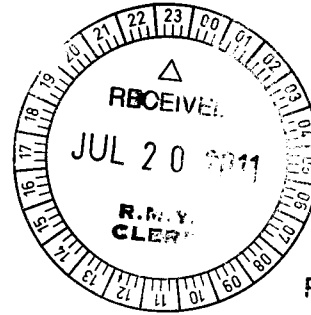




TOWNSHIP OF KING

Municipal Offices
2075 King Road
King City, Ontario
L7B 1A1

Telephone: (905) 833-5321
Toll Free: 1-800-688-5013
Fax: (905) 833-2300
E-mail: online@king.ca
Website: www.king.ca



REGION OF YORK
CLERK'S OFFICE

FILE No. - P07

July 12, 2011

Denis Kelly, Regional Clerk
Region of York
17250 Yonge Street
NEWMARKET ON L3Y 6Z1

Dear Mr. Kelly,

**RE: Planning Department Report Number P-2011-28
GTA West Corridor Environmental Assessment Update**

Please find enclosed for your information and file, a copy of the extract of C.O.W. Item #2011-165 of the Committee of the Whole Report of June 27th, 2011 and Planning Department Report No: P-2011-28 regarding the GTA West Corridor Environmental Assessment Update.

Yours truly,

Kathryn M. Smyth

for Kathryn Smyth
Clerk
Encls.

cc. Loy Cheah, P. Eng., Director, Infrastructure Planning, Region of York
Neil Ahmed, P. Eng., Consultant Project Manager, McCormick Rankin Corporation
Stephen Kitchen, Director of Planning

TOWNSHIP OF KING

COMMITTEE OF THE WHOLE REPORT

The following item from the Committee of the Whole Report of June 27th, 2011 was adopted by Council at its meeting of June 27th, 2011. The minutes of the meeting were approved by Council at its meeting of July 11th, 2011.

COPIES TO: FILE
STEPHEN KITCHEN

C.O.W. #2011-165

Planning Department Report Number P-2011-28
Re: GTA West Corridor Environmental Assessment Update

Committee considered Planning Department Report Number P-2011-28 to provide an update on the draft GTA West Corridor Environmental Assessment (EA) released by the Ministry of Transportation (MTO) in March 2011 for public review and comment.

Committee recommends that Planning Department Report Number P-201128 be received, and the recommendations therein be approved, as follows:

- A. That Planning Report P-2011-28 be received as information.
- B. That Township staff request the Ministry of Transportation to refine the Preliminary Route Planning Study to take into consideration the boundary of the Nobleton Community Plan and the associated planning approvals.
- C. That Township staff advise the Region of York of the Township's support of a Regional arterial road extending east of the eastern terminus of the GTA West Corridor.
- D. That Township staff advise the Ministry of Transportation of the Township's continued support to expedite the Environmental Assessment for the GTA West Corridor.
- E. Township staff continue to participate and monitor the GTA West Corridor Environmental Assessment and update Council as necessary.

KATHRYN SMYTH
CLERK

TOWNSHIP OF KING

DATE: June 27, 2011
TO: Committee of the Whole
FROM: Planning Department
SUBJECT: Planning Report No. P-2011-28
GTA West Corridor Environmental Assessment Update

1. RECOMMENDATIONS

The Planning Department respectfully submits the following recommendation:

- A. That Planning Report P-2011 - 28 be received as information.
- B. That Township staff request the Ministry of Transportation to refine the Preliminary Route Planning Study to take into consideration the boundary of the Nobleton Community Plan and the associated planning approvals.
- C. That Township staff advise the Region of York of the Township's support of a Regional arterial road extending east of the eastern terminus of the GTA West Corridor.
- D. That Township staff advise the Ministry of Transportation of the Township's continued support to expedite the Environmental Assessment for the GTA West Corridor.
- E. Township staff continue to participate and monitor the GTA West Corridor Environmental Assessment and update Council as necessary.

2. PURPOSE AND BACKGROUND

This report is to provide an update on the draft GTA West Corridor Environmental Assessment (EA) released by the Ministry of Transportation (MTO) in March 2011 for public review and comment.

The Provincial Growth Plan for the Greater Golden Horseshoe (GGH) incorporated policies for managing growth and development in the area over the next 30 years. The GTA West Corridor is identified in the Provincial Growth Plan as part of the infrastructure necessary to support the anticipated growth. The GTA West Study Area is felt to be an area of importance in maintaining and improving the economic competitiveness of the GGH and the province as a whole and beyond. Not only will this infrastructure improve the linkage between the economic areas in the GGH, it is viewed as an important component of creating a significant component to connect the GGH to the US marketplace.

The Province initiated the GTA West Corridor in 2007. The Terms of Reference for the Individual EA was approved by the Minister of the Environment in the spring of 2008. The original study area was quite extensive and is shown in Attachment 1.

The EA is being completed in two stages. Stage 1 addresses the transportation system planning. Stage 1 includes the investigation of the transportation issues and opportunities within the Study Area; a broad range of transportation system alternatives and the evaluation of the same to enable the development of a recommended development strategy for the GTA West Corridor. Stage 2 is the subsequent phase and includes the detailed route planning and preliminary design.

With the issuance of the draft Transportation Development Strategy Report for public review, Stage 1 has been completed.

The GTA West Corridor has undergone a significant public consultation program through Stage 1. There have been four rounds of public consultation commencing in 2007 with the development of the Terms of Reference. The subsequent public consultation was undertaken in March and December of 2009 and again in June of 2010. Township staff has participated in a number of the Technical Advisory Committee meetings which are scheduled prior to each of the public consultation meetings.

The draft Transportation Development Strategy is documented in detail in the report. A copy of the Executive Summary is attached as Attachment 2 to this report.

3. **DISCUSSION**

The draft Transportation Development Strategy Report outlines the planning process for Stage 1 of the GTA West Corridor EA. The Stage 1 Report depicts the development, assessment and evaluation of the transportation system alternatives and recommends the preferred alternative which is to be pursued in Stage 2 (detailed route planning and preliminary design).

The process followed a two-phase approach that began with a comprehensive assessment of the individual transportation system alternatives to assess their ability to address the existing and future inter-regional transportation problems and opportunities. Based on this assessment, the alternatives considered capable of substantially contributing to addressing the transportation needs were carried forward to the second phase, which involved assembling the individual transportation system alternatives into multi-modal groups.

The following Area Transportation Alternatives were examined using a 'building block' approach (Each Group includes the elements from the preceding group):

- Group #1 – Optimize Existing Transportation Networks
 - This group of alternatives focuses on improving the performance of the existing transportation system for all modes of travel and freight transport to improve system operating efficiencies.

- Group #2 – New or Improved Non-Road Infrastructure
 - This group of alternatives builds on Group 1 and includes transit initiatives.
- Group #3 – Widen or Improve Roads
 - This group of alternatives includes widening of sections of the provincial freeway network, including Highways 401, 407 ETR, 410, 427 and 400. More specifically the improvements in proximity to King Township include widening Hwy 400 to 10 lanes from Major Mackenzie Dr to Hwy. 9.
- Group #4 – New Transportation Corridors
 - This final group of alternatives is the recommended transportation development strategy and includes components of the above noted first three groups plus a new GTA West transportation corridor commencing at Highway 400 and going west and south to ultimately connect to Hwy 401. While the recommended strategy includes a comprehensive suite of multi-modal initiatives and infrastructure to address travel demand and goods movement, the most significant portion is the new freeway corridor linking Hwy 400 to the northern extension of Hwy 427 and extending west to ultimately link to Hwy. 401.

The assessment conducted during Stage 1 determined that a new transportation corridor is needed to fully address future transportation problems and opportunities. The draft Transportation Development Strategy developed by MTO includes elements from all four groups of alternatives.

The recommended Transportation Development Strategy is proposed to be implemented in phases:

Short Term (0-5 years)

- Stage 2 of the EA Study (route planning and preliminary design of a new transportation corridor)
- Optimization of existing transportation facilities through such means as:
 - High Occupancy Vehicle (HOV)/transit bypass at key locations
 - Expanded use of ramp metering
 - Expanded use of speed harmonization
 - Enhanced incident/congestion management
 - Provincial/employer let Transportation Demand Management programs
 - Long combination vehicles
 - Studies to explore inter-regional transit improvements
 - A feasibility review of goods and freight initiatives

Medium Term Elements (5-15 years)

- Widening of selected highways to provide additional capacity, including potential HOV lanes – MTO to undertake EA studies to investigate and confirm the need, timing and the lane requirements for widening of the following provincial facilities:
 - Hwy. 401
 - Hwy. 407 ETR

-
- Hwy. 410
 - Hwy. 427
 - Hwy. 400

Long-Term Elements (15-25 years)

- Design and construction of a new transportation corridor

As part of Stage 1, MTO and its project team have identified a Preliminary Route Planning Study Area (see Appendix 3). The Preliminary Route planning Area is a refinement of the original Study Area that has significantly reduced the overall lands being explored but still large enough to accommodate several route alignment alternatives for a new transportation corridor. The Preliminary Route Planning Study area provides the starting point for Stage 2 of the EA study (Route Planning and Preliminary Design).

Five corridor alignments options were developed during the EA, all of which extended from Hwy. 400 west to various terminus options in either Peel or Halton Region. From these five corridor options, two were carried forward and have been used to develop the preliminary route planning study area.

The Stage 2 of the EA will include the corridor from Hwy 400 westerly from north of the Kirby Road and south of the King Road. Due to interchange geometrics and the associated ramps, the actual interchange will likely be located south of the King Vaughan Road.

The GTA West Preliminary Route Planning Study Area includes a portion of King Township from approximately the 7th Concession west to the Hydro Corridor situated between the 9th and 10th Concession Roads and appears to extend as far north as to include part of Lots 2, 3 and 4 immediately south of Nobleton. The Study Area has been broadened south of Nobleton to provide the maximum area possible to maximize the opportunity for alternative route generation given the extent of the existing environmental features between Nobleton and Kleinberg. It would appear that the boundary for the Preliminary Study Area south of Nobleton has utilized the existing built up area of Nobleton community as its northern boundary. The Nobleton Community Plan boundary extends south to the King Township/City of Vaughan municipal boundary. In addition, the Baldesarra Subdivision in Nobleton has been approved and is located south of the existing build portion of the Nobleton community. MTO is seeking input from stakeholders including municipalities to enable the refinement of the Preliminary Route Planning Study to reflect local conditions. It is recommended that staff advise MTO of the extent of the Nobleton Community Plan boundary and current planning approvals in place in Nobleton and request the Study Area boundary be adjusted accordingly.

As previously noted the GTA West Corridor will have as its easterly terminus Hwy 400 south of the King Vaughan Road. The terminus of a 400 series highway at another 400 series highway is appropriate (rather than at a Regional arterial road or local road). However it should be noted that there will no doubt be a desire for some users of the GTA West Corridor who are proceeding further east. It is imperative that the Region of York make provisions for an arterial extension of the GTA West Corridor east (i.e.

similar to the Black Creek Dr. extension south from the southern terminus of Hwy 400 in Toronto) to accommodate the traffic. If a Regional arterial extension of the GTA West Corridor is not provided, a significant increase along the King Road through King City can be anticipated. It is recommended that the Township support the Regional efforts to incorporate a Regional arterial road extension to the eastern terminus of the GTA West Corridor.

