



 **GTA West**

GTA WEST CORRIDOR PLANNING AND EA STUDY-STAGE 1

Draft Transportation Development Strategy

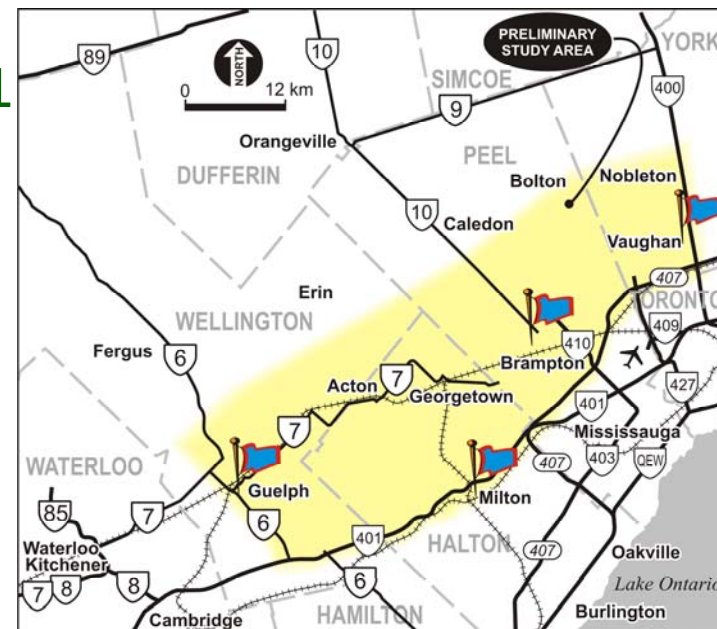
June 2010



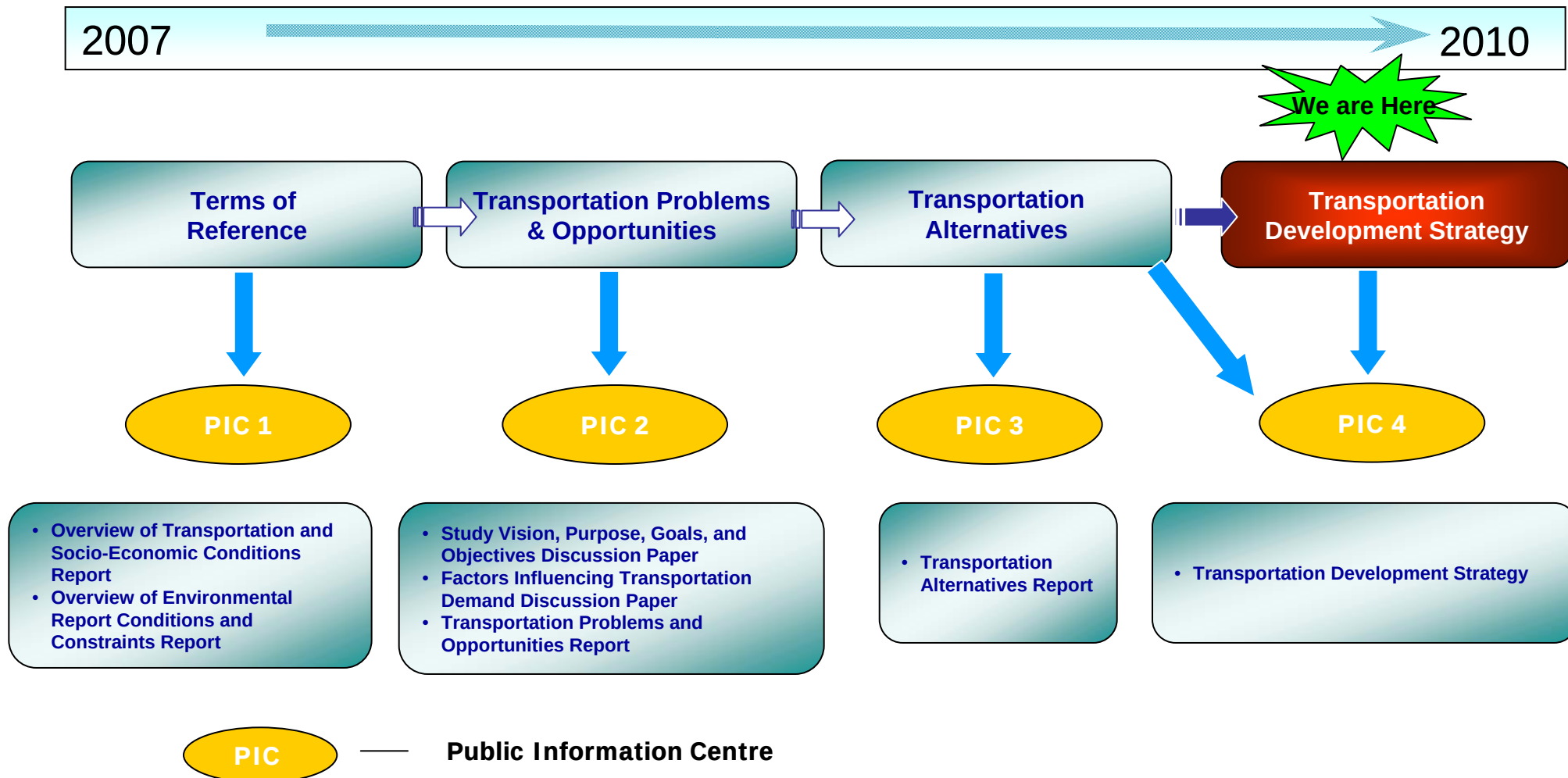
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Study Purpose

- To proactively plan for future infrastructure needs by:
 - Examining long-term transportation problems and opportunities to the year 2031
 - Considering options to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area as identified in the *Growth Plan*, including:
 - Downtown Guelph
 - Downtown Milton
 - Downtown Brampton
 - Vaughan Corporate Centre



Study Process



Study Approach - Building Block

STAGE 2: Combination Alternatives

Key Steps:

