

Road Network Issues

Project	Draft 2031 Recommendation	Rationale
Bradford Bypass	Include as a 4-lane Provincial expressway between Hwy 400 and Hwy 404.	Key infrastructure for accommodating future travel demand from Simcoe County; supports economic development in East Gwillimbury; diverts inter-regional traffic and relieves significant pressure on Regional and municipal roads; inter-regional corridor for goods movement; completes a comprehensive network of expressway bus services.
GTA West Corridor	Include as a 4-lane Provincial expressway from Hwy 400 west into Peel Region and beyond.	Diverts traffic from congested Hwy 400 and provides bypass of West Vaughan; inter-regional corridor for goods movement; diverts inter-regional traffic and relieves congestion on Regional and municipal roads; provides for a comprehensive network of expressway bus service.
Hwy 427 extension to GTA West Corridor	Extend the existing Provincial expressway north to the GTA West Corridor.	Diverts traffic from congested Hwy 400 and provides bypass of West Vaughan; inter-regional corridor for goods movement; diverts inter-regional traffic and relieves congestion on Regional and municipal roads; provides for a comprehensive network of expressway bus service.
Hwy 427 extension to Hwy 9 and beyond	Provincial expressway extension needed beyond 2031.	Relieves congestion on Hwy 400 and improves goods movement network.
Mid-York East-West Corridor	Add two additional arterial lane capacity between Hwy 400 and Bathurst Street.	Best option is to construct as the east extension of the GTA West Corridor to Bathurst Street; provides capacity to meet growth demands.
North Markham East-West Arterial	Add two additional arterial lane capacity between Bathurst St. and 9 th Line	Needed to address growth in north Markham; allow transit services into north Markham area and connection to north-south rapid transit and commuter rail services.
400-series highway mid-block crossings	Include as 4-lane crossings of the highways.	Provides better transit service coverage, improved walking and cycling opportunities and improves local traffic connectivity.
Transit/HOV Lanes	Include selective widenings where constraints to transit service occurs.	Needed to support transit services where ridership levels do not reach rapid transit service and to encourage car and van pooling.
Teston Road between Dufferin and Keele	Need for 4 lane arterial connection identified.	Provides east-west network connectivity; part of the mid-York E-W corridor solution; more efficient utilization of the Teston Road-Hwy 400 interchange; if link is deleted, additional capacity on other east-west corridors to the north would have to be provided .