To date the Township has been supportive of the expeditious completion of the GTA West Corridor EA with the objective to ensure that the MTO proceeds as quickly as possible with the detailed route planning in a number of key areas which are subject to development pressures to ensure that the appropriate lands are protected for the future construction of the corridor.

4. FINANCIAL IMPLICATIONS

No direct financial implications at this time.

5. ATTACHMENTS

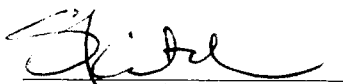
Appendix A GTA West Corridor Preliminary Study Area

Appendix B Draft GTA West Corridor Environmental Assessment, Transportation Development Strategy Report, Feb. 2011

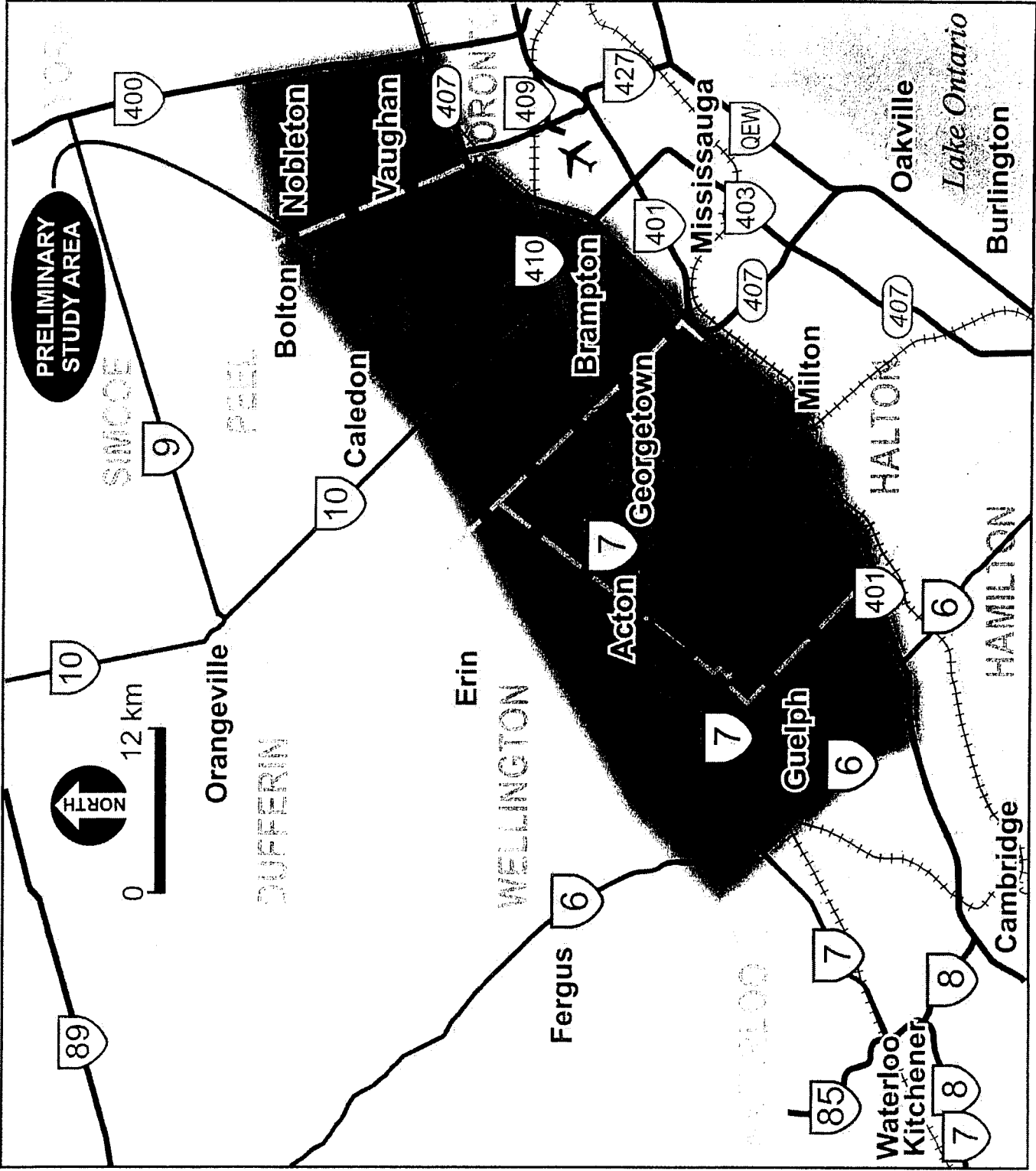
Appendix C GTA West Corridor Preliminary Route Planning Study Area

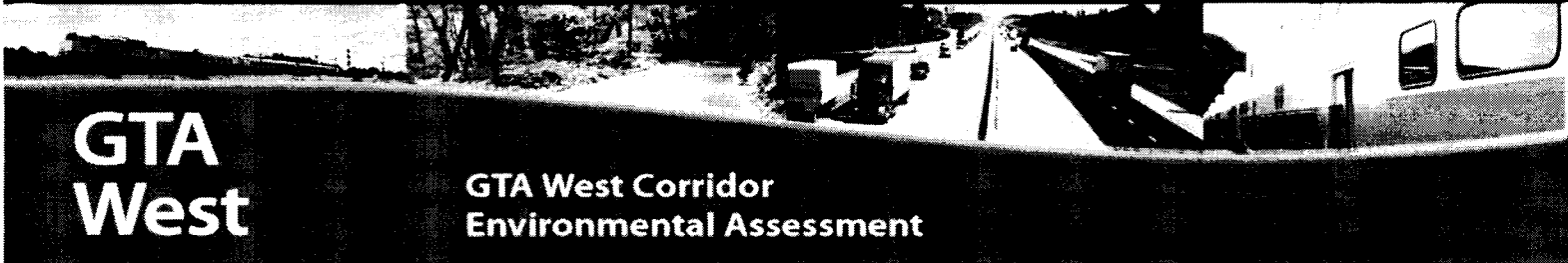
Appendix D GTA West Corridor Preliminary Route Planning Study Area, York Region

Prepared and Recommended by:


Stephen Kitchen, B.E.S.
Director of Planning

APPENDIX A





**GTA
West**

**GTA West Corridor
Environmental Assessment**



**GTA West Corridor
Environmental Assessment**

**Transportation Development
Strategy Report**

Executive Summary

February 2011

APPENDIX B



**MCCORMICK RANKIN
CORPORATION**
A member of MWM GROUP

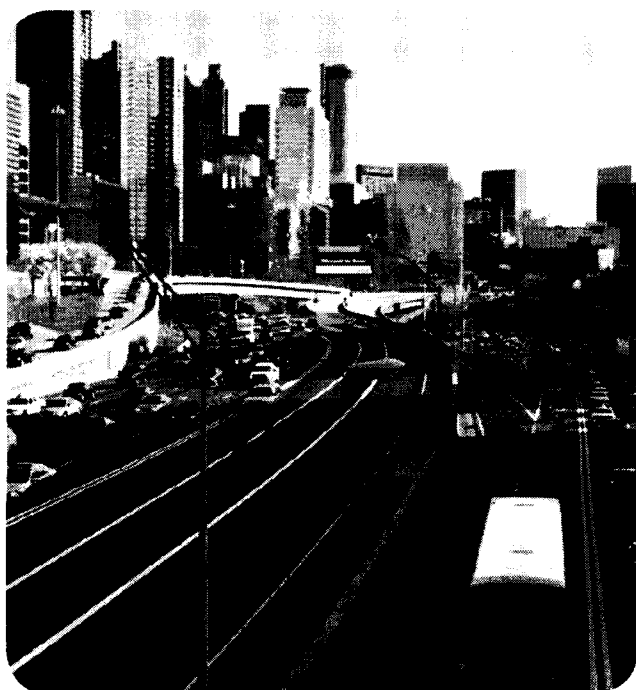
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CONSULTANTS

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Creative Approach to Addressing Problems and Opportunities	3
Transportation Improvement Alternatives	4
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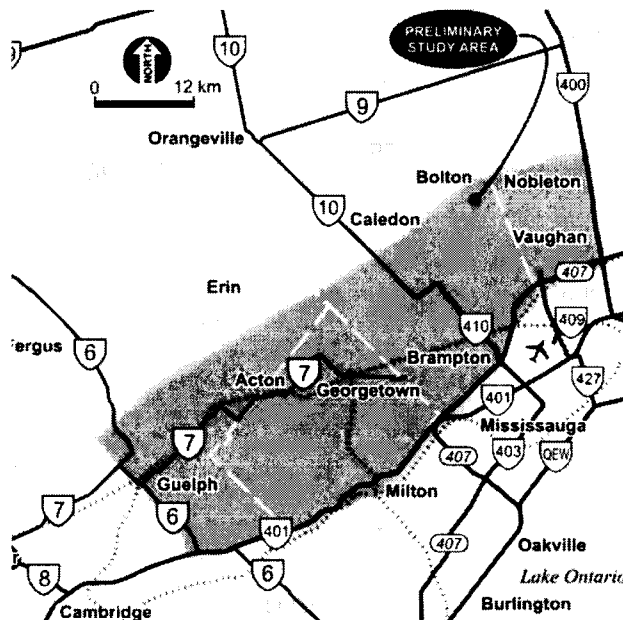
The Challenges and Opportunities of Growth

The GTA West preliminary study area holds a strategic importance in preserving and enhancing the economic competitiveness within the Greater Golden Horseshoe (GGH) and across Ontario and beyond. Transportation improvements in this area will improve linkages between key economic areas in the region such as Pearson International Airport, the Kitchener-Waterloo-Cambridge triangle, and others. On a broader scale, the transportation improvements will play an important role in building a more efficient goods movement network that connects the region to the rest of Ontario and to the US market.

The GTA West study area is located within the GGH, which stretches from Niagara Region in the south, to Waterloo Region to the west, Simcoe County to the north, and Northumberland to the east, and is one of the fastest growing regions in North America. Its population is expected to increase to 11.5 million people, with 5.5 million jobs in the area by 2031. The municipalities situated within the GTA West study area – York Region, Peel Region, Halton Region, Wellington County and the City of Guelph – expect over one million new residents and about 480,000 new jobs by 2031.

The GGH will continue to experience the benefits that come from this growth, with vibrant, diversified communities and economies; new and expanded community services; and arts, culture and recreation facilities. However, without properly managing growth, communities will experience the negative aspects associated with rapid growth, such as inefficient land use, increased transportation demand and traffic congestion, and the disappearance of agricultural lands and natural resources.

From a transportation planning perspective, the forecasted growth poses a significant challenge as many of the existing facilities are already operating at or near capacity during peak periods. According to the study team's analysis, the existing transportation network within the GTA West preliminary study area will not be able to support the additional transportation demands that correspond with the projected growth.



