



Welcome to Public Information Centre (PIC) #1

Please Sign In Here

Members of the project team are available to answer questions about the study







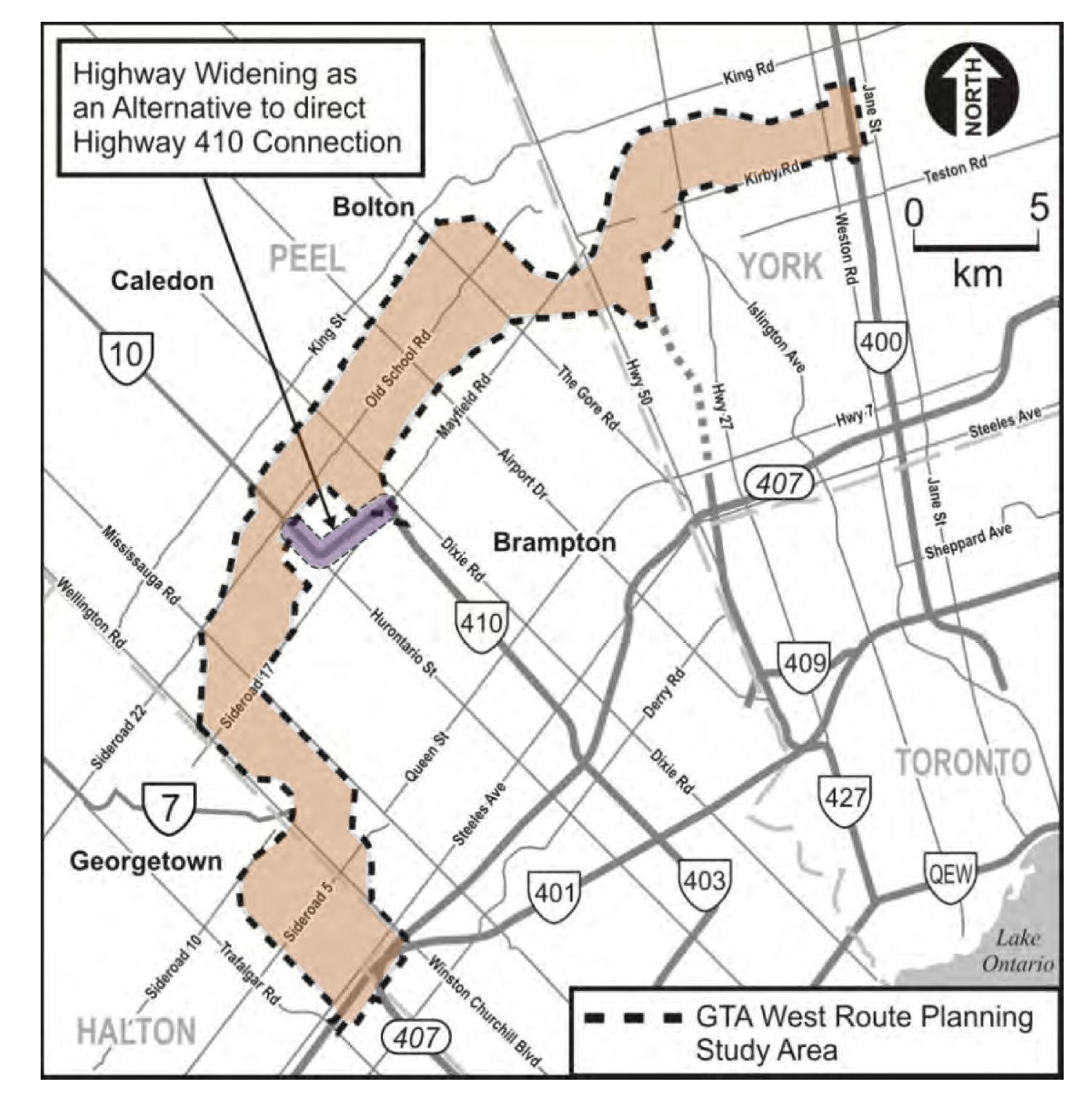






Purpose of Public Information Centre #1

- Study background and process
- Existing conditions
- Development and screening of the long list of route alternatives
- Identification of the short list of route alternatives
- Potential interchange locations and crossing road treatments
- Potential goods movement priority features
- Factors and criteria for evaluating the short list of route alternatives















Roadmap for PIC #1

This PIC is organized with colour-coded sections relating to the following information:

- 1 Overview (if you only have 5 minutes)
- 2 Alternatives
- 3 Background and Process
- 4 Existing Conditions and Constraints
- 5 Consultation



