0.83</b>	<b>3493</b>	<b>5250</b>	<b>0.67</b>	<b>4340</b>	<b>5250</b>	<b>0.83</b>	<b>3207</b>	<b>5250</b>	<b>0.61</b>	
<b>West of Third Line - Upper Middle Road to North Service Road</b>																														
Upper Middle Road West of Third Line	797	1700	0.47	1127	1700	0.66	1732	2550	0.68	1572	2550	0.62	1830	2550	0.72	1616	2550	0.63	1740	2550	0.68	1528	2550	0.6	1647	2550	0.65	1439	2550	0.56
Merchants Gate West of Third Line	81	400	0.2	164	400	0.41	31	400	0.08	101	400	0.25	44	400	0.11	117	400	0.29	22	400	0.06	106	400	0.27	21	400	0.05	88	400	0.22
Kings College Drive West of Third Line	211	400	0.53	324	400	0.81	167	400	0.42	318	400	0.79	160	400	0.4	304	400	0.76	161	400	0.4	295	400	0.74	143	400	0.36	288	400	0.72
North Service Road West of Third Line	191	750	0.25	535	750	0.71	456	750	0.61	521	750	0.69	435	750	0.58	497	750	0.66	446	750	0.6	513	750	0.68	447	750	0.6	450	750	0.6
<b>1280</b>	<b>3250</b>	<b>0.39</b>	<b>2150</b>	<b>3250</b>	<b>0.66</b>	<b>2386</b>	<b>4100</b>	<b>0.58</b>	<b>2512</b>	<b>4100</b>	<b>0.61</b>	<b>2469</b>	<b>4100</b>	<b>0.60</b>	<b>2534</b>	<b>4100</b>	<b>0.62</b>	<b>2369</b>	<b>4100</b>	<b>0.58</b>	<b>2442</b>	<b>4100</b>	<b>0.60</b>	<b>2258</b>	<b>4100</b>	<b>0.55</b>	<b>2265</b>	<b>4100</b>	<b>0.55</b>	
<b>North of Dundas Street - Tremaine Road to Third Line</b>																														
Tremaine Road North of Dundas Street	143	600	0.24	68	600	0.11	1079	1800	0.6	988	1800	0.55	1089	1800	0.61	1021	1800	0.57	1079	1800	0.6	1002	1800	0.56	1076	1800	0.6	956	1800	0.53
Bronte Road North of Dundas Street - GP Lanes	879	1000	0.88	730	1000	0.73	1476	2000	0.74	1283	2000	0.64	1451	2000	0.73	1314	2000	0.66	1383	2000	0.69	1240	2000	0.62	1327	2000	0.66	1174	2000	0.59
