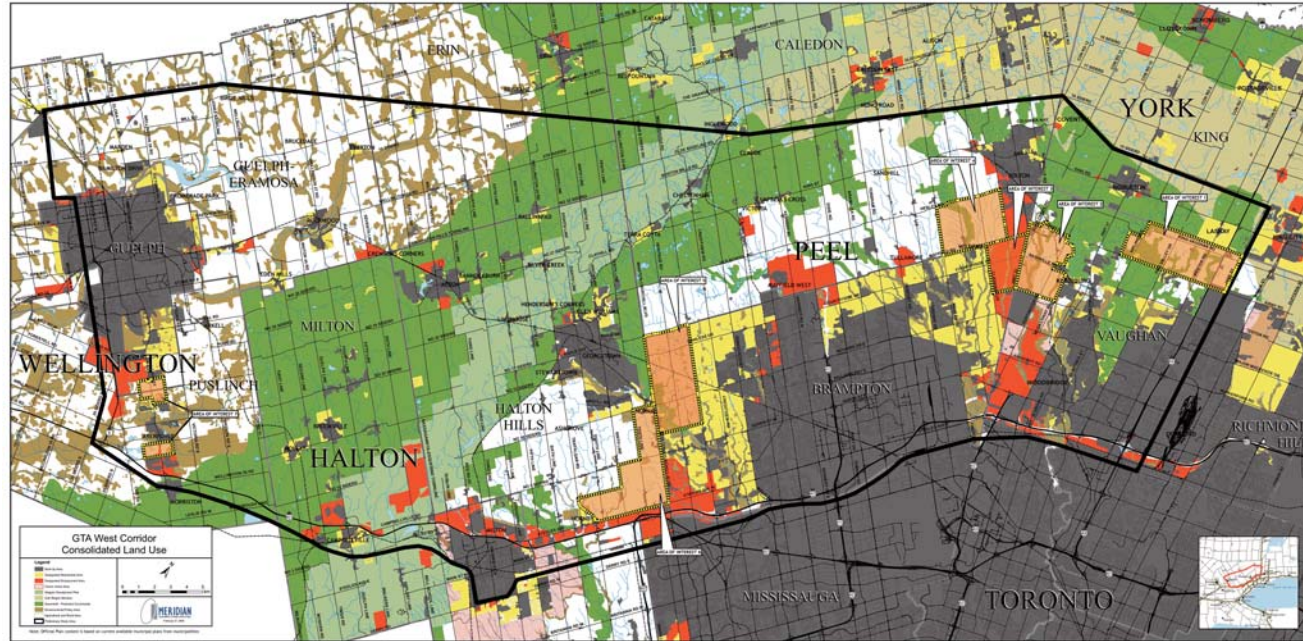


Strategies to Protect Corridor Options

- Address immediate local planning needs and development pressures
- Uphold integrity of the planning and Environmental Assessment (EA) process
- Work with Ministry of Municipal Affairs and Housing, Ministry of Energy and Infrastructure and municipalities to explore strategies to retain corridor options
- Continue to work with municipalities to identify and refine strategic, critical locations – “Areas of Interest”

Fast-paced land development in certain areas in Peel and York Regions has potential to significantly reduce opportunities for transportation corridors.



Next Steps

Problems and Opportunities Paper

- Following PIC #2, an interim report on Problems and Opportunities will be prepared for public review
- The interim report is tentatively scheduled to be released in May 2009

Finalizing Working Papers

- Following PIC #2, interim reports will be finalized and released to the public
- Working Paper 1: *Overview of Transportation and Economic Conditions*
 - Working Paper 2: *Overview of Environmental Conditions and Constraints*
 - Working Paper 3: *Transportation Problems and Opportunities*

Following review and consideration of PIC #2 consultation input, the next step will be:

- Develop and Assess Options

How to Contact the Project Team

Copies of PIC material, study reports and discussion papers are available on the study website along with regular project updates, important links and additional project details. The website also has a “Contact Us” page that allows for direct e-mail with the Project Team. Please Visit us at:

www.gta-west.com

You may also provide any written comments by mail or fax to the Project Team:

Mr. Neil Ahmed, P. Eng.
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, Ontario L5K 2P8

Fax: (905) 823-8503

E-mail inquiries can be received through project_team@gta-west.com. The inbox is routinely checked, and messages will be documented and transferred to the appropriate Project Team member, who will provide a response in a timely manner.