1 Develop Reasonable Combination Alternatives To Address Problems & Opportunities

2 Assess Combinations to Identify Advantages & Disadvantages



Challenge of Managing Growth

Growth from 2006 to 2031

Greater Golden Horseshoe

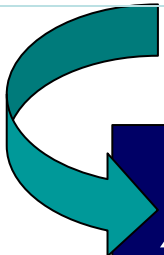
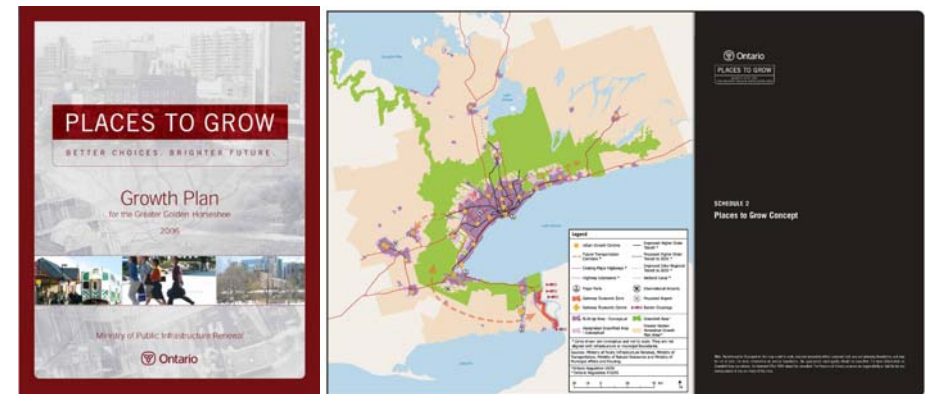
Population: +2,930,000 (34% growth)

Employment: +1,250,000 (29% growth)

GTA West Study Area:

Population: +750,000 (75% growth)

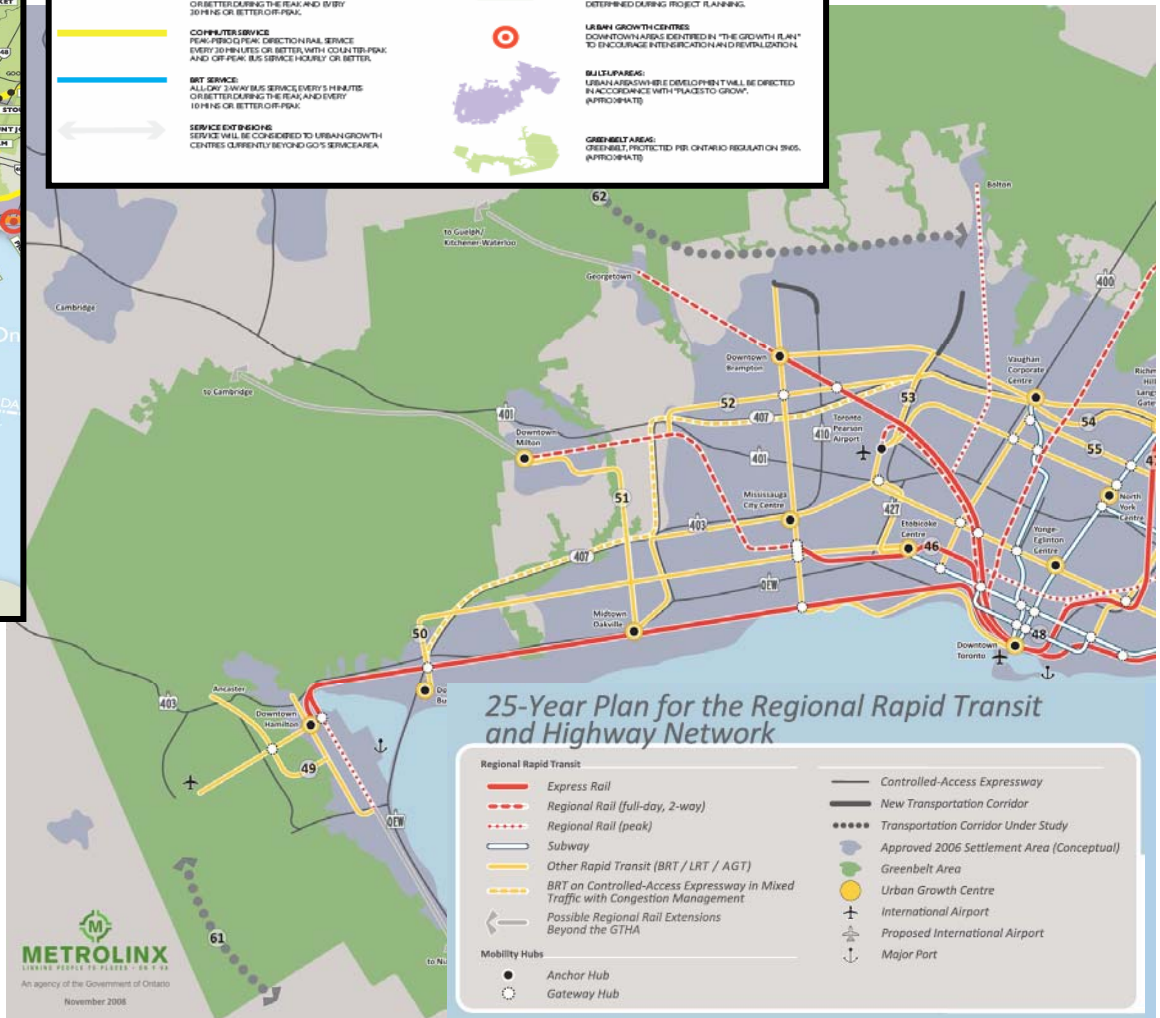
Employment: +390,000 (75% growth)



Additional transportation improvements will be required to support future growth

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1. Support the Implementation of Metrolinx RTP and GO 2020



Significant transit service expansion envisioned by the RTP and GO 2020



2. Optimize Use of Existing Transportation Infrastructure

Support Metrolinx & Smart Commute in Expanding their Programs

Current Operation

- Partnership between Metrolinx and area communities
- Coordinates Transportation Demand Management services throughout GTHA
 - Engages employers to encourage employees to participate in trip reduction programs

How can it be Improved?

