

**Midtown and Office Space are Key to Both of
Oakville’s Downtowns Long-term Health, so
Downtown Access is Critical, which is Why Midtown
needs a New Bridge Connection via South Service Road
to Wyecroft Road.**

**Present and Future Traffic Issues around the Midtown Area:
By Councilor Nick Hutchins 2016 (Amended 2024)**

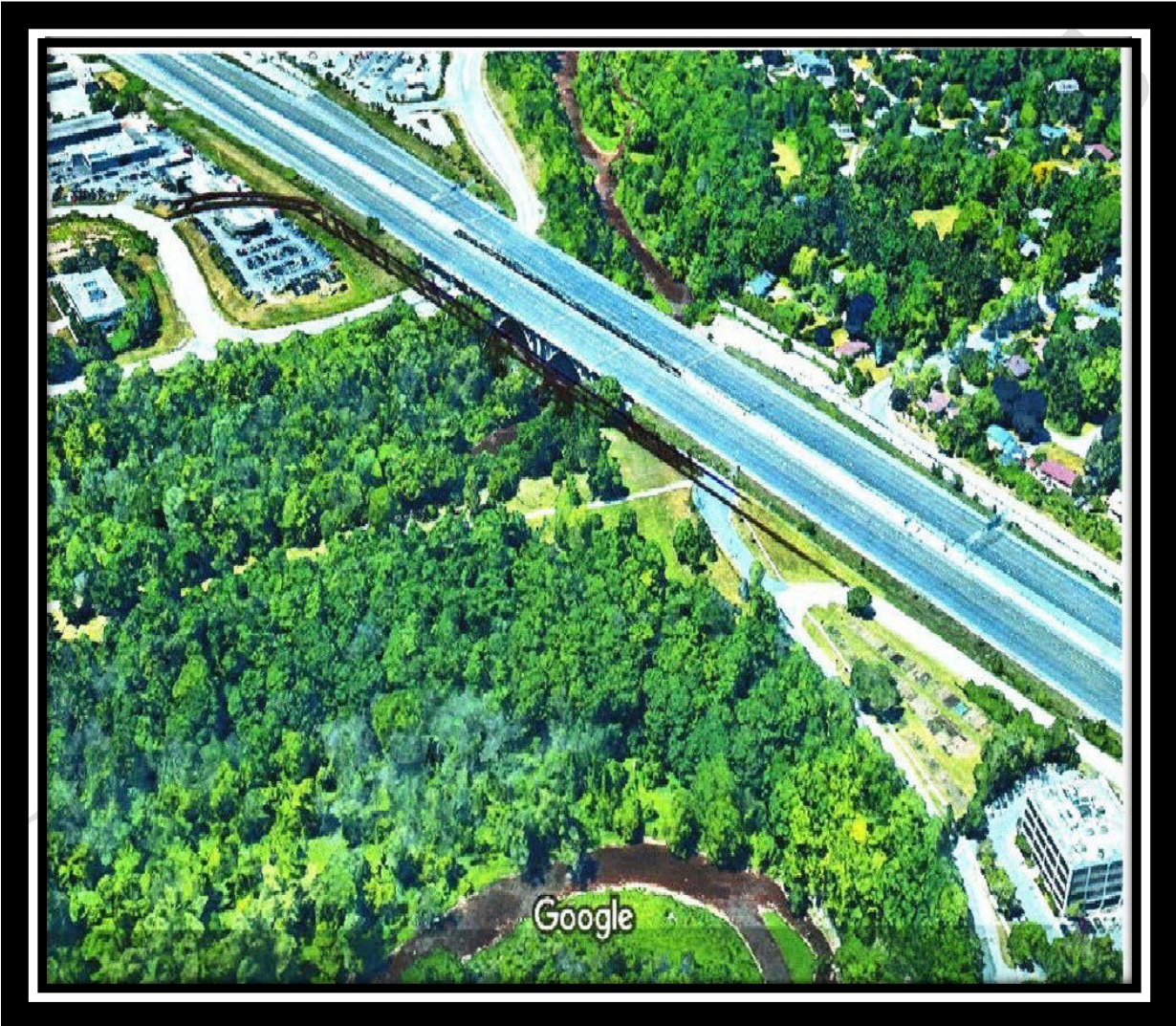


Table of Contents

Executive Summary: Oakville and the Midtown Area needs a New Bridge Connecting South Service Rd. to Wyecroft Road.....	2
The Present Traffic Congestion around the Midtown Area	2
Midtown and Oakville Need a New Bridge across 16 Mile Creek, Because of Todays Traffic Congestion	3
To Conclude: Today the Midtown area is already severely congested, especially in westbound rush hour traffic, due to the constrictions of the present day 16 Mile Creek Bridges. Today’s traffic routinely gridlocks the areas accessing these bridges. In addition, when the main QEW Bridge gets backed up, due to accidents or weather, the whole area suffers with gridlock which often backs up Cornwall Road to Ford Drive	6
Appendix 1. Options to Expand the Road Capacity Going West across16 Mile Creek; or Where to build the New Bridge to Wyecroft Lane	8
Expanding the West Lanes of the QEW.....	9
Least Cost Midtown Bridge: If the Province agreed, by using the north side surplus bridge abutments and moving the QEW north by two lanes, it might be possible to achieve a South Service Road to Wyecroft connection, as part of the QEW Bridge across 16 Mile Creek?.....	9
Widening Spears Road under St. Mary’s Bridge Difficulties and Expenses	9
Appendix 2, Oakville’s 2015 signalized Level of Service and why Todays Midtown Area already has severe westbound Rush Hour Traffic Congested.....	12
There are too many signalized intersections, far too close together around the Midtown Development Area, which, because of their proximity they easily gridlock:	14
Roundabouts: Keep Traffic Moving and are Far, Far Safer. E.....	16
New Infrastructure Requirements for a New Trafalgar / Cornwall.....	16

Executive Summary: Midtown north of the railroad tracks on the west of Trafalgar Road and the 8000 -10,000 jobs on the Employment Lands to the east, are both key to Oakville’s long-term stability and revitalization of its Downtowns. To achieve the benefits of these populations, increasing downtown foot traffic, easy access from the Midtown Area, via a New Bridge connecting South Service Rd. to Wycroft Road, needs to be built.

The Midtown area during the west bound rush hour is already, with today’s traffic, saturated with traffic. This is entirely due to both the natural and manmade barriers of the area of the 16 Mile Creek and the QEW. The QEW is a key provincial / Toronto traffic route, with the 403 / 407 and the QEW, all meeting up prior to crossing 16 Mile Creek. South of this is the only other immediate bridge crossing 16 Mile Creek the Speers Road / Cornwall and Cross Avenue intersection and bridge.

Today’s traffic routinely gridlocks the areas accessing these bridges. This is especially noticeable and difficult when the QEW, the main bridge crossing, backs up due to accidents and / or weather.

Midtown, the provincially mandated intensification area with some 12,000 residents and 8,000 – 10,000 new jobs on the nearby Employment Lands, requires substantial new infrastructure to ensure that the traffic congestion around the area will not be further gridlocked.

Despite the recommendations from the Cole engineering group who designed this new Midtown infrastructure , to have at least two more lane capacities going west across 16 Mile Creek, presently, all the new infrastructure is aimed at alleviating the east and north bound traffic, and nothing is being built to accommodate more west bound traffic. Therefore west bound traffic will only have the same two bridges to accommodate all this future extra traffic growth.

The solution, I believe, is a new bridge crossing 16 Mile Creek, south of the present QEW Bridge, linking the South Service Road E. to Wycroft Road. In addition, if traffic is to continuously flow in the area, all the areas major intersections, both new and old, be roundabouts and there should not be any traffic signals to slow and block traffic.

