



GTA West Corridor Environmental Assessment

Planning and Environmental Assessment Study – Stage 1

Public Information Centre #3 Consultation Record

March 2010

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1. INTRODUCTION

The Ontario Ministry of Transportation (MTO) is working to provide for the efficient movement of people and goods within the context of the province's *Growth Plan for the Greater Golden Horseshoe*. To support the policy directions in the *Growth Plan*, MTO has commenced the formal environmental assessment (EA) process for the GTA West Corridor. The purpose of this Study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between *Urban Growth Centres* within the GTA West Corridor Preliminary Study Area, such as Downtown Milton, Brampton City Centre, Vaughan Corporate Centre and Downtown Guelph.

The Study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act* (the Act). The GTA West Corridor Environmental Assessment Terms of Reference was submitted to the Ontario Ministry of the Environment on July 15, 2007 and was approved on March 4, 2008.

Since the commencement of the study in January 2007, the following tasks have been completed:

- Development of the Environmental Assessment Terms of Reference;
- Development of two draft existing conditions reports: "Overview of Transportation & Economic Conditions" and "Overview of Environmental Conditions and Constraints" – released in July 2008 for public review and comment;
- Development of draft "Transportation System Problems and Opportunities Report" for public review – released in July 2009 for public review and comment; and
- Conducted extensive stakeholder consultation and held three rounds of Public Information Centres.

A first round of Public Information Centres (PICs) was held in April/May 2007 in order to provide the public with an opportunity to review the draft ToR, provide comments and discuss issues with representatives of the Project Team.

A second round of PICs was held in March 2009 in order to present the public with an update on the Study progress and to provide the opportunity for the public to comment on maps and displays depicting the problems and opportunities identified within the GTA West Corridor Preliminary Study Area.

A third round of PICs was held in November/December 2009 to present alternatives that were developed to address the problems and opportunities presented at the second round of PICs, provide a high level assessment of the alternatives, and receive public input prior to the evaluation of the alternatives. This Report outlines the results of the third round of PICs and all of the consultation events that occurred in advance of the PICs (since the second round of PICs held in March 2009).

2. CONSULTATION OVERVIEW

The focus of the third round of Public Information Centres (PICs) was to:

- Present transportation alternatives that were developed to address the problems and opportunities presented at PIC #2 (March 2009);
- Provide a high-level assessment of the transportation alternatives; and
- Receive public input on the transportation alternatives prior to the evaluation and selection of a preferred alternative(s).

The third round of PICs was held at 4 venues within the Preliminary Study Area between November 30th and December 10th, 2009.

Prior to the PICs, meetings were held with the GTA West Regulatory Agency Advisory Group (RAAG), Municipal Advisory Group (MAG) and the Community Advisory Group (CAG). These meetings served a similar purpose – to receive feedback on the proposed process to generate and evaluate alternatives, the types of alternatives that should be considered, the generated transportation system improvement alternatives and the preliminary high-level assessment conducted. The Project Team also met with upper-tier municipalities and committees, and other stakeholders.

All comments received during the third round of PICs from the general public, interest groups, agencies and municipalities were considered by the Project Team. The upcoming release of the Draft Area Transportation System Alternatives Report in March 2010 will be a reflection of this consultation effort.

A list of stakeholders contacted during the third round of PICs is included in **Appendix A**. Consistent with the *Freedom of Information and Protection of Privacy Act*, public lists developed as part of this study have not been included.

Public and interest group comments submitted, summarized and organized by theme, are included in **Appendix B**, with the corresponding response that was generally provided. All public comments submitted to which a reply was requested, received a response from the Project Team. These comments and responses are compiled under separate cover.

3. PUBLIC CONSULTATION DURING PUBLIC INFORMATION CENTRE #3

3.1 Project Website

The GTA West project website (www.gta-west.com) was updated to include the dates, times and locations of the PICs, as well as a link to an electronic copy of the Ontario Government Notice on November 16, 2009. In addition, the PIC display material package and study brochure were made available for the public to download on November 30, 2009.

A copy of the current content of the project website is included in **Appendix C**.

3.2 Newspaper Notifications

A notice was published in 17 newspapers with circulation across the Preliminary Study Area. The notices provided an overview of the key steps involved in EA Stage 1, notification of the third round of PICs, a key map for Study context and contact information for key Project Team members. A copy of the newspaper notice is included in **Appendix D** and was published as outlined below.

Notice of Public Information Centre #3

A notice announcing the third round of PICs was published in the following list of newspapers on the specified dates. The notice was also posted on the project website.

DAILY NEWSPAPERS

- | | | |
|-----------------------|-----------------------|-----------------------|
| 1. Toronto Star | Sat November 21, 2009 | |
| 2. The Guelph Mercury | Sat November 21, 2009 | Sat November 28, 2009 |

TRI-WEEKLY NEWSPAPERS

- | | | |
|----------------------|-----------------------|-----------------------|
| 3. Mississauga News | Sun November 22, 2009 | Fri November 27, 2009 |
| 4. Brampton Guardian | Wed November 18, 2009 | Wed November 25, 2009 |

BI-WEEKLY NEWSPAPERS

- | | | |
|-----------------------------------|-------------------------|-------------------------|
| 5. Caledon Enterprise | Sat November 21, 2009 | Sat November 28, 2009 |
| 6. Vaughan Citizen | Thurs November 19, 2009 | Thurs November 26, 2009 |
| 7. Guelph Tribune | Fri November 20, 2009 | Fri November 27, 2009 |
| 8. Georgetown Acton Independent | Wed November 18, 2009 | Fri November 27, 2009 |
| 9. Milton – The Canadian Champion | Fri November 20, 2009 | Wed November 25, 2009 |
| 10. Wellington Advertiser | Fri November 20, 2009 | Fri November 27, 2009 |

WEEKLY NEWSPAPERS

- | | | |
|-------------------------------------|-------------------------|-------------------------|
| 11. Caledon Citizen | Thurs November 19, 2009 | Thurs November 26, 2009 |
| 12. King Township Sentinel | Wed November 18, 2009 | Wed November 25, 2009 |
| 13. The Erin Advocate | Wed November 18, 2009 | Wed November 25, 2009 |
| 14. Le Metropolitain (French) | Wed November 18, 2009 | Wed November 25, 2009 |
| 15. Turtle Island News | Wed November 18, 2009 | Wed November 25, 2009 |
| 16. Tekawennake New Credit Reporter | Wed November 18, 2009 | Wed November 25, 2009 |
| 17. The Halton Compass | Thurs November 19, 2009 | Thurs November 26, 2009 |

3.3 Mailing List and E-mails / Letters

Study Mailing List

A GTA West Study mailing list was developed following the first PIC which includes interested stakeholders that submitted requests through the project website (webform), e-mail, fax, phone or letter. This list is constantly updated. Those who signed in at the first and second PICs have been added to the study mailing list. Once stakeholders are added to the mailing list they received subsequent notifications of the Study milestones outlined below through their preferred method of contact (e-mail / letter). In addition, a list of area interest groups (ratepayers associations, environmental groups, agricultural groups, etc.) was developed in consultation with local municipalities.

The current public mailing list includes approximately 650 names and the interest group mailing list includes approximately 160 groups.

E-mail / Letter Notification of the Release of the Draft Area Transportation System Problems and Opportunities Report

On July 31, 2009, individuals on the Study mailing list were notified by e-mail / letter (depending on their preferred method of contact) of the release of the Draft Area Transportation System Problems & Opportunities Report. The GTA West project website (www.gta-west.com) was updated to include the report on July 31, 2009.

Copies of the Draft Problems and Opportunities Report release notification materials are included in **Appendix E**.

E-mail / Letter Notification of Public Information Centre #3

On November 13 and 17, 2009, PIC #3 notification emails / letters were sent directly to individuals on the Project Team's External Agency mailing list (including representatives of the Municipal Advisory Group and Regulatory Agency Advisory Group) and to approximately 160 interest groups. MPP's within the Preliminary Study Area were notified via mail on November 9, 2009.

Individuals on the Study mailing list, including those who requested to be added to the Study mailing list through webform, e-mail, fax, telephone or letter, were also sent a letter / email on November 13 and 17, 2009, depending on the preferred method of contact. The public mailing list currently includes approximately 650 people. Copies of the PIC #3 notification materials are included in **Appendix F**.

3.4 Public Information Centre #3

The third round of Public Information Centres (PICs) was held to present alternatives that were developed to address the problems and opportunities presented at the second round of PICs, provide a high level assessment of the alternatives, and receive public input prior to the evaluation of the alternatives.

Ministry of Transportation (MTO) and Consultant representatives of the Project Team attended. The PICs were held as drop-in centres with display panels presenting maps and displays illustrating the problems and opportunities and information for providing

comments. The Project Team participated in discussions with attendees to address any questions or concerns.

The PICs were held as follows:

Monday November 30, 2009	Thursday December 3, 2009
River Run Centre Canada Company Hall 35 Woolwich Street Guelph, ON	Mold Master Sportsplex Alcott Hall 221 Guelph Street Georgetown, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

Tuesday December 8, 2009	Thursday December 10, 2009
Brampton Fairgrounds Hall 12942 Heart Lake Road Brampton, ON	Le Jardin Special Events Centre Le Parisien Room 8440 Highway 27 Woodbridge, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

3.4.1 Display Panels

The display panels presented at the Public Information Centre were organized into groupings in the following order:

GROUP 1

PIC #3 Summary

- Background
- Process Framework and Previous Consultation
- Individual Mode Alternatives
- Group of Modal Improvement Alternatives
- Next Steps

GROUP 2

Background

- Study Purpose, Process and Schedule
- Policy Context
- Summary of Problems from PIC #2
- Transportation Opportunities
- Many Improvements Have Already Been Planned

GROUP 3

Process Framework and Previous Consultation

- Process Framework
- Previous Consultation
- First Nation Involvement

GROUP 4

Individual Mode Alternatives

- Introduction
- Transportation Demand Management (TDM) / Transportation System Management (TSM)
- Transit
- Goods Movement
- Freight Rail
- Intermodal
- Air
- Marine
- Our Assessment

GROUP 5

Groups of Modal Improvement Alternatives

- Process
- Group #1: Optimize Existing Network
- Group #2: New/Improved Non-Roadway Infrastructure
- Findings from Group #1 and Group #2
- Group #3: Widen/Improve Existing Roads
 - Group #3-1
 - Group #3-2
 - Group #3-3
 - Group #3: Summary of Our Assessment
- Group #4: New Transportation Corridors
 - Group #4-1
 - Group #4-2
 - Group #4-3
 - Group #4-4
 - Group #4-5
 - Group #4: Summary of Our Assessment

GROUP 6

Next Steps

- Evaluation
- Factors and Criteria to be Used in the Assessment of Alternatives
- PIC #4 and Beyond
- Consultation and Outreach

Refer to **Appendix G** for copies of the display panels presented at the PICs. The project website was updated to include copies of the display panels on November 30, 2009.

3.4.2 Study Documents, Reference Materials and Handouts

Copies of readily available GTA West Corridor Environmental Assessment Study documents and other materials were made available for reference at the PICs, such as:

- *GTA West Corridor EA Terms of Reference* (Amended July 2007)
- *Draft GTA West Corridor EA Overview of Transportation & Economic Conditions* (July 2008)
- *Draft GTA West Corridor EA Draft Overview of Environmental Conditions and Constraints* (July 2008)
- *GTA West Corridor EA Goals and Objectives* (January 2009)
- *Draft GTA West Corridor EA Overview of Corridor Protection and Development Issues Paper* (June 2009)
- *Draft GTA West Corridor EA Area Transportation System Problems and Opportunities Report* (July 2009)
- *Draft GTA West Corridor EA Overview of Forecasting Demand Analysis Report* (July 2009)
- *Draft GTA West Corridor EA "Long List" of Transportation Alternatives* (November 2009)
- *GTA West Corridor EA Land Use Compilation Map* (December 2009)
- *The Big Move - Metrolinx Regional Transportation Plan* (November 2008)
- *GO 2020 Strategic Plan* (December 2008)
- *Brampton Züm Phase 1 and Phase 2 Maps* (September 2009)
- *York Viva Next System Map* (As of November 2009)
- *Provincial Policy Statement* (MMAH, 2005)
- *Places to Grow: Growth Plan for the Greater Golden Horseshoe* (MPIR, 2006)
- *Greenbelt Plan* (MMAH, 2005)
- *Niagara Escarpment Plan* (MNR, 2005)
- *Oak Ridges Moraine Conservation Plan* (MMAH, 2002)
- *Canadian Environmental Assessment Act* (CEAA, 2004)
- *The Ontario Environmental Assessment Act* (MOE, 1990)
- *The Environmental Bill of Rights* (2006)
- *MTO Environmental Reference for Highway Design* (October 2006)

Copies of draft GTA West Corridor Environmental Assessment Study documents were made available for temporary reference at the PICs, such as:

- *Draft GTA West Corridor EA High Level Evaluation of "Modal Transportation Alternatives"* (November 2009)
- *Draft GTA West Corridor EA Individual Mode Discussion Papers* (November 2009)

A Study brochure and several factsheet hand-outs were also made available to all attendees. The factsheets explained such topics as:

- The Ontario Environmental Assessment Process;

- The Canadian Environmental Assessment Process;
- The Greenbelt Plan;
- The Growth Plan for the Greater Golden Horseshoe;
- The Niagara Escarpment Plan;
- The Oak Ridges Moraine;
- The GTA West Study Area – Economic Context; and
- The GTA West Study Area – Transportation Profile.

Copies of the Study brochure and factsheets are included in **Appendix H**.

3.4.3 Attendance / Summary of Comments

A total of 312 members of the public signed the Visitor's Register for the four Public Information Centres.

In addition to verbal comments, Project Team representatives encouraged visitors to submit written comments regarding the information presented. Comment sheets were available for members of the public to fill out at the PIC or to send in by the comment deadline (January 15, 2010) by e-mail, fax or mail to the Project Team.

At the PICs, 29 written comment sheets were collected. In addition, 26 comments were received via webform (6), e-mail (10), fax (3), mail (3) and the toll-free number (4) by the comment deadline. The following is a breakdown of attendance and the number of comments submitted by PIC date/venue:

Date / Location	Recorded Attendance	Written Comments Received
November 30, 2009, Guelph	88	17
December 3, 2009, Georgetown	106	6
December 8, 2009, Caledon	77	3
December 11, 2009, Woodbridge	41	3
Total Comment Forms Received at the PIC		29
Total Comment Forms / Comments received via fax, mail, e-mail, webform or the toll-free number		26
Total	312	55

Public and interest group comments submitted, summarized and organized by theme, are included in **Appendix B**, with the corresponding response that was generally provided. All public comments submitted to which a reply was requested, received a response from the Project Team. These comments and responses are bound under separate cover. All personal information has been removed consistent with the *Freedom of Information and Protection of Privacy Act*.

The following tables summarize the key written and verbal comments, issues and concerns raised during the third round of PICs:

Summary of Written Comments Submitted	#
Preliminary Study Area	
• Extend the Preliminary Study Area boundaries to include Waterloo Region	1
Timeframe / Scope of the Study	
• The study is too GTA-centric and should further study the transportation needs of residents in Guelph/Georgetown travelling to Hamilton/Niagara/USA	1
• Is there a proposed highway route?	1
Transportation Problems and Opportunities	
• Congestion is prevalent, time consuming and frustrating, particularly on Highway 401	2
• Too many trucks, particularly on Highway 401	2
• Roads are in poor condition, particularly Winston Churchill Blvd	1
• General complaints about Trafalgar Rd (speed limit, poorly timed traffic lights, poor interchange design at Highway 401, etc.)	1
• GO Transit bus service shouldn't be confused with GO Transit rail service. The presence of rail service can shape and change behaviour/location choices, while the presence of buses only addresses travel options for existing markets	1
Travel Demand Analysis / Modelling	
• Consider current economic situation and peak oil in data/modelling	1
Alternatives	
• Need to build/expand rail/transit/freight infrastructure, particularly before considering road/highway works	10
• New transportation infrastructure should parallel existing corridors, ex. New highways or new GO Transit corridors should follow the Highway 401 and/or Highway 400 corridors	6
• Like Alternative 4-2 (Link from Highway 400 to Highway 401 is more direct, economic benefits, add link to Milton along Steeles Ave)	6
• Don't like Alternative 4-4 (property impacts, will damage escarpment lands and destroy valuable farm land)	6
• Don't like Group 4/new corridor alternatives (too expensive, not best use of taxpayer money, negative environmental and community effects, encourage car/truck traffic, may not be needed in the future due to peak oil)	5
• Like Alternative 4-3 (Reduced impact on watershed areas in the north, traffic can bypass the west GTA with minimal impact on natural features)	5
• Prefer widening alternatives (Group 3)	4
• Don't like Alternative 4-5 (would also cause too many problems with existing connections to Highway 6 and 401)	4
• Include more active transportation options (ie. long distance routes adjacent to transitway, more cycling infrastructure, plan for bikes/electric bikes/scooters)	3
• Should widen Mayfield Road	3
• Like Group 2 alternatives	2
• Like the idea of building transitways adjacent/in-between highways	2
• Like Alternative 4-5 (Reduced impact on watershed areas in the north, provides better linkages to other highways in case of blockage, accommodates South Georgetown, connects with Halton-Peel North-South corridor at Mayfield Rd, will eliminate the need for a future link between the two corridors, has the least environmental constraints)	2
• Don't like Group 3/widening alternatives (will create more congestion and encourage more single-occupancy vehicle use)	2
• Should widen Highway 410	2

Summary of Written Comments Submitted	#
• Return County Road 124 to being a provincial highway, with a bypass to the north of Erin village.	2
• Create dedicated truck lanes	2
• Put HOV lanes on all highways, particularly when widening existing highways	2
• Utilize existing and underused rail lines for passenger rail service, ex. CN north main line, Guelph Junction Railway, Fergus Sub, Highway 410 Rail Corridor	2
• Need more local transit service that connects to GO Transit service	2
• Like Group 1	1
• Like Group 4	1
• Like Alternative 4-1	1
• Like Alternative 4-4 (will provide a better connection to the City of Guelph)	1
• Don't like Alternative 3-3	1
• Don't like Alternative 4-2 (would cause even more problems with vehicles than now exist)	1
• Don't like Alternative 4-3 (bad approach because freeways need to be built in cells with east-west and north-south linkages)	1
• Don't like proposed upgrades to Highway 7 through Rockwood to 4 lanes	1
• New highway between Brampton and Caledon will not be useful	1
• Doubt that encouraging private vehicle use and building new highways will solve the transportation issues in the study area	1
• Show more realistic potential corridors through Caledon and King/Vaughan to connect to Highway 400. All of the current options go directly through Bolton	1
• Should widen King Street	1
• Should widen Highway 427	1
• Should widen Highway 50	1
• Should widen Highway 9	1
• Should widen Winston Churchill Blvd from County 124 south to Olde Baseline Road. Then take the route east to Mississauga Road, then south to link up with the corridor at Mayfield.	1
• Establish a north-south route between Acton and Ballinafad that would take traffic from County 124 down to Highway 7	1
• Establish a new route between Trafalgar Road and Winston Churchill Blvd., then on the Mississauga Road, in the area of the 22nd Sideroad.	1
• New corridor is needed from Hanlon to Highway 410 at Mayfield Road	1
• A new corridor would be more appropriate in the Highway 24 area	1
• Create HOV only highways, ex. Los Angeles	1
• Review possibility of using hydro corridors for highway right-of-ways	1
• Improve management of current highway system	1
• Locate a new corridor in proximity to existing GO Transit rail corridors	1
• GO Bus service is needed from Brampton to Erin to Orangeville	1
• GO Transit service is needed in the Gore Rd/Castlemore Area to Union Station and Pearson Airport	1
• Any GO Transit rail expansion should start with peak period service (minimum 4 trains each way), progress to 6 trains/all-day/express service, and ultimately create two-way service	1
• Extend GO Transit rail service to Waterloo on the North Mainline	1
• Extend GO Transit rail service to Cambridge on the CP Mainline	1
• Provide fare subsidy for transfers from local bus transit to GO Transit bus service	1
• Need better coordination between bus schedules and rail service	1
• Create transit connection between Georgetown and Mississauga	1

Summary of Written Comments Submitted	#
• Create cross-boundary bus service in Highway 7 and Highway 24 corridors	1
• Link highway carpool lots through public transportation	1
• Use diesel multiple unit (DMU) technology to link regional centres	1
• Transit development in Toronto is 30 years behind where it should be	1
• MTO has presented a highway-based solution since that is their specialty	1
• Like proposed active transportation improvements to transportation hubs, such as increased bike storage	1
• Establish major truck routes	1
• The GTA West Study could be the impetus to start a dialogue on freight rail rationalization, which is especially important as Ontario's economy restructures	1
• Construction should begin at Highway 400 and proceed west	1
Environmental Effects / Evaluation of Alternatives	
• Protect agricultural lands/ agricultural operations, and the interests of farmers and rural landowners	9
• Protect features of the natural environment (i.e. air quality, climate change, environmentally sensitive areas)	4
• Protect features of the socio-economic environment (i.e. human health, established communities, property expropriation)	3
• Heritage and cultural issues are important to consider	2
• Consider wildlife/amphibian crossings when widening highways	2
• Avoid crossing the Niagara Escarpment	2
• Protect natural recreation areas (i.e. Bruce Trail)	1
• Protect conservation areas (i.e. the Niagara Escarpment)	1
• Educate the public on the cost of owning a vehicle vs. taking public transportation	1
• If the expansion of marine freight is considered, environmental impacts and chance of pollution from shipwrecks should be reviewed	1
Public Consultation	
• PIC displays were well presented and informative; an impressive amount of work has been completed	9
• Looking forward to results at PIC #4	3
• Too much information was presented; overwhelming amount of material	1
Alterations to / Accuracy of Public Information Centre #2 Display Materials	
• Board 20 (Cluster 4 – Freight Rail): CPR on map should be labelled as OBRV	1
• Board 21 (Cluster 4 – Freight Rail): Photos should be labelled	1
• Board 30 (Cluster 5 – Group 3-1): Show Mt. Pleasant station along expanded Georgetown Corridor	1
• Show the Bruce Trail routes on study mapping	1
Growth Plan	
• Benefits to growth are a fallacy	1
• The GTA West Corridor will encourage sprawl	1
• Provincial and Federal policies are needed to slow the rate of growth in Southern Ontario	1
Other Studies/ Resources to Consider	
• Like plans for Highway 24 between Guelph and Cambridge	2
• The connection between the GTA West Project and other projects, like the NGTA Corridor, needs to be better explained	2
• Consider transportation solutions and case studies from other jurisdictions / internationally	1
• Like GO 2020 expansion plans	1
• Is a new GO Transit rail station proposed for Guelph?	1
• The GTA West Project Team should connect with the NGTA Project Team	1

Summary of Written Comments Submitted	#
General questions/issues regarding the Highway 427 Transportation Corridor	1
Recommendation and questions regarding plans for Highway 50, from Mayfield Rd and King Rd	1
The decision to bring 407ETR to Highway 401 at Trafalgar was wrong	1
Continuing 407 ETR east-west through Durham is the right approach, and this should be continued on the west side of the GTA	1
General	
The Federal Government should look at population growth in a different way and not "pave paradise"	1
The GTA West EA is vital to the future economic success of the entire Greater Golden Horseshoe	1
York Region has tainted the EA process by presupposing a highway solution in its new Official Plan	1
Requests for Information	
Requests for PIC #3 display materials.	7
Please add me to the mailing list / keep me informed	4
Please provide me with a copy of the Consolidated Land Use Map	1
Please provide me with a Halton-Peel Boundary Area Transportation Study (HP-BATS) contact name	1
Please provide me with hardcopies of the High-level Evaluation Tables and Individual Mode Discussion papers made available at PIC #3	1
Request for PIC #3 comment sheet	1
Requests for More Information on other MTO Studies	
Is there a GTA East Study? There should be a plan for east of Highway 400	1
Why was Highway 410 extended to Mayfield Rd and beyond?	1
Why was Highway 404 extended to Sutton and Highway 427?	1
The future of the Highway 7 EA, between Kitchener and Guelph, is unclear	1

Summary of Verbal Comments Submitted
Alternatives
- General support for Group 3 and 4 alternatives, particularly 4-4 and 4-5. 4-1, 4-2 and 4-3 are too small so why bother? - General questions about the Group 4 new corridor alternatives –Where is the highway/road going? How wide are the corridors as shown? Will I be affected? How much land will be needed for the right-of-way and interchanges for a new corridor? - General property concerns – Will a new corridor impact my property? Will a new corridor go through local farms? - A new corridor would help local farms better move goods. - A new corridor could have a positive effect on local land values. - General assumption that a new corridor will be proposed. - The building of a new corridor should be staged and begin in the east where there is more demand. - General support for the multi-modal approach used. - The Project Team should have looked at alternatives north of the Preliminary Study Area around Highway 9. - Potential conflicts could occur with planned Region of Peel water/wastewater infrastructure. - There is no need for widenings. Build a new corridor soon. - A true bypass of the GTA should be built which extends further east than the Preliminary

Summary of Verbal Comments Submitted

Study Area's boundaries.

