Appendix D

Output Plots from Halton Model

Halton Region Emme Travel Demand Model Calibration and Validation Screenlines

2011 Base Network
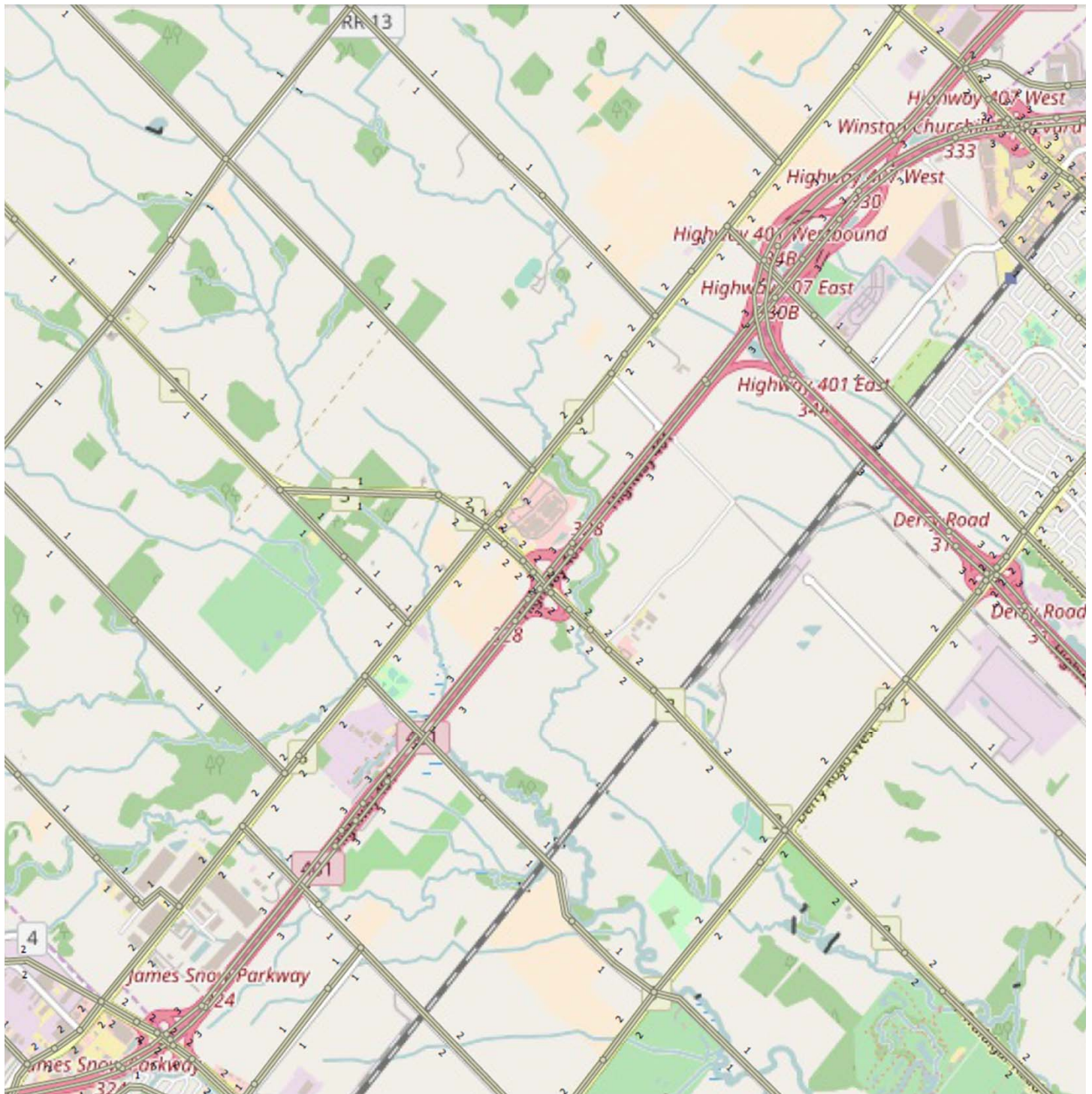# Number of Lanes

2011
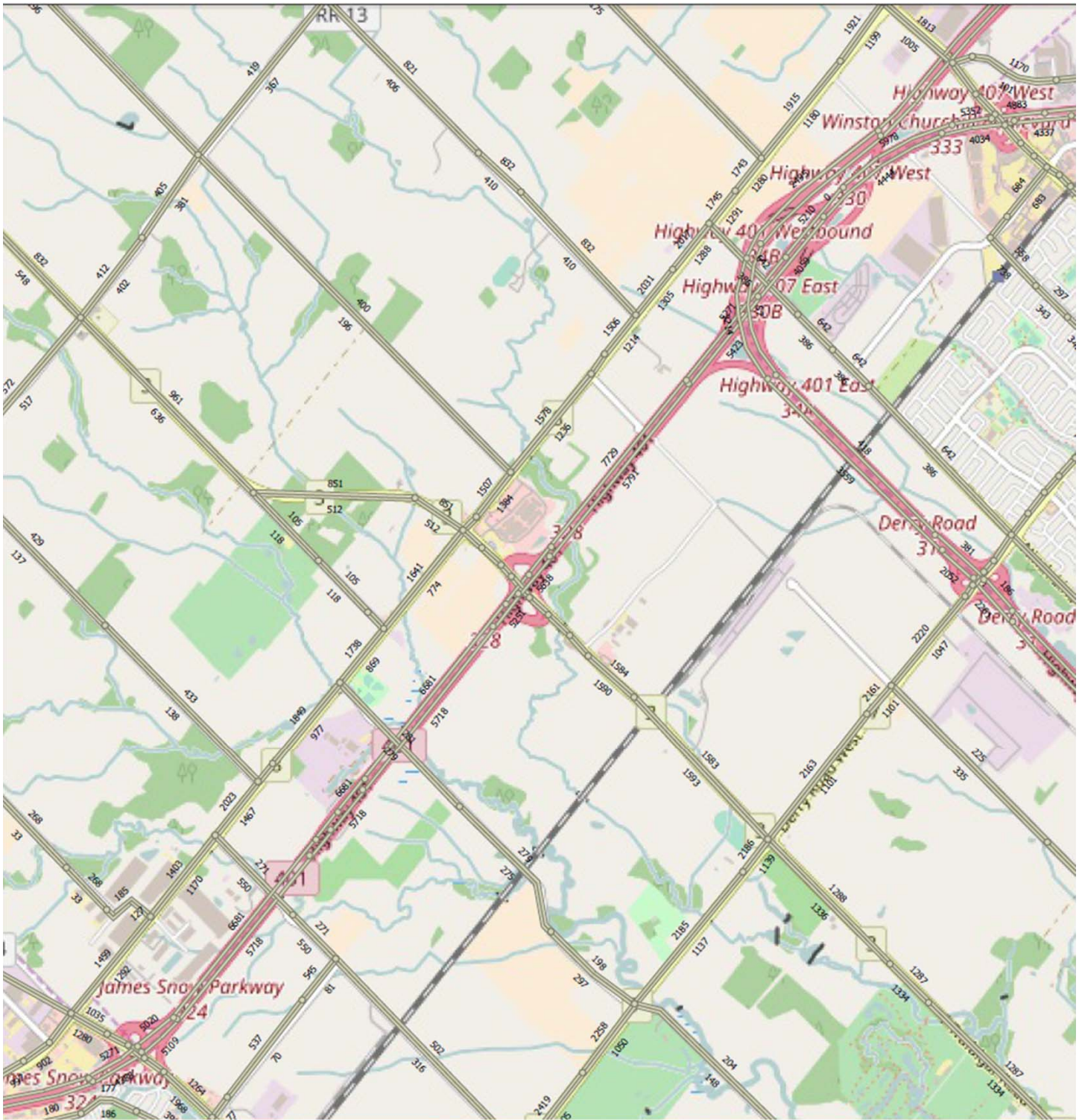# Base Network PM Peak Hour
Total Vehicle Volume
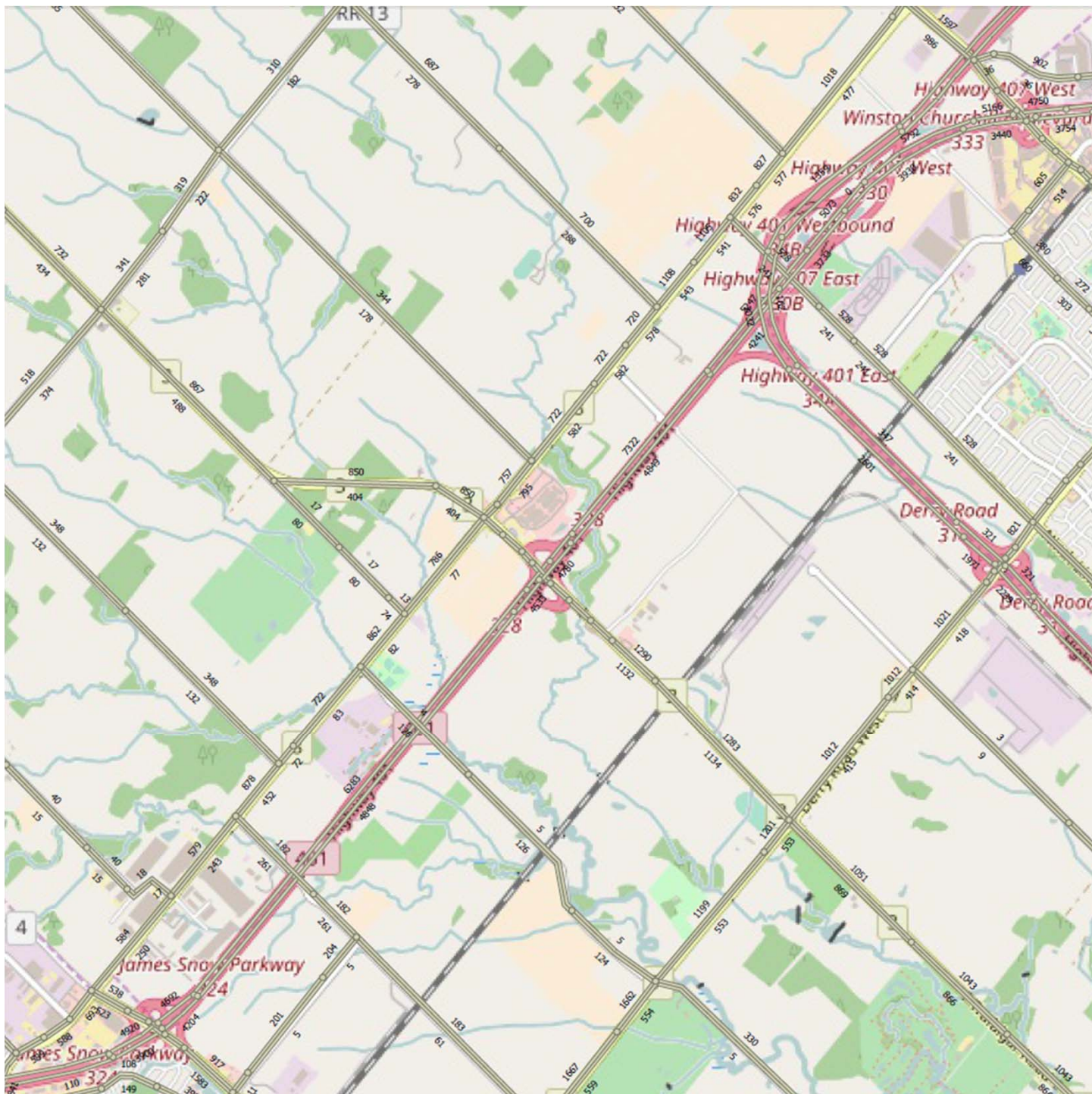
The Halton Model is a macroscopic model that has been calibrated and validated at the screenline level through the use of 2011 Transportation Tomorrow Survey data. Professional judgment should be exercised when applying the model results at a localized level of detail. The Halton Region EMME model incorporates the final approved BPE v3.032 land use (approved by council in July 2011) as well as the final improvements (outlined in the Halton Region Roads Capital Plan 2017-2031).