- Support:
 - Enhancements to current programs
 - Expansion of these programs beyond the GTHA
 - Expansion of MTO's Carpool Lot Program
 - Explore opportunities to provide funding assistance
 - Potential to remove policy barriers



Carpool
zone



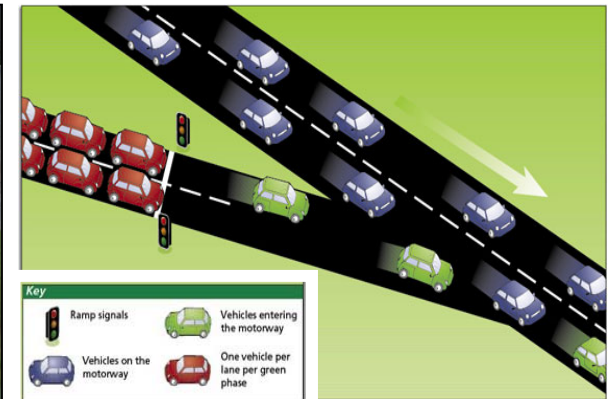


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✓ 3. Initiate Region-Wide Active Traffic Management Study

Initiatives to be considered

- Expand Use of Bus Bypass Shoulders
- Enhance Incident / Congestion Management
- Expanded Use of Ramp Metering
- HOV / Transit Bypass Lanes
- Explore Speed Harmonization

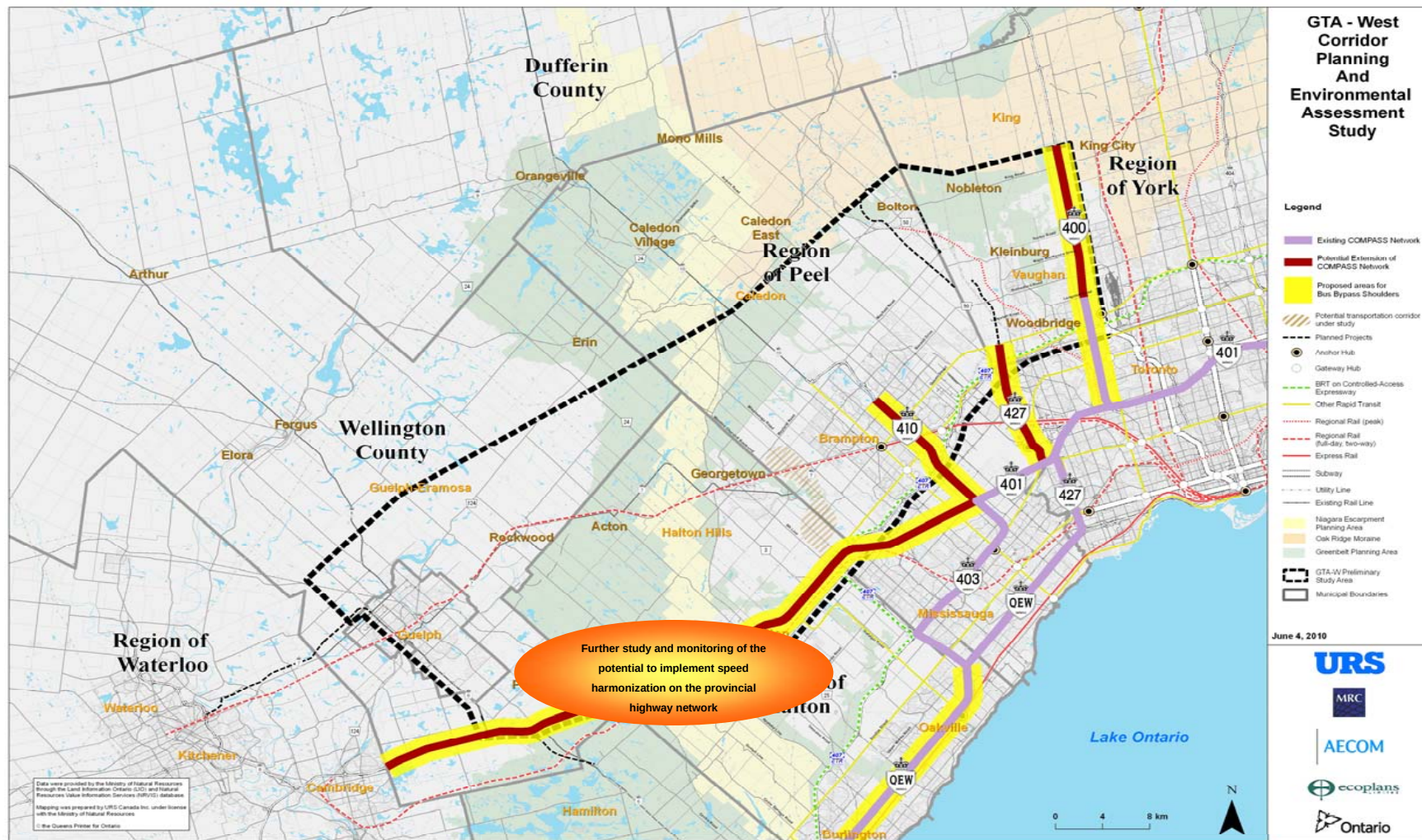




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3. Initiate Region-Wide Active Traffic Management Study





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4. Integrate Inter-Regional Transit Feasibility Study Linking Western Urban Centres

Goal: focus on improving existing and/or providing new non-road infrastructure and transit, building on the recommendations of the Metrolinx RTP and *GO 2020*

Opportunities exist to consider better transit integration in western parts of Greater Golden Horseshoe

Improvements Identified include:

- New / expanded transit connections west of Pearson airport
 - Service areas west of Pearson airport and provide connection to the airport
- New inter-regional transit links between western Urban Growth Centres
 - Potential “Western Web” transit system