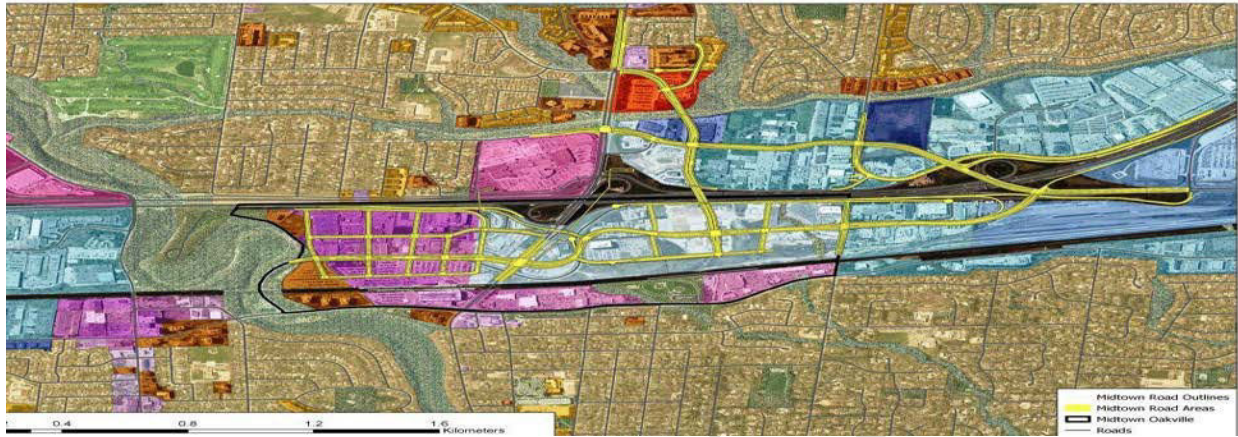
The Present Traffic Congestion around the Midtown Area.

Brief Background: The province has mandated the intensification of the Oakville Midtown development area on the north parking lots of the Go Station as “A Places to Grow” area. Here, some +12,000 or more people will be living in new condominium complexes. (Depending on how long it takes to start, there could be a lot more people and the condominiums a lot higher).

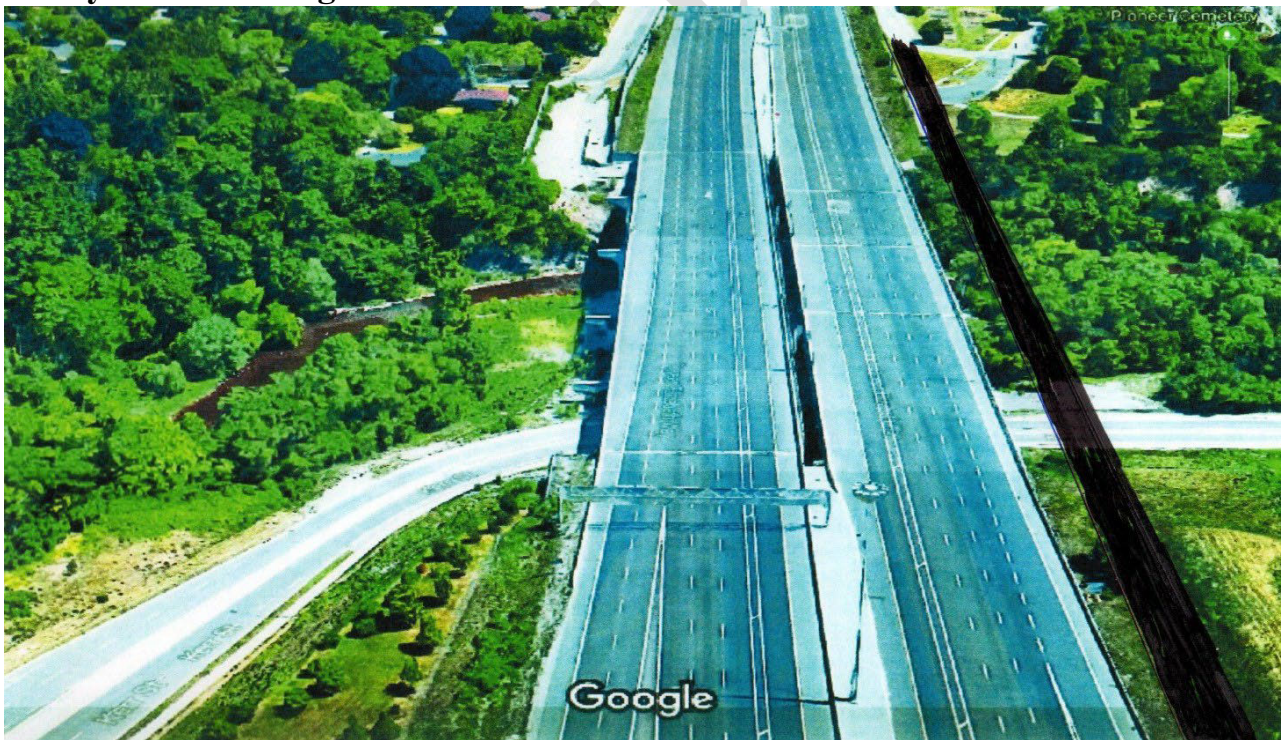
In addition, east of Trafalgar to Chartwell Road, north of the railroad tracks in the employment lands, there is to be office blocks with some 8,000 + jobs. To accommodate this, approximately +\$165 million in new infrastructure will need to be built **prior to** the high rise condominium

developments, or access to Oakville's Downtown, via Trafalgar Road, will be severely congested and much worse than today's congestion.

A key part of this new infrastructure will be a New North / South Bridge, built across the QEW from the Iroquois Shore area, to a New Cross Avenue located east of Trafalgar. One of the new access roads leading directly to this new bridge goes right through the present Town Hall. As a result, Oakville will need a New Town Hall prior to the New QEW Bridge's construction.



Midtown and Oakville Need a New Bridge across 16 Mile Creek, Because of Today's Traffic Congestion!



I believe that a New South Service Road E. Bridge to Wycroft Road, via the Chrysler Fiat Car Dealership Lot, is the part of the Solution: However, with all the \$165 million in New Midtown infrastructure, this is not yet even being contemplated. I believe

this is critical to the area so is something that should be studied as it would significantly help reduce all types of traffic congestion in the area; be another east / west and north / south route, as well as helping Oakville's Active Transportation Plans.

Note: Shortly, a New Bronte Creek Bridge will cross the Bronte Creek connecting the Wyecroft Roads on either side of the creek, allowing for a full East / West route through to Burlington.

In detail, a New Bridge across 16 Mile Creek linking South Service Road e. to Wyecroft via the Chrysler, Fiat car dealership, would be a very important factor in reducing traffic congestion in the area, as it would;

- be another way across 16 Mile Creek, allowing access to go further west, or north via Kerr St. under the QEW, or south to Kerr Village;
- Link the Midtown populations with easy level access to Kerr Village and the Downtown;
- promote Oakville's Active Transportation Plan (ATP) by providing a better east / west spine across Oakville, not on the more dangerous arterial roads;
- promote and more easily link up with the present north / south ATP route on the east side of 16 Mile Creek via Lyon's Lane, under the QEW to 6th line;
- Encourage the north / south ATP route on the west side of 16 Mile Creek via Kerr St. going under the QEW Bridge there;
- provide a much safer, easier east / west level route for the Active Transportation groups to access the GO station, since the bridge would be level across the 16 Mile Creek and the road should only have a slight grade to Wyecroft Road;
- encourage more Active Transportation, reducing congestion around the GO station, especially in rush hours;
- be environmentally responsible and essentially environmentally neutral, as there is already a bridge crossing of 16 Mile Creek at this location, the QEW Bridge;
- provide an escape valve, when the QEW was backed up, since people traveling from the east or south east of Oakville, going west or north to the OTMH hospital, could access this route even in rush hours.
- allow those living at Midtown and working at the employment lands east of Trafalgar, to cross 16 Mile Creek without having to go via Trafalgar Road to access the QEW or cross avenue to access the Cornwall /Speers Road Bridge. This would reduce rush hour traffic everywhere else;
- cost much less than widening and changing the Cornwall / Speers Road / Queen Mary Bridges;
- allow it's construction to have little impact on today's traffic, since the bridge would be constructed away from the traffic;
- create another local east / west corridor for Oakville, since in 2020, Wyecroft Road is supposed cross Bronte Creek to link up with Burloak Drive. Such a connection would give everyone another way west, and open all sorts of options to go north.



The picture above is from the Mertolinx, Midtown Oakville Mobility Hub Study. This shows how easily the South Service Road E. could cross 16 Mile Creek and via the Chrysler Fiat car dealership lot, to access Wycroft Road. Below is a Google picture of the area.