- More north-south links should be considered.
- A new corridor should have connections to Highways 403 and 401.
- King Rd should be considered for widening instead of Kirby Rd due to the environmentally sensitive lands along Kirby Rd and because of the MTO's current work at the King Rd-Highway 400 interchange.
- A truckway should be considered in the GTA West corridor
- Question about the status and alignment of corridor in the Bolton/Mayfield area and MTO property purchase approach.
- General concern that the solution for the area isn't rail-focused. Transit/rail service should be increased before new roads/highways are proposed. Europe should be looked to for examples.
- More transit/rail links are needed from the Guelph/Wellington area to Pearson International Airport.
- An alternative route to Highway 400 is needed.
- Question about widening of Highway 407 and who pays for it.

Transportation

- There is a lot of truck traffic on local roads, particularly on Highway 24 and Trafalgar Road. A new corridor may relieve this.
- Highway 401 is too congested with trucks.
- The current congestion on municipal roads is unacceptable.
- The existing rail system is very Toronto-focused. Existing rail lines should be used more for goods movement between areas outside of Toronto, ex. Guelph to Georgetown.
- General questions about the Metrolinx and GO Transit proposals for the study area.
- Current farming operations are negatively affected by local traffic congestion.
- Why are we planning for a future with cars when we have reached "peak oil" conditions?
- The St. Lawrence Seaway should be better utilized. More freight goods should be moved to ships.
- More goods should be moved to rail.
- There is a lack of useful transit opportunities in rural areas. Often you must drive out of the way to get to transit facilities.
- Improve connections to transit stations.
- Transitways should be built in the middle of roads/highways not adjacent to them.
- The proposed future transit system for north-east Brampton is bleak. More transit routes are needed.
- GO Transit stations do not have adequate parking spaces.

Study Process and Timeframe

- General questions regarding the study timeline - When will the alternatives be evaluated? When will the EA study be finished? When will a decision be made? When will the final transportation development strategy be built?
- The project has good intentions, but it is too late to do anything about the problems. The study should have been conducted years ago.
- Evaluation factors should include cost of accidents.
- Clarification regarding the type of study being conducted (Planning Study, not Detail Design) and why there isn't more detail available for each of the alternatives.
- The study outcome is predetermined, thus poor use of government funds/taxpayer's money for the study.

Policy and Other Studies

- General questions about the Ontario government's land use and transit vision.
- General doubt about the growth projections in the Growth Plan.
- Is there a long range outlook beyond 2031?
- Is the Project Team integrating with the Sustainable Halton and the Halton-Peel BATS

Summary of Verbal Comments Submitted

studies?

- General questions and concerns about the Halton-Peel BATS study.
- A few attendees at the GTA West Georgetown PIC thought the meeting was for the Halton-Peel BATS study due to the appearance of an article regarding the HP-BATS study printed next to the GTA West ad in the Georgetown-Acton Independent.
- There were general questions about the study's relationship to Highway 413/414.
- Roads are needed to accommodate growth however is the growth unsustainable?
- What factors will be used in the evaluation?
- The Highway 10 widening is a mistake. The project should have bypassed Caledon entirely.
- The new interchange at Highway 410 and 10 is poorly designed and many trucks have had problems at the interchange. Signing may improve this issue and MTO should be proactive in addressing this.
- Municipal Transportation Master Plans are not in sync with Provincial Plans.
- General questions about the GTA West land use map and what the designations mean.
- Extension of Hwy 427 to the north to Hwy 9 and Simcoe is long overdue, why is it not identified in the Growth Plan and what was the rationale?
- General questions and concerns about the Highway 427 extension.
- Concerns about the Peel-Brampton Class EA looking to connect Mayfield Rd to Major Mackenzie Drive.
- Questions regarding the status of the New Highway 7 project between Kitchener and Guelph.

Environmental

- Concerns about a potential crossing of the Bruce Trail/Niagara Escarpment. Concerns should be addressed early in the process to avoid confrontation later. Tunnelling, as is done in Europe, should be considered if a new crossing is required.
- If a crossing of the Niagara Escarpment is proposed, it must be thoroughly justified.
- The Bruce Trail is a conservation corridor that should be considered throughout the study process.
- Concerns about potential impacts on agricultural lands.
- The Environmental Conditions and Constraints Report is not up to date.

General

- There was a general understanding of the need for the project.
- Many attendees complimented the Project Team for the amount of work they have completed, however the amount of information at the PIC was found to be overwhelming.
- The Ontario government should stop municipalities from rezoning land where a new corridor is needed so that the land price won't become too expensive to acquire.
- Have municipalities been consulted with?
- A map should be made which displays just the future MTO planned improvements.
- General interest in attending upcoming Community Advisory Group meetings.
- There is intense development pressure in Vaughan.
- Lack of free and available parking near the Guelph PIC venue.

3.5 Consultation with the Community Advisory Group

To assist the Project Team as the Study progresses, a Community Advisory Group (CAG) was formed to provide valuable input on community perspectives. The CAG includes representatives from several stakeholder / interest groups, organizations, and individuals in and around the Preliminary Study Area. The CAG was formed based on applications received during the preparation of the EA Terms of Reference.

On July 14, 2009, the fourth meeting of the CAG was held in order to get feedback on the proposed process to generate and evaluate alternatives and input to the types of alternatives that should be considered.

On November 5, 2009, a fifth CAG meeting was held in order to receive feedback on the generated transportation system improvement alternatives, the preliminary high-level assessment conducted and to discuss the packaging of the material for the third round of consultation.

The summary notes from these meetings are provided in **Appendix I**.

4. CONSULTATION WITH MUNICIPALITIES AND AGENCIES DURING PUBLIC INFORMATION CENTRE #3

4.1 Municipal Advisory Group

A Municipal Advisory Group (MAG) was formed during the Study's commencement based on the geographic context of the Preliminary Study Area and includes representatives from upper and lower tier municipalities in the Preliminary Study Area.

On June 24, 2009, the third meeting of the MAG was held prior to the generation of alternatives in order to get feedback on the proposed process to generate and evaluate alternatives and acquire input to the types of alternatives that should be considered.

On November 3, 2009, the fourth meeting of the MAG was held prior to the third round of PICs in order to receive feedback on the generated alternatives and the assessment process used.

The presentation and summary notes from these meetings are provided in **Appendix J**.

4.2 Regulatory Agency Advisory Group

A Regulatory Agency Advisory Group (RAAG) was formed during the Study's commencement and includes potentially affected federal ministries, provincial ministries, regional agencies (Conservation Authorities) and Transportation Service Providers.

On June 19, 2009, the third meeting of the RAAG was held prior to the generation of alternatives in order to get feedback on the proposed process to generate and evaluate alternatives and acquire input to the types of alternatives that should be considered. This meeting was held as a joint meeting with the Niagara to GTA Corridor Environmental Assessment team.

On November 10, 2009, the fourth meeting of the RAAG was held prior to the third round of PICs in order to receive feedback on the generated alternatives and the assessment process used.

The presentation summary notes from these meetings are provided in **Appendix K**.

4.3 Presentations to Upper-Tier Municipal Councils and Committees

The Project Team gave presentations to upper-tier municipal councils and committees from across the Preliminary Study Area in order to provide an overview of the progress of the Study since PIC #2. Lower-tier municipalities could request presentations by the Project Team however these requests would be entertained if the scheduling was compatible. The Town of Caledon and City of Brampton requested presentations.

The presentations were held as follows:

- Halton Region – Planning and Public Works Committee..... November 12, 2009
- Town of Caledon – Council..... November 17, 2009
- County of Wellington/City of Guelph* – Council..... November 23, 2009
- Peel Region – General Committee December 3, 2009
- City of Brampton – Council..... January 27, 2010

*The City of Guelph as well as lower-tier municipalities in the County of Wellington were invited to attend the Wellington Council presentation.

The summary notes from these meetings are included in **Appendix L**.

By request of the Commissioner of Transportation and Works and through the Manager of Transportation Planning, the GTA West Project Team delegation scheduled for December 2, 2009 at the York Region Planning and Economic Development Committee was cancelled. The material that was to be presented was forwarded to the Regional Clerk on November 24, 2009 for distribution to Committee members. A copy of the letter sent to the Regional Clerk is enclosed in **Appendix M**.

4.4 Other Meetings

The Project Team conducted extensive consultation with a variety of stakeholders prior to the third round of consultation. The following is a list of these meetings, the date they were held and their overall purpose:

Date	Meeting	Purpose
February 23, 2009	Municipal Workshop – Halton Region	To discuss corridor protection issues, review areas of interest identified by the Project Team, discuss opportunities to refine these areas and identify any additional areas known by municipalities.
February 24, 2009	Municipal Workshop – Peel Region	
February 24, 2009	Municipal Workshop – York Region	
March 2, 2009	Municipal Workshop – Guelph/Wellington	
April 24, 2009	Halton Hills Council Workshop	To discuss corridor protection and development issues related to the areas of interest identified by the Project Team.
May 19, 2009	Conservation Authority Workshop – Conservation Halton/Niagara Escarpment Commission (NEC)	To discuss current Conservation Authority/NEC studies and the sensitive environmental features within the Preliminary Study Area.
May 20, 2009	Conservation Authority Workshop – Toronto and Region Conservation Authority	
May 20, 2009	Conservation Authority Workshop – Credit Valley Conservation	
May 26, 2009	Conservation Authority Workshop – Grand River Conservation Authority	

June 8/9, 2009	Think Tank Session for GTA West and Niagara to GTA Studies	Two-day workshop to generate alternatives.
September 25, 2009	GTA West and Niagara to GTA Provincial Agency Workshop	Workshop to update agency members on the work completed for NGTA and GTA West and to engage agency members in a discussion to encourage the members to provide comments and / or potential policy issues with the preliminary alternatives.
September 28, 2009	Ontario Growth Secretariat	Reviewed purpose of study and addressed questions.
October 13, 2009	Halton Transportation Advisory Committee	Presentation and discussion on the Draft Area Transportation System Problems and Opportunities Report
October 14, 2009	Metrolinx and GO Transit	To provide a study update and present and seek feedback on the group alternatives that had been generated.
November 16, 2009	Meeting with Greenbelt Council	Reviewed how Greenbelt Plan policies will be addressed.

5. CONSULTATION WITH FIRST NATIONS

Following PIC #2, MTO continued to engage the following First Nations groups / committees: the Six Nations of the Grand River Territory, the Haudenosaunee Confederacy Council, the Mississaugas of the New Credit First Nation and the Kawartha Nishnawbe First Nations.

A meeting was held with the Mississaugas of the New Credit First Nation on October 28, 2009 in order to provide a study progress update, present and seek feedback on the process framework for developing & assessing transportation alternatives and to present and seek feedback on the group alternatives that had been generated.

The project team also offered the opportunity to meet with First Nation communities potentially affected by the project at their request.

Letters were sent by MTO to the four groups on November 9, 2009 inviting them to attend PIC #3 in order to review and comment on the materials presented. The invitation letters are included in **Appendix N**.

Notice of PIC #3 was also advertised in the following weekly newspapers:

- | | | |
|------------------------------------|-----------------------|-----------------------|
| 1. Turtle Island News | Wed November 18, 2009 | Wed November 25, 2009 |
| 2. Tekawennake New Credit Reporter | Wed November 18, 2009 | Wed November 25, 2009 |

At PIC #3 two First Nations display panels were presented which outlined the following:

- Six Nations of the Grand River Territory
- Mississaugas of the New Credit First Nation
- First Nations Considerations
- Active Land Claims around the Preliminary Study Area (as of September 30, 2008)
- First Nations Engagement

A copy of the display panels is enclosed in **Appendix G**. In addition to the display panels, a video supplied by the Mississaugas of the New Credit First Nation, "A Sacred Trust: Mississaugas of the New Credit First Nation", was played and the report, "Final Report: Mississauga of the New Credit First Nation's Traditional Territory (January 15, 1999, Praxix Research Associates)," was also made available.

MTO is committed to engaging First Nations communities throughout the GTA West Study and will continue discussions with First Nations in a manner appropriate to them.

APPENDIX A

STAKEHOLDERS MAILING LISTS

Stakeholders Consulted Prior to Public Information Centre #3

Government Agencies

- Canadian Environmental Assessment Agency
- Canadian National Rail
- Canadian Pacific Rail
- Conservation Halton
- Credit Valley Conservation Authority
- Department of Fisheries and Oceans
- Department of Indian and Northern Affairs Canada
- Environment Canada
- GO Transit
- Grand River Conservation Authority
- Greater Toronto Airports Authority
- Health Canada
- Hydro One Inc.
- Metrolinx
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Citizenship and Immigration
- Ministry of Culture – Archaeology
- Ministry of Culture – Heritage
- Ministry of Economic Development and Trade
- Ministry of Energy and Infrastructure – Ontario Growth Secretariat
- Ministry of Health and Long-Term Care – Environmental Health Division
- Ministry of Health and Long-Term Care – Public Health Division
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources – Aurora District
- Ministry of Natural Resources – Guelph District
- Ministry of Natural Resources – Wellington County Stewardship Council
- Ministry of Northern Development and Mines - Corporate Policy Secretariat
- Ministry of Northern Development and Mines – Southern Ontario
- Ministry of Public Infrastructure Renewal – Ontario Growth Secretariat
- Ministry of the Attorney General
- Ministry of the Environment
- Niagara Escarpment Commission
- Ontario Power Authority

- Ontario Power Generation
- Ontario Provincial Police
- Ontario Realty Corporation
- Public Works and Government Services Canada
- Transport Canada
- Toronto Region Conservation Authority

Municipalities

- City of Brampton
- City of Guelph
- City of Mississauga
- City of Vaughan
- Halton Region Health Department
- Peel Region Public Health
- Region of Halton
- Region of Peel
- Regional Municipality of Waterloo
- Town of Caledon
- Town of Erin
- Town of Halton Hills
- Town of Milton
- Township of Centre Wellington
- Township of Guelph / Eramosa
- Township of King
- Township of Mapleton
- Township of Puslinch
- Township of Wellington North
- Wellington County
- Wellington-Dufferin-Guelph Health Unit
- York Region
- York Region Public Health Services

First Nations

- Kawartha Nishnawbe First Nations
- Mississaugas of the New Credit First Nation
- Six Nations of the Grand River Territory
- The Haudenosaunee Confederacy Council

Non-Governmental Organizations

- Aileen Willowbrook Ratepayer's Association
- Architectural Conservancy of Ontario, Guelph & Wellington Branch

Stakeholders Consulted Prior to Public Information Centre #3

- Bayview Country Club Estates Ratepayers Association
- Bayview Fairways Ratepayer's Association
- Bayview Glen Residents' Association
- Belvedere Estates Ratepayers' Association
- The Brampton Board of Trade
- Brampton Economic Development & Public Relations
- Brampton Historical Society
- Brampton Sustainable Community Collaborative
- Brownridge Ratepayers' Association
- The Bruce Trail Association
- The Bruce Trail Conservancy
- Caledon Chamber of Commerce
- Caledon Countryside Alliance
- Caledon East & District Historical Society
- Canadian Automobile Association South Central Ontario
- Canadian Manufacturers and Exporters Ontario Division
- Canadian Trucking Alliance
- The Canadian Urban Institute
- Canadian Urban Transit Association
- Carrying Place Property Owners Association
- Cheltenham Area Residents' Association
- Christian Farmers Federation of Ontario
- Citizens for a Clean Caledon
- Citizens Opposed to Paving the Escarpment
- Coalition of Concerned Citizens
- Coalition on the Niagara Escarpment
- Columbus Trail Residents' Association
- Community Environmental Leadership Programme - Guelph
- Concerned Citizens of King Township
- Concord West Ratepayers' Association
- Credit River Alliance
- Crestwood Springfarm Yorkhill Ratepayers' Association
- Cricklewood Ratepayers' Association
- East Wellington Community Association
- Ecosource
- Escarpment Biosphere Conservancy
- Ferndale Park Cottagers Cooperative Limited
- Friends of Boyd Park
- Friends of the Grand River
- Friends of the Greenbelt Federation
- Friends of Rural Communities and the Environment
- German Mills Ratepayers' Association
- Glen Shields Ratepayers' Association
- Grandview Area Residents' Association
- Gravel Watch Ontario
- Greater Toronto Area Agricultural Action Committee
- Greenspaces for Wellington
- GreenTrans
- Guelph Chamber of Commerce
- Guelph Downtown Board of Management
- Guelph Environmental Network
- Guelph Field Naturalists
- Guelph Historical Society
- Guelph Neighbourhood Support Coalition
- Guelph-Wellington Business Enterprise Centre
- Halton Environmental Network
- Halton Region Federation of Agriculture
- Halton Urban Development Institute
- Halton Hills Chamber of Commerce
- Halton Hills Town Environmental Advisory Committee
- Halton/North Peel Naturalists Club
- Heritage Caledon
- Hike Ontario
- The Hills of Headwaters Tourism Association
- Hillsburgh Snow Roamers
- The Humber Valley Heritage Trail Association
- Humberview Gardens Ratepayers' Association
- Islington Woods Community Association
- Kettleby Village Association
- King City Preserve the Village
- King Rural Ratepayers' Association
- King Township Chamber of Commerce
- Kipling Ratepayer's Association
- Kleinburg & Area Ratepayers' Association
- Kortright Hills Community Association
- Lakeview Estates Ratepayers' Association

Stakeholders Consulted Prior to Public Information Centre #3

- Langstaff Community Association Incorporated
- Leitchcroft Ratepayers' Association
- Maple Landing Ratepayers' Association
- Maple-Sherwood Ratepayers' Association
- Maplewood Ravines Community Association
- Milton Chamber of Commerce
- Milton Heights Landowners Group
- Milton Historical Society
- Milton Ratepayers' Association
- Milton Rural Residents Association
- Milwood Woodend Ratepayers' Association
- Mississauga Board of Trade
- Mississauga Oakridge Ratepayers' Association
- Mississauga Road-Sawmill Valley Drive Ratepayers' Association
- Nature Conservancy of Canada – Ontario Chapter
- Nobleton Alert Residents Association Incorporated
- Nobleton Schomberg District Chamber of Commerce
- Northwest Brampton Landowners Group
- Norval Pit-Stop Community Organization
- Oak Ridges Moraine Foundation
- The Oak Ridges Trail Association
- Oakville Chamber of Commerce
- Ontario Chamber of Commerce
- Ontario Cycling Association
- Ontario Federation of Agriculture
- Ontario Professional Planners Institute
- Ontario Road Ecology Group
- Ontario Society for Environmental Management
- Ontario Trail Riders Association
- Ontario Trails Council
- Ontario Trucking Association
- Palgrave Ratepayers' Association
- Peel Environmental Network
- Peel Federation of Agriculture
- Peel Urban Development Institute
- Pine Grove Ratepayers' Association
- Pinewood Estates Ratepayers' Association
- Ponsonby Ratepayers' Association
- Professional Engineers of Ontario
- Protect our Water and Natural Resources
- Protecting Escarpment Rural Land
- Purpleville Ratepayers' Association
- Puslinch Historical Society
- Puslinch Lake Conservation Association
- Residents for Sustainable Development in Guelph
- Rimwood Estates Homeowners' Association
- Save our Ravines (Halton Hills)
- Save the Oak Ridges Moraine
- Sherwood Forrest Residents' Association
- SHIFT Ontario
- Sonoma Heights Ratepayers' Association
- Terra Cotta Community Centre
- Transport 2000 Ontario
- Toronto Bruce Trail Club
- Trout Unlimited Canada
- Upper Credit Field Naturalists
- Valleywood Residents' Association
- Vaughan Chamber of Commerce
- Vaughanwood Estates Homeowners' Association
- Vaughanwood Ratepayers' Association
- Vellore Woods Ratepayers' Association
- Ward One (South) Thornhill Residents Incorporated
- Wellington County Historical Society
- Wellington Federation of Agriculture
- Wellington Society for the Countryside
- West Woodbridge Homeowners' Association
- Whole Village
- Woodbridge Core Ratepayers' Association
- Woodbridge Meadows Ratepayers' Association
- Wycliffe Ratepayers' Association
- York Federation of Agriculture
- York Region Environmental Alliance
- York Urban Development Institute

APPENDIX B
RESPONSES TO PUBLIC / INTEREST
GROUP COMMENTS – KEY THEMES

Theme	Comment	Response
Preliminary Study Area	Expand the Preliminary Study Area east of Highway 400.	The Ministry of Transportation currently does not have plans to pursue a GTA East Study. The purpose of the GTA West Study is to provide better linkages between the Urban Growth Centres identified in the Growth Plan that are within the Preliminary Study Area, including Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre.
Preliminary Study Area	Expand the Preliminary Study Area farther west to include Kitchener/Waterloo and Guelph.	The Project Team is considering the transportation linkages and gateways in areas both in and outside of the Preliminary Study Area since both can have an influence on the travel demand and traffic patterns in the Study Area. The proposed improvements to Highway 7 between Kitchener and Guelph will address future travel demands and improve the linkage between Guelph and Kitchener-Waterloo. Having received environmental approval for the Highway 7 Environmental Assessment, the Ministry of Transportation is now proceeding with the design for a new four-lane highway between Kitchener and Guelph. The GTA West Study has taken the approved Highway 7 project as a given and have been examining alternatives that will provide better linkages between Urban Growth Centres in the Preliminary Study Area, including Vaughan Corporate Centre, Brampton City Centre, Downtown Milton and Downtown Guelph.
Travel Demand Analysis	Incorporate the current economic recession and peak oil into the Study data and modelling.	The travel demand analysis completed by the Project Team has incorporated the prospect of economic fluctuations, including higher fuel prices. These fluctuations are difficult to estimate for future timeframes and their impact to travel are likewise difficult to estimate. Our specialist team includes economic experts and their resources will be called upon throughout the Study.
Alternatives	Prefer a rail / transit solution.	The Study Terms of Reference, approved on March 4, 2008 by the Ontario Minister of the Environment, represents a commitment from the MTO to examine a variety of alternatives to meaningfully address the transportation problems and opportunities in the GTA West Corridor Preliminary Study Area. The Project Team has recently developed a range of transportation system alternatives using a building-block approach which considers optimizing the existing transportation network and new/expanded non-road infrastructure (such as public transit and rail) prior to the consideration of widening/improving/ building new road infrastructure. The generated alternatives will be evaluated using a range of factors and criteria to determine

Theme	Comment	Response
		which alternative(s) should be carried forward. The outcome of Stage 1 of the EA Study will be a Multi-modal Transportation Development Strategy. The nature and location of the final Multi-modal Transportation Development Strategy will not be determined until the end of EA Stage 1, which is anticipated for late 2010. The Province is currently planning many transit initiatives in the Preliminary Study Area that were recommended by GO Transit as a part of the GO 2020 Strategic Plan and by Metrolinx as a part of the Regional Transportation Plan. All of the transit improvements recommended by GO Transit and Metrolinx have been considered as a part of the base network for this Study. We encourage you to review the GO 2020 Service Plan on the GO Transit website at www.gotransit.com or Metrolinx Regional Transportation Plan at www.metrolinx.com/thebigmove.
Alternatives	Prefer solutions that encourage active transportation (cycling and pedestrian travel).	The Project Team has examined Transportation Demand Management (TDM) alternatives to shift demand from the existing transportation network to alternative modes of transportation, principally transit, cycling and walking. Active transportation is an integral part of the Metrolinx Regional Transportation Plan. We encourage you to review the Metrolinx Regional Transportation Plan at www.metrolinx.com/thebigmove .
Alternatives	Consider dedicated truck lanes.	This is a new technique that is to be considered for application in the study. The Project Team will carry out the necessary research and consider this prior to the next PIC as we prepare the Transportation Development Strategy.
Alternatives	Consider dedicated High Occupancy Vehicle (HOV) lanes and bus lanes.	The Ministry of Transportation has developed a plan for adding HOV lanes to the 400-series highways in the Greater Golden Horseshoe over the next 25 years. It is a plan for building an HOV network that allows for more efficient travel for all vehicles on some of the most heavily used and congested highways in our major urban areas. There is potential for over 450 kilometres of new HOV lanes to be created. More details of the Ministry's HOV Plan can be obtained by visiting the website at: http://www.mto.gov.on.ca/english/traveller/hov/plan2007.shtml#figure3 In addition, bus lanes and other dedicated bus facilities are either now in service or are in the planning stages for several provincial and municipal

Theme	Comment	Response
		services. Both of these techniques are expected to provide better use of existing and future transportation infrastructure.
Alternatives	Consider transit corridor allowances along any new highways.	If a new transportation corridor is selected as the preferred alternative for the GTA West Study, the Ministry of Transportation will consider the implementation of higher order transit along this corridor.
Alternatives	Consider transportation solutions that have been implemented in other Provinces or internationally to ensure all reasonable and innovative transportation solutions are examined.	The Project Team will be considering relevant transportation studies and how other jurisdictions deal with transportation issues as the Study progresses, including current transportation planning occurring out-of-province and internationally. Our Project Team includes an extensive group of specialists that are familiar with similar initiatives elsewhere in the world. This resource will be used as the Study progresses.
Alternatives	Concern regarding the location of the Group 4 alternatives.	The representative alternatives shown in Group 4 (New Transportation Corridors) are intended to illustrate possible end points and potential connections to the transportation network. Specific route locations/alignments of these illustrative alternatives, the detailed effects (advantages and disadvantages), as well as the selection of the Preferred Alternative(s) will be examined in more detail in subsequent steps of the EA Process.
Environmental Effects	Generally concerned about environmental effects.	The GTA West Study is an environmental planning process, required by law, to ensure the Ministry of Transportation (MTO) examines alternative ways of addressing transportation problems and opportunities in selecting a preferred alternative. When considering alternatives, MTO is required to consider the advantages and disadvantages of the various alternatives on the natural, socio-economic and cultural environments. The evaluation process is designed to select an alternative that avoids, minimizes or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features, to the extent possible. The Project Team has compiled a <i>Draft Overview of Environmental Conditions and Constraints Report (July 2008)</i> which documents the existing environmental conditions and constraints within the Preliminary Study Area. As the EA Study progresses and the range of alternatives become more focused, more detailed environmental investigations will be undertaken. The <i>Draft Overview of Environmental Conditions and Constraints Report</i> is

Theme	Comment	Response
		available on the project website at www.gta-west.com .
Environmental Effects	Protect the Greenbelt, the Oak Ridges Moraine, Niagara Escarpment and other conservation areas.	The EA process being followed by the GTA West Project Team is designed to carefully consider potential impacts to environmental features including the Niagara Escarpment, Greenbelt, Oak Ridges Moraine and other conservation areas during the generation and evaluation of alternatives.
Environmental Effects	Protect natural recreation areas (i.e. The Bruce Trail, rural hiking trails)	The Project Team has compiled a <i>Draft Overview of Environmental Conditions and Constraints Report (July 2008)</i> which documents the existing environmental conditions and constraints within the Preliminary Study Area, including a recreation and trail map (Exhibit 4-7). The <i>Draft Overview of Environmental Conditions and Constraints Report</i> is available on the project website at www.gta-west.com. While the Project Team has yet to determine if new transportation infrastructure is needed, as indicated in Table 6.1 of the study Terms of Reference (also available on the project website), national, provincial and local parks and conservation/recreational areas have been designated as an important consideration when evaluating transportation alternatives. The alternatives evaluation process has been designed to select an alternative that avoids, minimizes or prevents adverse effects to significant environmental features, including land use, natural, socio-economic and cultural features. As we move forward in the study we will begin gathering further detailed information on trail networks within the study area. This information will be used primarily in Stage 2 of the EA when we will be generating and evaluating new infrastructure alternatives (if it is determined that new infrastructure is required). At that stage the Project Team will consider all trails and will develop mitigation measures if trail connectivity is impacted.
Environmental Effects	Protect agricultural lands and the interests of farmers and rural landowners.	The study maintains as an underlying principle to protect prime agricultural lands to the extent possible which is consistent with the provincial policy direction in the <i>Growth Plan (2006)</i> and <i>Greenbelt Plan (2005)</i> . The EA Study framework has been designed to evaluate alternatives based on a number of environmental criteria, which include agriculture and rural land use. The agricultural specialist on the Project Team will assist us in the assessment and resource evaluation of agricultural operations/facilities.