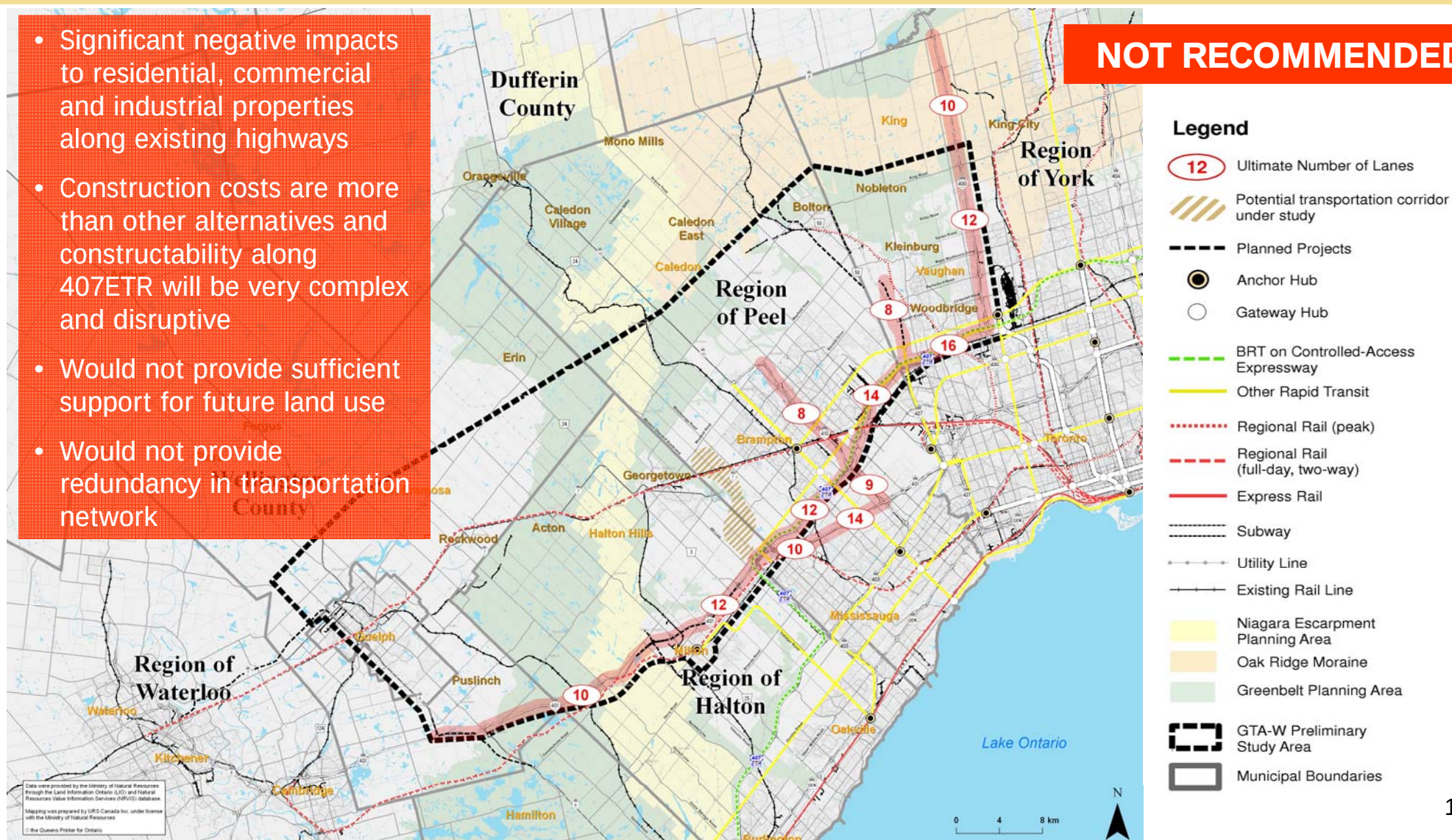


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GTA West Alternative- Widening Existing Highways

- Significant negative impacts to residential, commercial and industrial properties along existing highways
- Construction costs are more than other alternatives and constructability along 407ETR will be very complex and disruptive
- Would not provide sufficient support for future land use
- Would not provide redundancy in transportation network

NOT RECOMMENDED





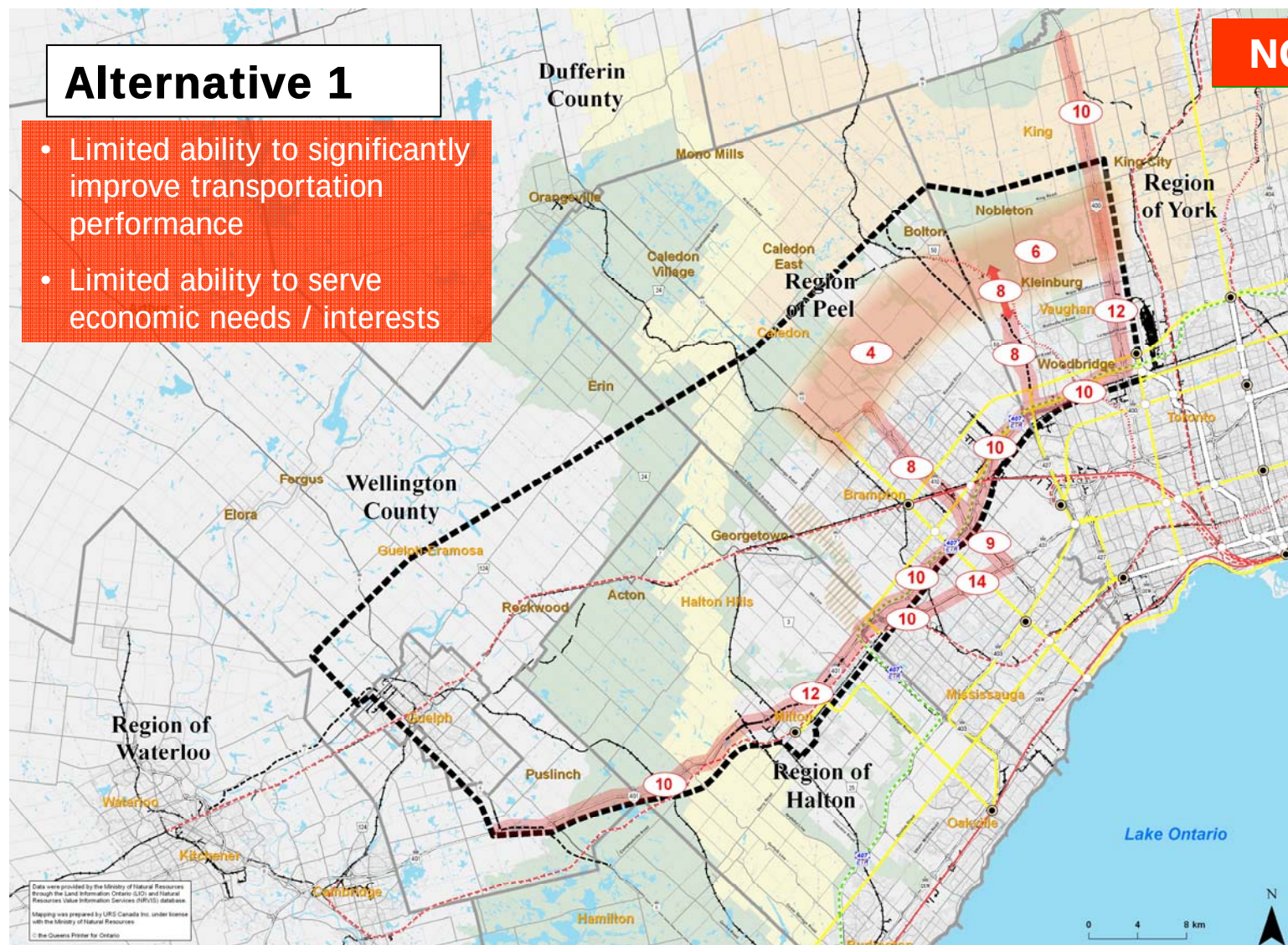
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GTA West – New Transportation Corridor Alternatives