Please Note: To avoid the St. Mary's Pioneer Cemetery, the new bridge should parallel the QEW Bridge and then, via the Chrysler, Fiat car dealership lot, link up with Wycroft Road.



At present the QEW west, already has significant extra lanes going west, yet, these lanes do not help when the QEW is congested or blocked, so why would having more lanes built here do anything different in the future? In addition, all the new roads and new interchanges in the future, will still be trying to feed traffic onto the QEW going west, so when the QEW is blocked and backed up, even with the wider bridge and lanes here, will again not help, but, with future traffic growth, make matters worse. Any backup is still going to gridlock the area.

Building a New South Service Rd. Bridge: The most efficient, least cost, environmentally responsible and certain solution, having the most impact in unlocking the traffic tangle around 16 Mile Creek, Midtown, Trafalgar Road and the QEW, would be to connect South Service Road E. / Lyon's Lane to Wycroft and Kerr Street.

To Conclude: The Midtown area is key to the long-term revitalization of Oakville's Downtowns both the Kerr Street Village and Downtown Lakeshore, therefore, easy access to these Downtowns is vital. Due to the constrictions of the present 16 Mile Creek Bridges, especially the Speers Road / Cornwall and Cross Avenue junction and bridge, today's traffic is already severely congested, especially in westbound rush hour traffic and routinely gridlocks the areas accessing these bridges. Moreover, when the QEW is backed up, due to accidents or weather, the whole area suffers with gridlock, which then backs up Cornwall Road to Ford Drive. Future traffic increases

and more junction intersection access to the QEW will not help, if no other crossings of 16 Mile creek are undertaken.

Midtown, the provincially mandated intensification area with some +12,000 residents and 8,000 – 10,000 new jobs on the nearby Employment Lands, requires substantial new infrastructure to ensure that the traffic congestion around the area will not be too severe.

Despite the recommendations from the engineering group who designed the new Midtown infrastructure, **to have at least a minimum of two more lane capacities going west across 16 Mile Creek, there are no plans to implement this.** As such, the new infrastructure will help north and eastbound traffic, but will do nothing for westbound. Therefore, all present and future westbound traffic will be using the same two bridges as today's traffic, which routinely, severely congests crossing over them every evening.

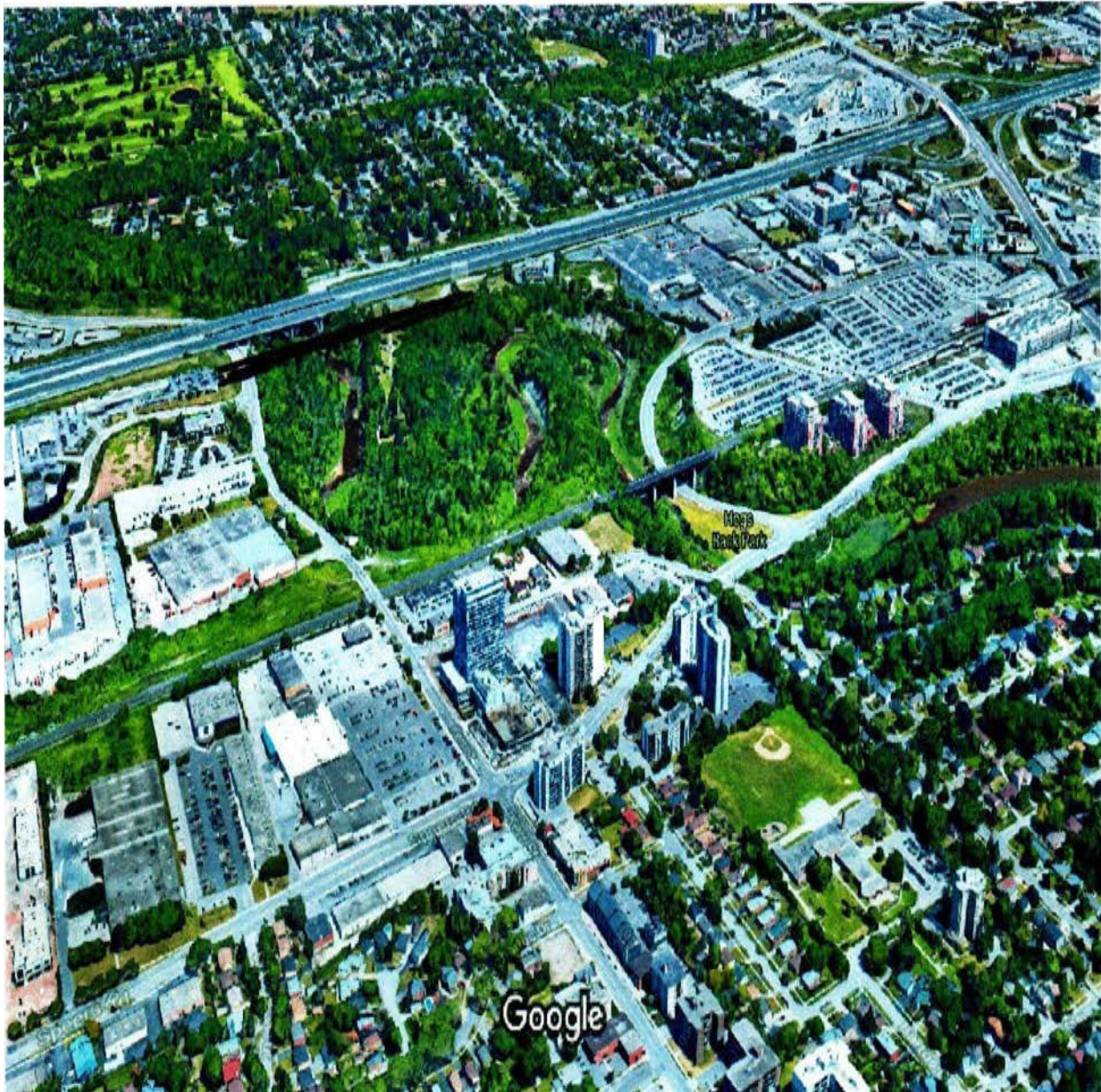
I believe, the solution is to have a new bridge crossing 16 Mile Creek, south of the present QEW Bridge, linking the South Service Road E. to Wyecroft Road, via the Chrysler Car dealership lot. In addition, to allow traffic to continuously flow in the area, all the area's major intersections, both new and old, need to be roundabouts, so there should not be any traffic signals to slow and block traffic.