Bronte Road North of Dundas Street - HOV Lanes	0	0	0	0	0	0	355	950	0.37	206	950	0.22	320	950	0.34	204	950	0.21	279	950	0.29	182	950	0.19	219	950	0.23	93	950	0.1
Grand Oak Trail North of Dundas Street	0	0	0	0	0	0	207	600	0.35	432	600	0.72	171	600	0.29	407	600	0.68	191	600	0.32	402	600	0.67	159	600	0.27	371	600	0.62
Postmaster Drive North of Dundas Street	0	0	0	0	0	0	134	600	0.22	392	600	0.65	125	600	0.21	356	600	0.59	125	600	0.21	350	600	0.58	113	600	0.19	298	600	0.5
Third Line North of Dundas Street	0	0	0	0	0	0	300	1700	0.18	517	1700	0.3	296	1700	0.17	515	1700	0.3	262	1700	0.15	459	1700	0.27	261	1700	0.15	389	1700	0.23
<b>1022</b>	<b>1600</b>	<b>0.64</b>	<b>798</b>	<b>1600</b>	<b>0.50</b>	<b>3551</b>	<b>7650</b>	<b>0.46</b>	<b>3818</b>	<b>7650</b>	<b>0.50</b>	<b>3452</b>	<b>7650</b>	<b>0.45</b>	<b>3817</b>	<b>7650</b>	<b>0.50</b>	<b>3319</b>	<b>7650</b>	<b>0.43</b>	<b>3635</b>	<b>7650</b>	<b>0.48</b>	<b>3155</b>	<b>7650</b>	<b>0.41</b>	<b>3281</b>	<b>7650</b>	<b>0.43</b>	
<b>North of Burnhamthorpe Road/NNOTC - Neyagawa Boulevard to Trafalgar Road</b>																														
Neyagawa Boulevard North of Burnhamthorpe Road	311	1800	0.17	208	1800	0.12	1423	1800	0.79	1638	1800	0.91	1359	1800	0.75	1675	1800	0.93	1378	1800	0.77	1608	1800	0.89	1282	1800	0.71	1490	1800	0.83
Sixth Line North of NNOTC	311	750	0.41	225	750	0.3	361	750	0.48	390	750	0.52	273	750	0.36	358	750	0.48	225	750	0.3	315	750	0.42	179	750	0.24	213	750	0.28
Trafalgar Road North of NNOTC	1184	1900	0.62	1191	1900	0.63	1858	2850	0.65	2029	2850	0.71	1659	2850	0.58	1997	2850	0.7	1561	2850	0.55	1898	2850	0.67	1237	2850	0.43	1574	2850	0.55
<b>1806</b>	<b>4450</b>	<b>0.41</b>	<b>1624</b>	<b>4450</b>	<b>0.36</b>	<b>3642</b>	<b>5400</b>	<b>0.67</b>	<b>4057</b>	<b>5400</b>	<b>0.75</b>	<b>3291</b>	<b>5400</b>	<b>0.61</b>	<b>4030</b>	<b>5400</b>	<b>0.75</b>													