When you see this symbol, more information is available at the References Table













Overview of Stage 1 and Stage 2

Stage 1

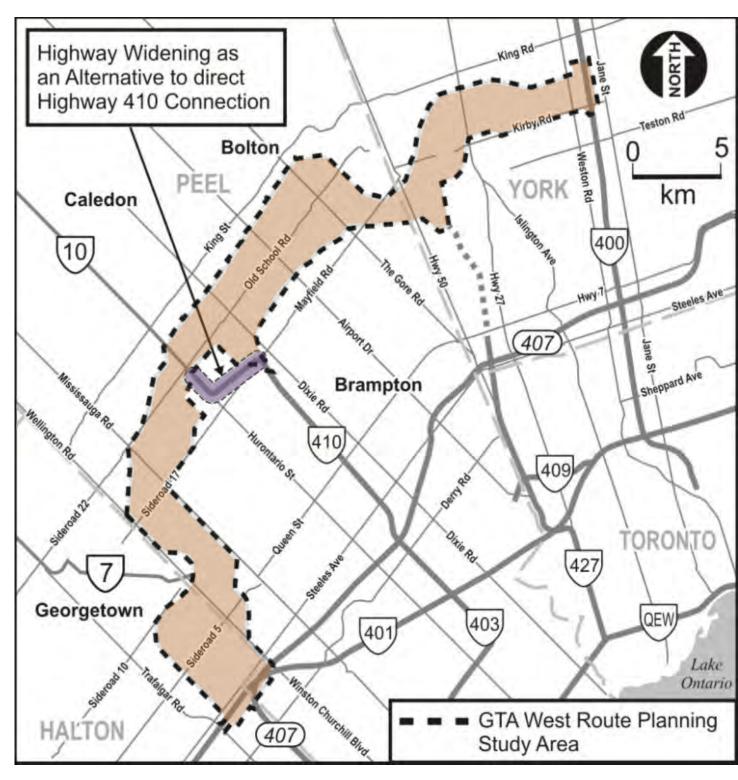
- Stage 1 was completed in November 2012. It recommended a multimodal strategy including:
 - Optimizing the existing transportation network
 - Improving non-roadway transportation modes such as transit and rail
 - Widening of existing highways
 - A new transportation corridor

The Ministry of Transportation is in the process of prioritizing the recommendations from Stage 1. Even with optimizing the existing transportation network, widening existing highways, and the transit expansion projects identified in Metrolinx' Regional Transportation Plan, additional road capacity is needed.

Stage 2

- This study focuses on the recommendation for a new transportation corridor:
 - Extending from Highway 400 in the east to the Highway 401/407 ETR interchange area in the west
 - Includes a 400-series highway, transitway, and potential goods movement priority features

















Stage 2 Overall Process

2018 2014

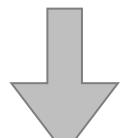
Data Collection

Route Planning Alternatives



Draft Environmental Assessment Report

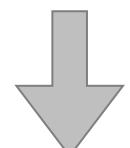
Submission of Final Environmental Assessment Report







- Develop and screen a long list of route alternatives to arrive at a short list of route alternatives
- Develop and screen a long list of interchange locations to arrive at a short list of interchange locations
- Evaluate the short list of route alternatives and interchange locations to arrive at a preferred plan
- For crossing roads not identified as an interchange location, develop treatment at the corridor (i.e. overpass, underpass, or truncation)



 Develop the preferred plan to a preliminary design level of detail













Route Development and Screening Process

Research of Features in Study Area

Identified existing features and constraints from:

- Initial site visits
- Secondary sources
- Consultation with stakeholders
- Project team experience/knowledge

Develop Route Alternatives Developed the long list of route alternatives:

- Met transportation criteria
- Maximized opportunities while minimizing impacts to significant environmental and land use features

Consultation included:

Public Information Centres (PICs), First Nation and Métis Communities, Municipal Executive Advisory Group (MEAG), Municipal Advisory Group (MAG), Regulatory Agency Advisory Group (RAAG), Community Workshops, Community Advisory Group (CAG), Greenbelt Transportation Advisory Group (GTAG), website comments

Screen Route Alternatives

Assessed route alternatives based on opportunities and impacts to:

 Natural, land use / socio-economic, and cultural environments, and transportation considerations

Screened the long list of route alternatives:

- Divided study area into 10 sections
- Highlighted advantages / disadvantages of alternatives
- Identified the major trade-offs between the alternatives
- Determined which alternatives would be carried forward