Theme	Comment	Response
Environmental Effects	Concerns regarding the effects of increased idling and traffic on air quality.	As the study progresses, specific measures of the effects on air quality will be developed. Stage 1 of the EA Study will include an assessment of regional air quality including an examination of greenhouse gas emissions associated with the various alternatives. Once a preferred “Alternative to the Undertaking” has been selected more detailed air quality modeling will be undertaken during Stage 2 of the EA Study.
Provincial Transportation Planning	The Province's transportation planning efforts should be coordinated.	While the GTA West Corridor EA Study is primarily examining east-west travel in the Greater Golden Horseshoe (GGH), the transportation demand forecasting for the study will be based on the entire transportation network in the GGH. In this way future travel to and from cities/communities outside the Preliminary Study Area, such as Peterborough and Fort Erie/U.S., will be accounted for. In addition, the analysis and findings from other Ministry of Transportation studies, such as the Niagara to GTA Corridor, 427 Corridor Extension, Highway 407 East Extension Corridor and municipal transportation studies, will be considered and coordinated throughout the GTA West EA Study.
Growth Plan	General doubt about the predicted growth figures in the Growth Plan.	The Greater Golden Horseshoe is one of the fastest growing regions in North America. The <i>Growth Plan</i> is a 25-year plan that sets out a vision and strategic policy direction for managing growth in the Greater Golden Horseshoe. The population and employment projections and distributions that have been developed by the Project Team are consistent with the policy objectives of the <i>Growth Plan</i> and have been developed in consultation with the Ministry of Public Infrastructure and Renewal, Ministry of Municipal Affairs and Housing and the municipalities within the Preliminary Study Area.
Growth Plan	Discourage the propagation of urban sprawl.	This study was initiated to support the policy directions of the province's <i>Growth Plan for the Greater Golden Horseshoe</i> (2006), which was designed specifically to direct growth to built-up areas, where the capacity exists to accommodate the expected population and employment growth. Subsequently, this EA study will focus to provide better transportation linkages between <i>Urban Growth Centres</i> in the GTA West Corridor Preliminary Study Area identified in the <i>Growth Plan</i> (including Downtown Guelph, Downtown Milton, Brampton City Centre, and Vaughan Corporate Centre) through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with good access to

Theme	Comment	Response
		inter-modal facilities, airports and transit hubs.
Growth Plan	Concern about the rate of growth in Southern Ontario.	A planning vision for the Greater Golden Horseshoe Region to 2031 has been outlined in the <i>Growth Plan for the Greater Golden Horseshoe (2006)</i> . Among other policy directions, the <i>Growth Plan</i> identifies the need to plan for infrastructure to support growth and for better transportation linkages between Urban Growth Centres. Within the GTA West Corridor Study Area, these Urban Growth Centres include Brampton City Centre, Vaughan Corporate Centre, Downtown Milton, and Downtown Guelph. We encourage you to review the <i>Growth Plan</i> . A copy can be found at www.placestogrow.ca .

**APPENDIX C
CURRENT CONTENT OF THE PROJECT
WEBSITE**



GTA West

GTA West Corridor
Environmental Assessment
Terms of Reference and Environmental Assessment Study

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Welcome

The Ontario Ministry of Transportation (MTO) has initiated an Environmental Assessment (EA) Study for the GTA West Corridor. This website provides interested parties with access to information and access to the Project Team that is carrying out the EA Study.

To proactively plan for future infrastructure needs, MTO has commenced the formal EA process to examine long-term transportation problems and opportunities to the year 2031 and consider alternative solutions 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 GTA West Corridor EA Terms of Reference (ToR), approved by the Ontario Minister of the Environment on March 4, 2008, outlines the EA study framework and the minimum considerations that will be followed in completing the EA. Additional information on the EA process can be found on the [Study Process](#) page.

We encourage you to review the contents of this website and provide us with your feedback. Details on public consultation activities to be undertaken and how you can participate will be included in the [Consultation and Outreach](#) section of this website.

Currently we draw your attention to the [Background](#), [Frequently Asked Questions \(FAQ\)](#), [Consultation & Outreach](#) and [Maps and Reports](#) sections of this site.

If you wish to be added to our mailing list or submit comments or questions please go to the [Contact Us](#) section of this website.

WHAT'S
NEW

GTA West Corridor
Environmental Assessment
Study Video



GTA West

GTA West Corridor
Environmental Assessment
Terms of Reference and Environmental Assessment Study

[High Resolution](#)
[Low Resolution](#)

Project Schedule

To view the current list of meetings and events, and project tasks please visit the [Consultation & Outreach](#) page.

Project Contacts

The Project Team will be seeking public input on project and community issues throughout the duration of the study. Updates on study progress and consultation activities will be provided.

Persons interested in being placed on the contact list for this study are encouraged to [contact us](#).

If you know someone who may also be interested in participating but does not have access to a computer, please share this information with them.

Upcoming Events

To view background documents and completed study documents please visit the [Maps & Reports](#) page.

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WHAT'S NEW

Background and Purpose

Over the last several decades Central Ontario has evolved from a Toronto-based employment centre to a large geographic region with many centres of economic activity and concentrations of employment and population. Travel demand is now more dispersed, with travel occurring between many employment areas and residential areas within and outside the Greater Toronto Area (GTA). Future population and employment growth in major urban centres will result in an increase in travel demand for both people and goods movement between these centres that are spread across the Greater Golden Horseshoe (GGH).

To meet the challenges of future growth in the GGH, the Province released the [Growth Plan for the Greater Golden Horseshoe](#) in February 2006. The *Growth Plan* outlines a set of policies for managing growth and development and guiding planning decisions in the GGH over the next 30 years. A GTA West Corridor is identified in the *Growth Plan* as part of the policies for infrastructure to support growth.

Prior to approval of the Province's *Growth Plan for the Greater Golden Horseshoe* (February 2006), a number of studies, including MTO's *Central Ontario Strategic Transportation Directions* (Draft 2002) indicated that MTO should examine the long-term transportation needs to address a number of areas including future growth in the GTA from Highway 400 westerly to the Guelph area. The GTA West Corridor, identified in the *Growth Plan* as a "Future Transportation Corridor", represents a strategic link between the *Urban Growth Centres* in the west of the GTA such as Downtown Milton, Brampton City Centre, Vaughan Corporate Centre and Downtown Guelph.

As economic activities in the Greater Golden Horseshoe evolve from a Toronto Central Business District based condition to an economy of multiple centres, the Guelph Kitchener/ Waterloo Cambridge triangle is becoming an important area in addition to Downtown Toronto and the several economic centres that surround it.

The concentration of population and employment in the Guelph Kitchener/ Waterloo Cambridge triangle introduces new transportation challenges in the western portion of the Greater Golden Horseshoe. It is important that these economic centres be better linked. This is true not only for the continuing needs of commuter travel which provide the economic workforces, but also for the increasing needs of goods movement between these centres.

In meeting the challenges as described above, it is important that MTO take a comprehensive and long-term approach in planning for future transportation infrastructure. The study will reflect the government policy objectives as outlined in the *Growth Plan*. These policy objectives call for a transportation network that links *Urban Growth Centres* through an integrated system of transportation modes characterized by efficient public transit, a highway system for moving people and goods with improved access to intermodal facilities, international gateways (e.g. border crossings), airports and transit hubs.

In addition, the following provincial, federal, regional and local policy documents will help to establish the policy framework within which transportation problems and opportunities and potential solutions will be identified as part of the study:

- *Growth Plan for the Greater Golden Horseshoe*, Ministry of Public Infrastructure Renewal, February 2006;
- *Greenbelt Act and Greenbelt Plan*, Ministry of Municipal Affairs and Housing, February 2005;
- The new *Provincial Policy Statement* (March 1, 2005);
- *Central Ontario Strategic Transportation Directions*, MTO, (Draft) February 2002;
- *Southwest Ontario Strategic Transportation Directions*, MTO, (Draft) February 2002;
- Official Plans applicable to area municipalities;
- *Straight Ahead – A Vision for Transportation in Canada*, Transport Canada, February 2003;
- *Niagara Escarpment Plan* (June 2005); and,
- *Oak Ridges Moraine Conservation Plan* (2002).

Metrolinx recently released a draft Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton area. MTO is using the 25-year plan from the draft RTP to assist with the development of future travel demand in the GTA West Corridor Study. Metrolinx is planning to present the final RTP to the Province in late Fall 2008, following public consultations in late October 2008. MTO will revisit the network assumptions used in the EA study once the RTP is finalized.

The purpose of this EA study is to examine long-term transportation problems and opportunities to the year 2031 and consider alternative solutions to provide better

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The purpose of this EA study is to examine long-term transportation problems and opportunities to the year 2031 and consider alternative solutions 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 Preliminary Study Area is available to download on the [Maps and Reports](#) page of this website.

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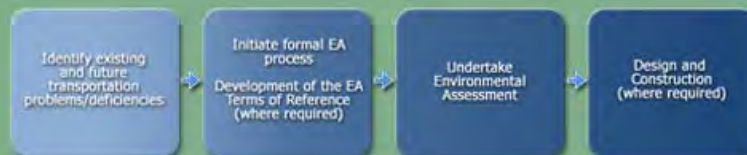
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WHAT'S NEW

Study Process

Major infrastructure projects in the province of Ontario are planned using a similar process. MTO undertakes the following process in planning complex transportation projects:



MTO has initiated the GTA West Corridor EA Study, which is being carried out in the context of the *Growth Plan for the Greater Golden Horseshoe*.

As a first step in the formal EA process, a Terms of Reference (ToR) was prepared and submitted to the Ministry of the Environment, setting out a framework to guide the preparation of the EA. The ToR was approved on March 4, 2008.

The Environmental Assessment is currently underway, and will involve a two-staged approach:

Stage 1:

- Identify Transportation Problems and Opportunities
- Screen Modal Alternatives and Assemble Combinations
- Evaluate Transportation System Alternatives
- Select a Preferred Transportation Strategy

The following schematic outlines how the potential transportation system alternatives will be developed.



Stage 2*:

- Refine the Study Area and Identify Significant Study Area Features
- Generate and Assess Alternative Transportation Methods
- Evaluate and Select the Preferred Transportation Method(s)
- Develop Concept Designs and Proposed Mitigation
- Submit EA Report

* If the Preferred Transportation Strategy identifies transportation projects under the jurisdiction of MTO. Otherwise, projects to be recommended to others.

Further information on the Ontario Environmental Assessment Act, can be found on the [EA Legislation](#) page of this website.





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Schedule

The complete study schedule for the GTA West Corridor Environmental Assessment Study can be seen below.

The Terms of Reference for the study was approved on March 4, 2008. The study is currently in the first stage of the Individual EA process. The completion date for EA Stage 1 is anticipated for Spring 2010.

[Overall Study Schedule](#)

GTA West Corridor Planning & Environmental Assessment Study - Stage 1
Overall Schedule

Task Name	2008	2009	2010
CONTRACT AWARDS			
Study Commissioned Notification			
EA TERMS OF REFERENCE (TOR) DOCUMENTATION AND APPROVAL			
Public Information Centre #1			
REVIEW OF TRANSPORTATION, LAND USE & ECONOMIC CONDITIONS			
Greater Golden Intermunicipal Forecasting Model (By Client)			
Draft Overview of Transportation, Land Use & Economic Conditions Report			
Supplemental Transportation, Land Use & Economic Conditions Report			
REVIEW OF ENVIRONMENTAL CONDITIONS & CONSTRAINTS IN ANALYSIS AREA			
Draft Environmental Conditions & Constraints Report			
Supplemental Environmental Conditions & Constraints Report			
AREA TRANSPORTATION SYSTEM PROBLEMS & OPPORTUNITIES			
Draft Area Transportation System Problems & Opportunities Report			
Supplemental Area Transportation System Problems & Opportunities Report			
Public Information Centre #2			
AREA TRANSPORTATION SYSTEM ALTERNATIVES			
Draft Area Transportation System Alternatives Report			
Supplemental Area Transportation System Alternatives Report			
Public Information Centre #3			
TRANSPORTATION NEEDS ASSESSMENT			
Draft Transportation Needs Assessment Report			
Supplemental Transportation Needs Assessment Report			
Public Information Centre #4			
COMPLETION OF STAGE 1			
IMPLEMENTATION/TRANSPORTATION DEVELOPMENT STRATEGY			

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- [Consultation Record](#)
- [Public Information Centres](#)
- [Community Advisory Group](#)
- [Ongoing Consultation](#)

Stakeholder Consultation and Outreach

- [First Nations](#)
- [Municipal Advisory Group](#)
- [Regulatory Agency Advisory Group](#)
- [Transportation Service Providers, & Business and Commercial Stakeholders](#)

Public Consultation and Outreach

Notices

- [Notice of Study Commencement \(January 2007\)](#)
- [Public Information Centre \(Round\) #1 \(April 2007\)](#)
- [Notice of Additional Public Information Centre \(April 2007\)](#)
- [Notice of Submission of the Terms of Reference \(June 2007\)](#)
- [Notice of Approval - Terms of Reference - Amended \(July 2007\)](#)
- [Public Information Centre \(Round\) #2 \(March 2009\)](#)
- [Public Information Centre \(Round\) #3 \(November/December 2009\)](#)

Consultation Record

The Consultation Record has been prepared as required under section 6(3) of the *Ontario Environmental Assessment Act* whereby a "description of the consultation by the proponent and the results of the consultations" in preparation of the ToR must be appended to the ToR document as part of the submission to the Minister of the Environment for approval.

The Consultation Record is available to download on the [Maps and Reports](#) page of this website. Click [here](#) for a list of local libraries and Municipal Clerks offices in the Preliminary Study Area where hard copies of the Consultation Record have been made available.

Public Information Centres (PICs)

The third round of Public Information Centres has been scheduled for November/December 2009. Four PICs will be held in locations across the Preliminary Study Area. The PICs will be conducted as a drop-in format from 4:00 pm to 8:00 pm on each of the four nights. The purpose of the PICs is to provide members of the

public with an opportunity to review and comment on the transportation alternatives under consideration in the GTA West Corridor with the Project Team. The PICs will be held as follows:

Public Information Centre #3

Date	Location	Venue	Time
Mon. Nov 30, 2009	Guelph	River Run Performing Arts Centre Canada Company Hall 35 Woolwich Street	4:00 to 8:00 p.m.
Thurs. Dec 3, 2009	Georgetown	Mold-Master Sportsplex Alcott Hall 221 Guelph Street	4:00 to 8:00 p.m.
Tues. Dec 8, 2009	Caledon	Brampton Fairgrounds Hall 12942 Heart Lake Road	4:00 to 8:00 p.m.
Thurs. Dec 10, 2009	Woodbridge	Le Jardin Special Events Centre Le Parisien Room 8440 Highway 27	4:00 to 8:00 p.m.

The material to be presented at the PICs includes:

[PIC #3 Display Boards](#) (PDF / 4MB)
[Study Brochure](#) (PDF / 560KB)

The GTA West Corridor EA Study Project Team held the second round of Public Information Centres (PICs) in March 2009. Five PICs were held in locations across the Preliminary Study Area. The Public Information Centre was conducted as a drop-in format from 4:00 pm to 8:00 pm on each of the five evenings. It provided members of the public with an opportunity to review and discuss the problems and opportunities within the GTA West Corridor with the Project Team. The PICs were held as follows:

Public Information Centre #2

Date	Location	Venue	Time
Wed. March 4, 2009	Guelph	River Run Performing Arts Centre Canada Company Hall 35 Woolwich Street	4:00 to 8:00 p.m.
Thur. March 5, 2009	Caledon	Brampton Fairgrounds Hall 12942 Heart Lake Road	4:00 to 8:00 p.m.
Mon. March 9, 2009	Georgetown	Mold-Master Sportsplex Alcott Hall 221 Guelph Street	4:00 to 8:00 p.m.
Wed. March 11, 2009	Woodbridge	Le Jardin Special Events Centre Venetian Room 8440 Highway 27	4:00 to 8:00 p.m.

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Wed. March 11, 2009	Woodbridge	Le Jardin Special Events Centre Venetian Room 8440 Highway 27	4:00 to 8:00 p.m.
Thur. March 12, 2009	Brampton	Pearson Convention Center Hall C 2638 Steeles Avenue East	4:00 to 8:00 p.m.

The display material presented at the PICs included:

[Cluster 1: Welcome and PIC #2 Summary](#)
[Cluster 2: Study Background & Existing Conditions](#)
[Cluster 3: Predicting Future Transportation Conditions](#)
[Cluster 4: Future Transportation Problems](#)
[Cluster 5: Next Steps](#)
[First Nations](#)
[Community Advisory Group](#)
[Study Brochure](#)

A video was produced as part of the GTA West Corridor Environmental Assessment Study that was used at the Public Information Centres to help orient attendees to the project details. The video can be viewed online:

GTA West Corridor Environmental Assessment - Terms of Reference and Environmental Assessment Study Video ([High Res.](#) - [Low Res.](#))

A Consultation Record for PIC #2 has been prepared and is available to download on the [Maps and Reports](#) page of this website.

The GTA West Corridor EA Study Project Team held the first round of PICs in April and May 2007. Five PICs were held in locations across the Preliminary Study Area. The Public Information Centre was conducted as a drop-in format from 4:00 pm to 8:00 pm on each of the five evenings. It provided members of the public with an opportunity to review and discuss the draft Terms of Reference with the Project Team. The meetings were held as follows:

Public Information Centre #1

Date	Location	Display Material	Summary
Mon. April 16, 2007	Brampton	PIC Display Material (PDF / 3MB)	PIC Summary Report (PDF / 3MB)
Wed. April 18, 2007	Vaughan	Existing and Proposed Development (PDF / 1MB)	
Mon. April 23, 2007	Guelph	Existing Designated Features (PDF / 1MB)	
Tues. April 24, 2007	Georgetown	Existing Drainage System (PDF / 1MB)	
Tues. May 8, 2007	Caledon	Existing Land Use Policy Areas (PDF / 1MB)	
		Existing Major Transportation Infrastructure (PDF / 3MB)	
		Preliminary Study Area (PDF / 2MB)	

Community Advisory Group (CAG)

A Community Advisory Group has been formed. This group includes representation from major stakeholder groups, organizations, and individuals in and around the Study Area. Applications for participation on the CAG are still being accepted. If you would like to be considered for participation on the CAG, please refer to the [Community Advisory Group Application Form](#). Additional information on the CAG will be posted at this location as it becomes available.

Ongoing Consultation

Consultation activities are being held as required throughout the EA Study. These activities facilitate additional dialogue and respond to outstanding concerns and issues that may arise during the EA process. Additional details will be provided in advance of these study events.

On June 23rd, 2008 and June 26th, 2008 Transportation Demand Forecasting Information Sessions were held in Guelph and Caledon, respectively. Invitations were provided to all on the study contact list. The Information Sessions focused on providing a generally non-technical overview of how transportation forecasting will be conducted and how it is related to the identification of transportation problems and opportunities.

The presentation material for the Information Sessions and a summary of the meeting can be viewed by clicking on the following link:

[Transportation Demand Modelling Information Session presentation](#)
[Transportation Demand Modelling Information Session summary](#)

A [video](#) of the presentation has also been prepared. Audio commentary from the presenters at the meeting has been provided to guide you through the information presented.

Stakeholder Consultation and Outreach

First Nations

First Nations within the GTA West Preliminary Study Area are being engaged throughout the study process.

Municipal Advisory Group (MAG)

Based on the geographic context of the Preliminary Study Area, the City of Guelph, County of Wellington, and Regions of Halton, Peel and York (including lower tier municipalities) are represented on the municipal advisory group and are being consulted throughout the duration of the EA Study.

The notes of MAG meetings can be viewed by clicking on the following link(s):

[MAG Meeting #1 Notes, March 6 2007](#)
[MAG Meeting #2 Presentation, February 3 2009](#)
[MAG Meeting #2 Notes, February 3 2009](#)
[MAG Meeting #3 Presentation, June 24 2009](#)
[MAG Meeting #3 Notes, June 24 2009](#)
[MAG/RAAG Meeting #4 Presentation](#)

Regulatory Agency Advisory Group (RAAG)

The Regulatory Agency Advisory Group (RAAG) includes potentially affected provincial ministries, agencies and federal departments.

The notes of RAAG meetings can be viewed by clicking on the following link(s):

[RAAG Meeting #1 Notes, March 9 2007](#)
[RAAG Meeting #2 Presentation, February 12 2009](#)
[RAAG Meeting #2 Notes, February 12 2009](#)
[RAAG Meeting #3 Presentation, June 19 2009](#)
[RAAG Meeting #3 Notes, June 19 2009](#)
[MAG/RAAG Meeting #4 Presentation](#)
[RAAG Meeting #4 Notes, November 10 2009](#)

Transportation Service Providers, and Business and Commercial Stakeholders

Transportation service providers, and business and commercial stakeholders, will be engaged throughout the study process.