**ATTACHMENT B**  
**Arterial Lane-KM**



# ARTERIAL CALCULATIONS (AS OUTLINED IN SCEDULE C, TRANSPORTAION PLAN, MAY 10, 2011)



**282 LANE KMs**

(Major Arterials, Minor Arterials, Industrial Arterials & Multi-Purpose Arterials)

- Arterials
- Regional Roads

**ATTACHMENT C**  
**Supporting Infrastructure**

**Table PED1: Cycle Lanes and Signed Routes on Town Roads**

<b>Project Name</b>	<b>Limits From</b>	<b>Limits To</b>
<b>Cycle Lanes (On-road)</b>		
Abbeywood Drive	Third Line	Pilgrims Way
Bishops Gate	Upper Middle Road	Pilgrims Way
Bristol Circle	Winston Park Boulevard	Winston Churchill Boulevard
Church Street	Navy Street	Allan Street
Forsythe Street	Bond Street	Rebecca Street
Glen Abbey Gate	Third Line	Pilgrims Way
Grand Oak Trail	Dundas Street	Pine Glen Road
Grand Oak Trail	Pine Glen Road	Westoak Trails Boulevard
Grand Oak Trail	Westoak Trails Boulevard	Upper Middle Road
Heritage Way	Kings College	Kings College
Kingsway Drive	Ford Drive	Winston Churchill Boulevard
Lakeshore Road	Dorval Drive	Wilson Street
Lyons Lane	QEW	Cross Avenue
McCraney Street	Sewell Drive	Trafalgar Road
Merchants Gate	Heritage Way	Third Line
Navy Street	Randall Street	Church Street
North Service Road	Dorval Drive	Kerr Street QEW Exit
Pine Glen Road	Bronte Road	Falling Green Drive
Pine Glen Road	Third Line	Proudfoot Trail
Postmaster Drive	Upper Middle Road	Heritage Way
Proudfoot Trail	Pine Glen Road	Westoak Trails Boulevard
Randall Street	Navy Street	Allan Street
Rebecca Street	Morden Road	Kerr Street
Reeves Gate	Upper Middle Road	Heritage Way
River Glen Boulevard	Neyagawa Boulevard	Sixth Line
Shepherd Road	Kerr Street	Speers Road
Sheridan Garden Drive	Ford Drive	Winston Churchill Boulevard
Sixth Line	Dundas Street	Upper Middle Road
Sixth Line	Upper Middle Road	McCraney Street
<b>Signed Routes (On-road)</b>		
Allan Street	Cornwall Road	Robinson Street
Argus Road	South Service Road	Cross Avenue
Arrowhead Road	North Ridge Trail	Pinery Crescent
Aspen Forest Drive	Ford Drive	Ford Drive
Bayshire Drive	North Ridge Trail	Grand Boulevard
Briarhall Gate	Trafalgar Road	Golden Briar Trail
Bridge Road	Bronte Road	Third Line
Bristol Circle	Winston Park Drive	Bristol Circle (south)
Brookmill Road	Devon Road	Dunedin Road
Buckingham Road	Bristol Circle	Upper Middle Road
Burnhamthorpe Road	Tremaine Road	Regional Road 25
Central Park Drive	Oak Park Boulevard	Glenashton Drive
Clearview Drive	Kingsway Drive	Prince John Circle
Constance Drive	Maple Grove Drive	Dunedin Road
Constance Drive	Wedgewood Drive	Maple Grove Drive
Cornwall Road	Cross Avenue	Trafalgar Road
Cornwall Road	Trafalgar Road	Chartwell Road
Creek Path Avenue	Great Lakes Boulevard	Great Lakes Boulevard
Deer Run Avenue	Aspen Forest Drive	Winston Churchill Boulevard
Devon Road	Ford Drive	Lakeshore Road
Devon Road	Morrison Road	Ford Drive
Dunedin Road	Constance Road	Ford Drive
Dunn Street	Trafalgar Road	Randall Street
Elmhurst Avenue	Maple Grove Drive	Devon Road
Falgarwood Drive	Eighth Line	Gainsborough Drive
Ford Drive	Constance Avenue	Lakeshore Road
Fourth Line	150m north of Hilltop Lane	Westoak Trails Boulevard
Fourth Line	Dundas Street	250m south of Dundas Street
Fourth Line	Lower Base Line	Highway 407
Gable Drive	Wynten Way	Sheridan Garden Drive
Glenashton Drive	Sixth Line	Trafalgar Road
Golden Briar Trail	Glenashton Drive	Upper Middle Road