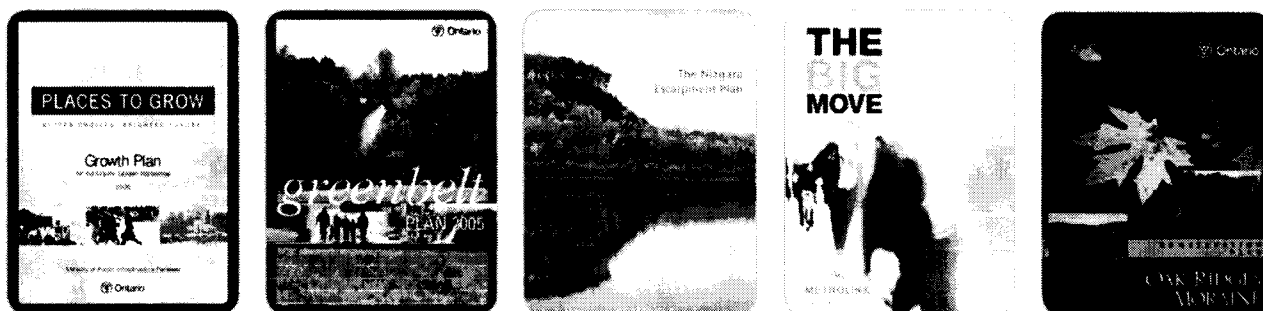
The Ontario government released the *Growth Plan for the Greater Golden Horseshoe* in 2006, which provides a framework for implementing its vision for building strong, prosperous communities by managing growth in this region to the year 2031 and beyond. The *Growth Plan* builds on other key government initiatives including the *Greenbelt Plan* and the *Provincial Policy Statement, 2005*. The *Growth Plan* also provides the strategic policy framework for the transportation system in the GGH that provides more transportation choices, promotes public transit and active transportation, and gives priority to goods movement on our highway corridors. Under this policy framework, the GTA West Corridor Planning and EA Study is designed to explore all modes of transportation options for facilitating more efficient movement of people and goods.

The Challenges and Opportunities of Growth

The Ontario Ministry of Transportation (MTO) has initiated Stage 1 of a formal Environmental Assessment (EA) Study for the GTA West Corridor. The purpose of the study is to proactively plan for future infrastructure needs by examining long-term transportation problems and opportunities to the year 2031 and consider options to provide better movement of both people and goods between urban areas in the GTA West Corridor preliminary study area, including designated Urban Growth Centres.

The Ontario government has begun the process of planning for the future. An important policy context and foundation for future growth is provided in policy documents including the *Growth Plan*, *Greenbelt Plan*, *Niagara Escarpment Plan* and *Oak Ridges Moraine Conservation Plan*. These policies provide a basis for municipalities and the Ontario government to plan for communities with land use that is supportive of a more balanced transportation system that makes best use of existing infrastructure, and prioritizes the use of transit and other non-roadway modes of transportation for people and goods movement.

In addition to the sustainable policy framework, Metrolinx was created by the Ontario government to develop and implement an integrated multi-modal transportation plan for the Greater Toronto and Hamilton Area (GTHA). Metrolinx's *Regional Transportation Plan (RTP) - The Big Move*, includes a vision of a comprehensive, integrated transportation system that enhances quality of life, environment and prosperity. In 2009, Metrolinx merged with GO Transit to become one agency with planning and operations responsibilities. *The Big Move* addresses all forms of transportation: transit, cycling, walking and roads, including a proposal to build 1,200 kilometres of rapid transit, resulting in an extensive system with connected mobility hubs. In addition to improvements planned for the future in the GTHA, several are currently being provided to address today's transportation challenges.



Transportation in the GTA West preliminary study area is characterized by a high degree of reliance on the road network – the vast majority of inter-regional trips in the preliminary study area are made by automobile and truck. Analysis and stakeholder consultation confirm that the road network is of paramount importance to the operation of all travel modes including transit and rail, and connecting to air and marine. All of these modes rely upon and connect to the road network.

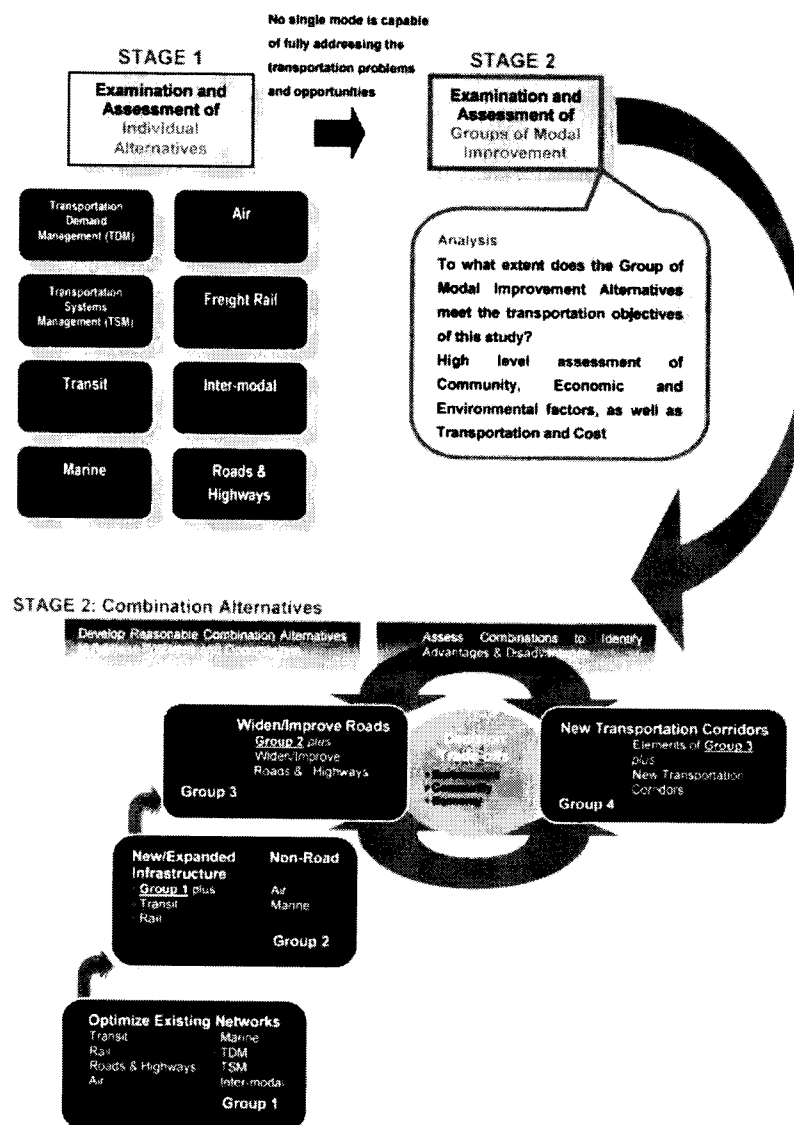
Transportation service providers for rail, air and marine indicate that their systems have sufficient capacity to accommodate future travel growth, and necessary enhancements to individual modes to accommodate growth and / or changing travel markets can generally be made within existing lands / corridors.

Creative Approach to Addressing Problems and Opportunities

The development of the Area Transportation System Alternatives for the GTA West corridor involved a unique and creative process, which built upon an extensive consultation program with a wide range of stakeholders and transportation service providers.

As shown below, the process followed a two-stage approach that began with a comprehensive assessment of the individual elements and modes of transportation alternatives (i.e. Transportation Demand Management, Transportation System Management, Transit, Freight Rail, Inter-modal, Air, Marine as well as Roads and Highways) to assess their ability to address the preliminary study area's future inter-regional transportation problems and opportunities. Based on this assessment, the alternatives considered capable of substantively contributing to addressing these problems and opportunities were carried forward to the second stage of the process, which involved assembling the individual alternatives into multi-modal groups.

A "building block" approach, where each type of improvement builds on others incrementally, was used to assemble the group alternatives, based on the philosophy of first optimizing the existing transportation network, and then if necessary incorporating non-roadway infrastructure improvements and expansions before considering the provision of new roads and / or highways. This approach was developed in line with the principles of the *Growth Plan* and *Greenbelt Plan*.





Transportation Improvement Alternatives

The four groups of transportation alternatives that have been considered in the building block approach include:

Group #1 – Optimize Existing Networks – builds upon the comprehensive strategies of the Metrolinx RTP, GO Transit 2020 Strategic Plan, MTO's High Occupancy Vehicle Lane Network Plan and Carpool Lot Program, Transportation System Management (TSM) measures, Transportation Demand Management (TDM) initiatives and municipal transportation plans.

Group #2 – New / Expanded Non-Road Infrastructure – developed to address future problems and builds upon the significant transit, rail, marine and air service expansion initiatives, as envisioned by agencies, industry, Metrolinx and GO Transit.

Group #3 – Widen / Improve Existing Roadways – developed to address the future transportation problems identified in the study area. Roadway widenings were selected to provide adequate traffic capacity, operations and road safety conditions on existing provincial facilities to 2031. Group #3 includes widening of a number of existing provincial inter-regional transportation facilities, beyond the currently planned improvement program, building on the elements in Groups #1 and #2.

Group #4 – New Transportation Corridor – developed as were Groups #2 and #3, to address future transportation problems in the study area. It includes all of the elements in Optimize Existing Networks (Group #1) and New / Expanded Non-Road Infrastructure (Group #2), some of the highway widenings and improvements identified in Group #3, and five corridor connection alternatives that could include freeway and transitway elements.

Assessment of Alternatives

Based on the overall preliminary planning alternative assessment, it was determined that while providing important enhancement and some capacity relief, Groups #1 and #2 were not fully capable of addressing the study area's future transportation needs. New inter-regional roadway capacity alternatives will be needed to fully realize the vision of a functional and efficient multi-modal transportation network.

The study's comprehensive evaluation of the Group #3 and Group #4 alternatives considered the environmental "triple bottom line" (including environment, community and economy) as well as transportation and engineering considerations. Of the Group #3 and #4 alternatives considered (eight alternatives in total), Alternatives 4-2 and 4-3 were most preferred and were carried forward for further consideration before a decision was made as described under New / Expanded Roadway Infrastructure. The complete description of the alternatives, evaluation and selection of the preferred alternative(s) are presented in **Chapter 4**. Note that later reference to Groups #1 and #2 in the Transportation Development Strategy simply identifies elements of these groups that have been incorporated into the suite of improvements.

The GTA West recommended Transportation Development Strategy is graphically shown on the following page and is summarized in the following sections.