2016 TMP
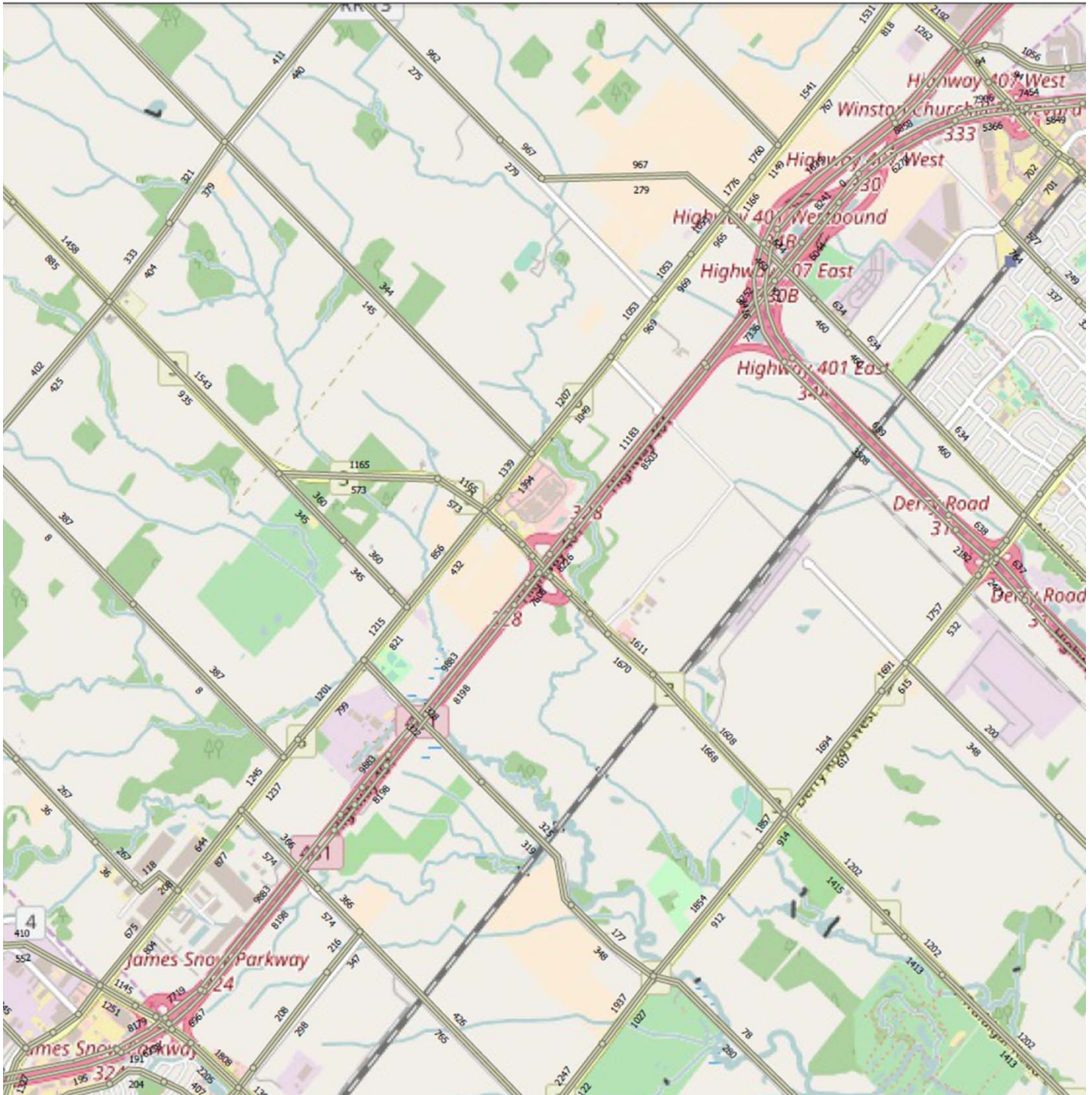# Recommended Network
Number of Lanes

2016 TMP
Recommended Network PM Peak Hour
Total Vehicle Volume

The Halton Model is a macroscopic model that has been calibrated and validated at the screenline level through the use of 2011 Transportation Tomorrow Survey data. Professional judgment should be exercised when applying the model results at a localized level of detail. The Halton Region EMME model incorporates the final approved BPE v3.032 land use (approved by council in July 2011) as well as the final improvements (outlined in the Halton Region Roads Capital Plan 2017-2031).