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Maps and Reports

Background Reports

- [Growth Plan for the Greater Golden Horseshoe](#)

GTA West Corridor Environmental Assessment Reports:

- [Terms of Reference - Amended \(July 2007\)](#)
- [Terms of Reference Consultation Record \(Main Body\) \(PDF / 250 KB\)](#)
 - [Appendix Part 1 \(A-F\) \(PDF / 3 MB\)](#)
 - [Appendix Part 2 \(G-J\) \(PDF / 4 MB\)](#)
- [Transportation and Economic Conditions Draft Overview Report - Complete \(PDF / 3.8 MB\)](#)
- [Environmental Conditions and Constraints Draft Overview Report - Complete \(PDF / 6.8 MB\)](#)
 - [Chapters 1 to 3 \(PDF / 3 MB\)](#)
 - [Chapter 4 \(PDF / 3.6 MB\)](#)
 - [Chapters 5 to 7 \(PDF / 555 KB\)](#)
- [Public Information Centre #2 Consultation Record \(Main Body\) \(PDF / 244 KB\)](#)
 - [Appendix A - G \(PDF / 2.9 MB\)](#)
 - [Appendix H - Part 1 \(PDF / 1.3 MB\)](#)
 - [Appendix H - Part 2 \(PDF / 8.5 MB\)](#)
 - [Appendix H - Part 3 \(PDF / 3.5 MB\)](#)
 - [Appendix H - Part 4 \(PDF / 9.6 MB\)](#)
 - [Appendix H - Part 5 \(PDF / 3.7 MB\)](#)
 - [Appendix I - L \(PDF / 4.8 MB\)](#)
 - [Appendix M - P \(PDF / 5 MB\)](#)
- [Area Transportation System Problems and Opportunities Report - Draft for Consultation - Complete \(PDF / 8.7 MB\)](#)
 - [Executive Summary \(PDF / 1.4 MB\)](#)
 - [Area Transportation System Problems and Opportunities Report - Draft for Consultation - Part 1 of 2 \(PDF/5.4 MB\)](#)
 - [Area Transportation System Problems and Opportunities Report - Draft for Consultation - Part 2 of 2 \(PDF/3.3 MB\)](#)
- [Overview of Forecasting Demand Analysis Draft Report - Complete \(PDF / 7.2 MB\)](#)
 - [Chapters 1 and 2 \(PDF / 4.8 MB\)](#)
 - [Chapters 3 and 4 \(PDF / 2.4 MB\)](#)
- [Overview of Corridor Protection and Development Issues Draft Paper - Complete \(PDF / 11 MB\)](#)

GTA West Corridor Environmental Assessment Maps:

- [Key Map of the Preliminary Study Area \(JPEG / 250 KB\)](#)
- [Context of the Preliminary Study Area \(JPEG / 2 MB\)](#)
- [Land Use of the Preliminary Study Area \(PDF / 4 MB\)](#)

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EA Legislation

Ontario Environmental Assessment Act (OEAA)

An Environmental Assessment, or EA, is a decision-making process used to promote good environmental planning by assessing the potential effects of certain activities on the environment. In Ontario, this process is defined and finds its authority in the Ontario Environmental Assessment Act (OEAA), RSO 1990. The purpose of the OEAA is to provide for the:

- protection;
- conservation; and,
- wise management of Ontario's environment.

To achieve this, the OEAA ensures that environmental problems or opportunities are considered and their effects are planned for, before development or building takes place.

The OEAA requires that MTO, complete an Individual EA that complies with the requirements of the Act by:

- accurately describing the undertaking;
- considering 'alternatives to the undertaking';
- considering alternative methods for the undertaking;
- consulting with the public;
- detailing impacts and mitigation; and,
- documenting all of the above for public review.

[Ontario Environmental Assessment Act](#)

Canadian Environmental Assessment Act (CEAA)

In addition to the Ontario Environmental Assessment Act (OEAA), the Canadian Environmental Assessment Act (CEAA) subjects some projects to a federal EA process. The federal process is conducted either as a Screening or a Comprehensive Study.

A Screening under the CEAA must include:

- description of the project;
- description of the existing environment;
- the environmental effects of the project including cumulative effects, and the effects of possible accidents or malfunctions;
- the significance of environmental effects;
- technically and economically feasible measures that would reduce or eliminate any significant adverse environmental effects of the project;
- comments from the public that are received in accordance with the Act and the regulations; and,
- any other matters relevant to the screening that the responsible authority may require to be considered.

The majority of federal projects are assessed through a screening; however, some projects require a comprehensive study. These projects are described in the Comprehensive Study List Regulations.

Early on in the comprehensive study, the Minister of the Environment has to decide whether the project should continue to be assessed as a comprehensive study, or whether it should be referred to a mediator or review panel. If the Minister decides the project should continue as a comprehensive study, the project can no longer be referred to a mediator or review panel.

For more information, please go to the Canadian Environmental Assessment Agency Web site at www.ceaa.gc.ca.

The Canadian Environmental Assessment Agency has the responsibility for administering the Canadian Environmental Assessment Act and;

- promotes environmental assessments as a planning tool to protect and sustain a healthy environment;
- promotes co-ordination among federal agencies and with provincial agencies;
- through workshops and training programs, creates an awareness of the Canadian Environmental Assessment Act and how it applies; and,
- acts as a resource to federal authorities with responsibilities under CEAA, to proponents and to the public in interpreting CEAA.

[Canadian Environmental Assessment Act](#)

[Basics of Federal Environmental Assessment and Screening Process](#)

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WHAT'S NEW

FAQ

1. Why was the study initiated and what is the purpose of the study?

The Ontario Ministry of Transportation (MTO) has initiated Stage 1 of a formal Environmental Assessment (EA) Study for the GTA West Corridor to support the transportation objectives of the provincial *Growth Plan for the Greater Golden Horseshoe* by providing for the efficient movement of people and goods.

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 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*.

2. What is the study process and what are the key steps?

The study is being undertaken as an Individual EA in accordance with the *Ontario Environmental Assessment Act (EA Act)* and the GTA West Corridor Terms of Reference (ToR), which was approved by the Ontario Minister of the Environment on March 4, 2008.

The current stage (Stage 1) of the EA Study includes the following key steps:

- Develop an EA Terms of Reference that guides the EA Study;
- Identify transportation problems and opportunities;
- Identify and assess transportation alternatives that address the identified problems and opportunities; and
- Select preferred transportation alternative(s) and recommend a multi-modal Transportation Development Strategy for the study area.

3. Where is the study at now? What has been accomplished?

The GTA West Corridor Study is at the stage of assessing Transportation Alternatives that were developed to address the identified problems and opportunities.

Since the commencement of the study in January 2007, the following tasks have been completed:

- Development of Environmental Assessment Terms of Reference - approved by the Minister of Environment on March 4, 2008
- Development of two draft reports - "Overview of Transportation & Economic Conditions", and "Overview of Environmental Conditions and Constraints" - released in July 2008 for public review and comment
- Development of draft "Transportation System Problems and Opportunities Report" for public review - July 2009
- Conducted extensive stakeholder consultation and two rounds of Public Information Centres

4. What is the focus of the current round of consultation?

The third round of Public Information Centres (PIC) will focus on:

- Presenting transportation alternatives that were developed to address the problems and opportunities presented at PIC #2 (March 2009);
- Providing a high level assessment of the transportation alternatives; and
- Receiving public input prior to evaluation and selection of preferred alternative(s).

5. What will be the outcome of the EA study and what happens next?

Following the consultation on Transportation Alternatives and based on the input provided by the public and stakeholders, the study team will carry out an evaluation of the alternatives to select the preferred Transportation Alternatives involving all transportation modes based on their advantages and disadvantages.

The outcome of Stage 1 of the EA Study will be a Multi-Modal Transportation Development Strategy -

- Should options such as transit or rail be identified as part of the Transportation Development Strategy, the recommendation will be presented to the relevant authority such as Metrolinx/GO Transit, municipalities or railway companies.
- Should a new provincial highway/transitway be recommended as part of the Transportation Development Strategy, a subsequent stage of the EA (Stage 2 - Route Location EA) would have to be initiated to determine the preferred alignment and right-of-way requirement.

6. How long will it take to complete the study?

The current stage of the study is expected to be completed by 2010 when a recommended Transportation Development Strategy will be presented for public review and input.

7. What is the relationship between the Metrolinx Regional Transportation Plan (RTP) and the GTA West Corridor Study?

The Metrolinx RTP, as well as the GO 2020 Strategic Plan, both represent significant initiatives by the government to implement the transportation goals and objectives of the *Growth Plan* by investing in transit. The GTA West Corridor Study builds on the Metrolinx RTP, GO 2020 Strategic Plan and other initiatives by the provincial and municipal governments. Specifically, all RTP projects as included in Metrolinx's "Big Move" and their assumptions have been incorporated into the demand forecasting work of the GTA West Study, as well as into the development of transportation alternatives.

8. Will development be frozen in the study area while MTO is examining alternatives as part of the EA study?

While not all development applications are frozen, MTO is working collaboratively with other provincial ministries and municipalities to address the immediate development pressures through the following approach:

9. Why are the Niagara to GTA (NGTA) and GTA West studies conducted as two different studies? Do they share a common study limit? Could corridors identified from the two studies potentially connect?

These studies are separate as their purposes are distinct and separate, and each are intended to address different sets of transportation problems and opportunities. Highway 401 is the common boundary between the two studies. As each study generates and examines options to add transportation capacities, it is possible that the recommended solutions/improvements may be connected and/or integrated.

There will be a high level of coordination between these two studies, for example:

- Both studies use the same baseline data (land use, GGH networks), assumptions, methodology for demand forecasting;
- Both studies apply the same process, factors, criteria for the generation, assessment and evaluation of alternatives;
- The GTA West study process allows the incorporation of any particular alternative considered in the NGTA EA, and vice versa; and
- Both studies are managed by the same MTO office and same consultant consortium.

10. The Growth Plan shows the GTA West Corridor crossing the Niagara Escarpment. Does the Provincial Greenbelt Plan and Niagara Escarpment Plan allow for this?

Under Section 4.2 of the Greenbelt Plan - existing, expanded or new infrastructure is permitted subject to approval under relevant legislation within the Protected Countryside provided that the infrastructure meets one of the following objectives:

- (a) It supports agriculture, recreation and tourism, rural settlement areas, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or
- (b) It serves the significant growth and economic development expected in Southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban growth centres and between these centres and Ontario's borders.

The Niagara Escarpment Plan permits essential transportation facilities in the Escarpment Natural Area, where "essential" is defined as "that which is deemed necessary to the public interest after all alternatives have been considered". New and expanded facilities must have the least possible impact on the natural environment and be consistent with the objectives of the Plan.

No decision has been made concerning the nature of transportation solutions to be implemented to address transportation problems within the GTA West corridor. Stage 1 of this study is examining all reasonable alternatives to address the identified transportation problems and opportunities.

11. What role will 407 ETR play in the study?

407 ETR forms part of the Transportation System through York/Peel and will be considered in the study from the viewpoint of improving the overall transportation network to meet future demand. This corridor can also accommodate future dedicated transit infrastructure along its length. In the event that future expansion of the 407 is identified as one of the solutions to serve a broader provincial transportation objective, the province will work with 407 ETR to implement the required expansion.

12. Is tolling going to be considered in the current stage of the study?

Not at this stage. This study will examine all reasonable alternatives to address the identified transportation problems and opportunities within the NGTA corridor. Tolling is an implementation issue that may be examined at a later stage in the study if specific new infrastructure is identified as needed.

The Ontario government is committed to considering innovative ways to fund new infrastructure projects, including tolling.

13. Why doesn't the preliminary study area include Kitchener-Waterloo?

The future travel demand and linkage between Kitchener-Waterloo and Guelph will be addressed by the proposed new Highway 7, as a controlled-access highway (similar to the current Conestoga Parkway). The Environmental Assessment for the new Highway 7 has been completed and approved by the Ministry of the Environment. The project is now entering detailed design.

In addition, the identification of the Preliminary Study Area is consistent with the Growth Plan for the Greater Golden Horseshoe directions (Schedule 6 of the Plan).

Regardless the travel demand analysis will be carried out in a much broader context including the examination of transportation linkages and gateways outside the Preliminary Study Area that may have an influence on the travel demand and traffic patterns in the GTA West Corridor, including Kitchener-Waterloo.

The Region of Waterloo is also be represented on the [Municipal Advisory Group](#).

14. What is MTO's Statement of Environmental Values (SEV) and how is it being considered in the GTA West Environmental Assessment Study?

Statements of Environmental Values (SEVs) are a mechanism for ministries to record their commitment to the environment and be accountable for ensuring that the environment is considered in their decision-making.

The Environmental Bill of Rights (EBR) Act requires that ministries prepare and consider their SEV wherever decisions that might significantly affect the environment are made. In other words, they must demonstrate 'how the purposes of the EBR will be integrated with other considerations, such as the environment, socio-economic and scientific issues that are part of the decision-making within the Ministry'.

MTO's SEV is available on the [Environmental Registry](#).

The Vision Statement in MTO's SEV calls for the Ministry to be a world leader in moving people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life.

To achieve the Vision, the Ministry is focused on delivering four key priorities as identified in its SEV:

1. Increase transit ridership.
2. Promote a multimodal transportation network to support the efficient movement of people and goods.
3. Promote road safety in order to remain among the safest jurisdictions in North America.
4. Improve Ontario's highway, bridge and border infrastructure.

These priorities and MTO's SEV will be considered throughout all phases of the EA from the identification of transportation problems & opportunities, to the evaluation of alternatives, and identification of the most appropriate mitigation measures.

15. What is an EA?

All public infrastructure projects in Ontario, including transportation planning projects, are subject to the Ontario Environmental Assessment Act (1997); they are required to undergo a process whereby all potential impacts are considered - i.e. natural, social, cultural and economic. Projects that are particularly large and complex, with the potential for a wide range of environmental effects, like the GTA West Corridor, are subject to the Individual EA process under the Act.

The GTA West Corridor EA study is also subject to the requirements of the federal Canadian Environmental Assessment Act - with its own process and set of requirements. As a result of the Canada-Ontario Agreement for EA Cooperation, signed in 2004, MTO is committed to working in a coordinated manner with both the provincial and federal governments.

16. What is an EA Terms of Reference?

For proposed new transportation corridors that follow an Individual EA, the first step in this process is the development of an EA Terms of Reference (ToR) document that outlines the framework and commitments for completing the subsequent EA study. The ToR outlines how the proponent will conduct the study and how impacts will be assessed. It outlines the process for identifying:

- Transportation planning/need
- Alternatives to the undertaking
- Definition of an EA study area
- Range and types of alternatives to be considered, and the
- Generation and evaluation of alternatives to be considered

The ToR also outlines the consultation process to be undertaken. In a major undertaking such as an Individual EA, a consultation program will typically include Public Information Centres (PICs), meetings with the Regulatory Agency Advisory Group (RAAG), the Municipal Advisory Group (MAG), the Community Advisory Committee (CAG), a project web site and local project office, individual meetings with stakeholders and stakeholder groups, and issue-specific workshops. The consultation program can be tailored to meet the requirements of each individual project. The EA ToR document must be submitted to the Minister of the Environment for review and approval. If approval is granted, the proponent (e.g., MTO) may then proceed with the subsequent EA study. Once completed, this study will also in turn be submitted to the Minister of Environment for review and approval. If approved, the proponent can then proceed with design and construction.

These stages are also regulated by the Canada Environmental Assessment Act (CEAA) and require additional environmental studies and consultation.

17. What is the status of the EA Terms of Reference for this study?

The GTA West Corridor Environmental Assessment Terms of Reference (Amended: July 2007) was approved by the Minister of the Environment on March 4, 2008. Please refer to the [Study Process](#) section of this website for information on the EA process following the approval of a Terms of Reference.

18. How does an Individual EA differ from a Class EA?

A Class EA is a decision-making framework under the Ontario Environmental Assessment Act that applies to a range of similar, or class of, projects. A Class EA is used when potential environmental impacts and the proposed mitigation techniques are predictable and/or similar to other projects within that same class. MTO's "Class EA for Provincial Transportation Facilities" document was developed in consultation with the Ministry of the Environment, and similar to an Individual EA, it defines and documents the process to be followed when conducting the EA study as well as requirements for public participation.

19. How is MTO fulfilling its commitment towards achieving a sustainable transportation network within the GTA West Corridor study?

The ministry is currently developing a 'Sustainability Strategy' for transportation planning in Ontario, a draft of which was recently posted on the Environmental Bill of Rights website for public review and comment. The main goal of the strategy will be to influence ministry decision-making at all levels, and to incorporate the concept of 'sustainability' into policies and programs that have an impact on the provincial transportation system. There are already many areas within the Ministry where the concept of "sustainability" is being incorporated. For example, MTO maintains a Statement of Environmental Values or SEV, which recognizes that a healthy environment is necessary to sustain the prosperity of current and future generations. The ministry's SEV states that the protection, conservation, and where appropriate, restoration of the environment will be integrated into the strategic planning, day-to-day activities, and long-term decision-making of the ministry. The "Sustainability Strategy" will help to promote the values and goals of the ministry's SEV by taking a systematic and public approach to integrating the principles of sustainability into the work that MTO does. The GTA West Corridor study has incorporated sustainability concepts such as the 'Three Pillars of Sustainability', otherwise referred to as 'the triple bottom line' into the study process. Considering "the Environment", "the Economy", and "the Community" in decision-making will help to ensure that the identification of problems and opportunities, and the ultimate transportation solution will be developed in support of:

- Compact, vibrant and complete communities
- A prosperous and competitive economy, and
- A protected environment.



GTA West

**GTA West Corridor
Environmental Assessment
Terms of Reference and Environmental Assessment Study**

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- MAPS & REPORTS
- EA LEGISLATION
- FAQ
- THE MEDIA PAGE
- CONTACT US

The Media Page

Will MacKenzie Information Officer Ministry of Transportation, Central Region Business Services Office Bldg D 1st Flr 1201 Wilson Ave Downsview ON M3M1J8 P: (416) 235-5394	Bob Nichols Senior Media Liaison Officer Ministry of Transportation, Deputy Minister's Office Issues and Media Office Ferguson Block 3rd Flr 77 Wellesley St W Toronto ON M7A1Z8 P: (416) 327-1158
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WHAT'S NEW

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MAPS & REPORTS EA LEGISLATION FAQ THE MEDIA PAGE CONTACT US



GTA West Corridor Environmental Assessment Terms of Reference and Environmental Assessment Study

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WHAT'S NEW

Contact Us

Your input is important to us. If you would like to send your comments to the GTA West Project Team, please complete the online form below and click "submit".

The Project Team can also be reached via email at: project_team@gta-west.com

Name :

Address :

City :

Province :

Postal Code :

Email :

Comments :

How would you like to receive study notices?

☒ Email

☐ Regular Mail

Comments and information regarding this project are being collected to assist the Ministry of Transportation in meeting the requirements of the Environmental Assessment Act. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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APPENDIX D

NEWSPAPER NOTIFICATIONS

AVIS DU GOUVERNEMENT DE L'ONTARIO

AVIS DE SÉANCE D'INFORMATION PUBLIQUE N° 3

Couloir routier RGT Ouest – Étude d'évaluation environnementale

Stage 1

Le public est invité à participer à la troisième série de séances d'information publiques (SIP) visant à examiner les alternatives de transport à privilégier dans le couloir routier RGT Ouest et à apporter des commentaires à ce sujet.

Des membres de l'équipe de projet seront présents pour répondre aux questions et recueillir les commentaires. La SIP n° 3 sera tenue les :

Lundi 30 novembre 2009	Jeudi 3 décembre 2009	Mardi 6 décembre 2009	Jeudi 10 décembre 2009
Centre River Run – Canada Company Hall 35, rue Woolwich Guelph (Ontario)	Complexe sportif Mold-Master – Alcott Hall 221, rue Guelph Georgetown (Ontario)	Brampton Fairgrounds – Hall 12942, rue Heart Lake Caledon (Ontario)	Centre d'événements Le Jardin Special – Salle Le Parisien 8440, route 27 Woodbridge (Ontario)
De 16 h à 20 h	De 16 h à 20 h	De 16 h à 20 h	De 16 h à 20 h

L'information présentée lors de la SIP sera disponible sur le site Web de l'étude à compter du 30 novembre 2009. Les commentaires peuvent également être acheminés par le biais du site Web de l'étude au www.gta-west.com.

L'ÉTUDE

Le Ministère des Transports de l'Ontario (MTO) a formellement lancé le premier stage de l'étude d'évaluation environnementale (ÉE) pour le couloir routier RGT Ouest afin de respecter les objectifs de transport du *Plan de croissance de la région élargie de Golden Horseshoe* en favorisant le déplacement efficace des gens et des biens à l'intérieur du couloir.

Le stage 1 de l'ÉE comprend les principales étapes :

- élaborer un mandat servant à guider l'étude d'ÉE (SIP n° 1);
- identifier des problèmes et des opportunités de transport (SIP n° 2);
- identifier et élaborer des alternatives de transport qui répondent aux problèmes et aux opportunités identifiés (SIP n° 3); et
- sélectionner l'alternative ou les alternatives de transport préférée(s) et la recommandation d'une stratégie de développement du transport multimodale pour les travaux ultérieurs (SIP n° 4).

LE PROCESSUS

L'étude est menée individuellement conformément à la *Loi sur les évaluations environnementales* de l'Ontario (EA Act) et au mandat visant le couloir routier de RGT Ouest qui a été approuvé par le Ministre de l'Environnement le 4 mars 2008.

COMMENTAIRES

Les commentaires et l'information concernant cette étude seront recueillis afin de soutenir le MTO dans ses démarches. Ces données seront conservées au dossier tout au long du projet à des fins d'utilisation, et pourraient être incluses à la documentation du projet afin de répondre aux exigences de la *Loi sur les évaluations environnementales*. Des formulaires de commentaires et toute l'information concernant l'étude sont disponibles sur le site Web de l'étude au www.gta-west.com. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information* et la *Protection de la vie privée* et à la *Loi sur l'accès à l'information*. Exception faite de l'information de nature personnelle (p. ex., les noms et adresses), tous les commentaires recueillis seront archivés et rendus publics.

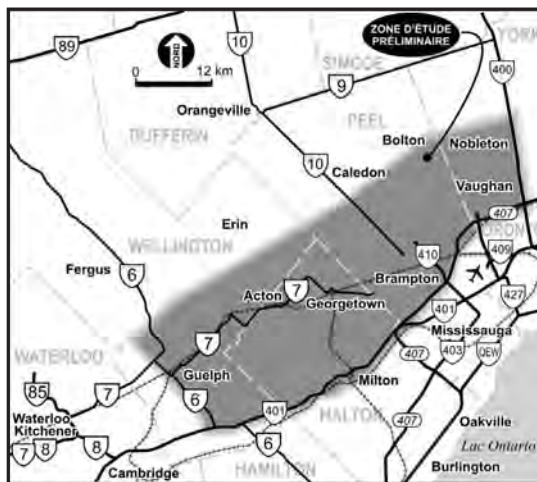
Pour de plus amples renseignements ou pour vous inscrire à la liste d'envoi, consultez le site Web de l'étude ou communiquez avec :

M. Jin Wang, Coordonnateur de projet
Ministère des Transports de l'Ontario
Bureau de la planification provinciale
et environnementale
301, rue St. Paul, 2^e étage
St. Catharines (Ontario) L2R 7R4
Tél. : (905) 704-2117
Téléc. : (905) 704-2007

M. Neil Ahmed, P.Eng., Chef de projet consultant
McCormick Rankin Corporation
2655, chemin North Sheridan
Mississauga (Ontario) L5K 2P8
Tel.: (905) 823-8500
Téléc. : (905) 823-8503

Vous êtes invité à visiter notre site Web au www.gta-west.com.

Vous pouvez communiquer avec nous par courriel à l'adresse project_team@gta-west.com ou en composant notre numéro sans frais : 1 (877) 522-6916.



APPENDIX E
RELEASE OF PROBLEMS AND
OPPORTUNITIES REPORT NOTIFICATION
MATERIALS

July 31, 2009

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«Address2»
«City», «State»
«PostalCode»

**RE: GTA West Corridor Environmental Assessment (EA) Study
Release of Draft Area Transportation System Problems & Opportunities Report**

Dear «Salutation» «LastName»:

Given your previous interest in the above-noted study we are pleased to inform you of the release of the Draft Area Transportation System Problems & Opportunities Report. The report summarizes the process and methodology that was used to identify transportation problems and opportunities in the GTA West Corridor and documents the key findings of this work. The report also provides further detail and background information on the transportation problems and opportunities that were presented at the March 2009 Public Information Centres.

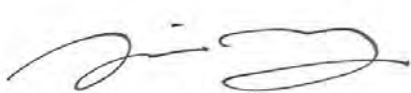
The report is available to download on the study website at: www.gta-west.com. The website also features the most up-to-date information on the study schedule and consultation and outreach events.

We look forward to your input and comments on the draft report. Written comments can be provided on the project website at <http://www.gta-west.com/comment-form.php> or can be sent to:

Mr. Neil Ahmed, P. Eng., Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Fax: 905-823-8503
Email: project_team@gta-west.com

Thank you for your on-going interest in the GTA West Corridor EA Study. We look forward to your comments.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

From: GTA West Project Team [project_team@gta-west.com]
Sent: July 31, 2009 7:13 PM
To: 'GTA West Project Team'
Subject: GTA West Corridor Environmental Assessment Study: Release of Draft Area Transportation System Problems & Opportunities Report
Attachments: GTA West Corridor Environmental Assessment - Problems & Opp Notification Letter.pdf

Please find attached a letter regarding the release of the Draft Area Transportation System Problems & Opportunities Report for the GTA West Corridor Environmental Assessment Study.

Sincerely,

The GTA West Project Team

July 31, 2009

**RE: GTA West Corridor Environmental Assessment Study
Release of Draft Area Transportation System Problems & Opportunities Report**

Dear Sir/Madam:

Given your previous interest in the above-noted study we are pleased to inform you of the release of the Draft Area Transportation System Problems & Opportunities Report. The report summarizes the process and methodology that was used to identify transportation problems and opportunities in the GTA West Corridor and documents the key findings of this work. The report also provides further detail and background information on the transportation problems and opportunities that were presented at the March 2009 Public Information Centres.