Draft Transportation Development Strategy

GTA-W Preliminary
Study Area

New Transportation Corridor
North-South Link to Highway 401/407 ETR

Corridor Extension**
Corridor extension from Major Mackenzie
Drive (planned terminus from Highway
427 Extension EA)

Additional Number of Lanes
Existing Number of Lanes

Number of Lanes for New Corridor

Protected Countryside
of the Greenbelt Area
Niagara Escarpment
Plan Area
Oak Ridges Moraine

Potential Mobility Hubs
Identified for Further Study
Anchor Hub
Gateway Hub

BRT on Controlled-
Access Expressway
Other Rapid Transit

Regional Rail (peak)
Regional Rail
(full-day two-way)

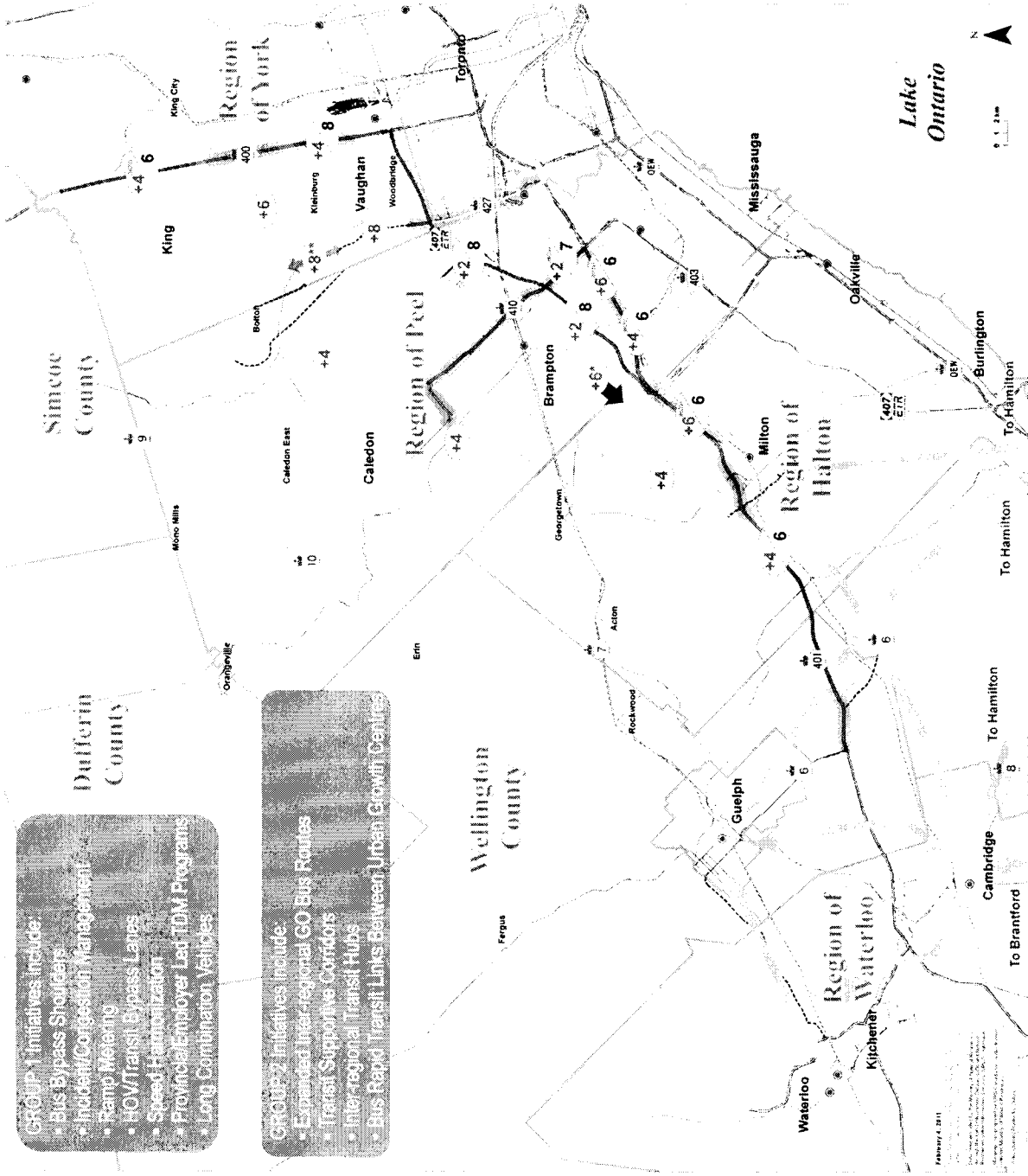
Express Rail

Subway

Planned Projects
Existing Rail Line

Potential Extension of
COMPASS Network

Potential Transit Connections Among
Western Urban Growth Centres



Group 1 Initiatives include:

- Bus Bypass Shoulders
- Incident/Congestion Management
- Ramp Metering
- HOV/Transit Bypass Lanes
- Speed Harmonization
- Provincial Employer Led TDM Programs
- Long Combination Vehicles

Group 2 Initiatives include:

- Expanded Inter-regional GO Bus Routes
- Transit Supportive Corridors
- Inter-regional Transit Hubs
- Bus Rapid Transit Links Between Urban Growth Centres

GTA West Transportation Development Strategy

By 2031, the population in the Greater Golden Horseshoe is expected to increase by almost four million people. To accommodate this growth, the following is anticipated:

- Land use intensification targets prescribed in the *Growth Plan* will be fully achieved;
- Urban Growth Centres will be built with transit-supportive densities and a mix of compatible land uses;
- Development of compact, vibrant and complete communities will be fostered in which people will live, work and play;
- An additional 700 million transit trips within the GTHA will be accommodated;
- All current provincial transportation plans (e.g. *Metrolinx RTP* and *GO 2020*) will be implemented;
- More commuters will switch from single occupant cars to transit and carpools;
- A significant share of goods transport will be diverted from long distance trucks to other modes;
- *The existing transportation infrastructure will be optimized through implementation of Group #1 initiatives; and*
- *More non-road based transportation improvements, including the Group #2 initiatives, will be implemented.*

Even with these positive improvements, by the year 2031 significant roadway congestion is expected to occur, particularly on inter-regional connections serving all types of travel, namely Highways 401, 400, 427 and 410. To realize the vision of a functional transportation network that provides user choice and balance, additional inter-regional roadway capacity will be required: by widening existing highways and protecting for new transportation corridors.

The recommended approach to addressing current and future transportation problems and opportunities features the following:

- A “transit first” approach – supporting existing long-range transit plans with the need to explore further enhancements;
- Making better use of transportation infrastructure that is already in place – through optimization including use of advanced technologies;
- Providing more and better choices for people and shippers making trip decisions – with more effective transit and rail infrastructure and services;
- Pursuing means to reduce travel demands – through building on current TDM programs such as Smart Commute, and increased self-containment (jobs and homes in the same community);
- Introducing timely transportation improvements – to influence decisions on mode choice and to accommodate projected growth; and
- Shaping growth through provision of transportation services – thereby meeting government objectives.



Optimize Existing Transportation Networks

Optimize Existing Transportation Networks (from Group #1)

This group of alternatives includes transportation initiatives that focus on improving the performance of the existing transportation system for all modes of travel and freight transport through strategies designed to reduce automobile and truck demand and improve system operating efficiency.

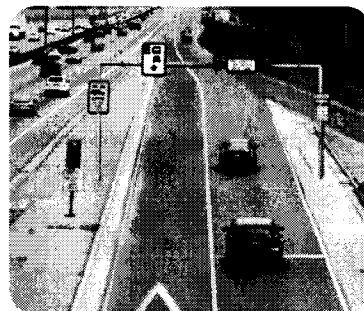
These optimization measures are most effective when applied in a combined and coordinated manner. One of the key outcomes of this study, and one of the founding elements of the proposed strategy, will be the development of an Active Traffic Management Plan that encompasses many ways of optimizing existing transportation networks, as described below. The Active Traffic Management Plan will consider optimization measures including the following key elements.

Timeframes indicated below are defined as follows:

- Near Term – 0-5 years
- Medium Term – 5-15 years
- Long Term – 15-25 years

Expanded Use of Ramp Metering

Ramp metering regulates vehicle access to the freeway through the use of traffic signals on interchange entrance ramps. These computer-controlled signals allow vehicles onto the freeway at a specified rate to maintain optimum highway traffic flows. At the same time, end-of-queue detectors prevent excessive backups on the entrance ramps.



Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study to identify areas where ramp metering can be installed at interchanges along existing provincial facilities.

High Occupancy Vehicle (HOV) / Transit Bypass at Key Locations

This concept involves providing bypass lanes on metered highway entrance ramps, ramps accessing transit stations and ramps in the vicinity of carpool lots for HOV and transit vehicles. These ramps would allow HOV and transit vehicles to bypass traffic queues and provide more efficient access.



Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study to identify locations where bus bypass ramp provisions should be provided along existing and planned provincial facilities.

Optimize Existing Transportation Networks

Transit Supportive Highway Corridors

This concept involves introducing reserved bus lanes, HOV lanes, bus bypass shoulders and other transit supportive measures within provincial facilities including Highways 400, 410, 427 and 401 that would serve to make bus transit a more reliable and viable service (see following map). These would integrate with the above-noted HOV / Transit Bypass provisions.



Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study to identify locations where transit supportive highway corridors should be provided along existing and planned provincial facilities.

Enhanced Incident / Congestion Management

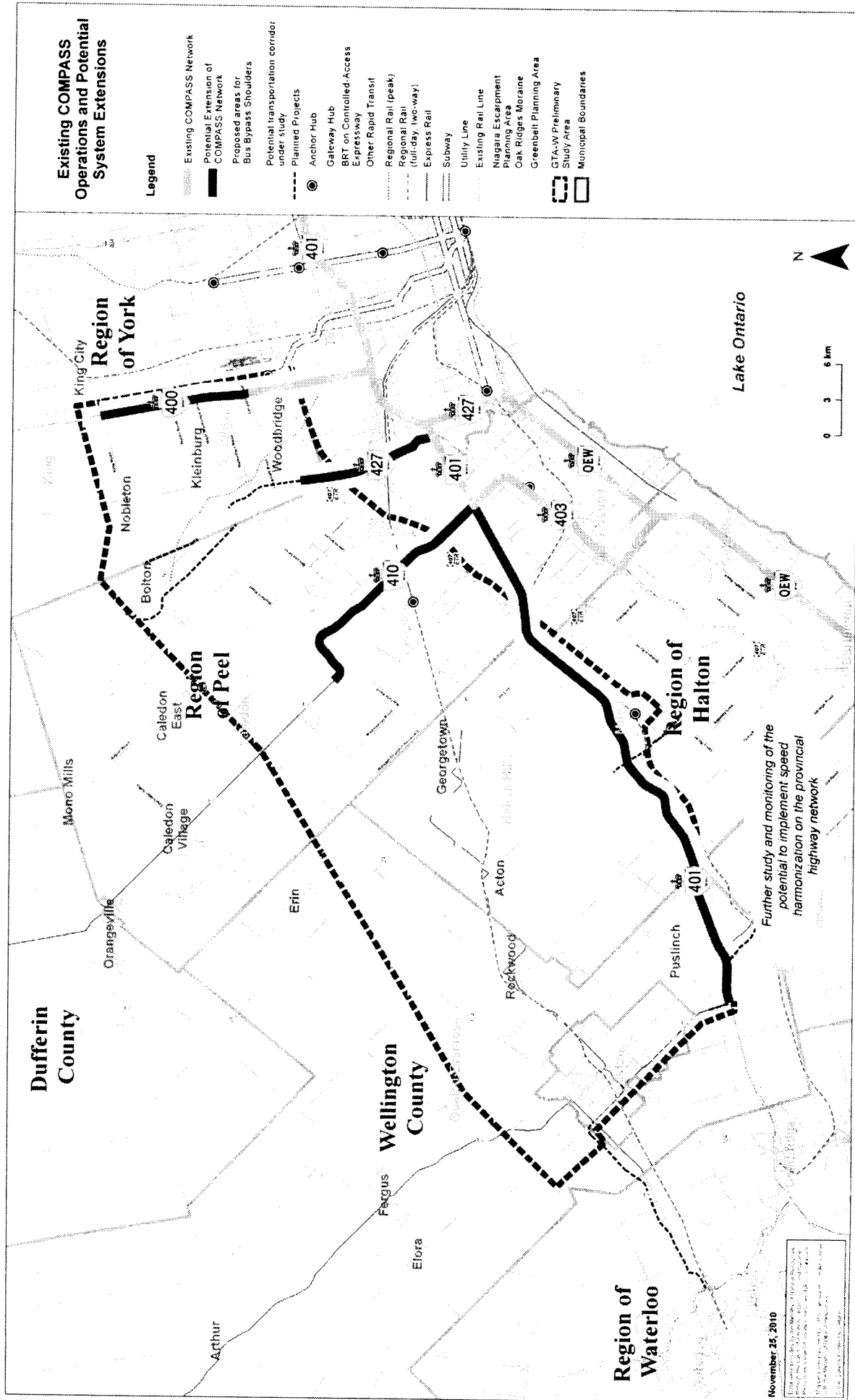
MTO's COMPASS system uses sensors along a highway to transmit traffic data to the MTO Traffic Operations Centre and performs both incident management and congestion management functions. For incident management, the system reviews the traffic data and sends a warning to the traffic operator requesting confirmation of an incident when one is detected. Once detected, emergency services are dispatched immediately, as appropriate. For congestion management, the COMPASS signs provide real time information to motorists about prevailing traffic operations, thereby providing opportunities to seek alternate routes or anticipating slowdowns ahead.