2021 TMP
Recommended Network
Number of Lanes

2021 TMP
Recommended Network PM Peak Hour
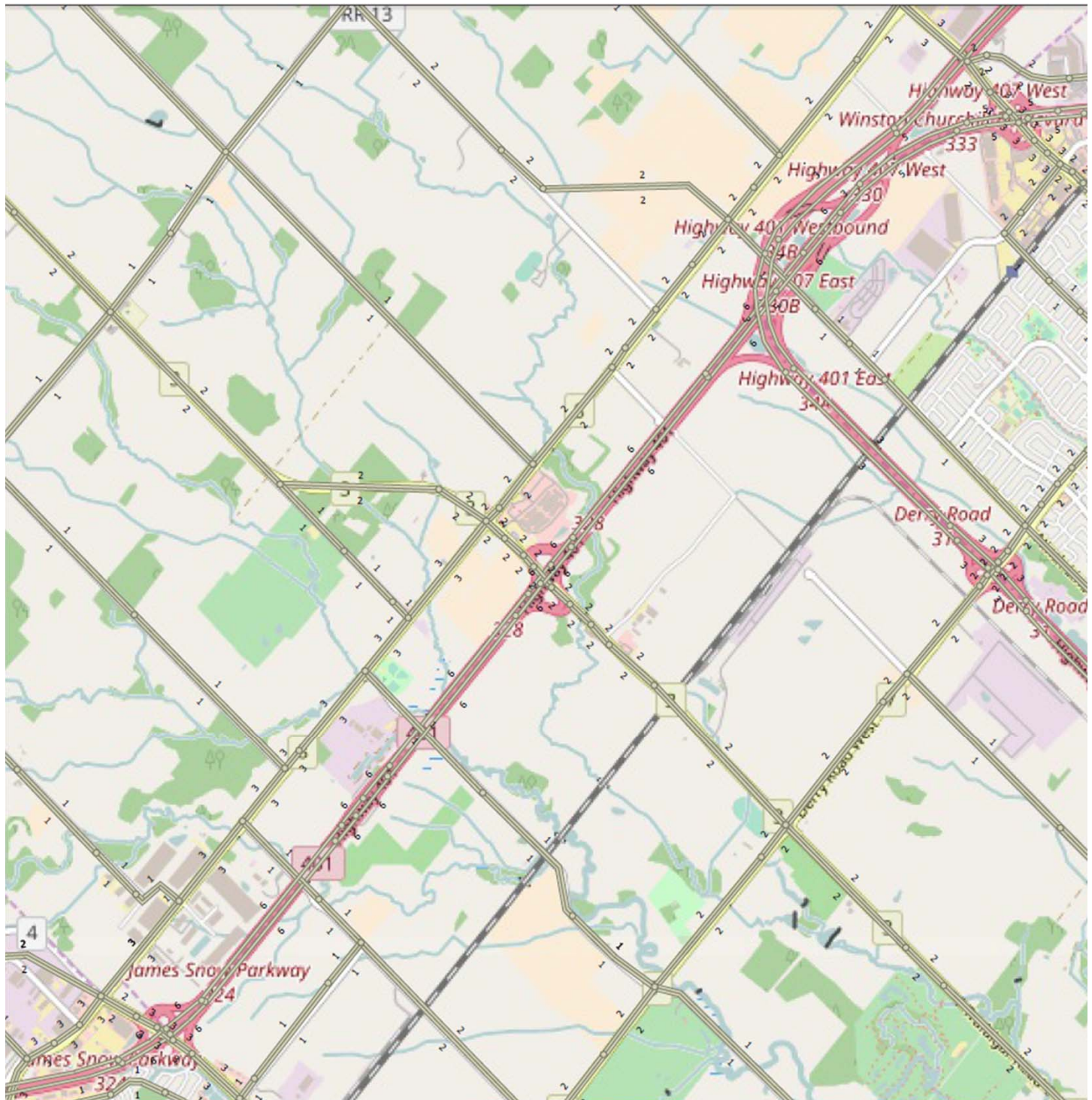## Total Vehicle Volume

The Halton Model is a macroscopic model that has been calibrated and validated at the screenline level through the use of 2011 Transportation Tomorrow Survey data. Professional judgment should be exercised when applying the model results at a localized level of detail. The Halton Region EMME model incorporates the final approved BPE v3.032 land use (approved by council in July 2011) as well as the final improvements (outlined in the Halton Region Roads Capital Plan 2017-2031).