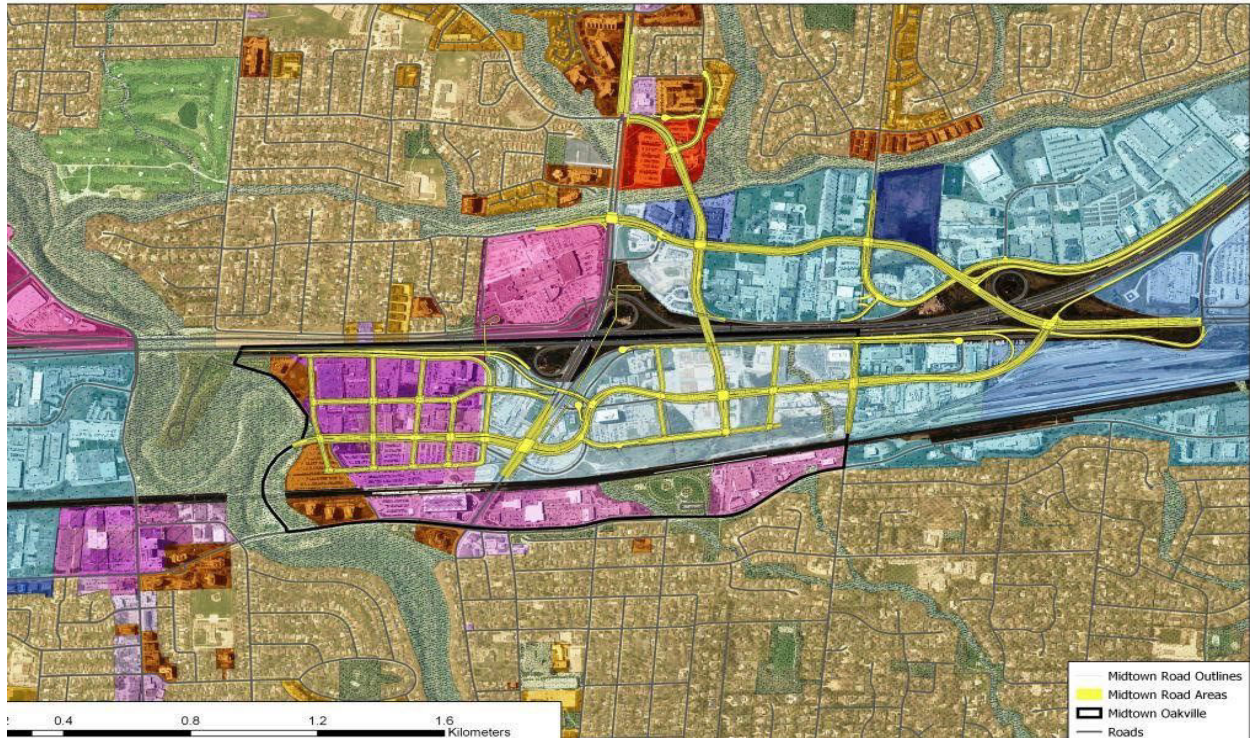


Councilor Nick Hutchins 2016

Appendix 1.
**Options to Expand the Road Capacity Going West across
16 Mile Creek; or Where to build the New Bridge to Wycroft Lane.**

According to the Town's Midtown consultant engineers, the Cole Engineering Group Ltd., who devised the new road designs for the Midtown complex, apart from the New QEW interchange and New Bridge at Iroquois Shore, what was needed was at least **two extra lanes in capacity** crossing west over 16 Mile Creek.



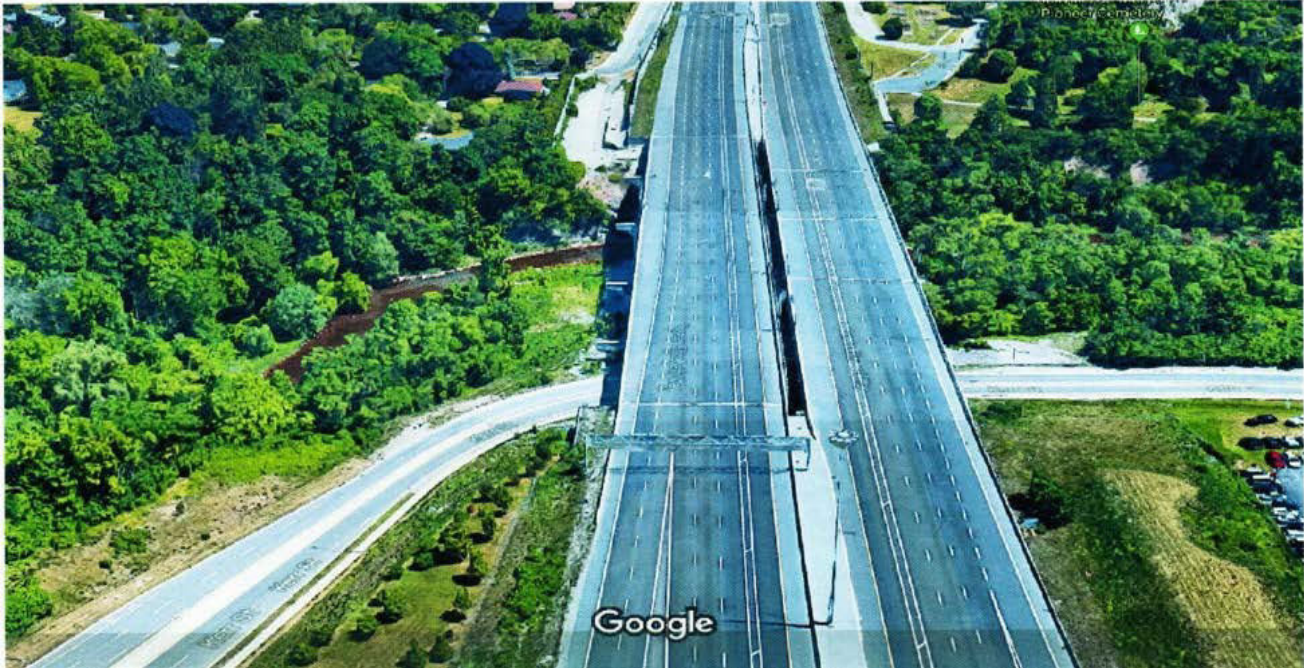


As Per the Engineers Recommendations, Midtown requires a Minimum of Two More Lanes Traveling West;

Expanding the West Lanes of the QEW: By using the already built, but unused, empty bridge abutments, the widening of the QEW going west should be easily accomplished. However, this will not help westward traffic when the QEW is back up, which frequently happens, especially in winter with bad weather or accidents.

With Midtown and the office blocks built, in normal times, expand the QEW's west bound lanes further here over 16 Mile Creek would not help, since traveling west from the Chartwell / Trafalgar employment lands, one still has to access the QEW, therefore drivers will still need to access the New Royal Windsor Drive completed intersection, or go north on Trafalgar to access the QEW to cross 16 Mile Creek, which will still be adding more traffic there.

At present, the QEW west already has significant extra lanes going west and these don't help when the QEW is congested or blocked, so why would having more do anything different? Therefore, in the future, when the QEW is blocked, even with the wider bridge and lanes here, this widening of QEW will not help, since all the roads and new interchanges would still be trying to feed traffic into the QEW going west, and all the present gridlocks would still be happening elsewhere.



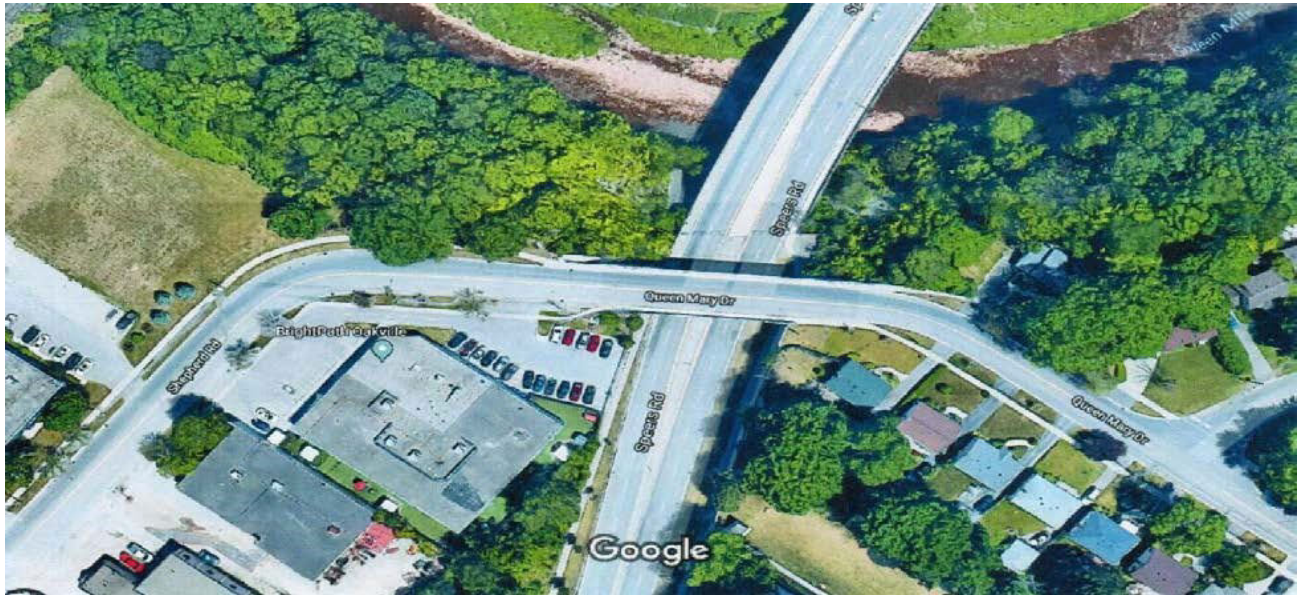
Least Cost Midtown Bridge: If the Province agreed, by using the north side surplus bridge abutments and moving the QEW north by two lanes, it might be possible to achieve a South Service Road to Wyecroft connection, as part of the QEW bridge across 16 Mile Creek??