The Highway 401 COMPASS System currently extends from the Highway 403 / 410 interchange east to Westney Road, and Highway 400 from north of the 407 ETR to Highway 401. The proposed strategy recommends that an Active Traffic Management Study by MTO include an assessment of the potential for further expansion of the COMPASS system beyond the current service area (on the following page). This potential extensions include:

- Highway 400, north from the 407 ETR to King Road;
- Highway 427, north from Highway 401 to the proposed terminus at Major Mackenzie Drive;
- Highway 410, north from Highway 401 to Highway 10; and
- Highway 401, west from the Highway 403 / 410 interchange west to Highway 6.

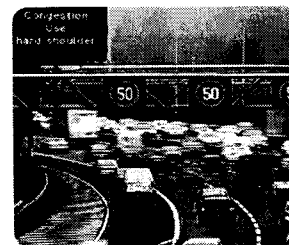
Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study to assess the potential for further expansion of the COMPASS system beyond the current service area.



Optimize Existing Transportation Networks

Expanded Use of Speed Harmonization

Speed harmonization requires the use of a traffic management technique similar to the MTO COMPASS system that currently monitors travel data. Cameras or sensors in the roadway are used to detect vehicle presence to measure traffic flow, and posted speed limits are automatically adjusted when congestion thresholds are exceeded using variable speed limit signs mounted above each travel lane (see UK example shown). Throughput is therefore maximized by maintaining a constant flow (versus typical stop and go conditions).



Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	Active Traffic Management Study and monitoring experience elsewhere to determine viability of speed harmonization in the study area.

Provincial / Employer Led TDM Programs

Currently operating TDM programs could be improved by expanding the Metrolinx Smart Commute program beyond the GTHA into the Guelph and Wellington County area and into Waterloo Region. In addition to providing broader coverage, this concept would also involve introducing a regional organization that would provide strategic direction and / or potentially reach out to employers. The program could be managed on a regional level.

Smart Commute

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO / Metrolinx	MTO and Metrolinx will explore opportunities to provide additional support as well as the potential for legislative changes to address current jurisdictional policy barriers.

Long Combination Vehicles

Long Combination Vehicles (LCVs) feature a single tractor with two 16m (53ft) trailers. MTO recently initiated a pilot program to allow up to 100 LCVs on the provincial highway network. This program improves fuel efficiency and traffic operations for goods movement.

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO	MTO to determine the next stage of the LCV program based on the review of recent experience.



New / Expanded Non-Road Infrastructure

New / Expanded Non-Road Infrastructure (from Group #2)

This group of alternatives includes the optimization initiatives (Group #1), and builds upon the comprehensive suite of transit initiatives in the Metrolinx *RTP* and includes initiatives to develop a comprehensive transit network across the GTA West study area.

The following are initiatives from the Metrolinx *RTP* within the GTA West preliminary study area (see map on following page):

15 Year Plan from the Metrolinx RTP:

- Rapid transit line on Highway 10 from Mayfield West to Downtown Brampton;
- Hurontario Street / Main Street Rapid Transit from Downtown Brampton to 407 ETR (Brampton's Züm service);
- Hurontario Street Rapid Transit from Port Credit to Mayfield Road;
- Brampton's Queen Street Züm from Downtown Brampton to the Peel-York boundary;
- VIVA BRT Highway 7 from the Peel-York boundary to Locust Hill in Markham;
- Spadina Subway extension from Downsview Station to Vaughan Corporate Centre (known as Vaughan Metropolitan Centre);
- BRT on 407 ETR from Halton to Durham;
- Jane Rapid Transit from Vaughan Metropolitan Centre to Bloor Street;
- Rail service between Union Station and Lester Pearson International Airport;
- Expansion on Milton and Georgetown corridors to all-day bi-directional rail service;
- Possible rail service extensions to Cambridge;
- Peak period rail service to Bolton from Union Station;
- Express Rail from Union Station to Downtown Brampton; and
- Numerous improvements to GO Transit service.

25-Year Plan from the Metrolinx RTP:

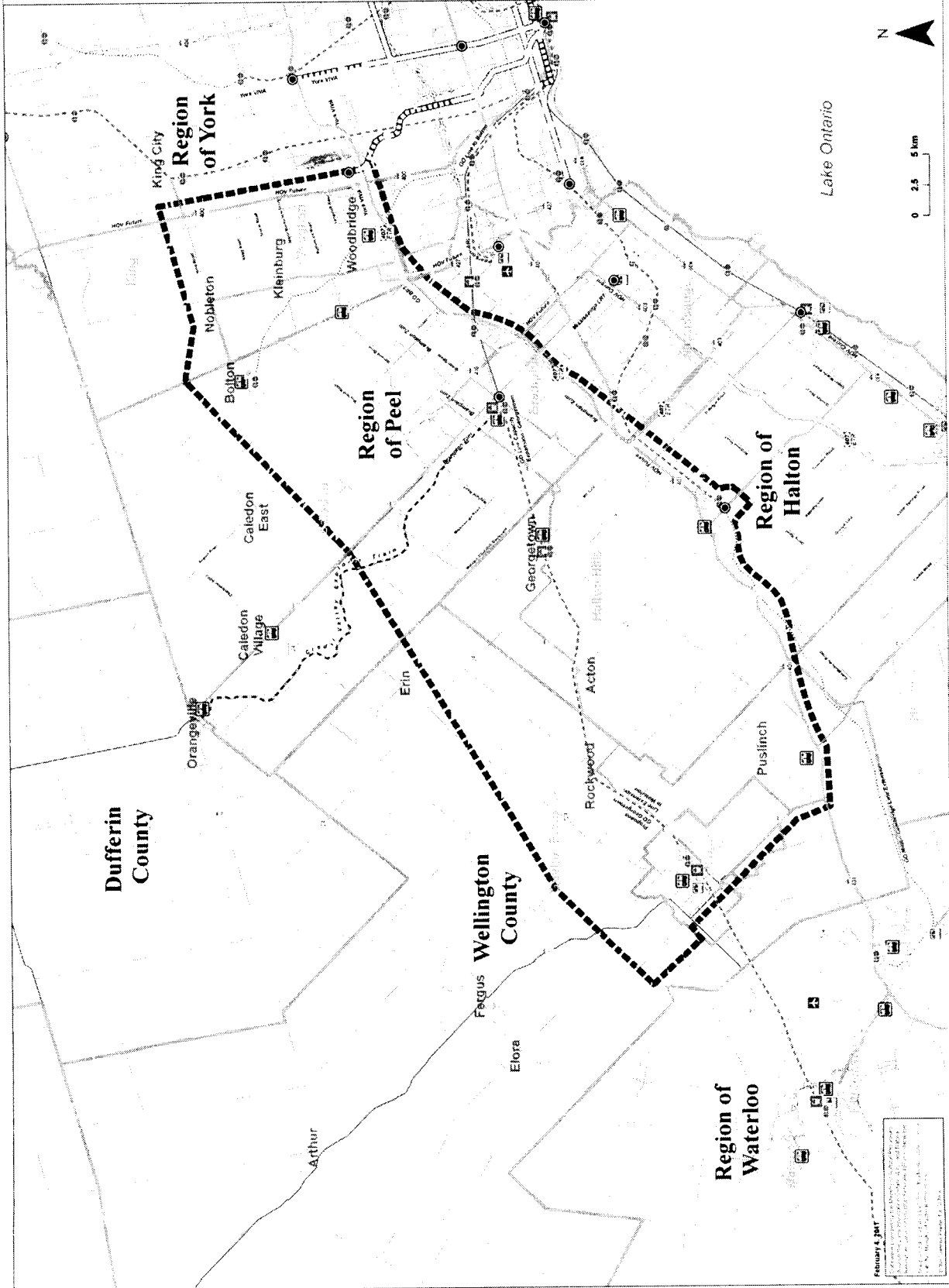
- Additional Rapid Transit services in Halton connecting Downtown Milton to the Rapid Transit service on Dundas Street and 407 ETR;
- Brampton's Züm Rapid Transit service on Steeles Avenue connecting the Lisgar GO Station to Highway 427;
- Rapid Transit along Highway 427 connecting Toronto Pearson International Airport to Queen Street;
- The first component of the dedicated 407 Transitway providing Rapid Transit service through York Region, continuing as high speed bus service to the east and west along the 407 ETR, and connecting to Toronto Pearson International Airport via Highway 427;
- Necessary transit improvements along arterial road networks to service new growth that will continue to take place in accordance with municipal transportation master plans;
- Walking and cycling infrastructure; and
- Opportunities for upgrading Bus Rapid Transit services to Light Rail Transit.

On an ongoing basis, Metrolinx continues to provide transit improvements along the arterial road network, as well as pedestrian and cycling improvements.