Alternative 1

- Limited ability to significantly improve transportation performance
- Limited ability to serve economic needs / interests

NOT RECOMMENDED





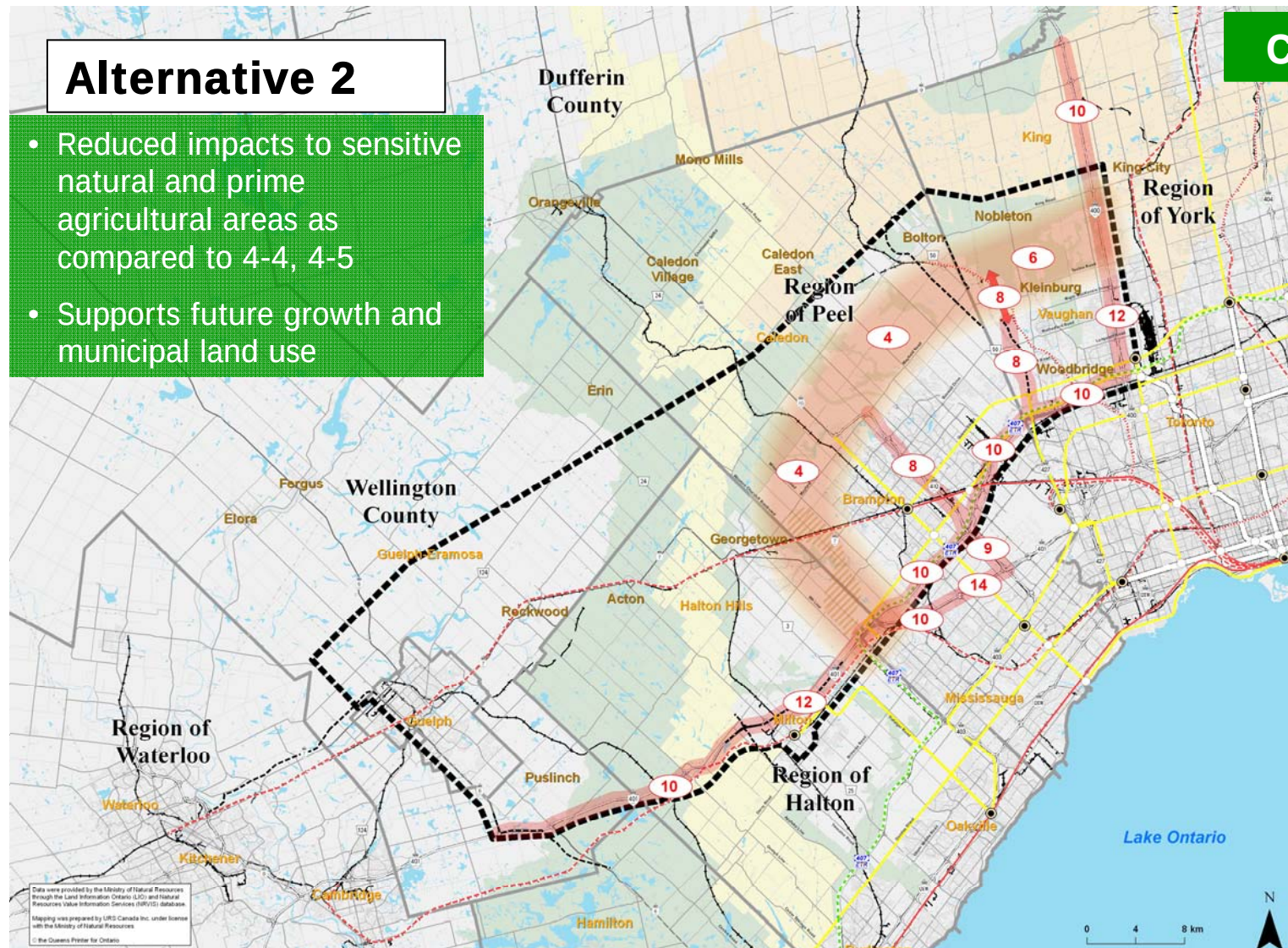
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GTA West – New Transportation Corridor Alternatives

Alternative 2

- Reduced impacts to sensitive natural and prime agricultural areas as compared to 4-4, 4-5
- Supports future growth and municipal land use