The Widening Spears Road under St. Mary's Bridge Difficulties and Expenses: Widening the Cornwall / Spears Road Bridge is possible but will be very expensive, since at the same time, the Queen Mary Bridge that crosses over Spears Road will need to be changed and lengthened. **Therefore, two bridges will need to be changed, probably sequentially to minimize traffic disruptions.**

In addition, construction here would take a long time, as the roads could not be completely closed as this would cause huge traffic issues and costs, particular when the QEW is congested because of accidents, weather or backs up. When the QEW is blocked, a lot of traffic tries to use the Cornwall / Spears Road Bridge, the only close alternative, so construction here will be problematical and will cause even further delays.

The widening of the Cornwall / Spears Road Bridge is possible, as long as land was expropriated, and the two bridges changed. The Queen Mary Bridge over Spears Road would need to be lengthened and the Cornwall / Spears Bridge widened. Expanding Spears Road, underneath the Queen Mary Bridge would therefore be difficult and the costs of replacing both bridges would be high. Below are pictures illustrating this, by showing the Spears Road approach from both west and east directions. This would take a long time and would significantly affect traffic during construction.

A better way would be just to put a roundabout at the Spears Road, Cross Avenue and Cornwall Road junction by getting rid of the East going Spears Road Cross Avenue Left lane

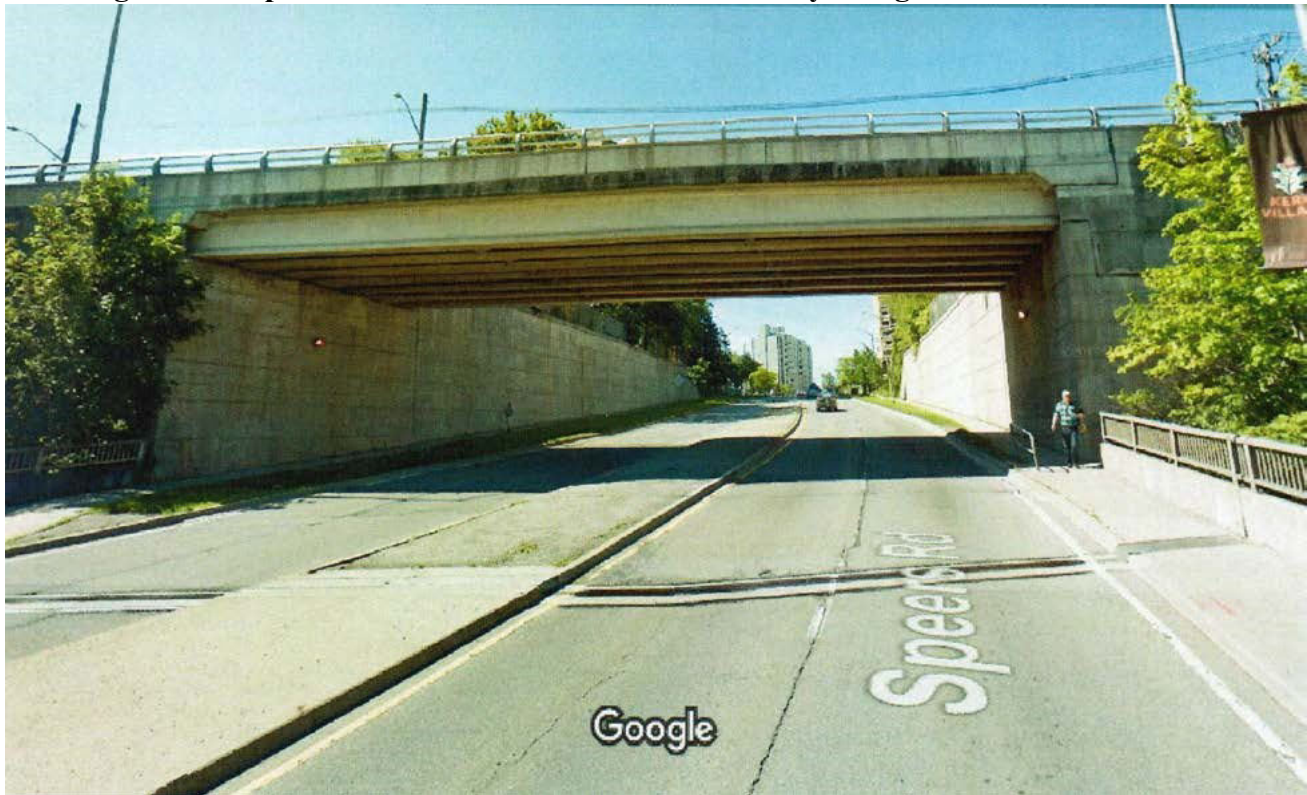


Replace The Left Lane To Cross Avenue With A Roundabout At Cross, Cornwall and Speers and have 3 x Lanes Going West On Speers Road.

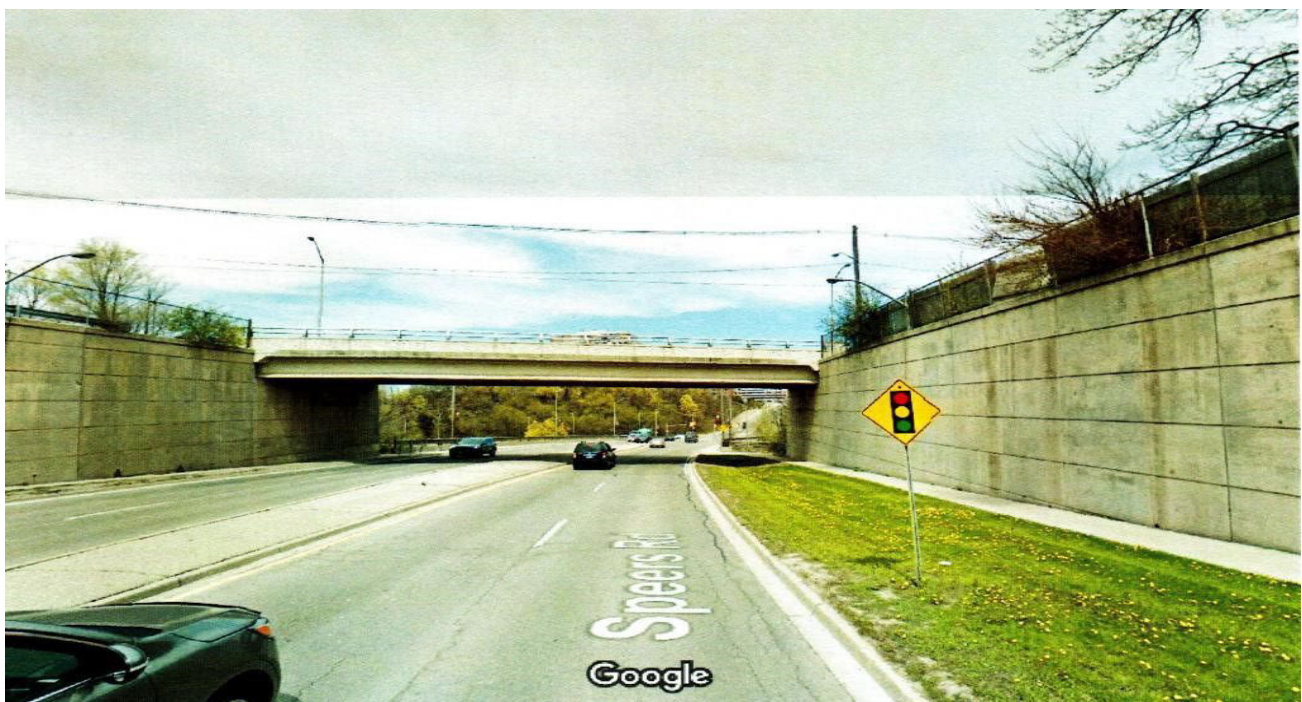


Please Note: Further west, at Kerr St., in the near future, Speers Road west is due to be widened to become a more frequently traveled, major east / west corridor. Unfortunately, with this upgrade, roundabouts were not chosen to replace the numerous intersections there. Therefore, with all the frequent signaled crossing intersections, the stop and start traffic here will continue on into the future, limiting its east / west capacity and well as limiting all the north / south crossing streets traffic capacity.