GTA West Public Information Centre #2

March 2009

Study Purpose

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 linkages between *Urban Growth Centres* in the GTA West Corridor Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre as identified in the *Growth Plan*.

The study includes:

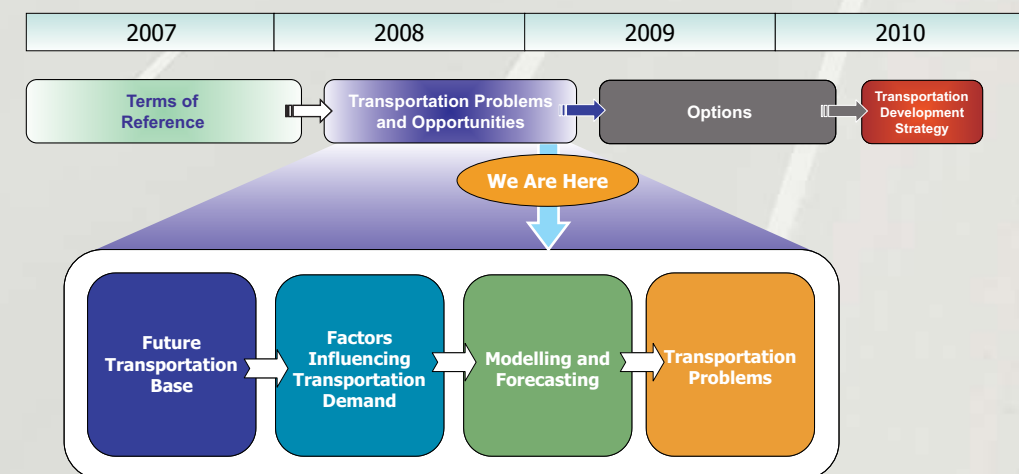
- Examining the need for additional transportation capacity
- Identifying transportation problems and opportunities
- Developing, assessing, and evaluating transportation system alternatives (all modes) to address identified problems and opportunities
- Recommending a Transportation Development Strategy for the corridor

Focus of Public Information Centre (PIC) #2

Work that is currently in progress:

- Study Goals and Objectives
- An Overview of Environmental Conditions and Constraints
- An Overview of Transportation and Economic Conditions/Trends
- Summary of Transportation Problems and Opportunities
- Process Towards Developing Area Transportation System Options