CARRIED FORWARD





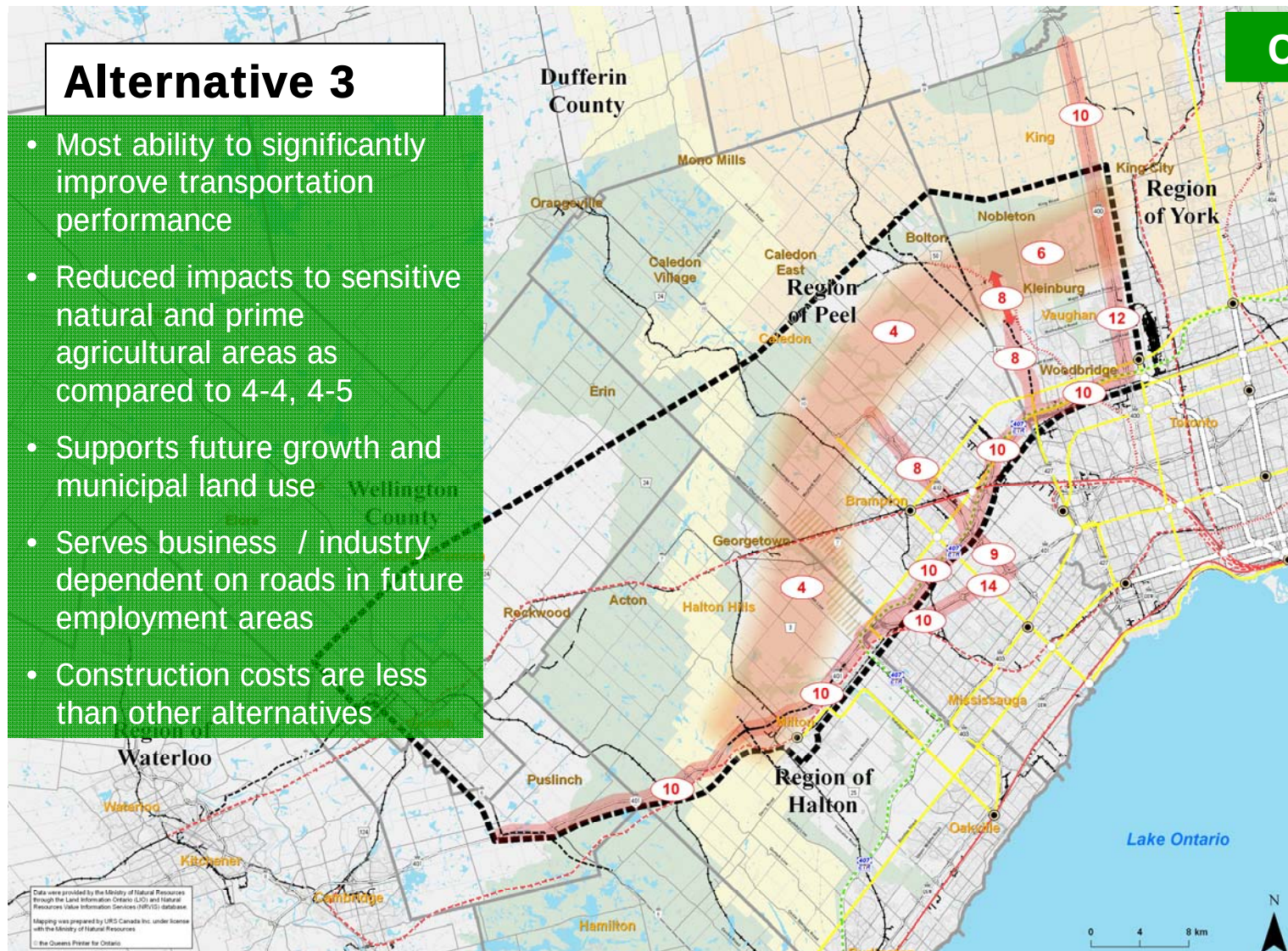
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GTA West – New Transportation Corridor Alternatives

Alternative 3

- Most ability to significantly improve transportation performance
- Reduced impacts to sensitive natural and prime agricultural areas as compared to 4-4, 4-5
- Supports future growth and municipal land use
- Serves business / industry dependent on roads in future employment areas
- Construction costs are less than other alternatives

CARRIED FORWARD



Legend

- New Transportation Corridor (approximate location)
- Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