Driving west on Speers Road underneath The Queen Mary Bridge.



Driving East on Speers Road underneath the Queen Mary Bridge.



From the enclosed pictures, widening the Cornwall / Speers Road Bridge will be expensive. This would take a long time and would significantly affect traffic during construction.

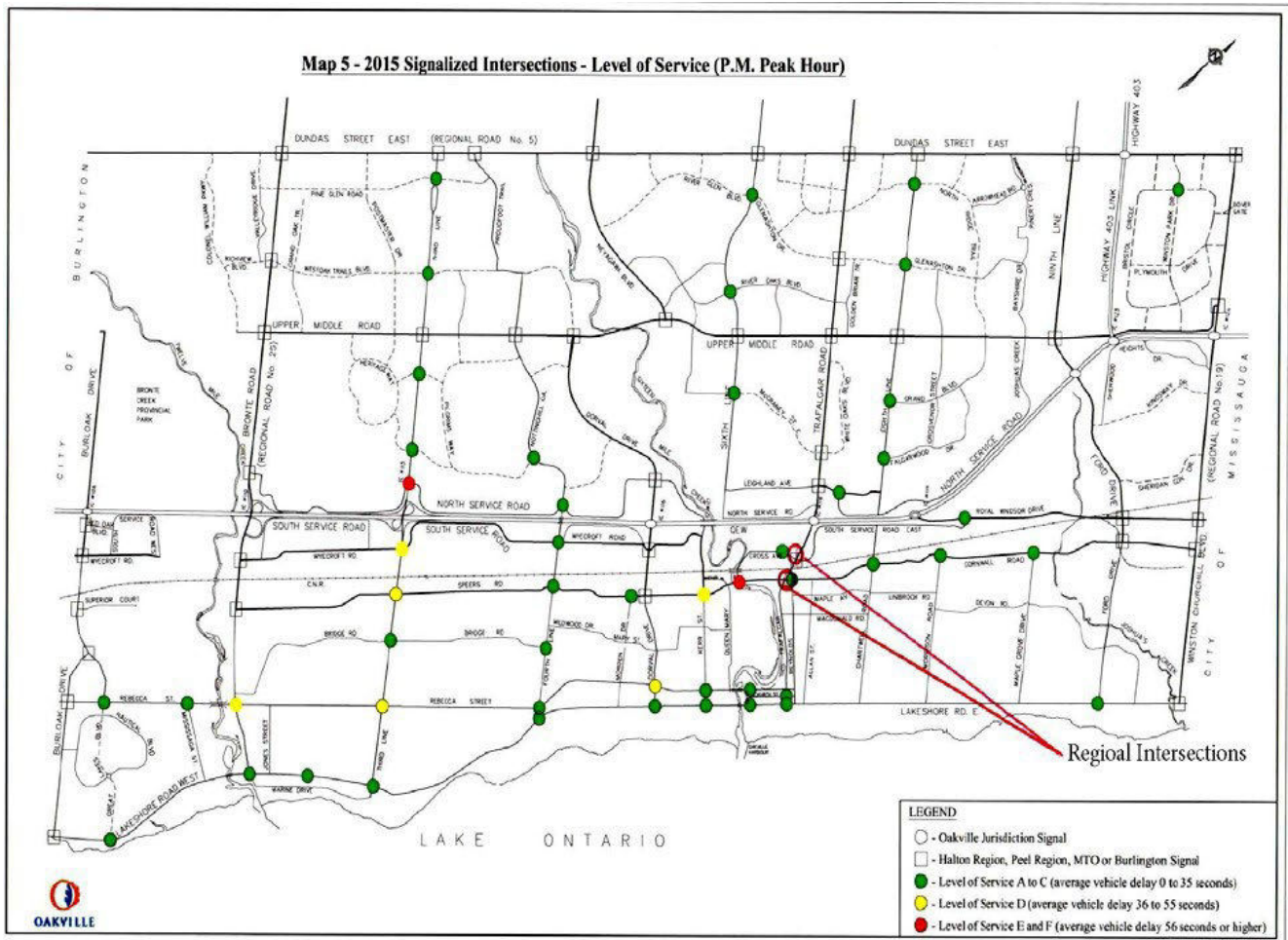
There is a way quicker way to get a one extra lane widening of Speers Road going west, and that is to allow for three west going lanes. If, the Cornwall / Speers Road / Cross Avenue intersection is changed to a roundabout and the left lane turn on Speers Road to Cross Avenue is eliminated, that would allow for three west going lanes. This would provide for more west traveling rush hour traffic and the roundabout would also increase road capacity and safety.

Appendix 2: Oakville's 2015 signalized Level of Service and why Today's Midtown Area Already has severe west bound Rush Hour Traffic Congested.

Below is the 2015 Oakville Signalized Intersections: Level of Service. (“Livable Oakville” is only as livable as the traffic congestion allows it to be! **No one, no one, likes traffic congestion, and if it gets too bad, people leave and live elsewhere).**

It clearly demonstrates that even with today’s traffic, the area around where Midtown is to be built, is an area which is presently already congested and difficult during rush hours, especially evening rush hours for people going west or north, as even today, it is often gridlocked.

(Please Note: All Regional road intersections and their level of service are absent from this map. Hopefully, in the future, both Oakville’s and the Regions Level of Service Maps will show both).



As can be seen on the above **Oakville Map**, there are no Regional Road Intersections Level of Service marked here. However, **even in 2015**, the key east / west intersection at Cornwall Road / Spears Road / Cross Avenue Bridge is marked in RED, as being level of service “E” and “F”, which is the worst in Oakville.

The only other Oakville marked RED intersection, is at the North Service Road and Third Line, ironically, one of the key intersections for anyone trying to access Third Line from the QEW / S.E. of Oakville, to reach the New OTMH hospital. If one was trying to get to the emergency in a hurry, this would be a major issue.

Neither of the Trafalgar / Cornwall Road or Trafalgar / Cross Avenue intersections are **marked here, as these are Regional intersections**, however, had they had been tested, they would no doubt have also been RED, as being an unacceptable Level of Service of “E” and “F”. Even with today’s traffic, both of these intersections are terrible in rush hours and are, I believe, far worse than the Town’s worst intersections at Cornwall Road / Spears Road Bridge and the North Service Road and Third Line and that with today’s train service, never mind the future with trains every 15 minutes.

Given the present day evening rush hour traffic with present day train arrivals, does anyone think that these intersections would be anything other than a RED, today’s worst level of service in rush hours? Particularly so, if there are train arrivals every 15 minutes; some 14,000 people living at Midtown; with some 8,000 – 10, 000 jobs east of Trafalgar, with probably, a large segment wanting to go west in the evening rush hour?