2026 TMP
Recommended Network
Number of Lanes

2026 TMP
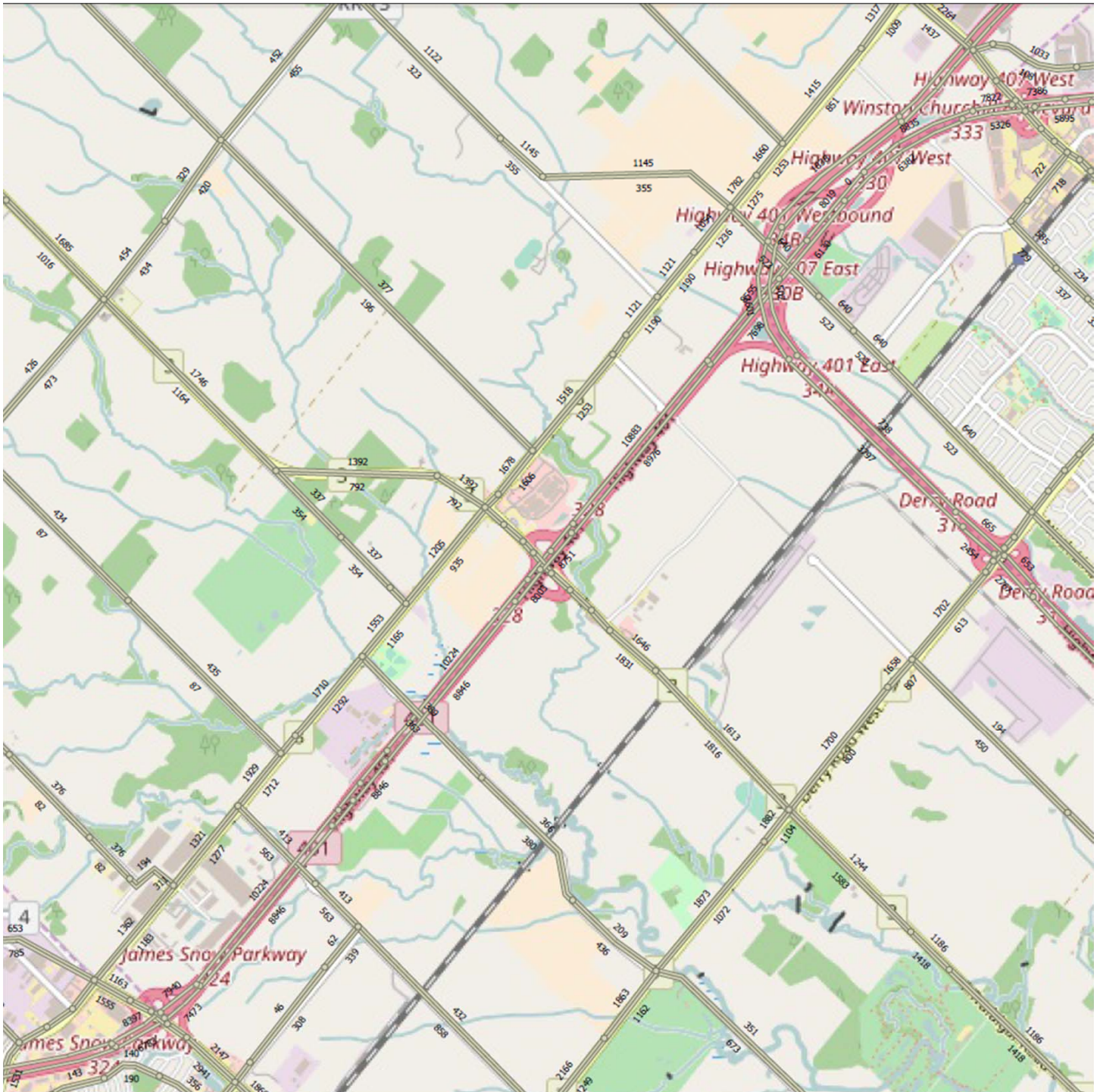# Recommended Network PM Peak Hour
Total Vehicle Volume

The Halton Model is a macroscopic model that has been calibrated and validated at the screenline level through the use of 2011 Transportation Tomorrow Survey data. Professional judgment should be exercised when applying the model results at a localized level of detail. The Halton Region EMME model incorporates the final approved BPE v3.032 land use (approved by council in July 2011) as well as the final improvements (outlined in the Halton Region Roads Capital Plan 2017-2031).