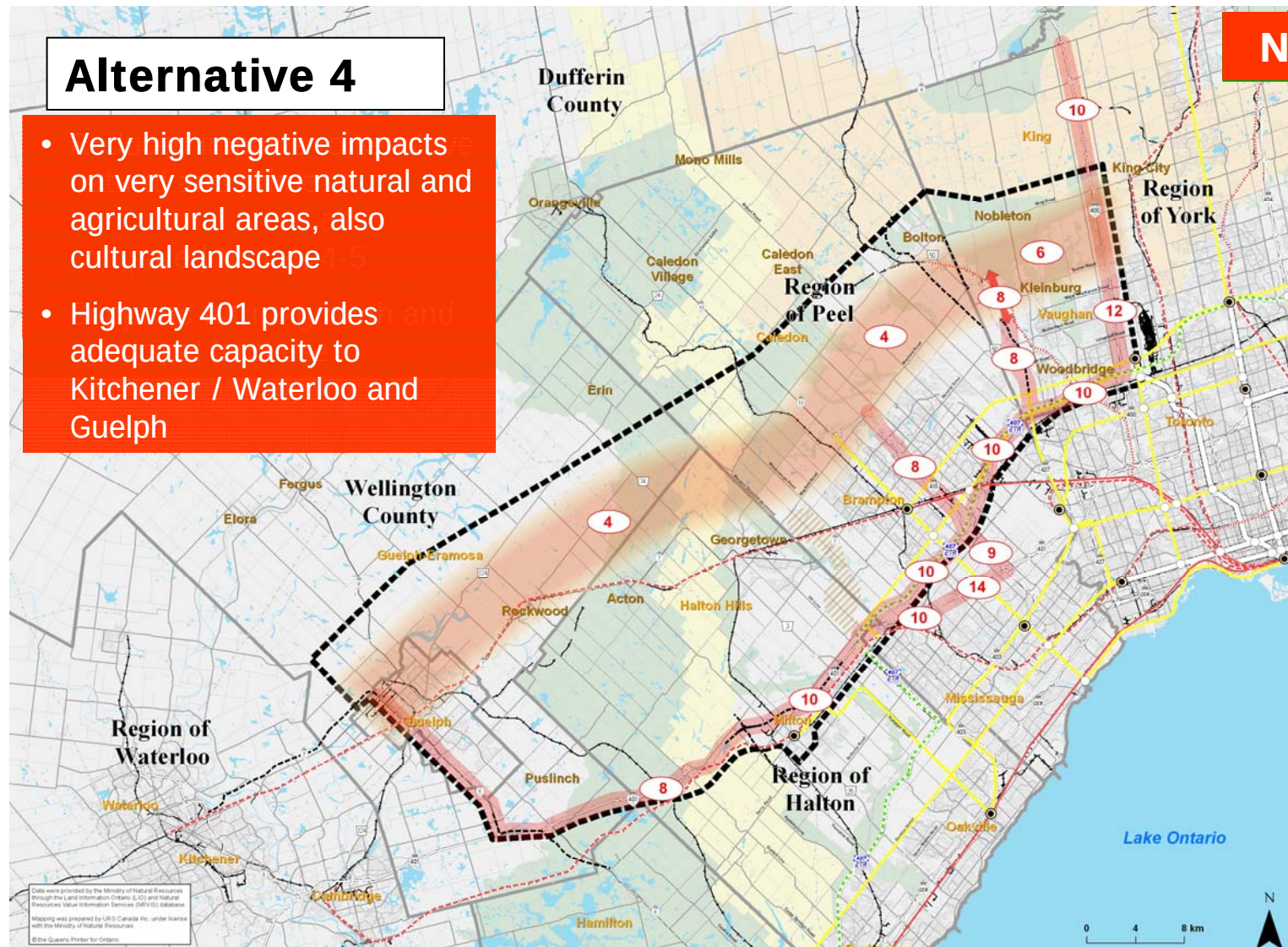
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GTA West – New Transportation Corridor Alternatives

Alternative 4

- Very high negative impacts on very sensitive natural and agricultural areas, also cultural landscape
- Highway 401 provides adequate capacity to Kitchener / Waterloo and Guelph

NOT RECOMMENDED



Legend

- New Transportation Corridor (approximate location)
- 12 Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
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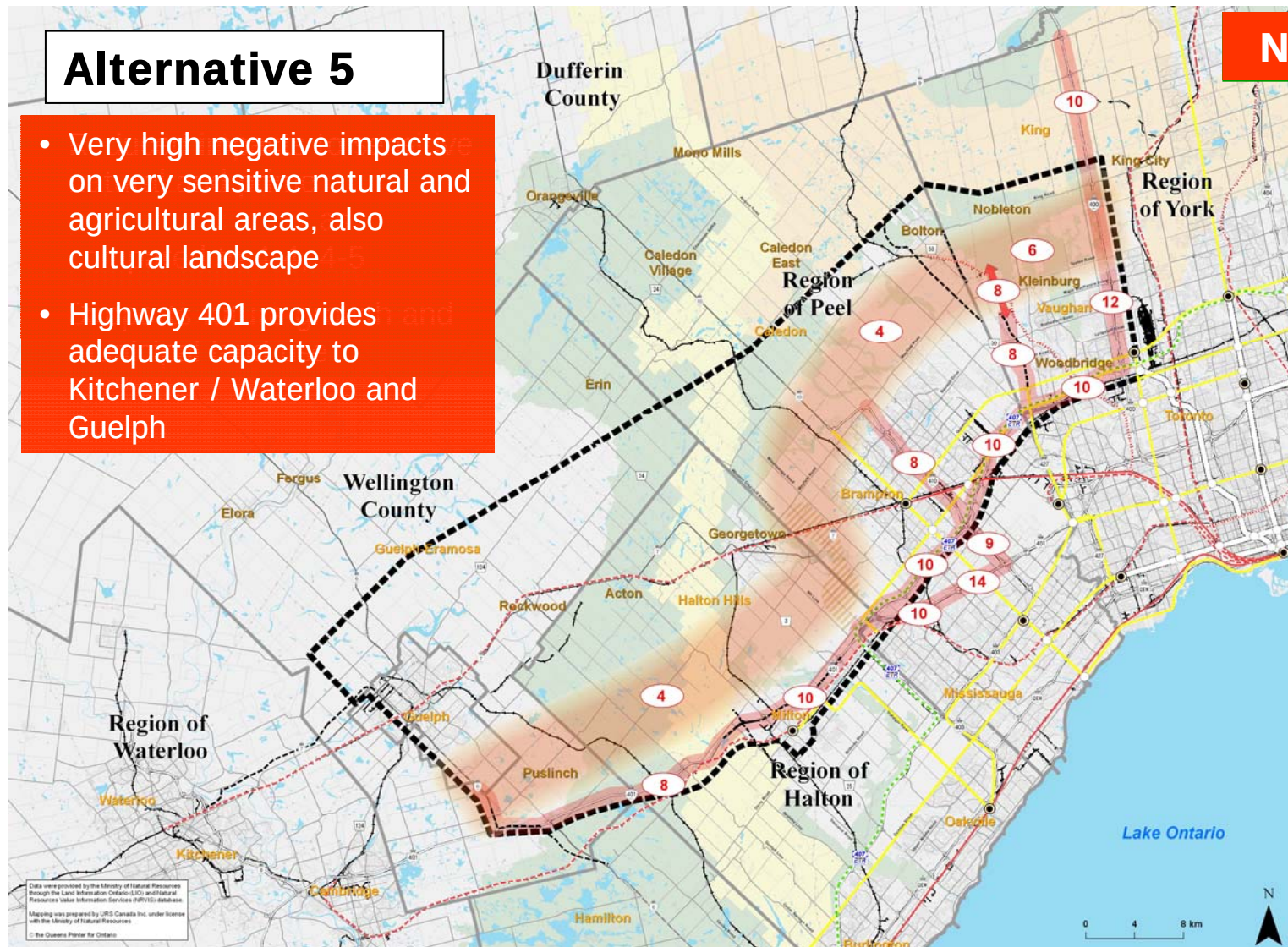
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GTA West – New Transportation Corridor Alternatives