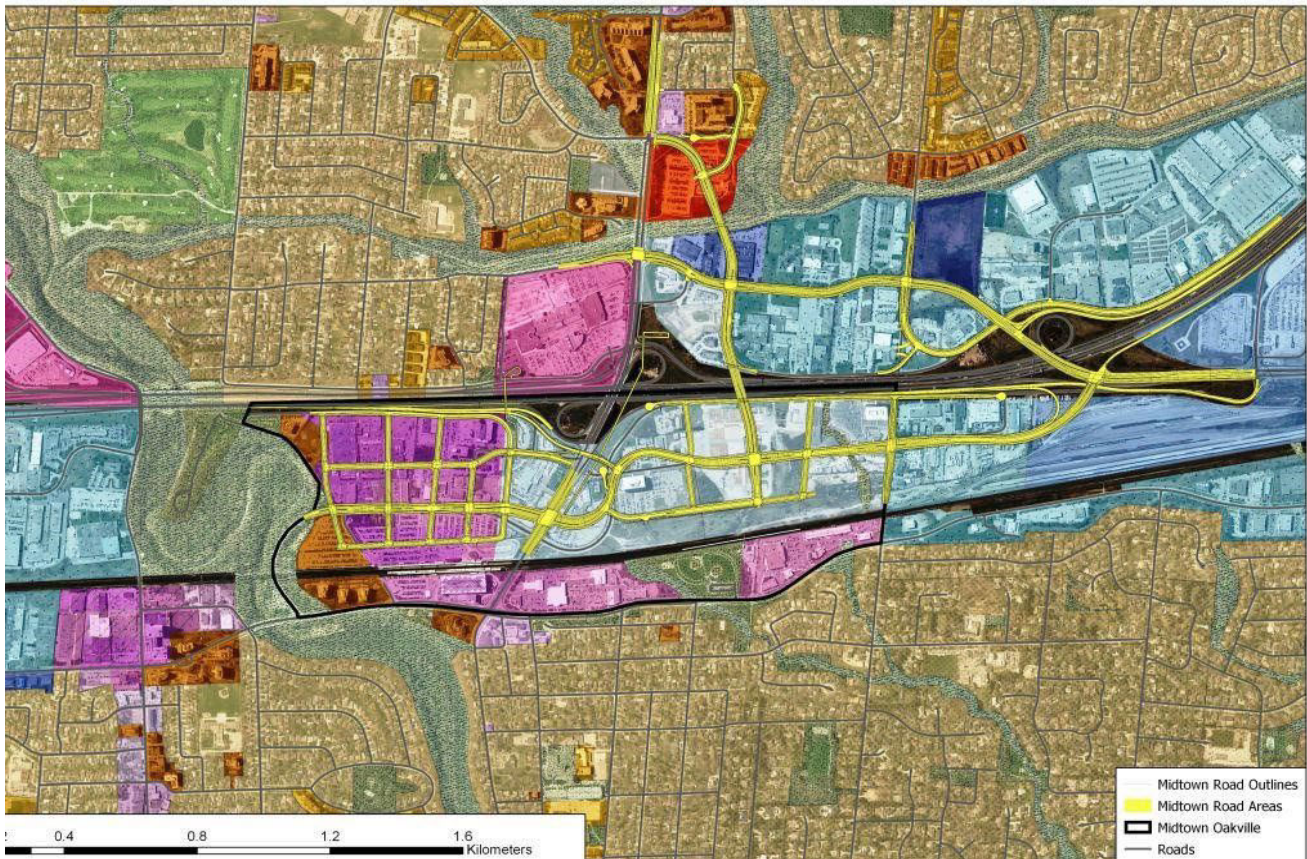
For Midtown, both these intersections will be key entrances and exits for the New Midtown area and the +8000 jobs located to the east of Trafalgar on the employment lands. **Unless these, like all the other intersections around the Midtown development area, are significantly improved, with, I believe, roundabouts with no traffic signals, this whole area is not lightly to get any better over time, and one can almost guarantee its traffic congestion will get a lot worse!**

From the 2015 Level of Service Map, the next major intersection west from the Cornwall / Spears Road Bridge, at Kerr Street and Spears Road, gets a YELLOW level of service = “D”, the second worst type of Oakville intersection.

Despite this evidence of traffic congestion, there are **NO proposed new crossings of 16 Mile Creek being contemplated**, even with the proposed \$165 million new Midtown infrastructure. **How is this area not going to be gridlocked with all the increase of traffic over time, with;**

- the new +12,000 residents of Midtown;
- the Mertolinx GO trains arrivals every 15 minutes;
- the new Mertolinx office block at Trafalgar and Cornwall intersection functioning;
- the +8000 jobs in the employment lands just east of Trafalgar, with many workers, living west and north west of this area since housing is cheaper, wanting to travel west to go home;

- No new west capacity being built over the 16 Mile Creek (despite the recommendations of the engineers who designed the new Midtown infrastructure, recommending a minimum of two new lane capacity to go west over the river)?



The map also shows where the new infrastructure for the New Midtown development will be located and built, all hopefully constructed **before** the condominiums and office blocks are built, with their +12,000 people living in the condominiums and the + 8000 jobs in the office blocks. **If this is not done before the intensification**, with today's traffic congestion and the added people and jobs in the area, Oakville's main entrance to the Downtown will be severely compromised with traffic congestion and difficult to use intersections at any time, but especially so during rush hours.

There are too many signalized intersections, far too close together around the Midtown Development Area, which, because of their proximity they easily gridlock:

Traveling West on Cornwall from Chartwell to Kerr Street **only some 1200m in distance**, there are ten (10) sets of traffic signals at; Chartwell; Longo's; Watson; Allen; Reynolds; Trafalgar; the Go Parking lot exit; at Old Mill Road; at Cornwall / Speers; and at Speers / Kerr Street. **That is ten (10) unsynchronized traffic signals going west within some 1200m in distance.** With the major North / South Trafalgar arterial road at the Trafalgar /Cornwall intersection being

involved, (GO train arrivals etc.), they cannot be all synchronized, or that intersection will become even more backed up.

This gridlock area is made even worse when the QEW backs up for accidents or weather reasons, as many going west try to use the only other immediate crossing of 16 Mile Creek (other than the QEW) by using the bridge at Cornwall / Spears. (It is not helped by those in evening rush hour, exiting the GO parking lots via Cornwall Road, wanting to go north at the Trafalgar intersection, frequently blocking the interchange, preventing west bound Cornwall to Speers Road traffic. The immediate effect of this is to gridlock the west bound Cornwall road traffic).

Going north on Trafalgar, to McCraney St. E. and White Oaks Blvd., **there are six (6) traffic signals separated by only some 800m of distance.** These are at; Trafalgar /Cornwall; Cross Avenue / Trafalgar / South Service Road E.; at the at the east bound QEW exit; at the west bound QEW, North service Rd. E. exit; at the Iroquois Shores Road / Leighland Avenue; and at McCraney St. E. / White Oaks Blvd. Why it is a surprise that traffic congestion / gridlock is endemic in these areas during rush hours, especially west bound rush hours?

4 Way Intersections;

- Do not keep traffic moving;
- Are far more dangerous with many more deaths and serious injuries. (Head on collisions multiplies collision speed and T boning vehicles, because of limited door protections, allows for significant injuries or death) All adding up to huge costs for society in hospitalizations, emergency times for; police, fire, ambulances, doctors, nurses, hospital equipment; medications and general survival time;
- Cost more to operate and look terrible. (There's signal cost, signal maintenance, energy use, pole obstruction hazards, for the life of the 4 way stop).
- Since traffic waits for green lights, there's pollution concentration and health issues for drivers and nearby residents, particularly the elderly and very young suffer long term injury and increase deaths for pollution. And, there is the direct economic waste of gas and driver time awaiting signals to turn, longer rides home!

To increase their efficiency;

- One can synchronize and link traffic signals. However, when a road intersection has equally important roads, it is difficult to synchronize the traffic signals around them, since one cannot have one route favored over the other. This is because, when one is favored, traffic gridlock quickly prevails in the other.

In addition, the closer the signalized intersections are to each other, the more easily they gridlock. Two intersections blocked in either direction means that traffic cannot move, causing rapid gridlock that propagates outwards. And, It only takes one person to block an intersection, preventing vehicles traveling in the other direction and the delays, gridlock can again, rapidly propagate out all around one.

This is easily demonstrated today in the evening rush hour traffic, by looking at what happens at the Trafalgar / Cornwall intersection. Traffic exiting from Cornwall trying to go north on Trafalgar, frequently blocks the intersection preventing traffic from travelling west, causing gridlock further east on Cornwall.

- Have real-time intersection updates, via video and other sensors and have system computer control of the intersections to adjust to traffic intersections, re-routing around accidents etc. These types of efficient 4 x way intersection upgrades are all very expensive, time consuming and are maintenance heavy, so need active input. If they malfunction, traffic chaos ensues, whilst roundabouts are passive solutions and continue to work without any supervision.

Roundabouts: Keep Traffic Moving and are Far, Far Safer. Everywhere in the world roundabouts continue to demonstrate how much more efficient they are at moving traffic compared to 4-way intersections. And, since, when turning right on red signal, every driver in Ontario is very familiar with giving way to traffic in the road, roundabouts are easier. One simply gives way to anyone in the roundabout.

There are a myriad of research papers from the FHWA in the States, the UK and many other jurisdictions on these points, since they have been around for over the +100 years.