2031 TMP
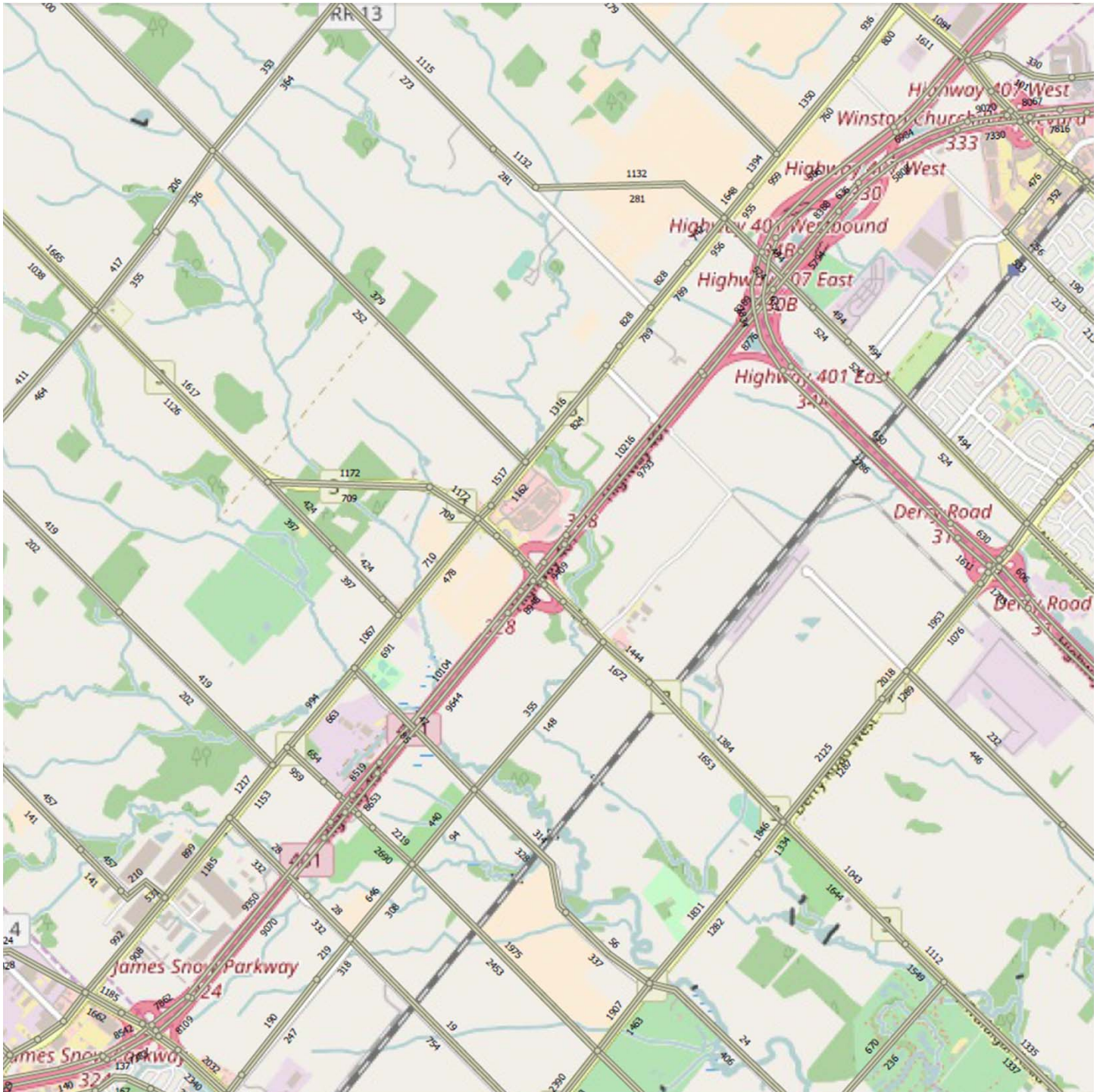Recommended Network
Number of Lanes

2031 TMP
Recommended Network PM Peak Hour
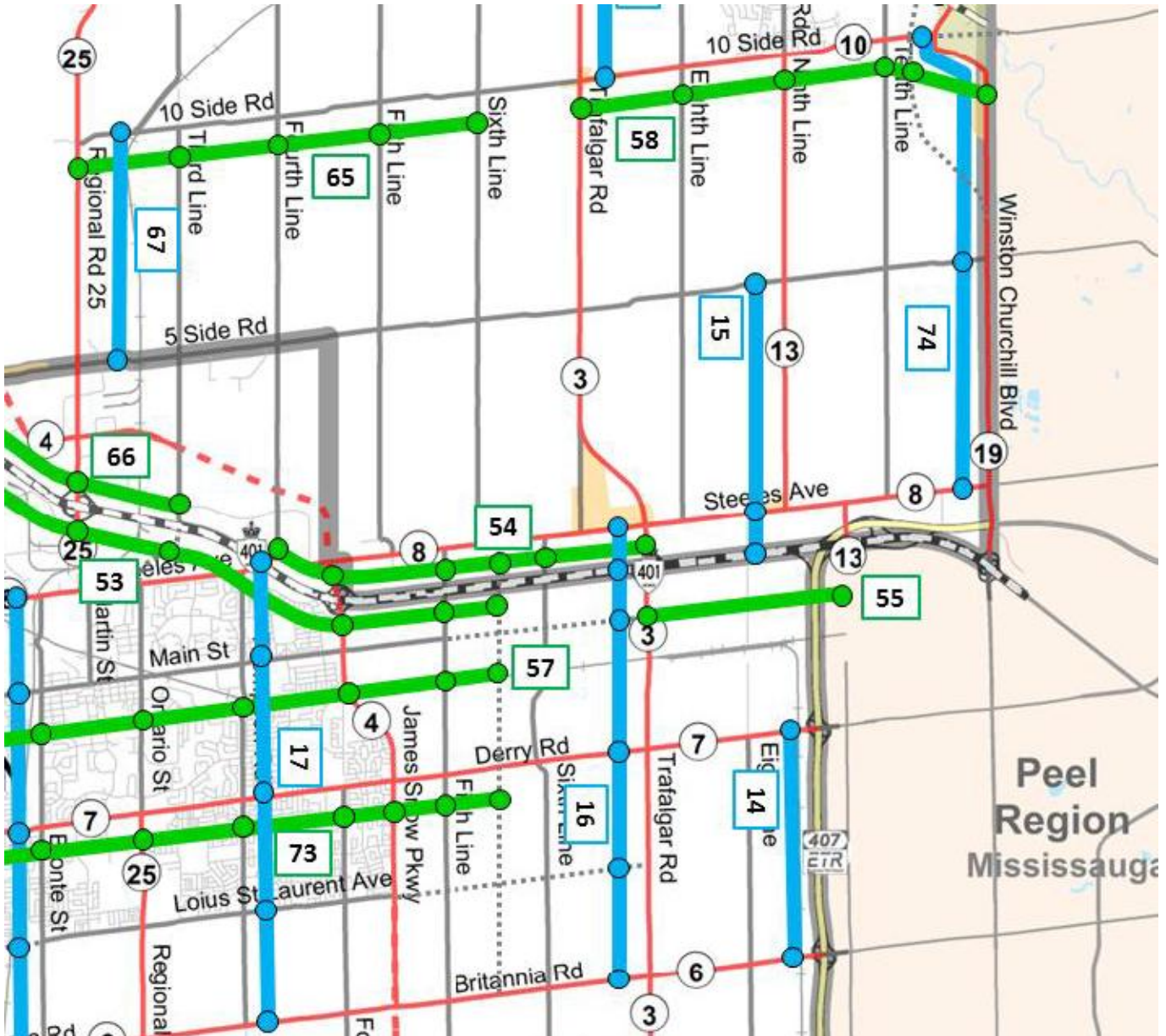# Total Vehicle Volume

The Halton Model is a macroscopic model that has been calibrated and validated at the screenline level through the use of 2011 Transportation Tomorrow Survey data. Professional judgment should be exercised when applying the model results at a localized level of detail. The Halton Region EMME model incorporates the final approved BPE v3.032 land use (approved by council in July 2011) as well as the final improvements (outlined in the Halton Region Roads Capital Plan 2017-2031).