**Table PED1: Cycle Lanes and Signed Routes on Town Roads**

<b>Project Name</b>	<b>Limits From</b>	<b>Limits To</b>
Grand Boulevard	Upper Middle Road	Eighth Line
Grosvenor Street	Glenashton Drive	Upper Middle Road
Grosvenor Street	Upper Middle Road	Falgarwood Drive
Hillhurst Road/Trelawn Avenue	Morrison Road	Lakeshore Road
Hixon Street	Bronte Road	Third Line
Hixon Street	Third Line	Woodhaven Park Drive
Hyde Park Gate	Dundas Street	Bristol Circle
Jonathan Drive	Sir David Drive	Sheridan Garden Drive
Jones Street	Rebecca Street	Lakeshore Road
Joshuas Creek Drive	Bayshire Drive	Upper Middle Road
Kerr Street	Speers Road	Lakeshore Road
Khalsa Gate	Pine Glen Road	Bronte Road
Lakeshore Road	Navy Street	Allan Street
Lees Lane	Pinegrove Road	Rebecca Street
Linbrook Road	Chartwell Road	Morrison Road
Lower Base Line	Regional Road 25	Fourth Line
MacDonald Road	Trafalgar Road	Chartwell Road
Maple Avenue	Allan Street	Chartwell Road
Mary Street	Morden Road	Maurice Drive
Maurice Drive	Mary Street	Stewart Street
McCraney Street	Oxford Avenue	Sixth Line
Meadowridge Drive	Dundas Street	Arrowhead Road
Morrison Road	Cornwall Road	Lakeshore Road
Nautical Boulevard	Great Lakes Boulevard	Great Lakes Boulevard
North Service Road	Bronte Road	West of Deerfield Golf Course
North Service Road	Pearson Drive	Trafalgar Road
North Service Road	Sixth Line	Pearson Drive
North Service Road	West of Fourth Line	Fourth Line
Oak Park Boulevard	Dundas Street	Trafalgar Road
Oakmead Boulevard	Wembley Road	Upper Middle Road
Old Bronte Road	Regional Road 25	Pine Glen Road
Oxford Avenue	River Oaks Boulevard	McCraney Street
Parkside Drive	Fourth Line	Glen Oak Drive
Pinegrove Road	Warminster Drive	Mary Street
Pinery Crescent	Arrowhead Road	Rockingham Drive
Prince John Circle	Clearview Drive	Kingsway Drive
Rebecca Street	Fourth Line	Morden Road
Riverview Street	Mississaga Street	Lakeshore Road
Robinson Street	Water Street	Allan Street
Rockingham Drive	Pinery Crescent	Bayshire Drive
Sandwell Drive	Rebecca Street	Lakeshore Road
Sawgrass Drive	Oak Park Boulevard	Glenashton Drive
Sedgewick Crescent	Woodhaven Park Drive	Sandwell Drive
Sir David Drive	Wynten Way	Kingsway Drive
Sixth Line	Upper Middle Road	McCraney Street
Stewart Street	Maurice Drive	Queen Mary Drive
Sunset Drive	Bridge Road	Rebecca Street
The Canadian Road/South Service Road	Royal Windsor Drive	Ford Drive
Trafalgar Road	Cornwall Road	Robinson Street
Warminster Drive	Bridge Road	Rebecca Street
Warminster Drive	Pinegrove Road	Bridge Road
Warren Drive	Wedgewood Drive	Maple Grove Drive
Wedgewood Drive	Trelawn Avenue	Constance Drive
Wembley Road	Glenashton Drive	Oakmead Boulevard
Wildwood Drive	Fourth Line	Morden Road
Winston Park Drive	Dundas Street	Bristol Circle (south)
Winterbourne Drive	Kingsway Drive	Clearview Drive
Woodhaven Park Drive	Sedgewick Crescent	Lakeshore Road
Wycroft Road	Weller Court	Dorval Drive
Wycroft Road (SSR)	Third Line	Fourth Line
Wynten Way	Kingsway Drive	Kingsway Drive
Yolanda Drive	Bridge Road	Sunset Drive

**Table PED2: Multiuse Trails on Town Roads**

Project Name	Limits From	Limits To
Beryl Road	West limit	Winston Churchill Boulevard
Cornwall Road	East of Ford Drive	East limit
Hydro Corridor	Bronte Road	Fourth Line
Hydro Corridor	Trafalgar Road	Ninth Line
Hydro Corridor	Bristol Circle	Winston Churchill Boulevard
Hydro Corridor	Neyagawa Boulevard	Glenashton Drive
Lakeshore Road	Allan Street	Chartwell Road
Lakeshore Road	Chartwell Road	Morrison Road
Lakeshore Road	Ford Drive	Winston Churchill Boulevard
Lakeshore Road	Maple Grove Drive	Ford Drive
Lakeshore Road	Morrison Road	Maple Grove Drive