**Group 2
New/Improved
Non Roadway
Infrastructure**

Legend

- Access Hub
- Gateway Hub
- BRT or Condocted Access
- Expressway (designated)
- Other Rapid Transit (proposed)
- Regional Rail (proposed) Future
- Regional Rail stations to be determined
- Regional Rail existing GO V/A
- Express Rail (proposed) GO
- Greenway
- Secondary (designated)
- Regional Rail
- Metropolitan Routes
- Local Airport
- International Airport
- GO Station
- V/A Station
- Commuter Terminal
- Transportation
- Transportation
- Bus Intermodal Facility
- BRT Line
- Existing Rail Line
- Major Employment
- Planning Area
- GO Rail Station
- Greenbelt Planning Area
- GO V/A Preliminary Study Area
- Municipal Boundaries



New / Expanded Non-Road Infrastructure

New Plans and Initiatives

Expanded Inter-regional GO Bus Routes

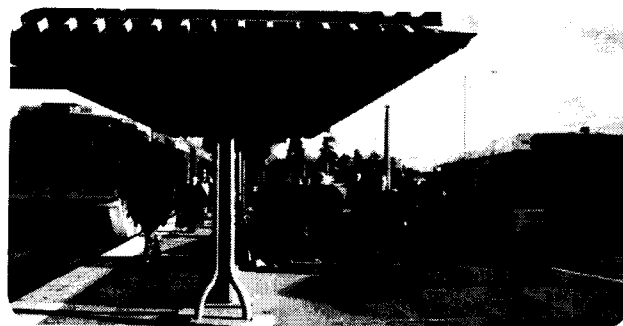
GO Transit has recently begun operating bus services in the western part of the GTA West study area. The services have been well-received and ridership has grown significantly since the services have been introduced. This suggests that there are opportunities to attract riders to regional travel routes in this area. The Province is responding to that demand and has recently announced an inaugural rail service to Kitchener-Waterloo to be provided by the end of 2011 including two peak period trips into Union Station and out from Union Station during weekdays.

Improvements to the current inter-regional GO Bus service are being seamlessly integrated with the Toronto-centric services to provide expanded coverage from Toronto to areas west of Georgetown such as Guelph, Hamilton and Kitchener-Waterloo. Existing bus services to these areas would be improved by more frequent buses and better coordination with local services.



Inter-regional Transit Hubs Where Local Transit and GO Transit Connect

This initiative involves the introduction of transit hubs in Downtown Guelph, Vaughan Metropolitan Centre, Toronto Pearson International Airport, Downtown Milton and Downtown Brampton. Transit hubs can result in land use intensification as they tend to attract development patterns that encourage use of transit, cycling and walking. This would be consistent with the intent of Urban Growth Centres.



New Bus Rapid Transit Links between Urban Growth Centres

This concept involves providing better transit connections between Urban Growth Centres in the GTA West preliminary study area including Downtown Brampton, Downtown Milton, Vaughan Metropolitan Centre and Downtown Guelph. Transit systems may use Bus Rapid Transit (BRT), Light Rail Transit (LRT) or in the longer term small train systems such as self-propelled railcars (individual or clustered). Stations would be multi-modal facilities to provide for a well-connected and integrated transportation system.



New / Expanded Non-Road Infrastructure

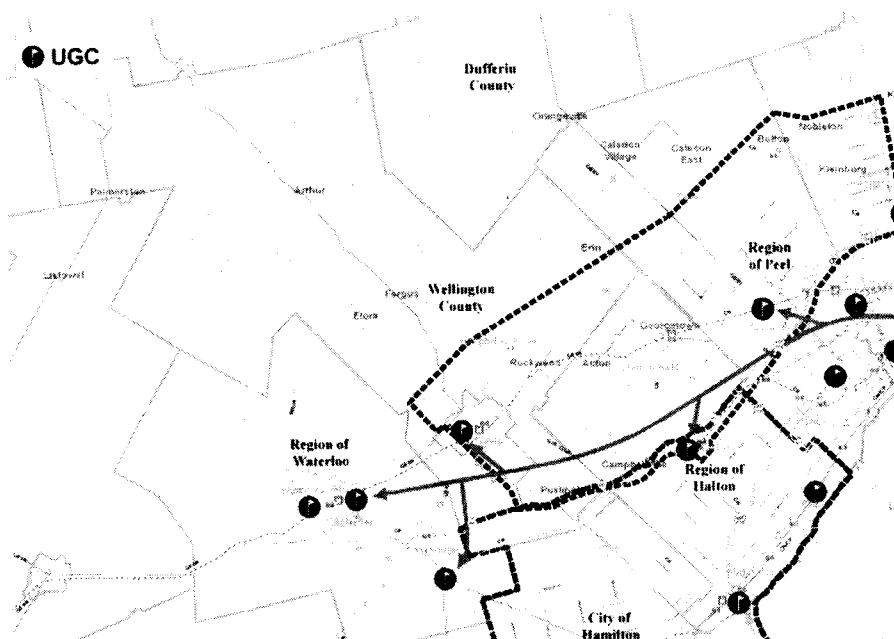
Connection beyond the GTA West Study Area

While the Metrolinx RTP has demonstrated plans to implement inter-regional transit across the GTHA with strategically-located “mobility hubs”, the GTA West Transportation Development Strategy envisages better inter-regional transit services connecting the westerly Urban Growth Centres identified in the *Growth Plan*: Downtown Kitchener, Uptown Waterloo, Downtown Cambridge, Downtown Guelph, Downtown Milton, Downtown Brampton, Downtown Hamilton, and Downtown Brantford. These may be incorporated as an extension to the Metrolinx *The Big Move*. This recommended strategy recognizes *three* elements to create a comprehensive transit network connecting urban and rural centres west of the GTHA with one another and with Toronto.



• 1st Element – Inter-regional Transit Links to Toronto:

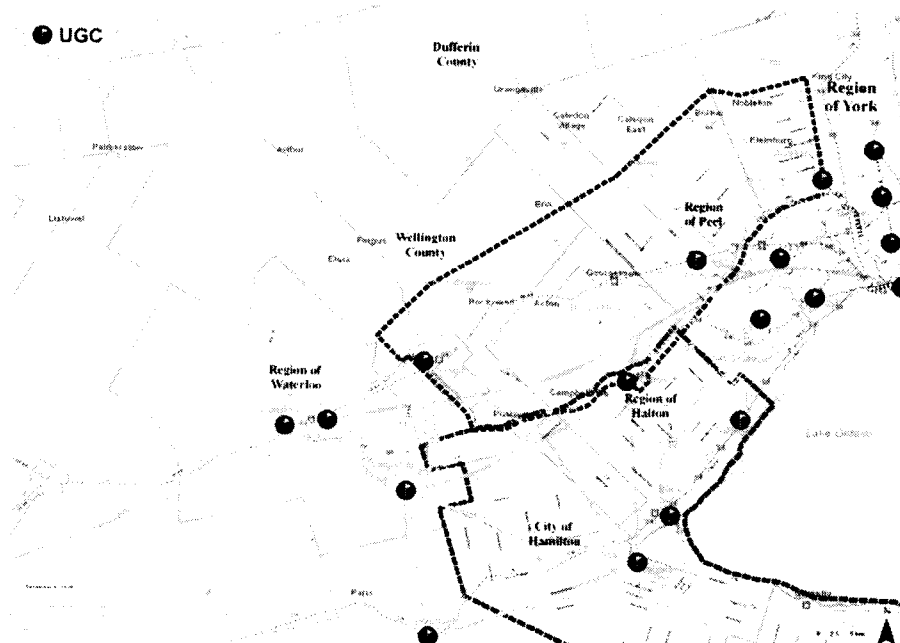
Currently, the GTHA inter-regional transit network is primarily Toronto-centric. Rail transit lines stem from Union Station, connecting outlying communities directly with Toronto's city centre but not yet reaching out to the western parts of the study area. This is about to change with the initiatives to extend services to Guelph, Kitchener-Waterloo and Cambridge (shown below schematically). It is important to enhance the “spoke” transit network to connect the Urban Growth Centres (UGCs) located in the west with the goods, services, and employment opportunities in the rest of the GTHA. GO bus services are filling some of this immediate need for inter-regional travel.



New / Expanded Non-Road Infrastructure

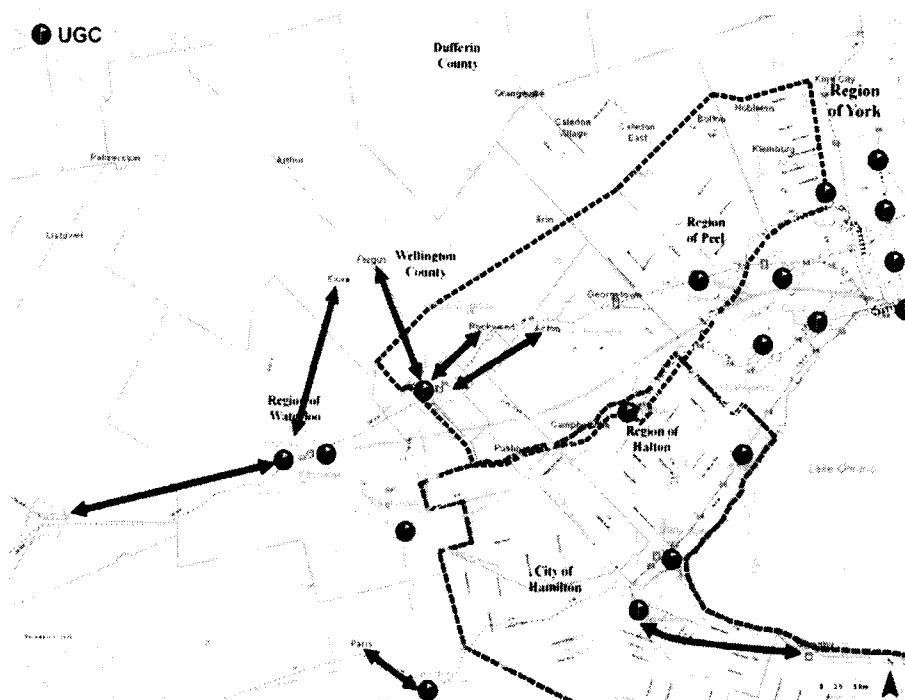
• 2nd Element – Linking Urban Growth Centres by Transit

Connecting the western Urban Growth Centres with one another would help to build a comprehensive transit network that extends to the west of the GTHA. Providing connections between these centres coupled with services to the downtown Toronto area (shown below schematically) would provide a stronger transit network and offer choice for many people to travel by transit.



• 3rd Element – Urban Growth Centres as Transit Gateways

In order to complete a comprehensive transit web network to the west of the GTA West preliminary study area, consideration should be given to connectivity from the smaller outlying communities to Toronto and other urban centres by way of transit links with nearby areas (shown below schematically).





New / Expanded Non-Road Infrastructure

Mobility Hubs

The idea of mobility hubs could be expanded to the west of the GTHA in order to identify areas where it is especially important to promote community self-containment. Building on the two westerly mobility hubs identified by Metrolinx located in Milton and in Hamilton – with strong inter-regional transit links to Toronto including efficient regional rail services – five new mobility hubs should be considered in the following locations, all of which contain an Urban Growth Centre as defined in the *Growth Plan*:

- Brantford
- Cambridge
- Guelph
- Kitchener
- Waterloo

In addition, there may be a potential need for connecting other communities where multiple transit services may meet in the future.

These hubs are illustrated on the map following this page.

The Metrolinx RTP includes two types of mobility hubs:

Gateway Hubs are located at the interchange between two or more current or planned regional rapid transit lines

Anchor Hubs are the primary major transit station areas in an Urban Growth Centre.

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO / Metrolinx / municipalities	Initiate study to explore potential for inter-regional transit service improvements west of the GTA.