Halton Region Emme Travel Demand Model Calibration and Validation Screenlines

The Halton Model is a macroscopic model that has been calibrated and validated at the screenline level through the use of 2011 Transportation Tomorrow Survey data. Professional judgment should be exercised when applying the model results at a localized level of detail. The Halton Region EMME model incorporates the final approved BPE v3.032 land use (approved by council in July 2011) as well as the final improvements (outlined in the Halton Region Roads Capital Plan 2017-2031).
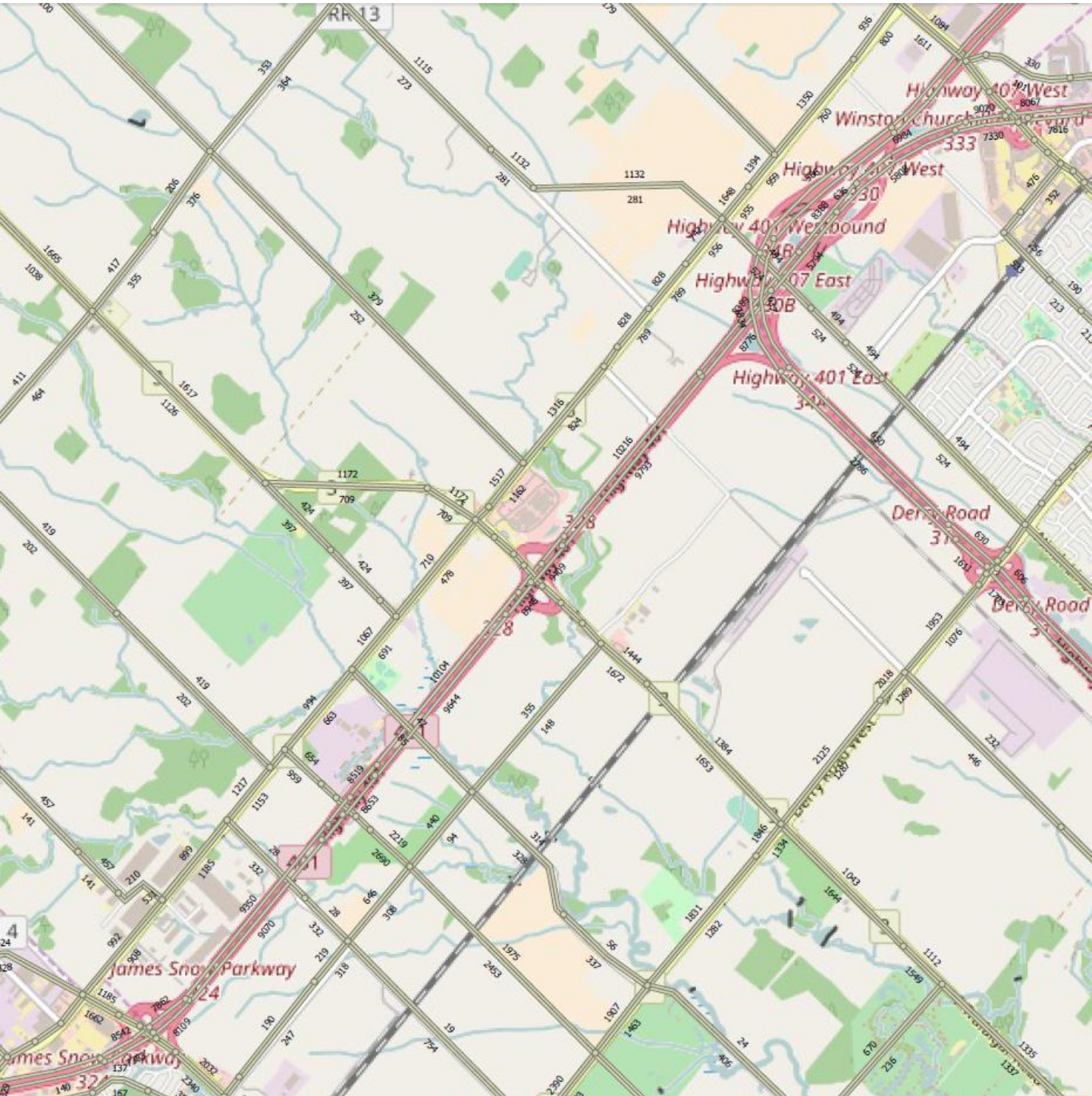
Halton Region Emme Travel Demand Model Calibration and Validation Screenlines

2031 TMP Network – Without 5 ½ Line Test Scenario
PM Peak Hour
Total Vehicle Volume

The Halton Model is a macroscopic model that has been calibrated and validated at the screenline level through the use of 2011 Transportation Tomorrow Survey data. Professional judgment should be exercised when applying the model results at a localized level of detail. The Halton Region EMME model incorporates the final approved BPE v3.032 land use (approved by council in July 2011) as well as the final improvements (outlined in the Halton Region Roads Capital Plan 2017-2031).