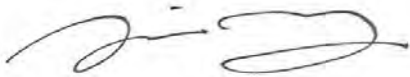
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McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Fax: 905-823-8503
Email: project_team@gta-west.com

Thank you for your on going interest in the GTA West Corridor EA Study. We look forward to your comments.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

APPENDIX F
PUBLIC INFORMATION CENTRE #3
NOTIFICATION MATERIALS

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007



November 9, 2009

Mr. Ted Arnott
MPP - Wellington-Halton Hills
181 St. Andrew Street East, 2nd Floor
Fergus, Ontario
N1M 1P9

Dear Mr. Arnott:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

I am pleased to advise you that the third round of Public Information Centres (PICs) will be held to invite the public to review and comment on the transportation alternatives under consideration in the GTA West corridor.

The Ontario Ministry of Transportation (MTO) has initiated Stage 1 of the formal Environmental Assessment (EA) Study for the GTA West Corridor to support the transportation objectives of the provincial Growth Plan for the Greater Golden Horseshoe by providing for the efficient movement of people and goods.

The purpose of this Study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between the Growth Plan's Urban Growth Centres in the Study Area. The Project Team has recently developed and assessed a range of transportation improvement options to address the identified transportation problems and opportunities in the corridor. This is an important step in the completion of a multi-modal Transportation Development Strategy for the GTA West Corridor.

The dates, times and locations of the third round of PICs are:

Mon November 30, 2009	Thurs December 3, 2009	Tues December 8, 2009	Thurs December 10, 2009
River Run Centre – Canada Company Hall 35 Woolwich St Guelph, ON	Mold-Master Sportsplex – Alcott Hall 221 Guelph St Georgetown, ON	Brampton Fairgrounds – Hall 12942 Heart Lake Rd Caledon, ON	Le Jardin Special Events Centre – Le Parisien Room 8440 Highway 27 Woodbridge, ON
4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.	4:00 to 8:00 p.m.

A copy of the Ontario Government Notice (OGN), providing dates and locations of the PICs, will be appearing in local newspapers and is attached for your reference.

Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the consultant Project Manager, at 905-823-8500.

Thank you for your interest in this important study.

Sincerely,



Shelley Tapp
Manager

Attch.

- c. Jin Wang - MTO
Neil Ahmed - MRC

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007



November 9, 2009

Mr. Ted Chudleigh
MPP - Halton
172 Mill Street, Unit 1
Milton, Ontario
L9T 1S2

Dear Mr. Chudleigh:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

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Thank you for your interest in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Tapp', with a stylized flourish at the end.

Shelley Tapp
Manager

Attch.

c. Jin Wang - MTO
Neil Ahmed - MRC

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007



November 9, 2009

Mr. Bob Delaney
MPP - Mississauga-Streetsville
2nd Floor, Plaza 4, Suite 220, 2000 Argentia Road
Mississauga, Ontario
L5N 1W1

Dear Mr. Delaney:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

I am pleased to advise you that the third round of Public Information Centres (PICs) will be held to invite the public to review and comment on the transportation alternatives under consideration in the GTA West corridor.

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Neil Ahmed - MRC

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007



November 9, 2009

Mr. Vic Dhillon
MPP - Brampton West
304 - 37 George Street North,
Brampton, Ontario
L6X 1R5

Dear Mr. Dhillon:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

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St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007



November 9, 2009

Ms. Linda Jeffrey
MPP - Brampton-Springdale
380 Bovaird Drive East, Unit 13
Brampton, Ontario
L6Z 2S7

Dear Ms. Jeffrey:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

I am pleased to advise you that the third round of Public Information Centres (PICs) will be held to invite the public to review and comment on the transportation alternatives under consideration in the GTA West corridor.

The Ontario Ministry of Transportation (MTO) has initiated Stage 1 of the formal Environmental Assessment (EA) Study for the GTA West Corridor to support the transportation objectives of the provincial Growth Plan for the Greater Golden Horseshoe by providing for the efficient movement of people and goods.

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Should you require further information, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, the consultant Project Manager, at 905-823-8500.

Thank you for your interest in this important study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shelley Tapp', written over the printed name and title.

Shelley Tapp
Manager

Attch.

c. Jin Wang - MTO
Neil Ahmed - MRC

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007



November 9, 2009

Ms. Helena Jaczek
MPP - Oak Ridges-Markham
137 Main Street North, Suite 201
Markham, Ontario
L3P 1Y2

Dear Ms. Jaczek:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

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Shelley Tapp
Manager

Attch.

c. Jin Wang - MTO
Neil Ahmed - MRC

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007



November 9, 2009

Ms. Sylvia Jones
MPP - Dufferin-Caledon
244 Broadway Avenue,
Orangeville, Ontario
L9W 1K5

Dear Ms. Jones:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

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Sincerely,

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Shelley Tapp
Manager

Attch.

c. Jin Wang - MTO
Neil Ahmed - MRC

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007



November 9, 2009

Dr. Kuldip Kular
MPP - Bramalea-Gore-Malton
8177 Torbram Road,
Brampton, Ontario
L6T 5C5

Dear Dr. Kular:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

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Shelley Tapp
Manager

Attch.

- c. Jin Wang - MTO
Neil Ahmed - MRC



Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007

November 9, 2009

Ms. Liz Sandals
MPP - Guelph
173 Woolwich Street,
Guelph, Ontario
N1H 3V4

Dear Ms. Sandals:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

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Shelley Tapp
Manager

Attch.

c. Jin Wang - MTO
Neil Ahmed - MRC

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301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2104
Fax. (905) 704-2007



November 9, 2009

Mr. Greg Sorbara
MPP - Vaughan
140 Woodbridge Avenue, Unit AU8
Woodbridge, Ontario
L4L 4K9

Dear Mr. Sorbara:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
Public Information Centre Round #3**

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Thank you for your interest in this important study.

Sincerely,



Shelley Tapp
Manager

Attch.

c. Jin Wang - MTO
Neil Ahmed - MRC

GTA West Corridor - Environmental Assessment (EA) Study - Stage 1



McCormick Rankin Corporation
2655 North Sheridan Way
Mississauga, ON Canada L5K 2P8
Tel: 905.823.8500
Fax: 905.823.2669

November 13, 2009

«Title» «FirstName» «LastName»
«JobTitle»
«Address1»
«Address2»
«City», «State»
«PostalCode»

Dear «Salutation» «LastName»:

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
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- 2 -

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We are committed to proactive consultation with interested stakeholders throughout the study and we look forward to your ongoing and effective participation.

Thank you for your interest in this important study.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

cc. Shelley Tapp - MTO

From: GTA West Project Team [project_team@gta-west.com]
Sent: November 17, 2009 4:37 PM
To: 'GTA West Project Team'
Subject: GTA West Corridor Environmental Assessment Study - Public Information Centre #3
Attachments: GTAW PIC 3 Notification Letter - November 17 2009.pdf

Please find attached a Public Information Centre #3 Notification Letter in regards to the GTA West Corridor Environmental Assessment Study.

Sincerely,

The GTA West Project Team

November 16, 2009

**RE: GTA West Corridor Planning and Environmental Assessment (EA) Study
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Dear Sir/Madam:

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../2

McCormick Rankin Corporation
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Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

cc. Shelley Tapp - MTO

APPENDIX G
PUBLIC INFORMATION CENTRE #3
DISPLAY PANELS



GTA West Public Information Centre #3



Welcome to Public Information Centre #3

**Members of the Project Team are available to discuss
your comments and questions**

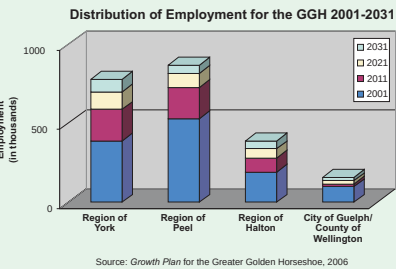
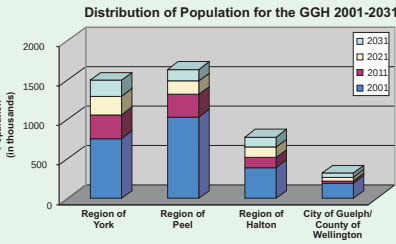
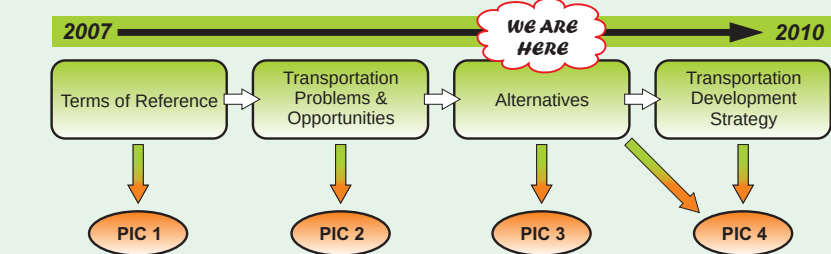
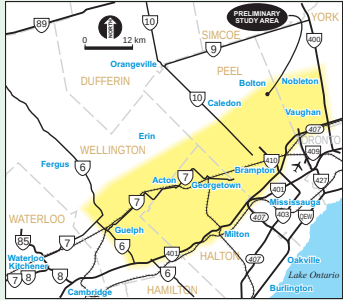
Please sign in



Current Focus: Transportation Alternatives

- The focus of Public Information Centre #3 is to:
- Present alternatives that were developed to address the Problems and Opportunities presented at PIC #2 (March 2009)
 - Provide a high level assessment of the alternatives, and
 - Receive public input prior to evaluation of alternatives

Refer to: *Study Purpose, Process, and Schedule* section of the display **2**



Refer to: *Policy Context / Summary of Problems from PIC #2* section of the display **2**

Planning for Growth

- The Greater Golden Horseshoe is one of the fastest growing regions in North America. It is also the destination of choice for many people and businesses relocating from other parts of Canada and around the world. They settle here because of the high quality of life and the economic opportunities
- Communities within the Greater Golden Horseshoe will continue to experience the benefits that come with growth, including vibrant, diversified communities and economies; new and expanded community services; and arts, culture and recreation facilities
- However, without properly managing growth, communities will continue to experience the negative aspects associated with rapid growth, such as increased traffic congestion, deteriorating air and water quality, and the disappearance of agricultural lands and natural resources

Many Improvements Have Already Been Planned

- This Study builds on planned improvement initiatives by Metrolinx (in the Regional Transportation Plan and GO 2020) and others
- There is an extensive list of planned improvements in optimizing the existing road network and non-road infrastructure



Refer to: *Many Improvements Have Already Been Planned* section of the display **2**

York VIVA 2010 to 2015 5-year Service Plan



GO 2020



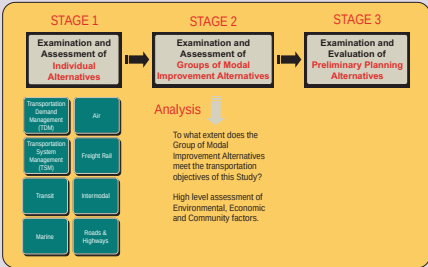
Brampton Züm



Three Stage Process

- To support the generation and assessment of transportation alternatives
- Starts with high level of assessment
- Following PIC #3, more detailed evaluation will be carried out to further refine and screen out alternatives in advance of Stage 3

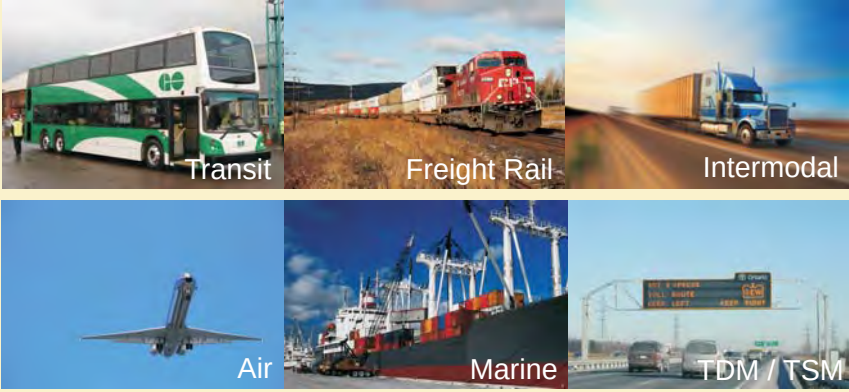
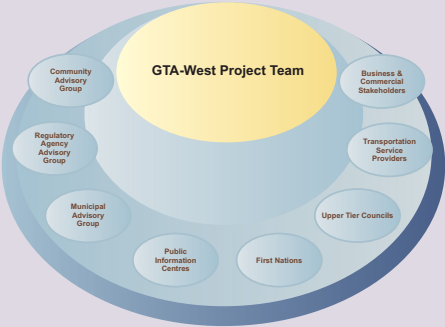
Refer to: *Process Framework* section of the display **3**



There Has Been Extensive Consultation

- A variety of stakeholders have provided ideas on possible alternatives

Refer to: *Previous Consultation* section of the display **3**



What If We Only Improve One Transportation Mode?

- High level assessment was carried out for single mode transportation alternatives (e.g. one of Freight Rail, Marine, Air, Transportation Demand Management / Transportation System Management, Transit, Intermodal Facilities or Roads & Highways)
- Elements of single mode alternatives are carried forward to form Groups of Modal Improvement Alternatives

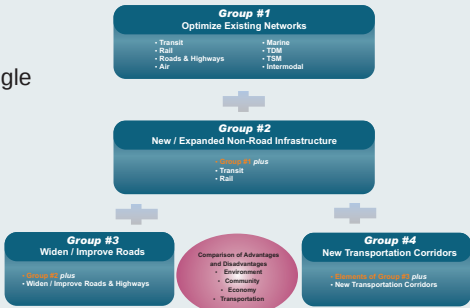
STAGE 1 - KEY OUTCOME
No single transportation mode is capable of fully addressing the transportation Problems and Opportunities

Refer to: *Individual Mode Alternatives* section of the display **4**

Single Mode Improvements Are Not Enough – We Need To Combine Them

- Combine various elements of the single mode alternatives
- Groups of Modal Improvement Alternatives were assessed at a high level to determine likely advantages and disadvantages of each based on a variety of features and criteria

Refer to: *Groups of Modal Improvement Alternatives* section of the display **5**



KEY QUESTION
Can Group #1 on its own significantly address the Problems and Opportunities in the Study Area?

KEY QUESTION
Can Group #2 on its own significantly address the Problems and Opportunities in the Study Area?

What is Group #1?

The following individual ideas form the basis for Group #1:

- Metrolinx RTP & GO 2020 Strategies**
- Improved access to transit stations for pedestrians, cyclists and motorists
 - Improved integration of active transportation opportunities and transit (e.g. secure storage facilities at transit stations, bicycle storage on transit vehicles, etc)
 - Expanded use of roadway shoulders during peak travel periods
 - Improved scheduling and fare integration between inter-regional and local transit providers
 - Use of real time trip planning information technologies for transit users and drivers
 - Increased / improved transit service frequency



- GTAW Project Team Strategies**
- Speed harmonization – reduced speeds during times of congestion facilitate improved traffic flow (e.g. lane control signs)
 - Transportation Demand Management (TDM) programs - Provincial co-ordination and employer sponsorship of programs improves the effectiveness of TDM initiatives (e.g. Smart Commute)
 - Ramp metering systems – regulated auto access to sections of freeway reducing local congestion
 - Transit / HOV bypass locations – bypass lanes using metered ramps and direct ramp access to transit stations/carpool lots for HOV and transit vehicles
 - Incident management and detection – improved detection and response to emergencies/incidents for more timely clearance
 - Operational improvements at localized bottlenecks to ease traffic flow

More is needed to sufficiently address transportation Problems and Opportunities. Group #1 improvements will therefore be carried forward for further consideration in combination with Group #2 alternatives



What is Group #2?

Group #2 Alternatives include Group #1 Alternatives plus new / improved non-roadway infrastructure (e.g. related to transit, rail and air). Group #2 Alternatives include:

- Metrolinx RTP & GO 2020 Strategies**
- Additional expanded and improved parking facilities at transit stations
 - New bus storage in Aberfoyle
 - Other Metrolinx Regional Transportation Plan (RTP) and GO 2020 strategies initiatives (*See display 2: Many Improvements Have Already Been Planned*)
 - Freight Rail, Air and Marine initiatives to be pursued by others (*see display 4: Individual Mode Alternatives*)
 - Rapid Transit
 - Steeles Ave. area (Lisgar GO to Highway 427)
 - Highway 427 (Toronto Pearson International Airport to Queen Street)
 - Hurontario St. (Port Credit to Downtown Brampton)
 - 407ETR (Toronto Pearson International Airport to Highway 427)
 - Finch Ave. West (Toronto Pearson International Airport to Finch Station)
 - Highway 10 (Mayfield West to Downtown Brampton)
 - Highway 7 (Peel-York boundary to Locust Hill/Markham)
 - 407ETR (Halton to Durham)
 - Trafalgar Rd. / Main St. (Downtown Milton to 407ETR)
 - Brampton Züm (Downtown Brampton to Peel-York Boundary)
 - Regional Rail Service
 - Bolton from Union Station
 - Expansion of the Georgetown north corridor Downtown Brampton / Milton
 - Toronto Pearson International Airport to Union Station
 - Service extension from Milton to Cambridge
 - Express Rail
 - Richmond Hill / Langstaff Gateway to Union Station
 - Downtown Brampton to Union Station



Group #2 alternatives do not fully address the transportation Problems and Opportunities. They will therefore be carried forward for further consideration in combination with Group #3 alternatives

- GTAW Project Team Strategies**
- Expanded inter-regional GO Bus routes
 - Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph)
 - New bus rapid transit links between Urban Growth Centres (Downtown Brampton, Downtown Milton, Vaughan Corporate Centre, Downtown Guelph)

What is Group #3?

- Group #3 Alternatives include elements from Groups #1 and #2
 - Metrolinx RTP
 - GO 2020 strategies
 - Transportation Demand Management / Transportation System Management programs
 - New bus rapid transit links between Urban Growth Centres
 - Expanded inter-regional GO Bus routes
 - Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph)
- Widened provincial highways (Highway 401, 410, 427, 400) and 407ETR

OR WITH

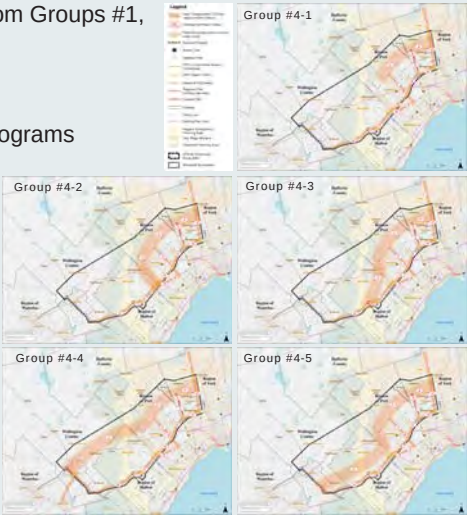
- Widened regional / county roads



Alternatives under Group #3 Modal Improvement Alternatives will be examined and evaluated in further detail following PIC #3 (i.e. Stage 3 of Transportation Alternatives Assessment Process)

What is Group #4?

- Group #4 Alternatives include elements from Groups #1, #2 and #3
 - Metrolinx RTP
 - GO 2020 strategies
 - Transportation Demand Management programs
 - New bus rapid transit links between Urban Growth Centres
 - Expanded inter-regional GO Bus routes
 - Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph)
 - Widening of existing highways
- New corridor from Highway 400 to Highway 410, with possible connections to Highway 401 east or west of Milton
- New corridor from Highway 401 east to Highway 6 (north or south of Guelph)

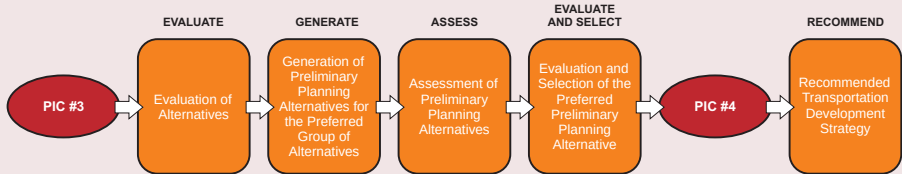


Refer to: *Groups of Modal Improvement Alternatives* section of the display **5**

Alternatives under Group #4 Modal Improvement Alternatives will be examined and evaluated in further detail following PIC #3 (i.e. Stage 3 of the Transportation Alternatives Assessment Process)

Our Next Steps

- Evaluate a short list of Groups of Modal Improvement Alternatives in more detail
- Evaluation will determine the general impacts on socio-economic, natural environment, cultural environment and transportation



What Will Be Shown At the Next PIC?

- Generation and Evaluation of Preliminary Planning Alternatives
- Recommended alternative(s) to be carried forward to Stage 2 of the EA process

Refer to: *Next Steps* section of the display **6**

Public Information Centre #3:

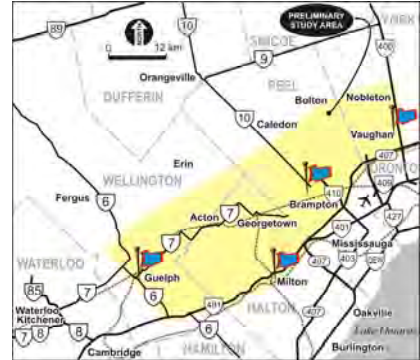
The focus of Public Information Centre (PIC) #3 is to:

- Present alternatives that were developed to address the Problems and Opportunities presented at PIC #2 (March 2009)
- Provide a high level assessment of the alternatives
- Receive public input prior to evaluation of alternatives

We encourage you to get involved in this study by providing us with your comments.

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*.

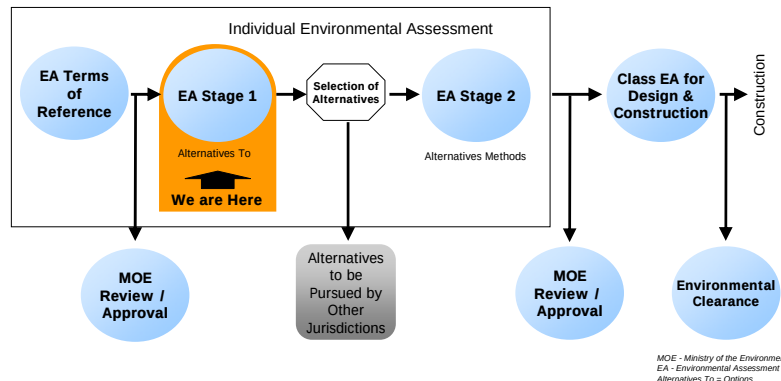


The Study Includes:

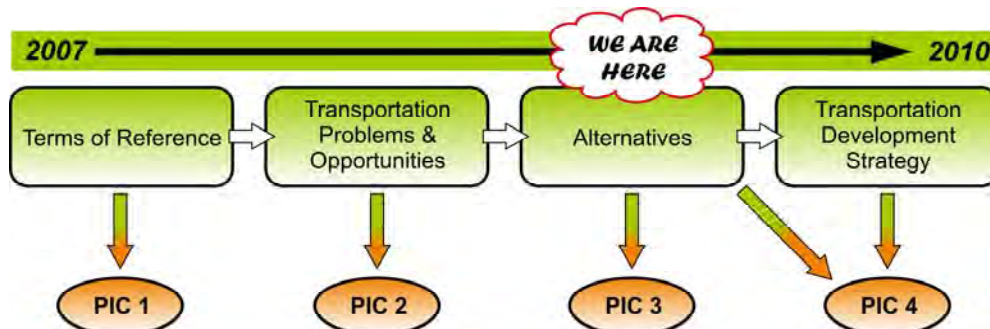
- Examining the need for additional transportation capacity
- Identifying transportation Problems and Opportunities
- Developing, assessing, and evaluating transportation system options (all modes) to address identified Problems and Opportunities
- Recommending a Transportation Development Strategy for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

Study Process

The Study Process was approved by the Ministry of the Environment in March 2008 as part of the Terms of Reference document.