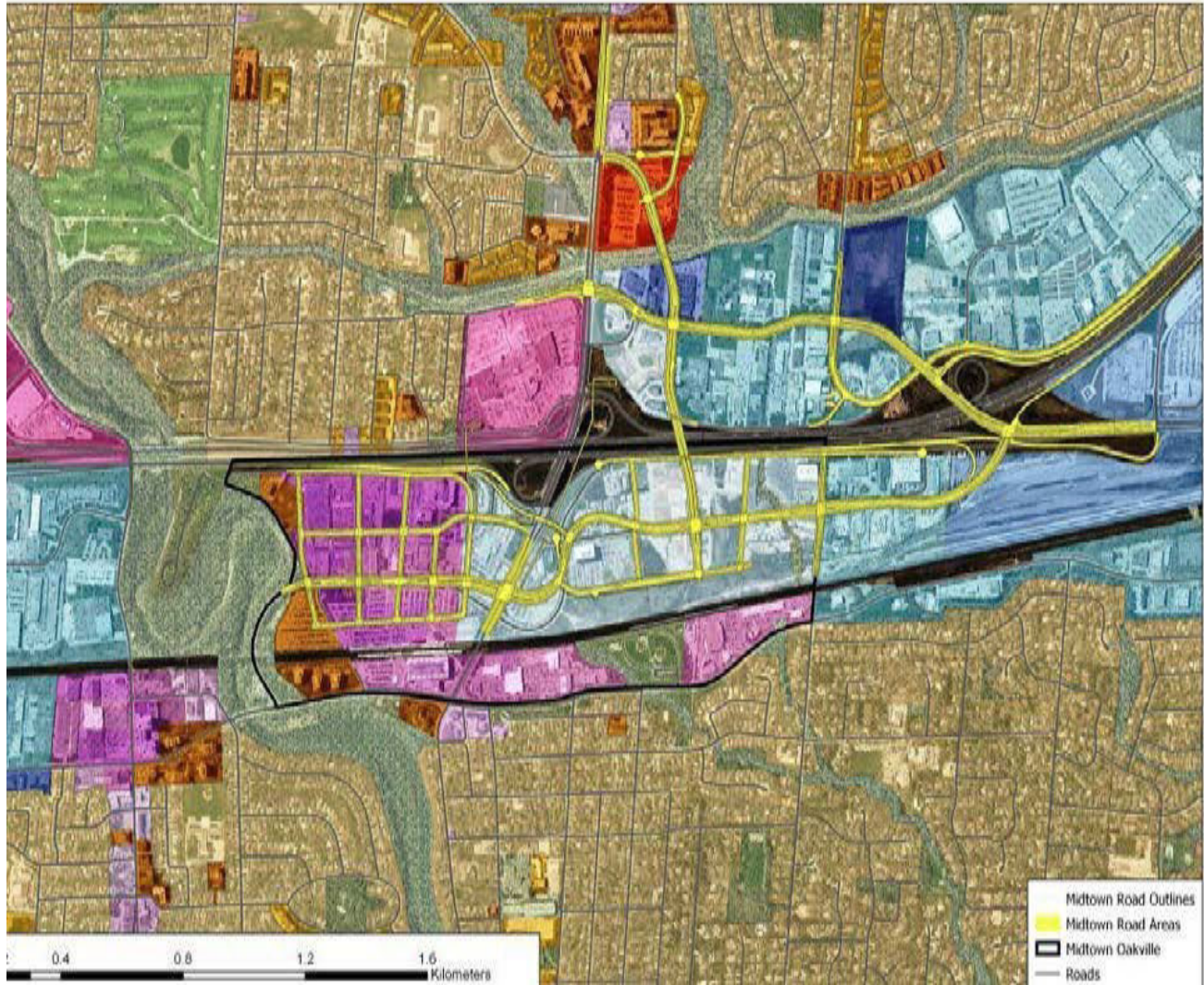
From Better Roads, May 2003, p. 28 “Can Americans Handle Roundabouts?” By Ruth W. Stidger, Editor in Chief, accidents in and around roundabouts are some 50% - 90% better than 4 way intersections, as they cause far, far fewer deaths and any injuries are usually far less severe.

With roundabouts, there are only 8 ways to have vehicle to vehicle conflicts, and 8 ways to have vehicle to pedestrian conflicts. With 4-way intersections, there are 32 ways to have vehicle to vehicle conflicts and 24 ways to have vehicle to pedestrian conflicts. Do the math, over the lifetimes of intersections and roundabouts, and which type of intersection has lower costs and conflict for society?

Therefore, the 4-way intersections around the Midtown Area can be upgraded and all the New Infrastructure can have roundabouts, which will all significantly help traffic in the area. However, the problem of only have two bridges crossing 16 Mile Creek remains.

New Infrastructure Requirements for a New Trafalgar / Cornwall and New Cross Avenue and Trafalgar Intersection for Midtown

The new Midtown infrastructure, will need an extra bridge south of the QEW, going east /west, across to Wyecroft Road, because at present, only the two current bridges, the QEW or the Cornwall / Speers Bridges will be available.



In addition, the New Midtown Regional intersection at Cross Avenue (being built some 150ft north of where it presently stands) is going to be really difficult, unless traffic is allowed to flow freely without traffic signal interference. And, with all the other close by signalized traffic intersections in the vicinity, including the much closer on / off ramps from the QEW and their traffic signals, synchronizing them will be difficult.

New Cross Avenue being will be;

- the immediate vicinity of the Trafalgar / Cornwall intersection (see below) with its issues, from any direction;
- a major exit onto Trafalgar Road for the +8000 jobs in the Employment Lands on the East side of Trafalgar, as well as those +12,000 living in the condominiums on the west side of Trafalgar;
- a major thorough way from the new bridge across the QEW from Iroquois Shores for all those wanting to go south towards the Downtown or north;
- a key evening rush hour exit intersection, for all those parked on the new open Mertolinx parking lots, (built over the TransCanada pipelines), to be located north of the railway tracks east along the New Cross Avenue;

- a key intersection traveling north or south on Trafalgar;
- Most traffic coming south on the new bridge crossing the QEW will turn towards Trafalgar, since turning east on the New Cross Avenue, brings one to Chartwell Rd. Due to the railroad level crossing and its delays. With 15 minute train service to Oakville these delays will be compounded in rush hours, by the level crossing blocking and also backing up those exiting or trying to enter the new QEW interchange at Royal Windsor Drive. Therefore, I believe, most traffic will turn west to access Trafalgar Rd. then go south towards the Downtown, adding to the congestion at Cross Avenue and Trafalgar, and Trafalgar and Cornwall intersections.

Note: In rush hour, particularly rush hour going west, as soon as the new QEW interchange at Royal Windsor Drive is to be created, it will be essential for a grade separation at the Chartwell Road to replace the level crossing, since, without this, traffic will back up to the QEW interchange and that interchange will be severely limited for all those wanting to go south. Backed up traffic here will cause delays at the Ford QEW intersection and the Trafalgar QEW intersection as drivers try to use other routes.

The Regional Cornwall Road and Trafalgar intersection, (in my opinion, one of the worst traffic delay intersections in Oakville), is already severely congested with today's traffic and will become even more so with;

- present GO Train arrivals;
- the present grade separation, preventing Trafalgar from being widened;
- more traffic from the completion of Mertolinx' s Regional Headquarters at the corner of Trafalgar and Cornwall Rd. with all its staff;
- once the electrification of the tracks are completed, the increased commuter train frequencies every 7 to 15 minutes,;
- since housing being much less than around Oakville, the further west and north on travels, many of the many workers in the immediate vicinity in the +8000 jobs, will be wanting to go north and west in the evening rush hour;
- the immediate vicinity of New Cross Avenue / Trafalgar Rd. exit with its issues, from any direction;
- it's location directly leading to one of the only two bridges crossing 16 Mile Creek;
- It's location, when the QEW backs up due to accidents or the weather, it's the only other route access to a bridge crossing 16 Mile Creek;
- freely flowing traffic here, without traffic signal interference,

It should be noted that, no government anywhere has been able to afford the ongoing infrastructure expansion costs to keep pace with vehicle traffic growth. **Given the above reasons, one can expect that traffic growth around the Midtown area will get a lot worse over time.**