Goods Movement and Freight

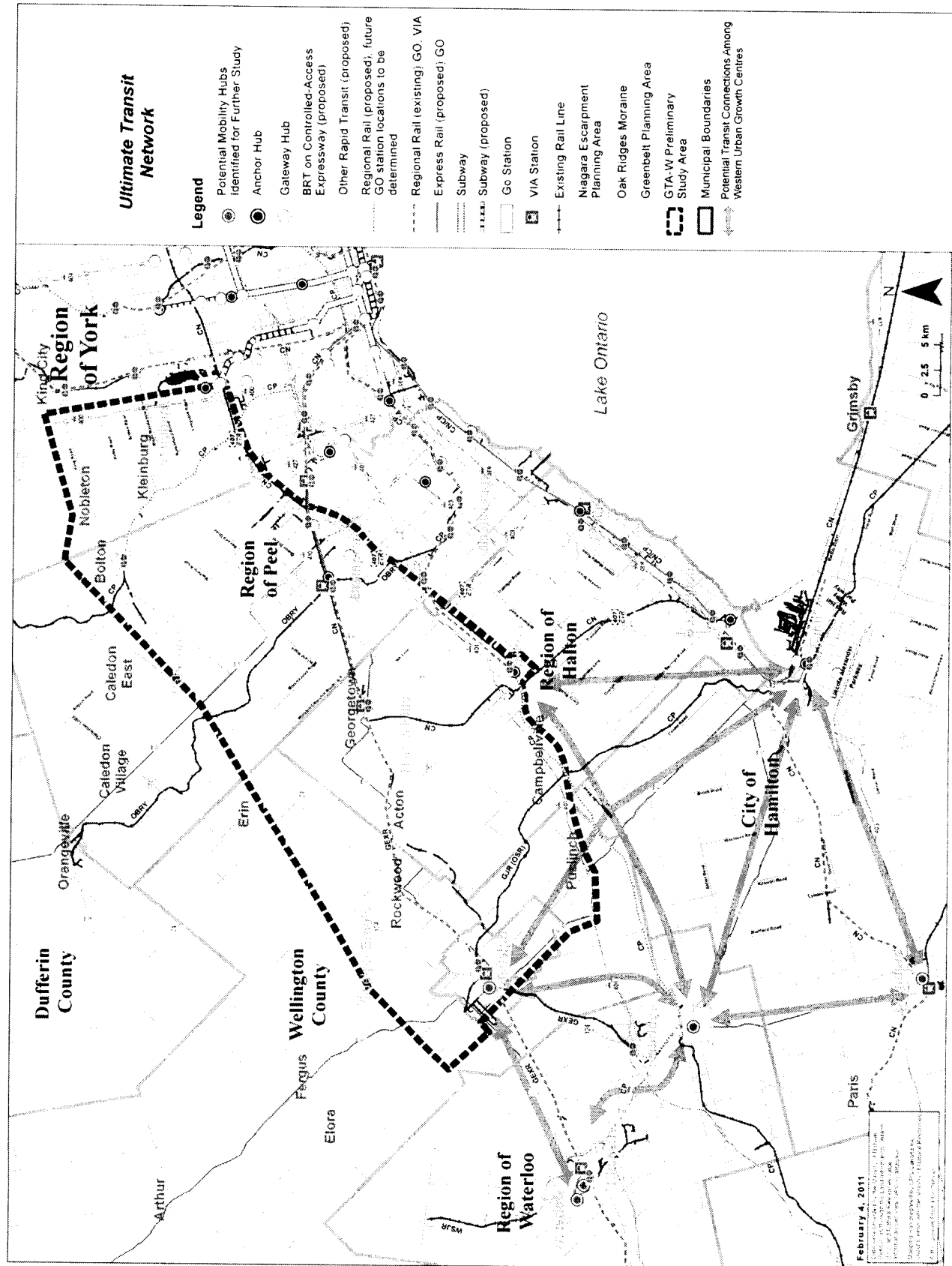
While the existing freight rail network has sufficient capacity to address future growth, there are numerous locations where conflicts exist between passenger rail and freight rail services, when both services have demands for the same tracks at the same time, as well as conflicts at level road / rail crossings.

Removal of these constraints will have an overall positive effect on freight and passenger rail operations, allowing people and goods to move more efficiently, which may result in a higher efficiency of this mode to attract commuters and shippers.



To support increased utilization of freight rail, MTO will coordinate with Canadian National Railway, Canadian Pacific Railway and Metrolinx in the medium term to identify key conflict points, and will support potential future initiatives, such as the Ontario-Quebec Continental Gateway Strategy, aimed at removing freight rail / passenger rail conflicts and providing grade separations at major road / rail crossings. Opportunities for transit and high-speed rail on separate tracks will also be considered.

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
✓			MTO / CN / CP / GO Transit / municipalities	Feasibility review of potential future initiatives aimed at removing freight rail / passenger rail conflicts and providing grade separations at road / rail crossings.



New / Expanded Roadway Infrastructure

New / Expanded Roadway Infrastructure (from Groups #3 & #4)

To fully realize the vision of a functional and efficient multi-modal transportation network – that provides user choice and balance – planning for additional roadway capacity is required for the long-term in addition to improvements from Groups #1 and #2. This includes widening and improving existing highways beyond the currently planned program at several locations, as well as a new transportation corridor.

During the fourth round of consultation, two similar new corridor alternatives were recommended to be carried forward for more detailed analysis as they resulted in similar sets of benefits and negative effects. Both alternatives included a new transportation corridor between Highway 400 and Highway 401 east of the Niagara Escarpment. The other alternatives were eliminated as they were clearly inferior when compared to these two alternatives. Specifically, Alternative 4-2, with a terminus at Highway 401 / 407 ETR and Alternative 4-3, with a terminus at Highway 401 west of Milton, both featured strong transportation benefits to area communities and the regional economy while avoiding significant effects to the Greenbelt and the Niagara Escarpment.

During recent public consultation many stakeholders suggested that some additional analysis should be carried out prior to finalizing the Transportation Development Strategy to see if it was possible to better differentiate between these two options.

Based on the results of this additional analysis, which examined potential effects to natural environment, land use / social environment, cultural environment, economic environment, transportation, and cost and constructability factors, it has been determined that elements of both alternatives will be required. The resulting combination of a new transportation corridor to Highway 401 west of Milton (GTA West Corridor) and a north-south link to Highway 401 at the 407 ETR is therefore recommended.

The recommended new corridor would provide benefits including:

- supports goods movement and regional economy through an improved inter-regional network connecting urban areas and employment centres in all areas of the GTHA and Niagara;
- provides direct support for employment areas in Milton and Halton Hills;
- supports long-term future growth to 2031 and beyond; and
- provides increased network redundancy along the 401 corridor.

In addition, the new corridor would eliminate the significant widening of Highway 401 (to a core-collector system) through Milton.

The analysis carried out and given full consideration has demonstrated that the overall natural, socio-economic and cultural effects of the two alternatives are similar. It is recognized, however, that the corridor to the west of Milton will result in greater potential direct effects to natural environment and heritage features, as well as existing communities. Many of these effects can likely be avoided through subsequent route planning and / or the adoption of appropriate design mitigation to reduce effects to the extent possible.

The North-South Link at Highway 401 / 407 ETR would provide key ramp connections that serve more long-distance, inter-regional traffic. It is recognized that the Halton-Peel Boundary Area Transportation Study (H-P BATS) led by municipalities has identified a north-south freeway link along the same corridor. MTO will work with municipalities and the 407 ETR to finalize the ramp connections at the interchange between the North-South Link and Highway 401 / 407 ETR.



New / Expanded Roadway Infrastructure

The proposed new transportation corridor will consist of a highway and transitway and / or truck-only facility (truckway). Future HOV lanes could be accommodated where warranted. The right-of-way of the transportation corridor may range between 110m (highway / truckway without transitway) and 170m (with transitway). Some preliminary analysis was carried out to assess the benefits of a truckway. This will be carried forward for further consideration and analysis during Stage 2 of the GTA West EA Study.

The proposed new transportation corridor would be pursued in combination with widening of existing highway facilities as shown graphically on the Draft Transportation Development Strategy Map (page 8) and illustrated in table form.

It is proposed that a new transportation corridor should be protected in the near term and that designation of lands for the corridor will be pursued by MTO immediately following the completion and approval of the Individual EA. The widening of existing highways is to be pursued by MTO in the medium-term, to follow the implementation of strategies in the Active Traffic Management Plan and transit programs by Metrolinx and GO Transit. This timing will ensure the best outcome and opportunity for transit and rail uptake as an alternative to road use. The extent of widening existing highways will be subject to MTO's Class Environmental Assessment and / or feasibility studies.

These recommendations are integrated with other transportation initiatives that will give priority to transit and optimization of existing infrastructure.

Road Section	2031 Basic Number of Lanes (2-way)	
	Existing No. of Lanes	Ultimate Number of Lanes
Highway 401		
- Highway 6 to Regional Road 25	6	10
- Regional Road 25 to James Snow Parkway	6	10
- James Snow Parkway to 407 ETR	6	12
- 407 ETR to Winston Churchill Boulevard	6	10
- Winston Churchill Boulevard to Highway 410	6	12
407ETR		
- Highway 401 to Highway 410	8	10
- Highway 410 to Highway 427	8	10
- Highway 427 to Highway 400	10	10
Highway 410*		
- Highway 401 to 407ETR	7	9
- 407ETR to Steeles Avenue	6	8
- Steeles Avenue to Queen Street	8	10
- Queen Street to Mayfield Road	8	8
Highway 427*		
- 407 ETR to Highway 7	6	8
- Highway 7 to Major Mackenzie Drive (EA approved)	0	8
Highway 400		
- 407ETR to Major Mackenzie Drive	8	12
- Major Mackenzie Drive to King Road	6	10
- King Road to Highway 9	6	10
New Transportation Corridor		
- Highway 401 to Highway 10	0	4
- Highway 10 to Highway 427	0	4
- Highway 427 to Highway 400	0	6
- North-South Link to Highway 401 / 407 ETR	0	6

HOV lanes assumed as part of total lanes on existing highways

* Number of Lanes to New Transportation Corridor not included

New / Expanded Roadway Infrastructure

Timeframe			Jurisdiction	RECOMMENDED ACTION
Near	Medium	Long		
	✓		MTO / 407 ETR	Widening of highways (EA studies, etc.).
✓			MTO	Route planning and preliminary design of new transportation corridor and connecting links (Stage 2 of EA Study) and protection of required lands.
		✓	MTO	Design and construction of new transportation corridor and connecting links.

Addressing the Environment through Mitigation

There are several key natural environmental features and systems within the GTA West study area, including the Humber River, Credit River, and designated areas such as the *Greenbelt Plan* area and the Niagara Escarpment. Mitigation measures will be explored during Stage 2 of the GTA West EA Study to minimize impacts to the natural environmental features, and MTO will work closely with Conservation Authorities, the Ontario Ministry of Natural Resources, the Department of Fisheries and Oceans, and other regulatory agencies to ensure compliance with policies and guidelines. As part of any related roadway design, consideration of roadway drainage, stormwater management and other technical investigations will also be pursued. It is recognized that the natural features of this area are important and must be protected.