Schedule



Planning for Growth

- The Greater Golden Horseshoe is one of the fastest growing regions in North America. It is also the destination of choice for many people and businesses relocating from other parts of Canada and around the world. They settle here because of the high quality of life and the economic opportunities
- Communities within the Greater Golden Horseshoe will continue to experience the benefits that come with growth, including: vibrant, diversified communities and economies; new and expanded community services; and arts, culture and recreation facilities
- However, without properly managing growth, communities will continue to experience the negative aspects associated with rapid growth, such as increased traffic congestion, deteriorating air and water quality, and the disappearance of agricultural lands and natural resources

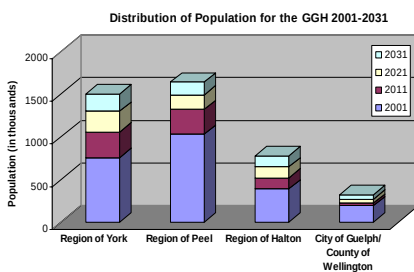
Growth Plan for the Greater Golden Horseshoe (GGH)

- The *Growth Plan* for the Greater Golden Horseshoe, released in 2006, is a 25-year plan that sets out a vision and strategic policy direction for managing growth in the Greater Golden Horseshoe
- The *Growth Plan* aims to:
 - Revitalize downtowns to become vibrant and convenient centres
 - Create complete communities that offer more options for living, working, learning, shopping and playing
 - Provide housing options to meet the needs of people at any age
 - Curb sprawl and protect farmland and green spaces
 - Reduce traffic gridlock by improving access to a greater range of transportation options
 - Promote public transit as the first priority in transportation planning and investments for moving people, and efficient goods movement by linking intermodal facilities, international gateways and communities

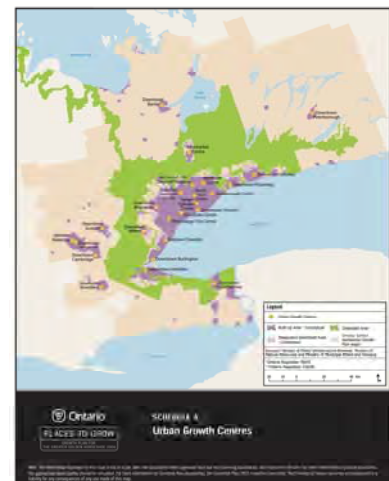
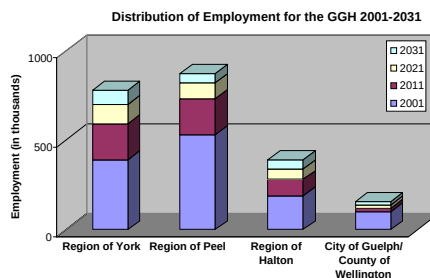
The Growth Plan contains the following transportation policies:

- Provide connectivity among transportation modes
- Offer a balance of transportation choices to promote sustainable modes
- Encourage the most financially and environmentally appropriate mode
- Offer multi-modal access to everyday needs
- Provide for the safety of system users

Context of Growth Plan



Source: Growth Plan for the Greater Golden Horseshoe, 2006



There will be significant growth

- Population of the GGH will grow from 7.8 to 11.5 million people by 2031
 - Employment in the GGH will grow from 3.8 to 5.6 million jobs by 2031
- (Source: Growth Plan for the Greater Golden Horseshoe 2006)

We must plan for the future

- This growth will lead to more commuter, tourism and freight trips. We must plan now to accommodate these additional trips more efficiently in the future years



Reference Table:

See the *Places to Grow* Report at the Reference Table



Greenbelt Plan

The Project Team will fully integrate the goals, objectives and policy requirements of the *Greenbelt Plan* into the study process in accordance with the infrastructure policies set out in the *Greenbelt Plan*, including:

- Optimize, where practical, the existing capacity and coordination with different infrastructure services
- Avoid key natural heritage features or key hydrologic features unless need has been demonstrated and it has been established that there is no reasonable alternative
- Minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by infrastructure
- Minimize, wherever possible, the negative impacts and disturbance of the existing landscape



Reference Table:

See the *Greenbelt Plan* Report at the Reference Table



The Greenbelt is a cornerstone of Ontario Greater Golden Horseshoe Growth Plan which is an overarching strategy that will provide clarity and certainty about urban structure, where and how future growth should be accommodated, and what must be protected for current and future generations.

Niagara Escarpment Plan (NEP)

- Guides land use within an area defined by the Niagara Escarpment, from the Bruce Peninsula in the north to the Niagara River in the south
- Limits development within the NEP area through limitations on new lot creation and on permitted uses. The intent is to balance development with preservation and public use. Official plans are required to conform to the NEP and establish land use designations, policies and criteria for the protection of lands within their policy areas.



Reference Table:

See the *Niagara Escarpment Plan* Report at the Reference Table



The Niagara Escarpment is classified as a UNESCO World Biosphere Reserve. The 194,340 ha of Escarpment land is managed/governed by the Niagara Escarpment Commission (NEC) and the Niagara Escarpment Plan (NEP). According to the NEC, it is one of only 13 biosphere reserves in Canada.

Other policies applicable to the GTA West Study

- Provincial Policy Statement
- Oak Ridges Moraine Conservation Plan
- Official Plans of municipalities within the Preliminary Study Area:

York Region	City of Guelph
Peel Region	County of Wellington
Halton Region	

Future Transportation Problems

Commuters

Transit System Service

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

Road System Constraints

- Congestion during weekday commuting periods
- Travel time for commuter trips will increase and become less predictable
- Variability and duration of travel times on the area road system

Tourism and Recreation

Transit System Service

- Inadequate transit connections between tourist gateways (e.g. airports, rail stations) and major tourist destinations
- Public transit schedules cater to commuters rather than tourists
- Limited multi-modal connections (e.g. rail stations, airports) to key destinations
- Lack of choice to use transit

Road System Constraints

- Travel delays during peak tourist/recreation travel times
- Unpredictable travel times on inter-regional roads result when incidents occur
- Inadequate road connections between tourist gateways (e.g. airports, rail stations) and major tourist destinations
- Truck traffic conflicts with tourist/recreation travel in the Summer months



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



Goods Movement

Truck

- Travel delays during peak periods
- Unpredictable travel times on inter-regional roads result when incidents occur
- Insufficient road connections between commercial centres and other modal systems
- Diversion of inter-regional trucks to local roads

Freight Rail

- Few rail connections between growth areas
- Conflicts with passenger 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
- 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 at present

By 2031, traffic volumes on Highways 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 Preliminary Study Area.



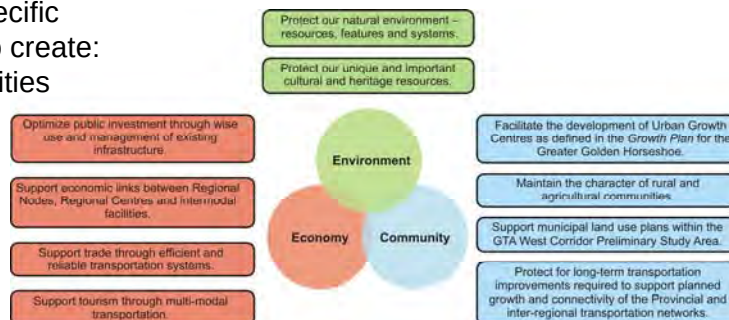
Highway 401 is the largest and busiest highway in the GTA West Preliminary Study Area. Highways 410, 427 and 400 are also key highway links. All of these links are heavily used for goods movement. Currently all 400-series highways have major peak period congestion in the area.

What are Future Transportation Opportunities?

Opportunities are found where improvements or enhancements to the transportation system allow for the enhancement or protection of the environment, economy and/or community.

Opportunities go beyond addressing the specific transportation problems and are intended to create:

- Compact, vibrant and complete communities
- A prosperous and competitive economy
- A protected environment



Support future municipal land use planning in accordance with the Growth Plan

- Coordinating with municipalities within the Preliminary Study Area with regard to future land use allocation and to coordinate the development of the transportation alternatives with the planning work that is being undertaken by these municipalities

Maintain the character and integrity of rural and agricultural lands

- Focus population and employment growth in Urban Growth Centres, Built Up Areas, and Designated Greenfield Areas
- Due regard for policy documents like the *Greenbelt Act and Plan*, the *Niagara Escarpment Act and Plan* and the *Oak Ridges Moraine Act and Plan*

Provide Transportation Choice, Improved Connections and Increased Reliability for Commuters

Build on the Metrolinx RTP and GO 2020 to provide commuters real alternatives to the automobile throughout the GTA West Preliminary Study Area:

- Provide improved transportation services for commuters in the Study Area, which may reduce the pressure on the highway system
- Provide expanded transit services and improved connections between inter-regional transit services and local transit services
- Make commuter travel more convenient and flexible
- Incorporate active transportation alternatives such as bicycle storage at transit terminals and aboard transit vehicles

Provide transportation choice, improved connections and increased reliability for goods movement

Encourage use of other modes of travel for goods movement (e.g. rail, marine and air), as well as provide better connections between these modes

- Improve connections between Toronto Pearson International Airport and related clusters of logistics uses, industries and urban centres

Provide improved transportation service for tourists

- Provide improved connection and greater modal choice for tourists arriving at gateways such as the Pearson International Airport and destined to the GTA West Preliminary Study Area
- Facilitating active transportation in these services
- Improving transportation system operations to enhance tourism and recreational trip experience

Optimize existing transportation infrastructure

- Reduce/shift trip making and automobile usage while optimizing use of the existing system
- Encourage increased vehicle occupancy, such as HOV lanes and carpool lots along 400-series highways
- Use of changeable message signs, highway cameras, and “real time” adaptive transportation systems to provide “real time” information on traffic conditions
- Speed harmonization, high occupancy toll lanes and road pricing
- Upgrades to at-grade rail-to-rail and road-to-rail crossings to improve travel flows and safety
- Designate and preserve lands within settlement areas in the vicinity of existing major highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing and associated retail, office and ancillary facilities, where appropriate (*Growth Plan Policy 2.2.6.9 & 3.2.4.6*)

Minimize impacts to the natural, social, economic and cultural environments

This can be done through planning that:

- Optimizes the use of existing infrastructure
- Gives due regard to the requirements of approved provincial environmental protection policies, when developing, assessing and evaluating all reasonable transportation alternative
- Opportunities to minimize and potentially avoid impacts to important natural, social, economic and cultural environmental features in the earliest planning stages

Many Improvements Have Already Been Planned

Metrolinx: *The Big Move*

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). A significant part of its mandate has been the creation of *The Big Move*, the Regional Transportation Plan (RTP) for the GTHA that includes a comprehensive transit network.

In 2009, Metrolinx merged with GO Transit to become one agency with both planning and operations responsibilities. *The Big Move* addresses all forms of transportation – roads, transit, cycling and walking, including a proposal to build 1200 km of rapid transit, resulting in an extensive transit system with connected mobility hubs.

Within the first 15 years of the Regional Transportation Plan (RTP) implementation, priorities for early implementation inside the GTA West Preliminary Study Area include:

- Hurontario rapid transit from Port Credit to Downtown Brampton
- Brampton's Queen Street AcceleRide (now Züm)
- VIVA BRT Highway 7 and Yonge Street through York Region
- Spadina Subway extension to Vaughan Corporate Centre
- Rapid transit line Finch West (Yonge Subway to Hwy 27-Humber College)
- Numerous improvements to GO Transit service (See next display)



Reference Table:

See *The Big Move* Report at the Reference Table



Other GTA West area improvements noted in *The Big Move* in years 16 to 25 could include:

- Additional rapid transit services in Halton connecting both Burlington and downtown Milton to the rapid transit service on Dundas Street
- Rapid transit on Steeles Avenue in Brampton connecting the Lisgar GO Station to Highway 427
- The first component of the dedicated 407ETR Transitway providing rapid transit service through York Region, continuing as high speed bus service to the east and west along 407ETR, and connecting to Toronto Pearson International Airport via Highway 427
- Necessary improvements to arterial road networks to service new growth that will continue to take place in accordance with municipal Transportation Master Plans
- Walking and cycling infrastructure
- Opportunities for upgrading BRT services to LRT



Indicator	2006	2031 Current Trends	2031 RTP Forecast
Transit Mode Split in The Greater Toronto and Hamilton Area	16.5%	16.4%	26.3%
AM Peak Period Auto Trips in the GTHA	2,068,000	3,206,490	2,603,722

Source: Metrolinx Background – Modelling Methodologies and Results for the Regional Transportation Plan

❖ Some assumptions used in model for promoting transit use

- Auto costs increase by 100% and parking costs increase by 50% by 2031
- Transit fares remain at 2006 levels with fare integration
- Optimize rapid transit headways and average operating speed

GO Transit: GO 2020

GO Transit has developed the *GO 2020 Strategic Plan* with a year 2020 vision for GO ridership which is expected to increase to more than double inside and triple outside the Toronto core (served by Union Station). The number of riders travelling outside the Toronto core will grow from 12% to 16% of the total GO ridership.

- GO 2020 was released in December 2008
- GO 2020 is being used to guide the organization as it continues to deliver fast, convenient and reliable transit services
- GO 2020 aligns with both the Metrolinx - *The Big Move* and the *MoveOntario 2020* Provincial investment, and provides a framework for developing GO's capital and operating plans and budgets
- Major service improvements outlined in GO 2020 include:
 - ✓ Two-way, all-day service within GO's core service area by 2020
 - ✓ A train or bus departure at least every 15 minutes during peak periods and at least every 30 minutes in the off-peak period (on core corridors)
 - ✓ New peak-period train service along rail lines not currently being used, serving Bolton, Seaton, East Markham and the Yonge / Summerhill areas
 - ✓ Extending existing GO rail lines, including Bowmanville on the Lakeshore East Line, Uxbridge on the Stouffville Line, Aurora Road on the Richmond Hill Line, and Region of Waterloo on the Georgetown Line
- Extension from Milton to Cambridge
- All-day service Milton to Union Station



Reference Table:

See the GO 2020 Report at the Reference Table

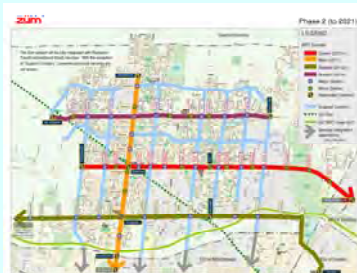


City of Brampton – Züm (Formerly Acceleride)

Züm is an initiative of the City of Brampton and Brampton Transit to introduce enhanced, uniquely branded Bus Rapid Transit (BRT) services along the City's key north-south and east-west arterial corridors.

The first phase of BRT improvements (transit signal priority, low-floor vehicles, HOV and queue jump lanes) will be implemented in 2010 and the system will be completed by 2021.

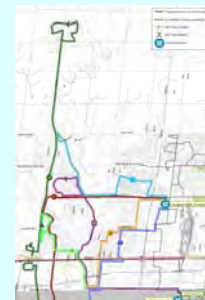
- Queen Street (Fall 2010): Downtown Brampton to York University
- Main Street (Fall 2011): Sandalwood Parkway to Mississauga City Centre
- Steeles Avenue (Fall 2012): Shoppers World to Humber College



York VIVA – 2010 to 2015 5-Year Service Plan

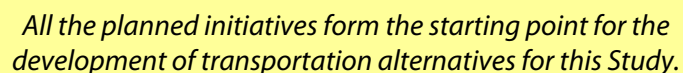
The 5-Year Service Plan will incorporate the key principles of:

- Planning for easy, convenient and direct connection to future and existing rapid transit services
- Maximizing potential for success with new service strategies with a view to making significant gains in cost recovery and ridership levels
- Developing decision making tools based on a sound Business Intelligence approach



- Niagara to GTA EA
- Highway 427 Transportation Corridor Extension to Major Mackenzie Drive
- Highway 6 (Hanlon Expressway) Improvements EA Study
- Transitway Corridor Protection Study 407ETR / Parkway Belt West Corridor From Highway 403 to Markham Road
- Highway 401 from Hespeler Road to Halton Region Boundary Preliminary Design and EA Study
- Halton-Peel Boundary Area Transportation Study (BATS)
- Peel-Highway 427 Extension Area Transportation Master Plan
- Highway 7 Kitchener to Guelph EA
- Western Vaughan Transportation Improvements EA
- Tremaine Road (R.R. 22) Improvements, Derry Road to Campbellville Road, and James Snow Parkway (R.R. 4) Extension West of R.R. 25 Class EA Study
- Bolton Arterial Roads Plan
- Highway 6 (Morrison to Guelph) Bypass EA
- 407ETR Transitway
- Highway 427 Transitway

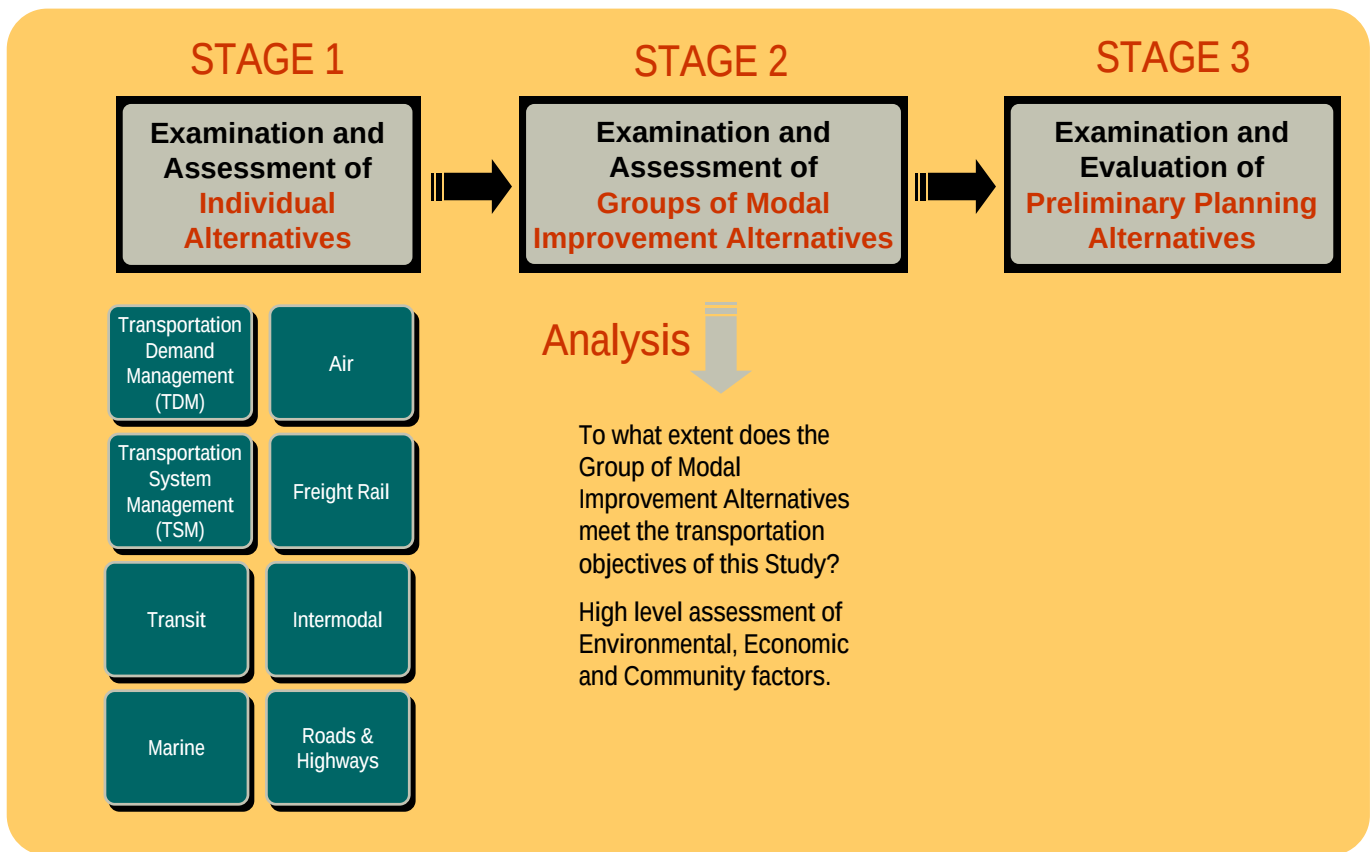
- Halton Region
- York Region
- Peel Region
- County of Wellington
- City of Guelph



A Three Stage Process has been developed to support the generation and assessment of transportation alternatives.

General Process:

- 1) Start with high level of assessment
- 2) Following PIC #3, more detailed evaluation will be carried out to further refine and screen out alternatives in advance of Stage 3



Stage 1 examines individual modal alternatives

Refer to: *Individual Mode Alternatives* section of the display

4

Stage 2 further considers individual modal alternatives in groups

Refer to: *Groups of Modal Improvement Alternatives* section of the display

5

Stage 3 occurs after PIC #3 and further considers selected group(s) of alternatives

Refer to: *Next Steps* section of the display

6

Previous Consultation

The Creative Process

The Project Team has conducted extensive consultation with a variety of stakeholders to receive ideas on possible alternatives. These include:

Spring 2009	Fall 2009
Municipal Workshops (Halton, Peel, York, Guelph-Wellington) (February-March 2009)	GTA West and NGTA Agency Workshop (September 25, 2009)
Comments from Public Information Centres #1 & #2 (March 2009)	Ontario Growth Secretariat (September 28, 2009)
Halton Hills Council Workshop (April 24, 2009)	Halton Transportation Advisory Committee (October 13, 2009)
Conservation Authorities Workshops (May 2009)	Metrolinx and GO Transit (October 14, 2009)
Think Tank Session for GTA West and NGTA Studies (June 8/9, 2009)	Mississaugas of the New Credit Meeting (October 28, 2009)
Joint GTA West and NGTA Regulatory Agency Meeting (June 19, 2009)	Advisory Group Meetings (November 2009)
Municipal Group Meeting #3 (June 24, 2009)	Halton Region Planning and Public Works Committee (November 12, 2009)
Community Group Meeting #4 (July 14, 2009)	Meeting with Greenbelt Council (November 16, 2009)
Transportation Service Providers (Spring 2009)	Guelph-Wellington County Council (November 23, 2009)
	Peel Region General Committee (December 3, 2009)

Previous Consultation

Examples of Ideas:

Group #1: Optimize Existing Transportation Network

- TSM/TDM including Variable Message Signs to notify motorists of highway conditions, Lane Control Signs (i.e. speed harmonization), Ramp Metering Systems, Incident Management, employee sponsored and provincial TDM programs
- Improved Transit/Rail Services including increased service frequency, fare integration, bus lanes on shoulders during peak periods, improved access to stations and incorporation of active transportation

Group #3: Widen Existing Roads

- Widen existing highways (Highways 401, 410, 427, 400 and 407ETR)

WITH / WITHOUT Widening of Arterial Roads:

- Highway 7, Highway 9, RR 3, RR 124, Mayfield Road, Kirby Road including bypass of built-up areas (i.e. Rockwood, Acton, Georgetown)



For a complete listing of ideas by group, please visit the *Reference Table*

Group #2: New/Improved Non-Roadway Infrastructure

- Local transit (expand Züm, rapid transit on highways and major arterial roads), Bus Rapid Transit (links between Urban Growth Centres)
- Rail Expansion including GO service (new service between Urban Growth Centres, service extension between Milton/Cambridge, Guelph/Waterloo) and regional rail service (i.e. new service from Bolton to Union Station and expansion along Georgetown corridor)
- Inter-regional Transit Hubs: Locations where transit and GO connect - expand bike and car parking lots

Group #4: New Transportation Corridor

- New transportation corridor from Highway 400 to Highway 410
- New transportation corridor from Highway 400 to 407ETR in Mississauga
- New transportation corridor from Highway 400 to 401 in Milton
- New transportation corridor from Highway 400 to Guelph (north of Georgetown)
- New transportation corridor from Highway 400 to Highway 6 (south of Georgetown)

Assessment of Ideas

- **Workshop attended by project leads for each type of modal improvement:**
 - Transit, Rail, Marine, Air, Intermodal, Transportation Demand Management (TDM)/Transportation System Management (TSM), Roads and Highways
- **Many ideas had policy issues, for example:**
 - Incentives/regulations for rail companies to give preference to passenger traffic during peak periods
 - Incentives to encourage telecommuting, flexible work hours to reduce the number of vehicular trips
 - Enable the implementation of non-roadway transportation modes within the GGH through a special coordinating / governing body
- **Categorized ideas:**
 - Idea would substantively contribute to addressing Problems & Opportunities
 - Idea would substantively contribute to addressing Problems & Opportunities but requires significant policy change
 - Idea would not substantively contribute to addressing Problems & Opportunities
 - Idea is/should be pursued by others
- **Categorization of ideas based on:**
 - Specialist expertise
 - Findings of consultation with Transportation Service Providers and Business and Commercial Stakeholders
 - Those ideas that were categorized as substantively able to contribute to addressing the Problems and Opportunities were carried forward for further evaluation

"The Ministry recognizes the value that Aboriginal people place on the environment. When making decisions that might significantly affect the environment, the Ministry will provide opportunities for involvement of Aboriginal people whose interests may be affected by such decisions so that Aboriginal interests can be appropriately considered."

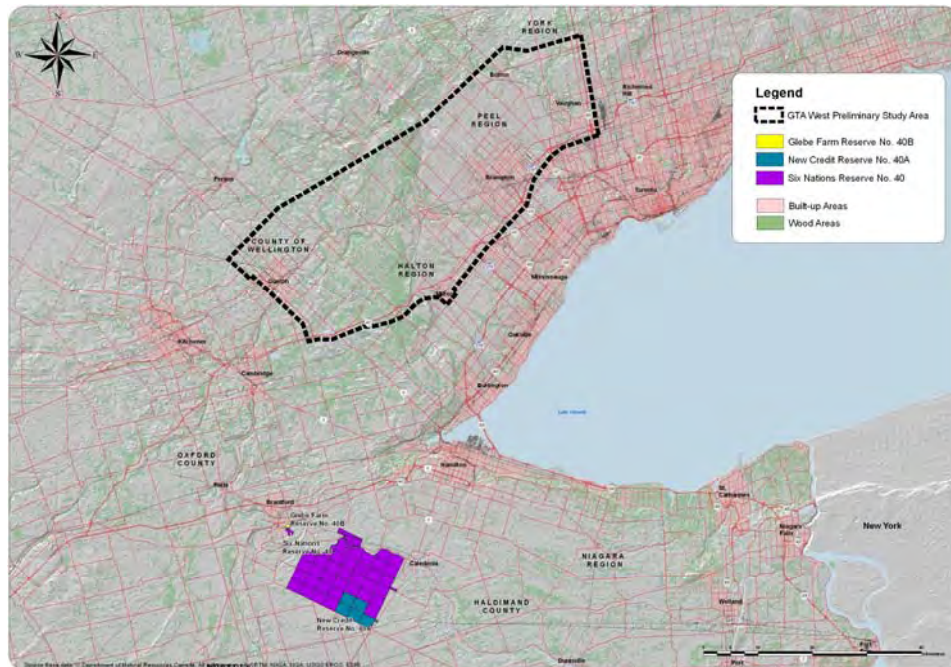
MTO's Statement of Environmental Values (2005)

Six Nations of the Grand River Territory

- *Six Nations of the Grand River Territory* is the most populous First Nation in Canada; a total population of 22,994
- It is home to six different First Nations – Mohawk, Oneida, Onondaga, Cayuga, Seneca, and Tuscarora

Mississaugas of the New Credit First Nation

- *Mississaugas of the New Credit First Nation* is a Mississauga Objibwa First Nation with a total population of 1,792 people (May 2008)



The Project Team is engaging Six Nations of the Grand River Territory and the Mississaugas of the New Credit First Nation regarding their interests in this Study. Efforts will be made to avoid, minimize and mitigate potential impacts to First Nations communities with respect to:

- Indian reserves
- Sacred grounds
- Burial locations
- Archaeological and cultural resources
- Effects on lands used for traditional activities
 - Hunting, fishing, harvesting of traditional foods and medicinal plants
- Outstanding land claims and treaties
- First Nations industry

First Nations' considerations are part of the development and evaluation of options for increasing transportation capacity in the GTA West Preliminary Study Area.