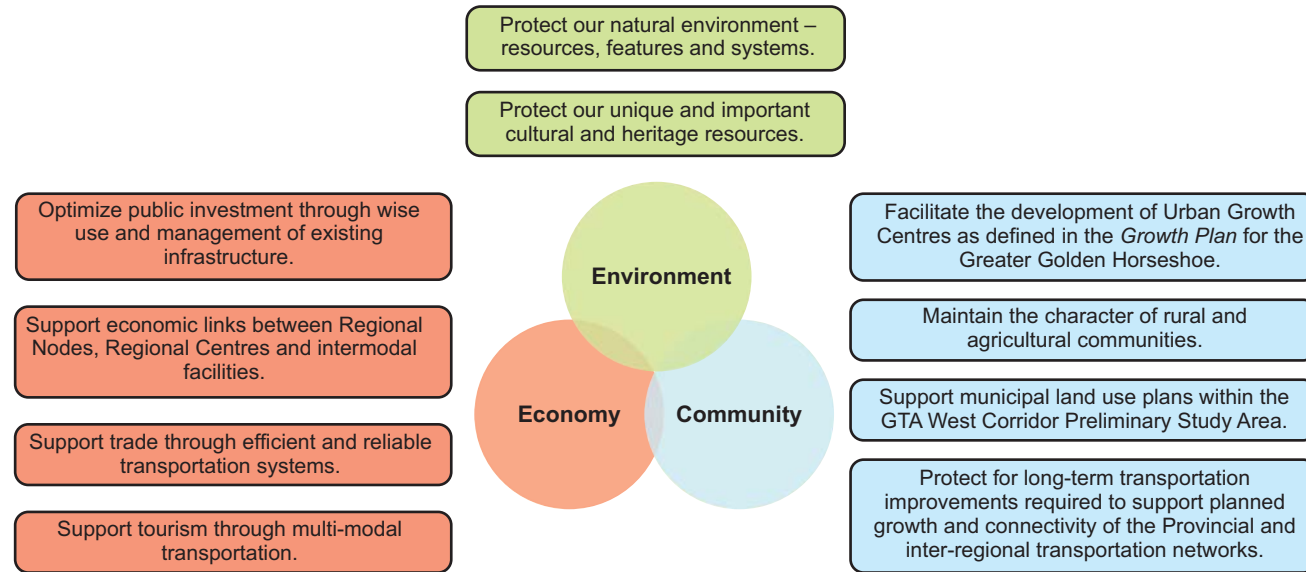
Study Process





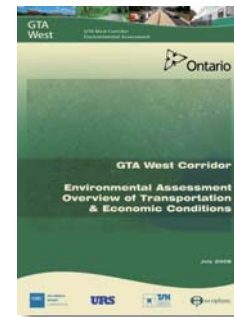
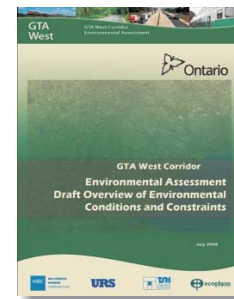
Goals and Objectives

The goals and objectives of this study are consistent with the key principles, themes and directions of approved provincial planning policies.



Existing Environmental Conditions

The *Overview of Environmental Conditions and Constraints* Report outlines the existing land uses, natural features and policy areas in the Preliminary Study Area.



Existing Transportation Conditions and Studies

The *Overview of Transportation and Economic Conditions* Report outlines the existing transportation network and travel characteristics in the Preliminary Study Area. Relevant transit initiatives to be noted include Metrolinx-*The Big Move* and GO Transit- *GO 2020 Plan*.

The Inter-Regional Transportation System

Over-arching Problems:

- Parts of the system are at or beyond capacity under existing conditions
- Future inter-regional transportation demand is forecast to exceed capacity and result in greater capacity issues
- There is limited integration between local and inter-regional transit services and between all modes for moving goods

Commuters

The Problems are...

Road System Constraints

- Congestion** during weekday commuting periods, particularly on the provincial highway network
- Travel time** for commuter trips will increase and become less predictable as a result of increasing congestion
- Variability and duration** of travel times on the area road system affected by non-recurring incidents (collisions, weather, maintenance, construction)

Transit System Service

- Limited integration** between local and inter-regional transit
- Limited community to community** transit service
- Passenger rail services** conflict with freight for use of rail capacity
- Buses are impacted** by road congestion

By 2031, traffic volumes on Highway 401, 400, 427 and 410 are all forecast to increase substantially. The increase in traffic volume will further increase road congestion in the GTA West Corridor.

Goods Movement

The Problems are...

Truck

- Travel delays** result from recurring congestion during peak periods
- Unpredictable travel times** on inter-regional roads result when incidents (collisions, weather, maintenance, construction) occur on an already congested road system
- Inadequate road connections** between Urban Growth Centres, commercial centres and inter-modal facilities
- Diversification of inter-regional trucks** to local roads (e.g. due to lack of parallel routes)

Rail

- Few rail connections** between growth areas
- Conflicts with transit** for use of rail capacity
- Track capacity** constrained in some areas

Marine

- Large ocean vessels unable to enter the St. Lawrence Seaway System results in **goods being transferred to rail or truck**
- Winter Seaway closure** limits shipping season which reduces potential year round customers
- Inadequate connections** between inland ports and the inter-regional road system

Air

- Limited runway capacity** at Toronto Pearson International Airport
- Limited multi-modal connections** to airports

Highway 401 is the largest and busiest freeway in the GTA West Preliminary Study Area. Highway 410, 427 and 400 are also key freeway links. All of these links are heavily used for goods movement. Currently all 400 series highways have major peak period congestion in the area.

Tourism and Recreation

The Problems are...

Road System Constraints

- Travel delays** result from recurring congestion during peak tourist/recreation travel times
- Unpredictable travel times** on inter-regional roads result when incidents (collisions, weather, maintenance, construction) occur on an already congested road system
- Inadequate road connections** between Urban Growth Centres, tourist gateways (airports, rail stations) and major tourist destinations
- Truck traffic** on inter-regional roads conflicts with tourist/recreation travel in the summer months
- Highway 400 is the only major highway to Northern Ontario for tourism, cottaging, camping, hunting, skiing - **no recourse if there is a major highway closure**

Transit System Service

- Inadequate transit connections** between Urban Growth Centres, tourist gateways (airports, rail stations) and major tourist destinations
- Public transit schedules** cater to commuters rather than tourists
- Limited multi-modal connections** (e.g. train stations, airports) to key destinations
- Lack of Choice** using transit

Tourism and recreational travel rely on Highway 401 and Highway 400 to reach major tourist and recreational destinations.