Short List of Route Alternatives







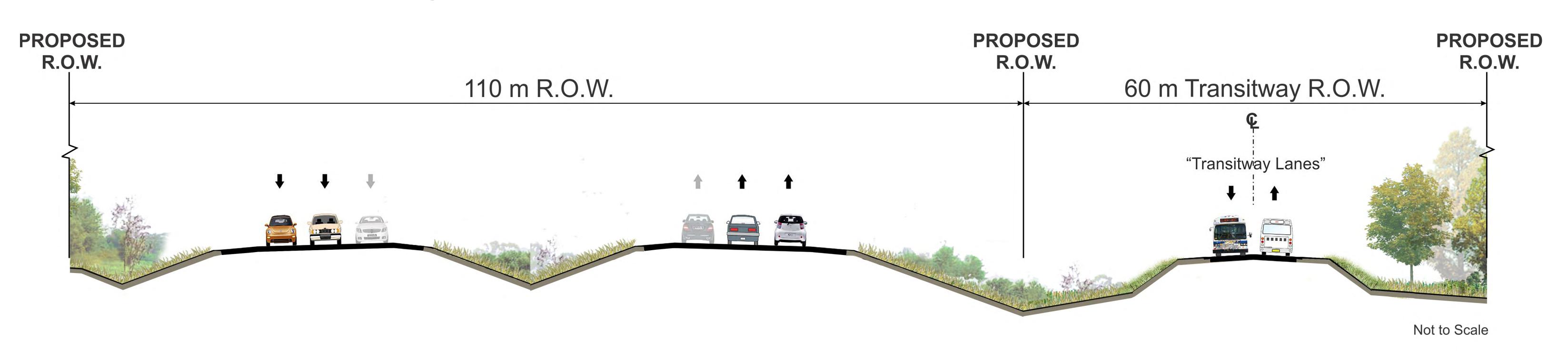






The New Corridor

- The new corridor is anticipated to be a 4- to 6-lane highway with a separate adjacent transitway
 - Transitway stations will be located at interchanges and connection points



Note: the project team is currently updating the transportation systems forecasting to confirm the number of lanes required

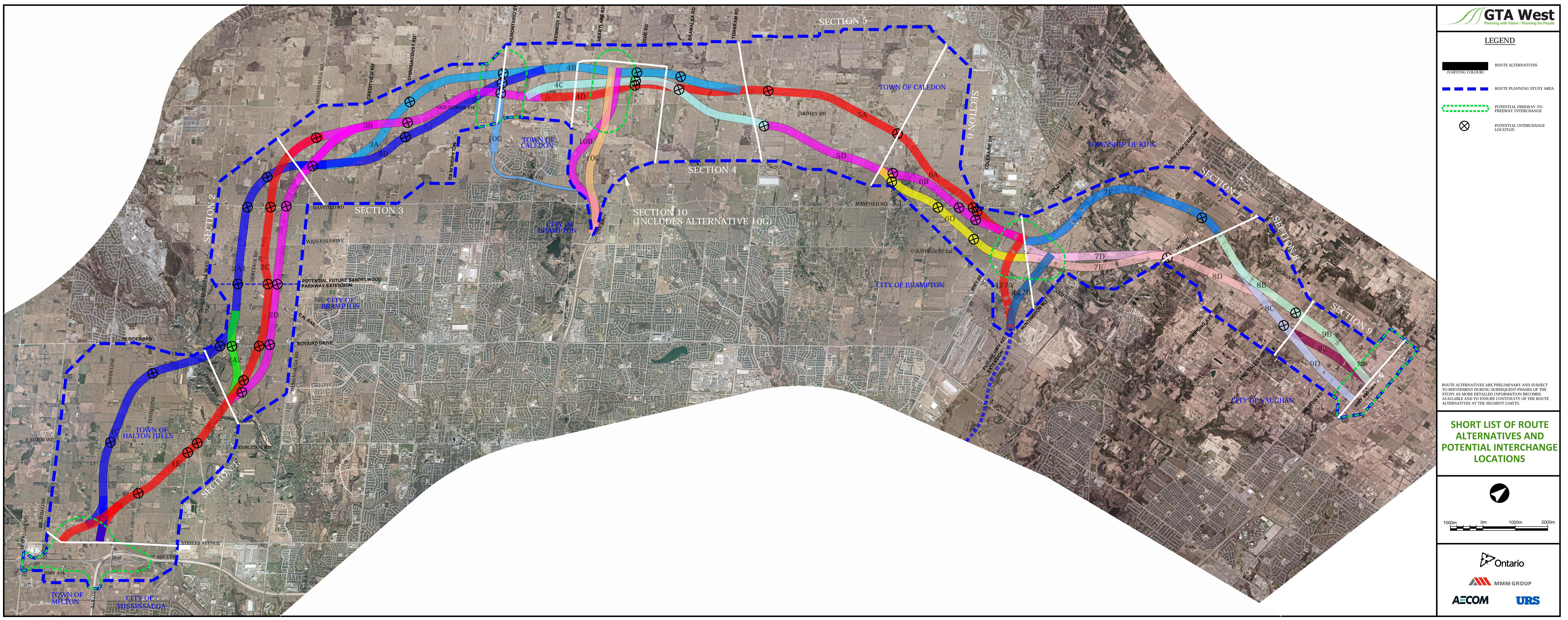














Next Steps

- Review and respond to comments received at PIC #1
 - Please submit your comments by January 12, 2015
- Evaluate the short list of route alternatives with your input
 - Community Workshop #2 (Spring 2015)
 - Meetings with Advisory Groups (Fall/Winter 2015)
- Present the preferred route at PIC #2 (Fall/Winter 2015)
- Present the preliminary design of the preferred route at PIC #3 (Winter/Spring 2017)

We invite you to visit each section for more information!