First Nations Engagement

- The potential effects of the transportation alternatives on lands of interest to First Nations are an important consideration in this Study
- A comprehensive understanding of the factors which are of interest to the First Nations is necessary
- The Project Team is preparing a “First Nations’ Existing Conditions” document to summarize our understanding of these interests. The following general areas are currently being considered:
 - Land use / community
 - First Nations’ industry
 - Traditional knowledge: hunting, fishing, harvesting of foods, medicinal plants and environmentally sensitive areas
 - Cultural heritage: pre-historic and historic First Nation sites
- Secondary source information is being used to prepare this document using:
 - Available community documents
 - Information available on the community website
 - Stage 1 Archaeological Report
- Working together with First Nations communities is essential
- The Project Team will continue to engage First Nations to ensure that the appropriate sources of information, knowledge and values are incorporated into the GTA West EA Study

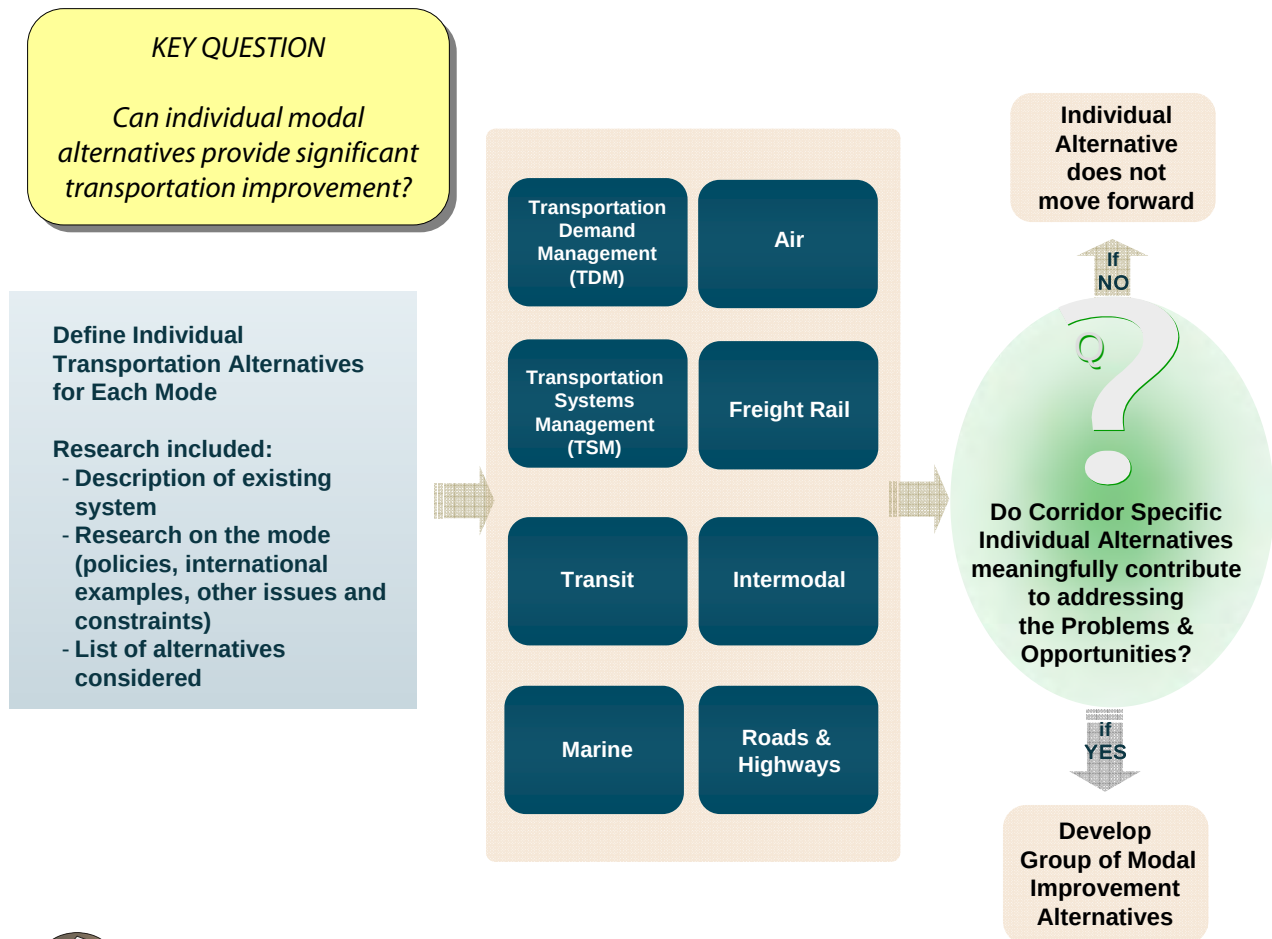
STAGE 1: Individual Alternatives

Individual Area Transportation System Alternatives have been examined based on their potential to:

- Address the identified transportation Problems and Opportunities, and
- Contribute to a multi-modal transportation solution

This stage is necessary to determine which individual alternatives merit further review.

All modal alternatives have been considered for constraints and opportunities, based on international experience. Extensive research was undertaken by the Project Team's specialists for the individual modes, as well as consultation with stakeholders.



Reference Table:

See Discussion Papers at the Reference Table



Existing TDM/TSM within the GTA West Preliminary Study Area:

- Managing demand and making system improvements can be cost-effective alternatives to increase the efficiency of an existing transportation system
- Transportation (or Travel) Demand Management (TDM): use of policies, programs, services and products to influence *whether, why, when, where* and *how* people travel (i.e. through behavioural changes to manage their travel needs)

Transportation Systems Management (TSM):

- Use of system management measures to increase efficiency and/or provide safety improvements on an existing transportation system (e.g. traffic-signal timing or phasing adjustments, designation of turning lanes at specific intersections or entrances)

Existing and Potential Additional Transportation Management Associations

*TSM examples:*

- MTO COMPASS System
- MTO Traveller's Information
- MTO Carpool Lots

- *Smart Commute is the key TDM initiative in the area. There are a number of local Smart Commute Transportation Management Associations (TMAs) throughout the GTA*
- *The scope of Smart Commute is wide, including commuter choices and services, market and outreach, advocacy, and monitoring and evaluation*

**There are a number of primary considerations for implementing more effective TDM/TSM strategies in the GTA West Preliminary Study Area:**

- Identify need for enhanced/comprehensive transportation network to support TDM/TSM initiatives and promote behavioural changes (e.g. HOV lanes, bus lanes, enhanced bus services, bike network, etc.)
- Engage greater municipal participation for advocacy at the resident and corporate levels
- Modify motorist behaviours (recognize change is slow)
- Target bigger markets (easier to inspire change in bigger communities and availability of greater resources)
- Access to funding
- Implement Regional Transportation Plan recommended TDM and TSM measures beyond GTA and Hamilton area

Team specialists and stakeholders have provided a long list of alternatives for TDM/TSM.

Examples of these include:

- Speed harmonization – reduced speed during times of congestion facilitates improved traffic flow
- Continue to improve TDM programs and TSM measures (e.g. coordinate with employers, continue to promote public awareness)
- Incident management and detection



TDM/TSM alternatives can contribute to improving transportation Problems and Opportunities. These opportunities are being carried forward to the Groups of Modal Transportation Alternatives. TDM/TSM measures cannot resolve the problems on their own.

Refer to: Groups of Modal Improvement Alternatives section of the display

5

There are many other alternatives generated; however, they would not substantively contribute to addressing transportation Problems and Opportunities or are already underway by others. Details of these are available at our reference table.



Reference Table:

Refer to the *TDM/TSM Discussion Paper* for the development of alternatives and rationale (i.e. Why alternatives are being carried forward or not) at the Reference Table





*Transit is the first priority
for moving people.*

Existing Inter-regional and Local Transit Systems within the GTA West Preliminary Study Area:

- Guelph, Milton, Brampton, Mississauga, and York provide municipal transit services
- Inter-Regional transit services in the Preliminary Study Area currently include:
 - GO Train and Bus services from Toronto to Georgetown on the Georgetown Line
 - GO Train and Bus services from Toronto to Milton on the Milton Line
 - GO Bus service from GTA to Guelph, Kitchener-Waterloo, Cambridge
 - Other GO Bus routes (Highway 403 and 407ETR)
 - VIA Rail from Toronto to Guelph to Kitchener-Waterloo
 - VIVA York Region Transit in Vaughan
 - Private services (e.g. Greyhound, Coach Canada)
- There are a number of plans that support the development and implementation of transit in the GTA West Preliminary Study Area:
 - GO Transit *GO 2020 Strategic Plan*
 - Metrolinx RTP
 - Brampton Züm
 - York VIVA
 - Halton's Transportation Master Plan
 - Guelph Transit Growth Strategy and Plan
 - Guelph-Wellington Transportation Study



Refer to: *Background* section of the display

2

There are a number of primary considerations for implementing effective transit system in the GTA West Preliminary Study Area:

- Develop consistent policies and practices across municipalities and regions in the Preliminary Study Area
- Co-ordinate between transit services providers
- Increase service frequency and reliability
- Property acquisition constraints
- Control / source of capital and operating funds
- Prioritize needs and create an implementation schedule
- Improve existing transit infrastructure (e.g. transit – supportive land use practices, additional transportation hubs near business districts, commuter parking lots, etc.)
- Integrate transit services between neighbouring municipalities (improve route linkages, reduce travel time, fare integration)





Team specialists and stakeholders have provided a long list of alternatives for transit. Examples of these include:

- Continue expansion of inter-regional GO Bus routes / GO Services (e.g. Mobility hubs such as Kitchener-Waterloo / Guelph, expand frequency and hours beyond peak periods)
- Inter-regional transit hubs where local transit and GO Transit connects
- Multi-purpose transportation on existing and future facilities (e.g. transitway, dedicated transit lanes, other transit priority measures)
- Incorporate active transportation at transit stations (e.g. bike racks, lockers)
- Carpool lots at 400-series highways (with bike parking)

These Transit alternatives can meaningfully contribute to improving transportation Problems and Opportunities. These alternatives are being carried forward to the Groups of Modal Transportation Alternatives. Transit alternatives do not fully resolve the problems or address the opportunities on their own.

Refer to: *Groups of Modal Improvement Alternatives* section of the display

5

There are many other alternatives generated; however, they would not substantively contribute to addressing transportation Problems and Opportunities or are already being pursued by others. Details of these are available at our reference table.



Reference Table:

Refer to the *Transit Discussion Paper* for the development of alternatives and rationale (i.e. Why alternatives are being carried forward or not) at the Reference Table



Goods shipment method selection is based on:

- Type of goods (bulk, weight, value)
- Travel distance (inter-regional, continental, trans-ocean)
- Shipping rates that vary by mode
- Efficiency of travel
- Urgency of delivery
- Origin and destination of goods and available transportation connections

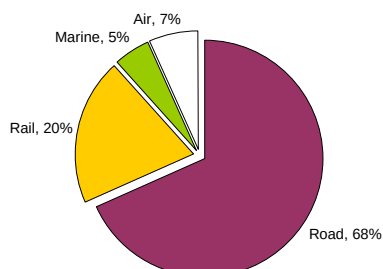
Mode	Type of Goods Typically Shipped	Why are certain products shipped by each mode?
Truck	Consumer Goods-household products Manufacturing Goods - Auto Raw Materials - Lumber, Food	• Less than 500km for journey length • Increasing reliance on "just in time" delivery • Multiple destinations of goods • Lack of alternative linkages to the transportation system • Relatively smaller quantities of goods shipped at one time
Rail	Bulk Goods/Containers - forest products, chemicals, automotive, ore/minerals	• More than 500km for journey length • Rail system connected efficiently to origin of bulk goods • Higher relative weight of products • Large quantities of goods shipped at one time
Marine	Bulk Goods/Containers - grain, iron ore coal, general cargo/consumer goods	• More than 500km for journey length • Efficient and cost effective mode for transport of goods overseas when compared to air • Large quantities of goods shipped at one time
Air	Machinery/Manufactured Goods - perishable foods, medical supplies / equipment / flowers	• More than 500km for journey length • High value products • High degree of time sensitivity • Lower relative weight and quantity of goods shipped

Although most goods experience a multi-modal journey, the truck mode accounts for almost 70% of the trade value between Canada and the U.S. in terms of mode distribution and 45% of all tonnage.

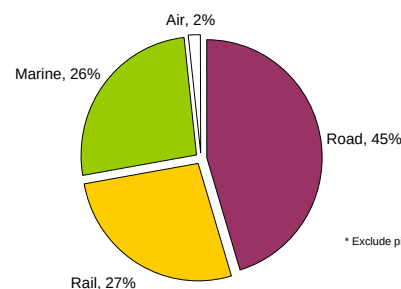


While Rail, Marine and Air provide significant service in the movement of goods, the inter-regional road network is a key component in the overall transportation of goods.

2007 Mode Distribution of Canada-US Trade by Value*



2004 Mode Distribution of Canada-US Trade by Tonnage*

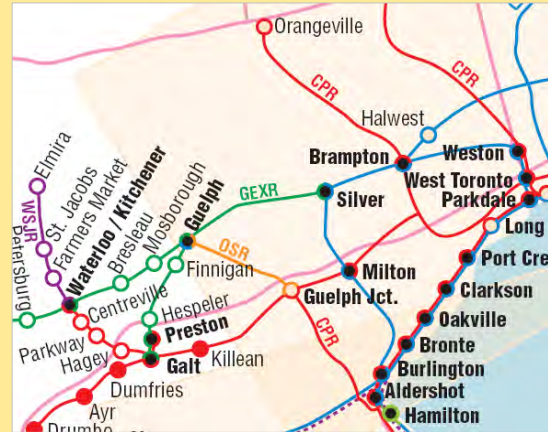


* Exclude pipeline and other modes



Existing Freight Rail Transportation System within the GTA West Preliminary Study Area:

- Canadian National (CN) and Canadian Pacific (CP) Railways – Class 1
- Shortline railways through GTA West Preliminary Study Area include:
 - the Goderich and Exeter Railway (GEXR)
 - the Orangeville Brampton Railway (OBRY), and
 - the Ontario Southland Railway (OSR) – Class 2



There are a number of primary considerations for the use of freight rail in the GTA West Preliminary Study Area:

- Security issues – becoming an increasing important and expensive issue for railway operators (e.g. Canada / U.S. border crossing)
- Insufficient and/or inefficient intermodal road connections
- Coordination of goods movement planning (i.e. different parties are responsible for planning of the railways, road network and other modes)
- Inconsistency of regulations (e.g. load limitation, duplication of effort between Canadian and U.S. Customs)
- Current provincial transportation policy does not explicitly address rail corridors
- Grade separations typically do not span the full railway corridor, limiting potential for future expansion
- Policies or programs to promote compatibility between rail and adjacent land use

Team specialists and stakeholders have provided a long list of alternatives for freight rail. Based on consultation with stakeholders and findings of specialists:

- CN and CP generally have sufficient rail/track capacity for future rail growth that could be optimized
- Major issue relating to the GTA West Preliminary Study Area is the limitation of the inter-regional road network

Land uses along rail corridors should be made more compatible with rail use through policy and program changes.

Rail has the potential to play a greater role in the overall transportation system.



Freight rail alternatives have very good potential to address the inter-regional transportation Problems and Opportunities. These alternatives on their own, however, will not significantly resolve the problems:

- Grade separate road and rail (i.e. identify bottleneck locations)
 - On the CN Corridor between Guelph and Bramalea (Guelph Subdivision from Guelph to Georgetown, Halton Subdivision from Georgetown to Bramalea) the principal bottlenecks to consider are the crossing of the 400-series highways at Highways 410, 427 and 407ETR
 - In addition there is a rail-to-rail level crossing (Diamond) in Brampton between CN and a leased CP track between Streetsville and Orangeville. This diamond may create some problems in eliminating or developing some other solution to enable the operators of this line to maintain their business
 - On the CP line from Weston to Woodbridge to Bolton (MacTier Subdivision), GO Transit is presently developing plans to add commuter service. This corridor also crosses Highway 401 and 407ETR along with a grade separated subway under CN's corridor
 - On the CP line from Etobicoke to Mississauga through Streetville and on to Milton (Galt Subdivision), this line is near and within the GTA West Preliminary Study Area and it crosses 407ETR and in Milton it crosses CN in a subway grade separation
- National policy targets for modal shift onto rail
- Changes to rail grade separation regulations
- Standardize carrying requirements across jurisdictions
- Improve integration of rail and air transportation modes
- Utilize short haul routes
- Various CN and CP initiatives



Reference Table:

Refer to the *Freight Rail Discussion Paper* for the development of alternatives and rationale (i.e. Why alternatives are being carried forward or not) at the Reference Table





Existing Transportation System within the GTA West Preliminary Study Area:

- Intermodal transportation provides the movement of goods from one mode of transport to another, typically at a terminal
- Intermodal facilities in Preliminary Study Area include:
 - Canadian National (CN) in Brampton (Peel Region)
 - CP in Vaughan (York Region)



There are a number of primary considerations for the implementation of intermodal facilities for goods movement:

- Security issues
- Perceived competitive interaction amongst transportation modes
- Insufficient and/or inefficient intermodal road connections – Access improvement
- Coordination of goods movement planning

Improved access to and from Highway 427 and the CP intermodal facility in the GTA West Preliminary Study Area is currently being pursued.

Team specialists and stakeholders have provided a long list of alternatives for Intermodal. Based on consultation with stakeholders and findings of specialists:

- There is adequate capacity of existing intermodal facilities that can accommodate future growth
- Major issue relating to the GTA West Preliminary Study Area is the limitation of the inter-regional road network from the perspective of connectivity / access and congestion

Intermodal alternatives have very good potential to address the inter-regional transportation Problems and Opportunities. These alternatives on their own, however, will not significantly resolve the problems. They are recommended to be pursued by others or are already being pursued by others. In many cases, further study is required. These alternatives are as follows:

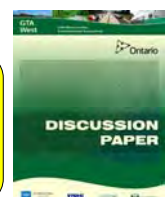
- Introduce planning policies to promote nodal (mixed use) developments
 - FSLUGs: Freight Supportive Land Use Guidelines avoid conflicting uses near intermodal terminals
- Provide choice and opportunity to benefit from strengths of each mode
- Understand requirements and match with logistics and economic realities
- Logistics hubs near airports/ports/rail yards/industrial parks

Intermodal alternatives have very good potential to address the inter-regional transportation Problems and Opportunities in the GTA West Preliminary Study Area. These alternatives on their own, however, will not significantly resolve the problems.



Reference Table:

Refer to the *Intermodal Discussion Paper* for the development of alternatives and rationale (i.e. Why alternatives are being carried forward or not) at the Reference Table





Existing Air Transportation System within the GTA West Preliminary Study Area:

- Although not within the GTA West Preliminary Study Area, the largest international airport in Canada, Toronto Pearson International Airport, is located approximately 3 km southeast of the Study Area boundary



There are a number of primary considerations for the use of air transportation for goods movement:

- Security issues – global securing policies and procedures at the U.S. border crossings
- Fuel prices – air transportation is a relatively high intensity user of fuel per weight shipped
- Limited multi-modal connections – particularly by rail and transit, connecting airports to urban centres and tourist attractions

Team specialists and stakeholders have provided a long list of alternatives for Air. Based on consultation with stakeholders and findings of specialists:

- Major issue related to the GTA West Preliminary Study Area is the limitation of the inter-regional road network from a perspective of connectivity / access and congestion

Air alternatives have very good potential to address the inter-regional transportation Problems and Opportunities. These alternatives on their own, however, will not significantly resolve the problems. They are recommended to be pursued by others or are already being pursued by others. In many cases, further study is required. These alternatives are as follows:

- Metrolinx urban goods movement strategy
- Logistics hubs near airports/ports/rail yards/industrial parks
- Improvements to “free trade zone” systems
- Improve integration of rail and air transportation modes
- High speed rail link between Union Station-Toronto Pearson International Airport - Kitchener/Waterloo
- Sixth runway at Toronto Pearson International Airport



Reference Table:

Refer to the *Air Discussion Paper* for the development of alternatives and rationale (i.e. Why alternatives are being carried forward or not) at the Reference Table



Air alternatives have very good potential to address the inter-regional transportation Problems and Opportunities in the GTA West Preliminary Study Area. These alternatives on their own, however, will not significantly resolve the problems.



Existing Marine Transportation System within the GTA West Preliminary Study Area:

- Preliminary Study Area is located to the northwest of the St. Lawrence Seaway System, and no marine transportation facilities are located within it
- Key marine facilities in the vicinity of the Preliminary Study Area include the Port of Toronto, Port of Hamilton and the Great Lakes St. Lawrence Seaway System



There are a number of primary considerations for the use of marine transportation for goods movement:

- Border related security issue
- Operation schedule for the St. Lawrence Seaway (closure between December and March for schedule maintenance)
- Vessel size
- Intermodal interface with rail/trucking

Team specialists and stakeholders have provided a long list of alternatives for Marine. Based on consultation with stakeholders and findings of specialists:

- Major issue related to the GTA West Preliminary Study Area is the limitation of the inter-regional road network from the perspective of connectivity / access and congestion

Marine alternatives have very good potential to address the inter-regional transportation Problems and Opportunities. These alternatives on their own, however, will not significantly resolve the problems. They are recommended to be pursued by others or are already being pursued by others. In many cases, further study is required. These alternatives are as follows:

- Logistics hubs near airports/ports/rail yards/industrial parks
- Metrolinx urban goods movement strategy
- Make better use of port facilities and coordinate with other modes
- Changes to advance notification rules at Canada-U.S. border
- Changes to Canadian cabotage laws
- Changes to U.S. harbor maintenance tax
- Changes to ballast water regulations
- Improved coordination between GTHA port authorities
- Formal distribution network to/from Montreal
- Provide choice and opportunity to benefit from strengths of each mode
- Understand requirements and merge with logistics and economic realities
- National policy targets for modal shift onto rail/marine
- Improve efficiency of marine and rail connection to trade centres

Marine alternatives have very good potential to address the inter-regional transportation Problems and Opportunities in the GTA West Preliminary Study Area. These alternatives on their own, however, will not significantly resolve the problems.