**Table PED3: Sidewalks on Town Roads**

Project Name	Limits From	Limits To
Chartwell Road	Cornwall Road	Lakeshore Road E
Constance Drive	Wedgewood Drive	Maple Grove Drive
Cornwall Road	Maple Grove Drive	Ford Drive
Deer Run Avenue	200m west of Winston Churchill Boulevard	Winston Churchill Boulevard
Dorval Drive	200m south of Speers Road	Rebecca Street
Ford Drive	Aspen Forest Drive	Aspen Forest Drive
Ford Drive	Devon Road	Lakeshore Road
Grand Oak Trail	Dundas Street W	Montagne Avenue
Hillhurst Road	Morrison Road	Cardinal Drive
Iroquois Shore Road	North Service Road E	Eighth Line
Kerr Street	Dorval Crossing	200m north of QEW
Kingsway Drive	Ford Drive	Sherwood Heights Drive
Lyons Lane	South of QEW	South Service Road E
Lyons Lane	South Service Road E	Cross Avenue
Maple Grove Drive	Devon Road	Lakeshore Road E
North Service Road E	175m east of Sixth Line	Kent Avenue
North Service Road E	Kent Avenue	Pearson Drive
North Service Road E	Pearson Drive	Trafalgar Road
North Service Road E	Sixth Line	175m east of Sixth Line
North Service Road W	100m east of 381 North Service Road W	Lindsay Drive
North Service Road W	Bronte Road	West of Deerfield Golf Course
Oak Park Boulevard	Oak Walk Drive	Taunton Road
Parkside Drive	Fourth Line	End/Park
Pine Glen Road	Bronte Road	Kwinter Road
Pine Glen Road	Postmaster Drive	Castlebrook Road
Postmaster Drive	Dundas Street W	Crestmont Drive
Sandwell Drive	Rebecca Street	Lakeshore Road W
Seneca Drive	West Street	West River Street
Sixth Line	Culham Street	Ridge Drive
Sixth Line	Dundas Street	Glenashton Drive
South Service Road E	Royal Windsor Drive	Ford Drive
Trelawn Avenue	Cardinal Drive	Wedgewood Drive
Warren Drive	200m west of Maple Grove Drive	Maple Grove Drive
Wedgewood Drive	Constance Drive	Devon Road
West River Street	Lakeshore Road W	Seneca Drive
West Street	Lakeshore Road W	Seneca Drive
Winston Park Drive	250m south of Brighton Road	250m north of Plymouth Drive
Winston Park Drive	Bristol Circle	Brighton Road
Winston Park Drive	Bristol Circle	Upper Middle Road E
Woodhaven Park Drive	Hixon Street	Lakeshore Rd W

**Table PED4: Pedestrian Structures**

Project Name
403 - North of Upper Middle Road
Bronte Road / QEW - Underpass on abandoned corridor
Bronte Creek in Bronte Provincial Park
Bronte Road / Dundas Street W
Kerr Street over GO Rail
Midtown - QEW midblock crossing
Midtown - QEW priority lane/AT crossing
Midtown - West of Trafalgar Road
Neyagawa Boulevard / Dundas Street W
NOE - Neyagawa Boulevard
NOE - Unnamed street (east of Trafalgar Road)
NOE - Unnamed street (west of Neyagawa Boulevard)
Third Line / Dundas Street W
Trafalgar Road / Cornwall Road
Trafalgar Road / Dundas Street E - 2 Structures
Trafalgar Road / Glenashton Drive
Trafalgar Road / GO Rail
Trafalgar Road / Leighland Avenue
Trafalgar Road / White Oaks Boulevard

**Table PED5: Sidewalks on Regional Roads**

Project Name	Limits From	Limits To
Bronte Road	Highway 407	Dundas Street
Dorval Drive	Upper Middle Road	Old Abbey Lane
Dundas Street	Highway 403	Trafalgar Road
Dundas Street	Trafalgar Road	Oak Walk Drive
Dundas Street	Oak Walk Drive	Sixth Line
Dundas Street	Sixth Line	Neyagawa Boulevard
Dundas Street	Neyagawa Boulevard	Sixteen Mile Creek Bridge
Dundas Street	Over Sixteen Mile Creek Structure	
Dundas Street	Sixteen Mile Creek Bridge	Proudfoot Trail
Dundas Street	Proudfoot Trail	Postmaster Drive
Dundas Street	Postmaster Drive	Bronte Road
Dundas Street	Bronte Road	Valley Ridge Drive
Dundas Street	Valley Ridge Drive	Tremaine Road
Ford Drive	275m north of Sheridan Garden Drive	Sheridan Garden Drive
Ford Drive	Upper Middle Road	Kingsway Drive
Ford Drive	Kingsway Drive	275m north of Sheridan Garden Drive
New North Oakville Transportation Corridor	Bronte Road	Ninth Line
Neyagawa Boulevard	Dundas Street	Burnhamthorpe Road
Ninth Line	Dundas Street	Upper Middle Road
Ninth Line	Burnhamthorpe Road	Dundas Street
North Service Road extension	Burloak Drive	Bronte Road
Trafalgar Road	Highway 407	Dundas Street
Upper Middle Road	Ford Drive	West of Winston Park Drive
Upper Middle Road	Grand Boulevard	Ford Drive
Upper Middle Road	West of Winston Park Drive	Winston Park Drive
Winston Churchill Boulevard	Royal Windsor Drive	Lakeshore Road