Alternative 5

- Very high negative impacts on very sensitive natural and agricultural areas, also cultural landscape
- Highway 401 provides adequate capacity to Kitchener / Waterloo and Guelph

NOT RECOMMENDED





Overall Assessment of Highway Widening and New Transportation Corridor Alternatives



	Widening	New Corridor 1	New Corridor 2	New Corridor 3	New Corridor 4	New Corridor 5
Natural						
Land Use / Social (includes Air Quality)						
Cultural						
Economic						
Transportation Performance						
Cost and Constructability						

Most Preferred → → Least / Not Preferred



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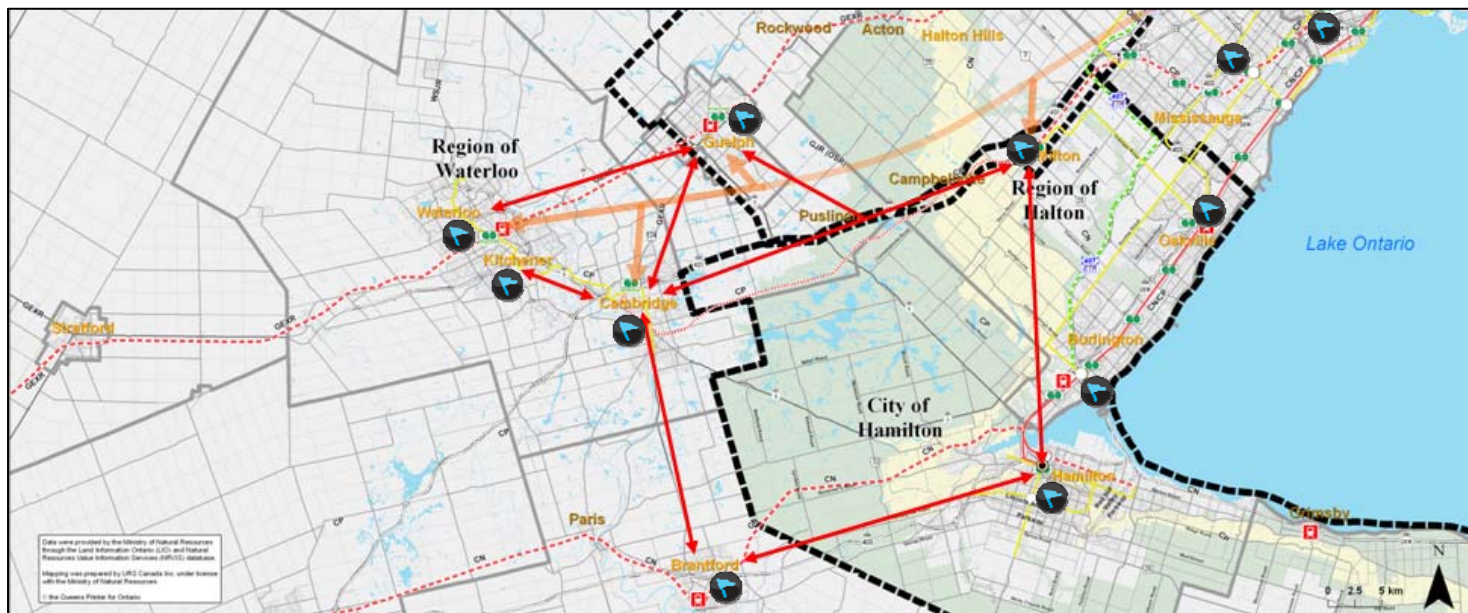
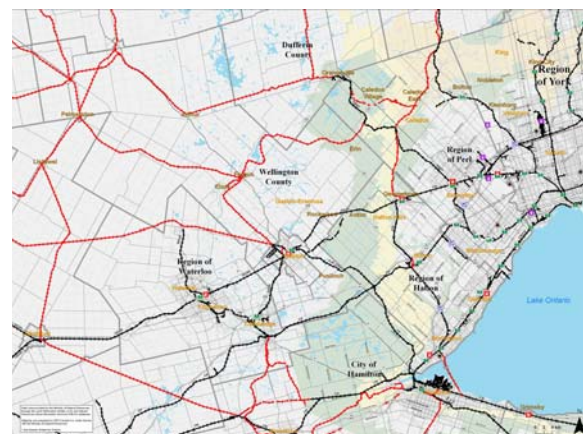
Investigate Transit Opportunities Linking Western Urban Centres

Rail Network:

- Several existing and abandoned rail corridors exist beyond the Study Area
- Potential to implement commuter rail transit on existing tracks or on reconstituted abandoned tracks

Inter-Regional Transit opportunities in Western GGH:

- long-term rail passenger service opportunities
- bus rapid transit
- transit service linkages to rural communities





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GTA West Draft Transportation Development Strategy

- ✓ **Support the implementation of the Metrolinx RTP and *GO 2020***
- ✓ **Optimize use of existing transportation infrastructure through Transportation Demand Management (TDM) and Transportation System Management (TSM) measures in cooperation with Metrolinx**
- ✓ **Initiate region-wide Active Traffic Management Study**
- ✓ **Widen selected highways to provide additional capacity including HOV lanes (buses or 2+ occupancy) and multi-modal uses**
- ✓ **New transportation corridor from Highway 400 westerly to Highway 401, east of the Niagara Escarpment**
- ✓ **Initiate study to investigate inter-regional transit opportunities linking western urban centres**



Next Steps and Subsequent Study Stages

Based on the feedback from PIC #4, the Study Team will:

- Refine alternatives and recommendations – Summer 2010
- Prepare the draft Transportation Development Strategy Report – Summer/Fall 2010
- Revise and finalize the Transportation Development Strategy – End 2010