The area also includes significant prime agricultural lands that support Ontario's agricultural industry, which is important to the population in the area and Ontario. A new transportation corridor will impact these lands and industry. As such, the Province must work with area municipalities to minimize impacts, provide appropriate mitigation and protect remaining lands against urban development.



Humber River near Kleinburg



Credit River in Norval

New / Expanded Roadway Infrastructure

Study Area Refinements and Land Development Pressures

Development within the GTA West preliminary study area is occurring at a very fast pace. It has been important, therefore, to develop an approach to review development issues in order to protect new corridor opportunities. Documentation and progress on land use designations, development applications and planning studies has been collected from upper-tier regions, counties and lower-tier municipalities throughout the study process. MTO, together with other provincial agencies, has actively monitored and commented on development applications in the area. In order to protect the transportation corridor opportunities as the EA study process moves forward, the study team has developed a *Preliminary Route Planning Study Area*, defined as a geographic area within which a reasonable range of route alternatives can be generated. This study area will be applied to the upcoming Stage 2 of the EA process.

The *Preliminary Route Planning Study Area* is intended to be large enough to accommodate several route alternatives for new highway / transitway facilities, including interchanges to connecting freeways and major arterials, sideroad connections or realignments, transit stations and rail connections, as well as other related facilities such as stormwater management ponds, areas for environmental mitigation and transit station parking. It is noted that this area is preliminary and is subject to refinement during Stage 2 of the EA.

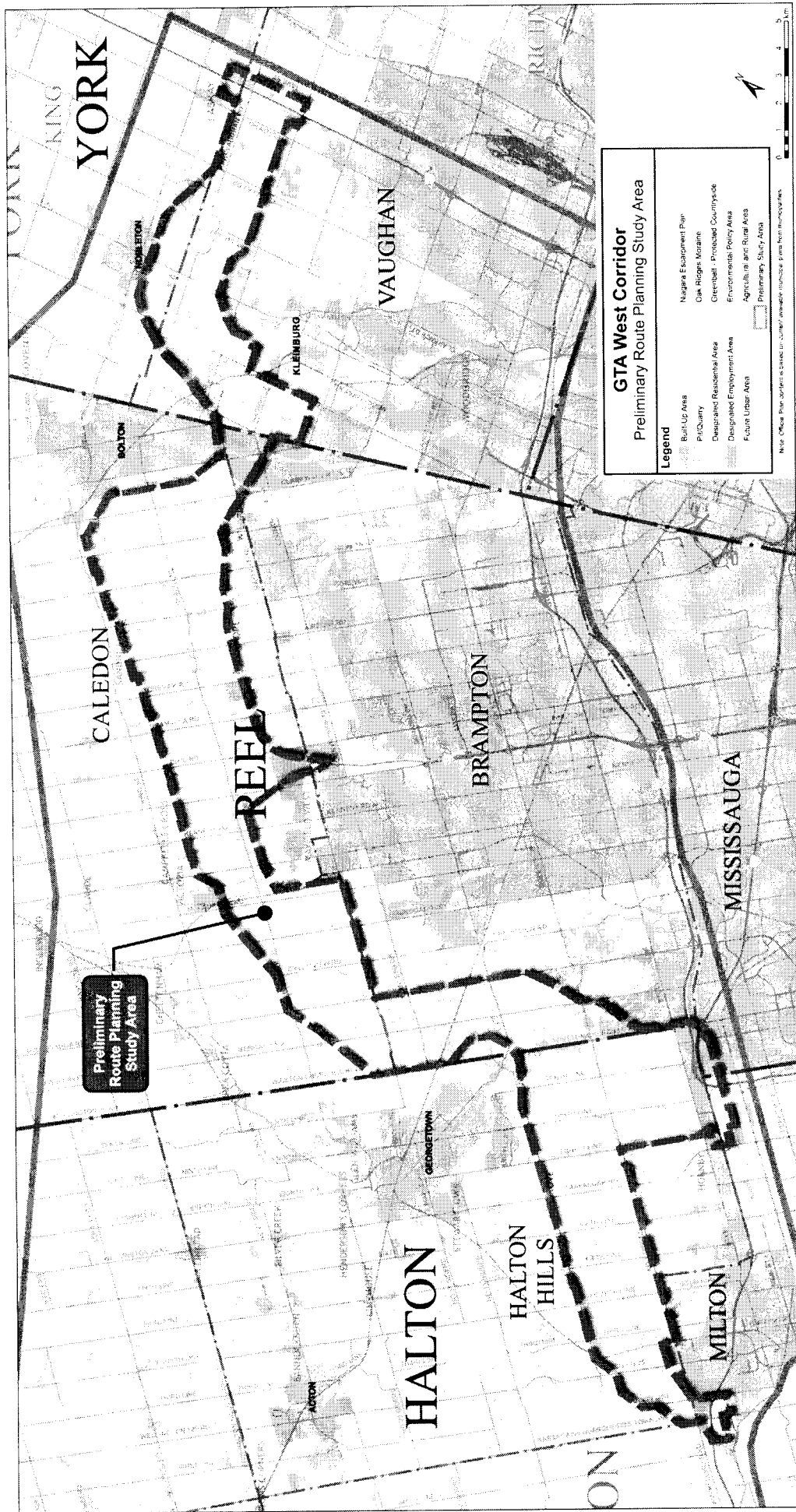
Principles for generating the *Preliminary Route Planning Study Area* have been identified to meet the specific local requirements of the GTA West study. The overarching principle is to maximize the opportunities for route generation while attempting to achieve the following:

- Meet desirable MTO Geometric Design Standards, including interchange and ramp distance spacing criteria, horizontal radius, and protect for a minimum right-of-way of 170m;
- Produce an efficient design which considers crossing angles of roads, railways, rivers, etc., and directness of route;
- Minimize impacts to the Greenbelt, Oak Ridges Moraine and Niagara Escarpment wherever possible;
- Provide maximum areas, based on MTO Geometrics and / or other constraints, at locations where crossing of key natural features cannot be avoided (i.e. major valleys and rivers) so that numerous crossing locations can be examined;
- Avoid built up areas;
- Minimize impacts to approved municipal urban expansion areas and approved secondary plans; and
- Integrate with existing transportation infrastructure where possible, or be at an appropriate distance to it and to offer flexibility to connect to existing and planned transportation facilities in the study area.



The map on the following page presents the *Preliminary Route Planning Study Area* as it will be adopted at the start of Stage 2. This has been developed with due consideration to the above principles and has been discussed at the provincial level and with all area municipalities in this development process. Given that further development and change will occur as Stage 1 is completed and Stage 2 is initiated, the limits of this area will be revisited and refined as appropriate later in the study process.

Input is encouraged from municipalities, stakeholders, and the public such that refinement to the *Preliminary Route Planning Study Area* can better accommodate local conditions, while respecting the principles through which it was developed.



GTA West Transportation Development Strategy Summary

Transportation Development Strategy – Short Term Elements (0-5 Years)		
Element	Description	Jurisdiction
Expanded Use of Ramp Metering	Active Traffic Management Study to identify areas where ramp metering can be installed at interchanges along existing and planned provincial facilities.	MTO
High Occupancy Vehicle (HOV) / Transit Bypass at Key Locations	Active Traffic Management Study to identify locations where bus bypass ramp provisions should be provided along existing and planned provincial facilities.	MTO
Transit Supportive Highway Corridors	Active Traffic Management Study to identify locations where transit supportive highway corridors should be provided along existing and planned provincial facilities.	MTO
Enhanced Incident / Congestion Management	Active Traffic Management Study to assess the potential for further expansion of the COMPASS system beyond the current service area.	MTO
Expanded Use of Speed Harmonization	Active Traffic Management Study and monitoring experience elsewhere to determine viability of speed harmonization in the study area.	MTO
Provincial / Employer Led TDM Programs	MTO and Metrolinx will explore opportunities to provide additional support as well as the potential for legislative changes to address jurisdictional policy barriers.	MTO / Metrolinx
Long Combination Vehicles	MTO to determine the next stage of the LCV program based on the review of experience.	MTO
Mobility Hubs	Initiate study to explore potential for inter-regional transit service improvements west of the GTA.	MTO / Metrolinx / municipalities
Goods Movement and Freight	Feasibility review of potential future initiatives aimed at removing freight rail / passenger rail conflicts and providing grade separations at road / rail crossings.	MTO / CN / CP / GO Transit / municipalities
Route Planning and Preliminary Design of New Transportation Corridor and Connecting Links (Stage 2 of EA Study) and Protection of Required Lands	Route Planning and Preliminary Design, as well as protection of required lands: between Highway 400 and the Highway 427 Extension, and between Highway 427 Extension and its connection with Highway 401 west Milton, with possible transitway and / or truckway facilities. In addition, North-South Link between GTA West corridor and Highway 401 / 407 ETR near the Halton / Peel boundary.	MTO

GTA West Transportation Development Strategy Summary

Transportation Development Strategy – Medium Term Elements (5-15 Years)		
Element	Description	Jurisdiction
Widening of Highways	MTO to undertake Class Environmental Assessment studies (as required) to investigate and confirm the need, timing and the lane requirement for widening of the following provincial facilities within the GTA West study area (timing and lane requirement also subject to availability of funding): - Highway 401 - Highway 6 to Regional Road 25 – widen to 10 lanes - Regional Road 25 to James Snow Parkway – widen to 10 lanes* - James Snow Parkway to 407 ETR – widen to 12 lanes* 407 ETR to Winston Churchill Boulevard – widen to 10 lanes* - Winston Churchill Boulevard to Highway 410 – widen to 12 lanes* 407 ETR (no EA required – previously approved) - Highway 401 to Highway 410 – widen to 10 lanes - Highway 410 to Highway 427 – widen to 10 lanes - Highway 427 to Highway 400 – widen to 10 lanes - Highway 410 - Highway 401 to 407 ETR – widen to 9 lanes* 407 ETR to Steeles Avenue – widen to 8 lanes* - Steeles Avenue to Queen Street – widen to 10 lanes* - Queen Street to Mayfield Road – widen to 8 lanes - Highway 427 407 ETR to Highway 7 – widen to 8 lanes - Highway 7 to Major Mackenzie Drive – 8 lanes (EA approved) - Highway 400 407 ETR to Major Mackenzie Drive – widen to 12 lanes - Major Mackenzie Drive to King Road – widen to 10 lanes * - King Road to Highway 9 – widen to 10 lanes*	MTO 407 ETR MTO MTO MTO
* Includes HOV lanes		
Note: The number of lanes proposed as shown reflects the Transportation Development Strategy per the GTA West Study and may differ from current MTO programs		

Transportation Development Strategy – Long Term Elements (15-25 Years)		
Element	Description	Jurisdiction
Design and Construction of New Transportation Corridor	• New corridor Highway 400 to Highway 427 Extension • New corridor Highway 427 Extension to Highway 401 west of proposed Tremaine Road interchange • Extension of Highway 427 to new corridor • Highway 410 connection to new corridor • New North-South Link from GTA West corridor to Highway 401/407 ETR	MTO



GTA West Route Planning Study Area