**Table PED6: Multiuse Trails on Regional Roads**

<b>Project Name</b>	<b>Limits From</b>	<b>Limits To</b>
Bronte Road	North Service Road	Wycroft Road
Bronte Road	Dundas Street	Highway 407
Dundas Street	Bronte Road	Proudfoot Trail
Dundas Street	Neyagawa Boulevard	Oak Park Boulevard
Dundas Street	Oak Park Boulevard	Winston Churchill Boulevard
Dundas Street	Proudfoot Trail	Neyagawa Boulevard
Dundas Street	Tremaine Road	Bronte Road
Ford Drive	Sheridan Garden Drive	Kingsway Drive
Ford Drive	Kingsway Drive	Upper Middle Road
New North Oakville Transportation Corridor	Bronte Road	Ninth Line
Neyagawa Boulevard	Dundas Street	Burnhamthorpe Road
Neyagawa Boulevard	Burnhamthorpe Road	Highway 407
Ninth Line	Burnhamthorpe Road	Dundas Street
Ninth Line	Dundas Street	Upper Middle Road
Ninth Line	Burnhamthorpe Road	Highway 407
Trafalgar Road	Dundas Street	Glenashton Drive
Upper Middle Road	Grand Boulevard	Ford Drive
Upper Middle Road	Highway 403	Winston Churchill Boulevard
Winston Churchill Boulevard	Dundas Street	Lakeshore Road

**Table TM1: Transit Priority**

<b>Third Line - Transit Priority NB/SB at 3 intersections</b>	
1	Rebecca Street
2	Speers Road
3	Upper Middle Road
<b>Speers Road - Transit Priority EB/WB at 8 intersections</b>	
1	Third Line
2	Fourth Line
3	Dorval Drive
4	Kerr Street
5	Cross Avenue
6	Trafalgar Road
7	Chartwell Road
8	Maple Grove Drive
<b>Rebecca Street - Transit Priority EB/WB at 6 intersections</b>	
1	Bronte Road
2	Third Line
3	Fourth Line
4	Dorval Drive
5	Kerr Street
6	Trafalgar Road
<b>Lakeshore Road West - Transit Priority EB/WB at 6 intersections</b>	
1	Bronte Road
2	Third Line
3	Fourth Line
4	Dorval Drive
5	Kerr Street
6	Trafalgar Road

**Table TM2: Queue Jump Lanes**

<b>Dundas Street - Queue Jump Lanes EB/WB at 8 intersections</b>	
1	Tremaine Road
2	Colonel William Parkway
3	Bronte Road
4	Postmaster Drive
5	Third Line
6	Proudfoot Trail
7	Neyagawa Boulevard
8	Sixth Line
<b>Trafalgar Road - Queue Jump Lanes NB/SB at 9 intersections</b>	
1	Street X
2	New Burnhamthorpe Road
3	EW Connector 2
4	EW Connector 1
5	Glenashton Drive
6	Upper Middle Road
7	Ceremonial Road (Sheridan College)
8	McCraney Street
9	Leighland Avenue - Iroquois Shore Road

**Table TM3: Intersection Improvements**

1	10 locations - 1 per year from 2013-2022
2	10 locations - 1 per year from 2023-2032