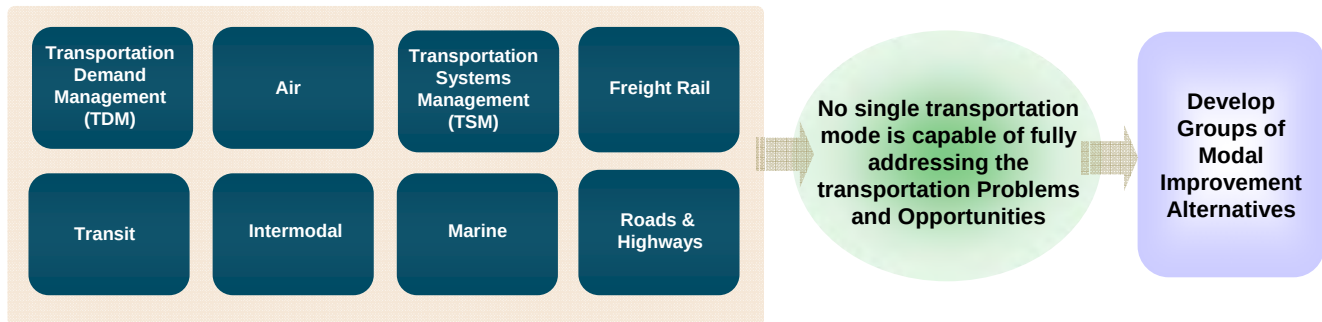
Reference Table:

Refer to the *Marine Discussion Paper for the development of alternatives and rationale (i.e. Why alternatives are being carried forward or not)* at the Reference Table



STAGE 1: Individual Alternatives

- Individual Modal Alternatives have been considered and shown to address some but not all the identified transportation Problems and Opportunities
- Groupings of Individual Modal Alternatives are also considered to determine how they can address transportation Problems and Opportunities



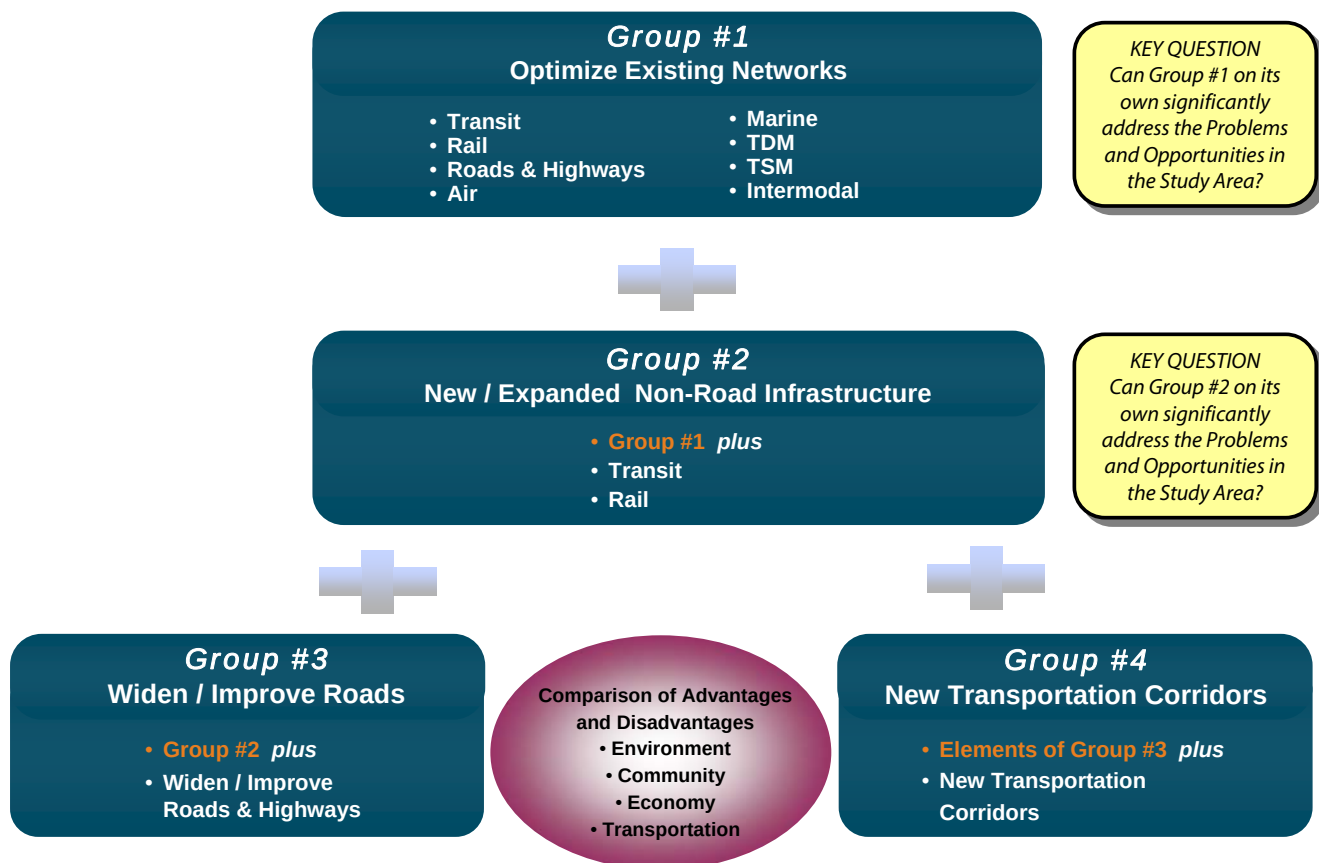
Refer to: *Groups of Modal Improvement Alternatives* section of the display

5

Mode	Stage 1 Results
Transportation Demand Management (TDM)	Is recognized as an important component of transportation networks but on its own it does not provide a significant improvement to transportation problems in the Preliminary Study Area.
Transportation Systems Management (TSM)	Is recognized as an important component of transportation networks but on its own it does not provide a significant improvement to transportation problems in the Preliminary Study Area.
Transit 	Improved transit is recognized as an important component of a transportation network especially for the movement of people and commuter; however, on its own it does not provide a significant resolution of the full range of transportation problems in the Preliminary Study Area.
Air 	Improved multi-modal connections to the Toronto Pearson International Airport have some potential to reduce dependence on the road network in the Preliminary Study Area. Recommended to be pursued by others or are already being pursued by others.
Marine 	Improved multi-modal connections to Port of Toronto / Port of Hamilton have some potential to reduce congestion on the road network in the Preliminary Study Area. Recommended to be pursued by others or are already being pursued by others.
Freight Rail 	Although rail will continue to be an important aspect of goods movement in the Preliminary Study Area, there are no specific rail transportation alternatives to be pursued as part of this Study.
Intermodal 	Improved intermodal facilities have some potential to address transportation problems in the Preliminary Study Area, especially as they relate to the movement of goods (i.e., rail to truck transfers etc.).

STAGE 2: Groups of Modal Improvement Alternatives

- **Stage 1: Individual Alternatives** concluded that no single transportation mode is capable of fully addressing the transportation Problems and Opportunities
- **Stage 2: Groups of Modal Improvement Alternatives:**
 - Combine various elements of the single mode alternatives
 - Examine and assess each of the group alternatives at a high level to determine likely advantages and disadvantages based on a variety of features and criteria



What is Group #1?

The following individual ideas form the basis for Group #1:

Metrolinx RTP & GO 2020 Strategies

- Improved access to transit stations for pedestrians, cyclists and motorists
- Improved integration of active transportation opportunities and transit (e.g. secure storage facilities at transit stations, bicycle storage on transit vehicles, etc)
- Expanded use of roadway shoulders during peak travel periods
- Improved scheduling and fare integration between inter-regional and local transit providers
- Use of real time trip planning information technologies for transit users and drivers
- Increased / improved transit service frequency

GTAW Project Team Strategies

- Speed harmonization – reduced speeds during times of congestion facilitate improved traffic flow (e.g. lane control signs)
- Transportation Demand Management (TDM) programs – provincial co-ordination and employer sponsorship of programs improves the effectiveness of TDM initiatives (e.g. Smart Commute)
- Ramp metering systems – regulated auto access to sections of highway reducing local congestion
- Transit / High Occupancy Vehicle (HOV) bypass locations – bypass lanes using metered ramps and direct ramp access to transit stations/carpool lots for HOV and transit vehicles
- Incident management and detection – improved detection and response to emergencies/incidents for more timely clearance
- Operational improvements at localized bottlenecks to ease traffic flow



Source: Highways Agency (UK)



Source: Highways Agency (UK)



The Ontario government has shown its commitment to optimization through a number of existing initiatives:

- Provincial TDM Municipal Grant Program – encourages walking, cycling, transit and trip reduction by providing annual funding for municipal projects focused on these travel modes
- Metrolinx Regional Transportation Plan – fosters a transportation system which focuses on sustainable and active transportation; mobility hubs; TDM; moving goods and delivering services; roads and highways; and transit. A few initiatives include:
 - Smart Commute – Local Transportation Management Associations work with employers to encourage and facilitate alternative travel choices like carpooling, teleworking, transit, cycling, walking or flexible work hours
 - Bike Linx – accommodates and encourages trips which combine cycling and public transit by equipping buses with bicycle carrying racks and installing bike lockers throughout the Region
 - Trip Planner – a collaboration with GO Transit, TTC and other Transportation Service Providers across the GTHA to implement an integrated trip planner system for traffic, weather, incident reports and airport and border crossing delays



The Ontario government, GO Transit, Ottawa's OC Transpo System and eight municipal transit partners in the GTA are encouraging public transit use by providing commuters with a more convenient way to get to their destinations.

The Presto Smart Card:



- Features:
 - Easy to carry – size of a debit card
 - The computer chip in your card communicates with the card reader in transit stations or on transit vehicles. The system calculates the lowest fare for your trip, and deducts the fare from the balance stored on your card
- Benefits:
 - Easy transfers and flexibility. One card for travel on any participating system
 - The system calculates the different fares for you. Faster boarding & convenience. Almost instantaneous fare reduction, exact change not required. Time-saving ways to reload your card. You can add a dollar value to your card in person, via a website or call centre, or through a pre-authorized payment

The PRESTO card will be rolled out across the Greater Toronto and Hamilton Area and Ottawa as follows:

- **Spring 2010**
 - GO Transit's Lakeshore West, Georgetown and Milton
 - GO Rail lines
 - Oakville Transit
 - Burlington Transit
 - TTC (6 Subway Stations)
- **Fall 2010**
 - GO Transit's Lakeshore East, Barrie and Richmond Hill
 - GO Rail lines and all associated GO Bus routes
 - Mississauga Transit
 - Brampton Transit
 - Hamilton Street Railway
 - TTC (Kipling and Islington Subway Stations)
- **Winter 2011**
 - Durham Region Transit
 - York Region Transit
 - GO Transit's Stouffville
 - GO Rail line and all remaining GO Bus routes
 - TTC (Don Mills, Downsview and Finch Subway Stations)
 - Ottawa's OC Transpo System

The PRESTO website will provide regular updates regarding the full implementation of the PRESTO Card: www.prestocard.ca

Through high level assessments, Group #1 Modal Improvements Alternatives will:

- Have minimal direct negative impacts to community features, the Niagara Escarpment and Greenbelt lands, as well as natural environment features
- Not significantly improve the efficiency of people or goods movement, and transportation Problems and Opportunities

Expected Benefits

- Trip reduction
- TDM and TSM have the greatest impact on urban travel patterns in urban centres
- Potential for inter-regional auto travel to decline by 4% in the GTA West Preliminary Study Area
- Potential for maximized efficiency of the transportation system
- Potential for benefits to air quality and climate change through trip reduction and mode shifts
- Potential health benefits with increased active transportation (walking, cycling)

Summary of the Assessment

Community	Economy	Environment	Transportation
• Supports Government Policy in optimizing use of existing infrastructure • Minimizes impacts to <i>Niagara Escarpment Plan</i> and <i>Greenbelt Plan</i> lands • Minimizes impacts to community features • Little to no impact on: – agricultural lands – built heritage – archaeological resources • Does not sufficiently support planned future land use or growth • Limited ability to provide improved transit connections between Urban Growth Centres (i.e., Vaughan Corporate Centre, Downtown Brampton, Downtown Milton and Downtown Guelph) • Does not provide increased goods movement linkages among intermodal facilities or communities in the GGH	• Little to no impacts to agricultural operations • Does not support economic factors associated with industry and trade, tourism or agriculture • Limited ability to support increased trade through lack of improvement to movement of goods • Limited ability to support existing or future industry • Limited ability to service provincial/regional or municipal tourism or improve service for traffic going to areas beyond the GTA • Limited ability to improve connections between Urban Growth Centres • Does not address nature of goods movement around the GTA, which is heavily oriented to "Just in Time" and short-haul delivery	• Supports environmental protection policies (Government Policy, <i>Niagara Escarpment Plan</i>, <i>Greenbelt Plan</i>, etc.) • Minimizes footprint impacts at natural features or to natural functions • Minimizes impacts to air quality • Minimizes resource consumption	• Optimizes use of existing infrastructure • Fails to address transportation Problems and Opportunities in the GTA West Preliminary Study Area • Limited improvement to efficiency of people and goods movement • Limited improvement to transportation system operations, reliability, redundancy and safety • Minor potential to improve modal integration for people and goods movement • Limited improvement to accessibility of Urban Growth Centres • Limited potential to support recreation and tourism travel • No significant constructability issues; minor delays on inter-regional road network beyond MTO programmed works

More is needed to sufficiently address transportation Problems and Opportunities. Group #1 improvements will therefore be carried forward for further consideration in combination with Group #2 alternatives.

What is Group #2?

$$\text{Group \#2 Alternatives} = \text{New / improved non-roadway infrastructure (e.g. related to transit, rail and air)} + \text{Group \#1 Alternatives}$$

Current plans and initiatives include:

- Additional expanded and improved parking facilities at transit stations
- New bus storage in Aberfoyle
- Other Metrolinx RTP and GO 2020 Strategy initiatives (See display 2: *Many Improvements have already been planned*)
- Freight Rail, Air and Marine initiatives to be pursued by others (see display 4: *Individual Mode Alternatives*)
- Rapid Transit
 - Steeles Ave. area (Lisgar GO to Highway 427)
 - Highway 427 (Toronto Pearson International Airport to Queen Street)
 - Hurontario St. (Port Credit to Downtown Brampton)
 - 407ETR (Toronto Pearson International Airport to Highway 427)
 - Finch Ave. West (Toronto Pearson International Airport to Finch Station)
 - Highway 10 (Mayfield West to Downtown Brampton)
 - Highway 7 (Peel-York boundary to Locust Hill/Markham)
 - 407ETR (Halton to Durham)
 - Trafalgar Rd. /Main St. (Downtown Milton to 407ETR)
 - Brampton Züm (Downtown Brampton to Peel-York Boundary)
- Regional Rail Service
 - Bolton from Union Station
 - Expansion of the Georgetown north corridor (Downtown Brampton / Milton)
 - Toronto Pearson International Airport to Union Station
 - Service extension from Milton to Cambridge
 - Service extension from Georgetown to Kitchener
- Express Rail
 - Richmond Hill / Langstaff Gateway to Union Station
 - Downtown Brampton to Union Station



Source: Metrolinx

Metrolinx RTP & GO 2020 Strategies

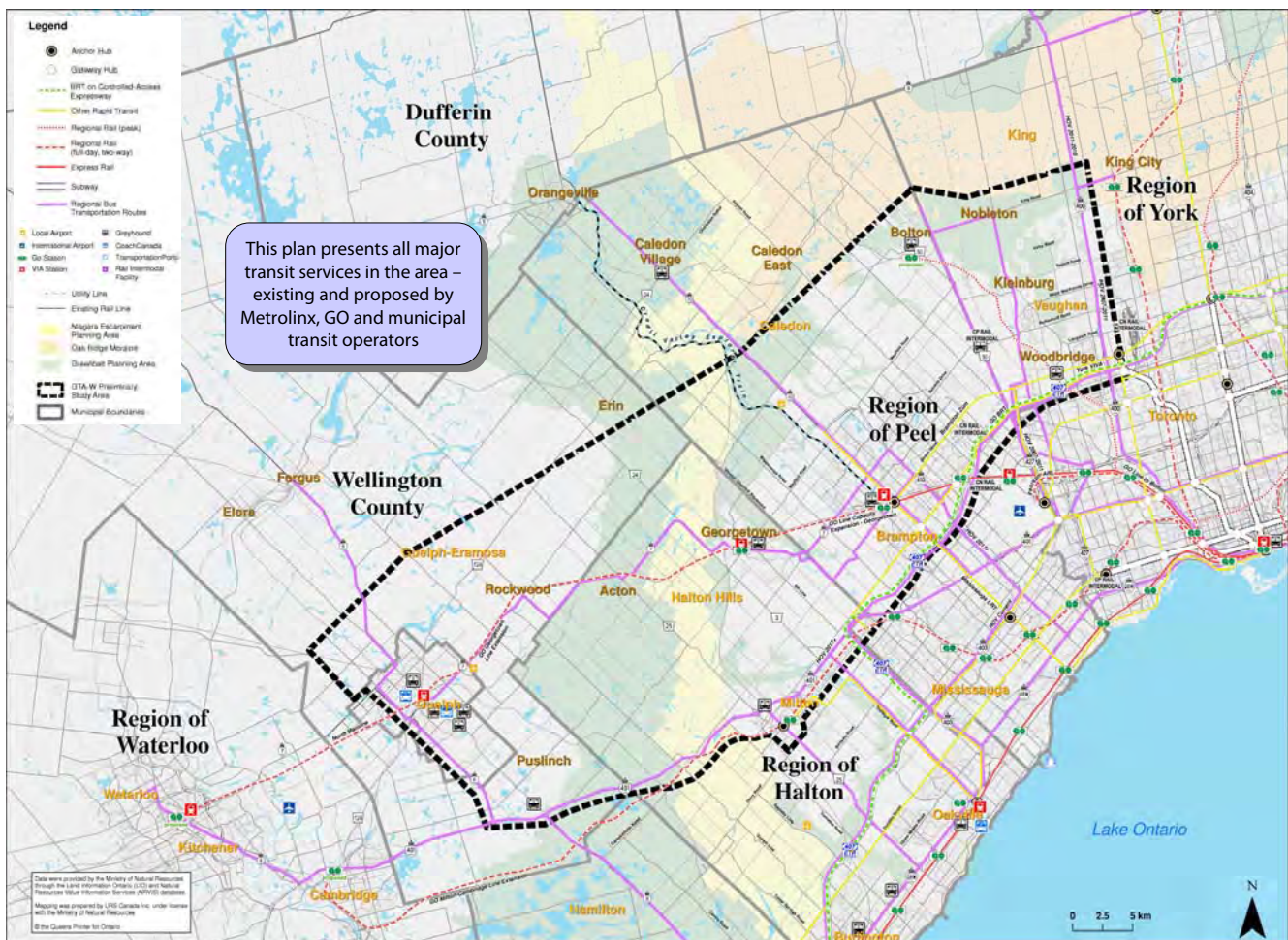
What is Group #2?

Group #2 Alternatives = New / improved non-roadway infrastructure (e.g. related to transit, rail and air) + Group #1 Alternatives

GTAW Project Team Strategies

Current plans and initiatives include:

- Expanded inter-regional GO Bus routes feeding GO Rail stations
- Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph, Vaughan Corporate Centre, Toronto Pearson International Airport, Milton, Brampton)
- New bus rapid transit links between Urban Growth Centres (Downtown Brampton, Downtown Milton, Vaughan Corporate Centre, Downtown Guelph)



Through high level assessment, Group #2 Modal Improvement Alternatives will:

- Have some potential to improve transportation system operations (e.g. linkages between Urban Growth Centres, introduction of new transit routes, etc.) with relatively less impact to the natural environmental features
- Not sufficiently address all transportation Problems and Opportunities

Expected Benefits

- Improved mode choice for movement of people and goods
- Improved potential for mode shift from auto/truck travel to other modes (transit/rail)
- Potential for benefits to air quality and climate change and decreased congestion through trip reduction and mode shift
- Potential shift of 10% of long distance truck traffic (more than 500km) to alternative modes if infrastructure and policy support is provided

Community	Economy	Environment	Transportation
• Supports the Government Policy for optimizing use of existing infrastructure • Relatively minor impacts to <i>Niagara Escarpment Plan</i> and <i>Greenbelt Plan</i> lands • Can result in positive land use impacts as transit hubs tend to attract more accessible development patterns • Overall increase in transportation options may benefit those who are physically, economically and socially disadvantaged • Potential for improved walking and cycling connections • Significant potential to provide improved connections between Urban Growth Centres (i.e., Vaughan Corporate Centre, Downtown Brampton, Downtown Milton and Downtown Guelph) • Little to no impact on: – agricultural lands – archaeological resources – cultural landscapes • Does not provide increased goods movement linkages among intermodal facilities and communities in the GGH • Some potential to impact community features and resources in built-up areas where corridors are widened to accommodate transit or rail, or at transit hubs	• Some potential to improve service to existing and future industry and to improve trade over longer distances • Potential but limited improvement for existing tourism operations • Relatively minor impacts to agricultural operations • Improves connections between Urban Growth Centres • Does not address nature of goods movement, which is heavily oriented to “Just in Time” and short-haul delivery	• Supports environmental protection policies • Potentially minimizes resource consumption • Minimizes footprint impacts on natural features or to natural functions where widening or new alignment is required • Potential for minor impacts to air quality through built-up areas	• Major potential to improve modal integration for people movement • Limited improvement to efficiency of people and goods movement • Limited improvement to transportation system operations, reliability, redundancy and safety • Limited potential to improve modal integration for goods movement • Significant improvement to transit linkages between Urban Growth Centres • Moderate potential to improve recreation and tourism travel, with new and improved transit services • Minor constructability issues; minor delays on inter-regional road network beyond MTO programmed works

Group #2 alternatives do not fully address the identified transportation Problems and Opportunities. They will therefore be carried forward for further consideration in combination with Group #3 alternatives.

- By 2031 the population in the Greater Golden Horseshoe is expected to increase by almost 4 million people
- To accommodate this growth, the Project Team anticipates that by 2031:
 - The land use intensification targets prescribed in the *Growth Plan* for the Greater Golden Horseshoe will be fully achieved
 - Urban Growth Centres will be built with transit supportive densities and a healthy mix of land uses
 - The 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 Greater Toronto and Hamilton Area will be accommodated
 - All current provincial transportation plans (e.g. Metrolinx Regional Transportation Plan, 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 the Group #1 type initiatives
 - More non-road based infrastructure such as the Group #2 recommendations will be implemented, along with additional related actions

Notwithstanding these positive changes, by the year 2031, roadway congestion will still exist, particularly on Highways 401, 400, 427 and 410.

What is Group #3-1 ?

Group #3-1 Alternatives



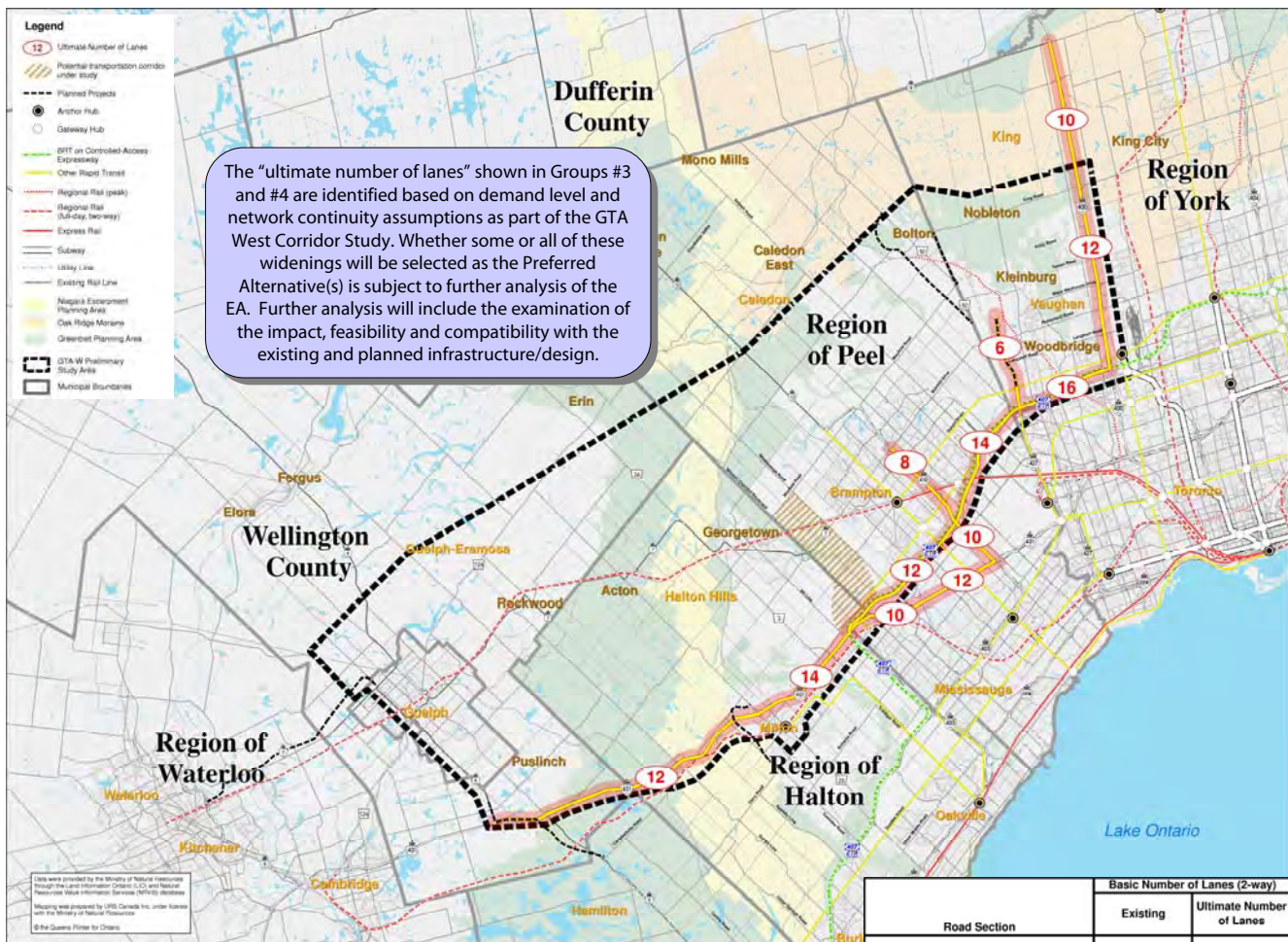
Widening of existing highways in the GTA West area to provide additional capacity



Group #1 and Group #2 Alternatives

- Highway 401
- Highway 400
- Highway 427
- Highway 410
- 407ETR

For the complete transit initiatives, see map in Group #2.



What is Group #3-2 ?

Group #3-2 Alternatives

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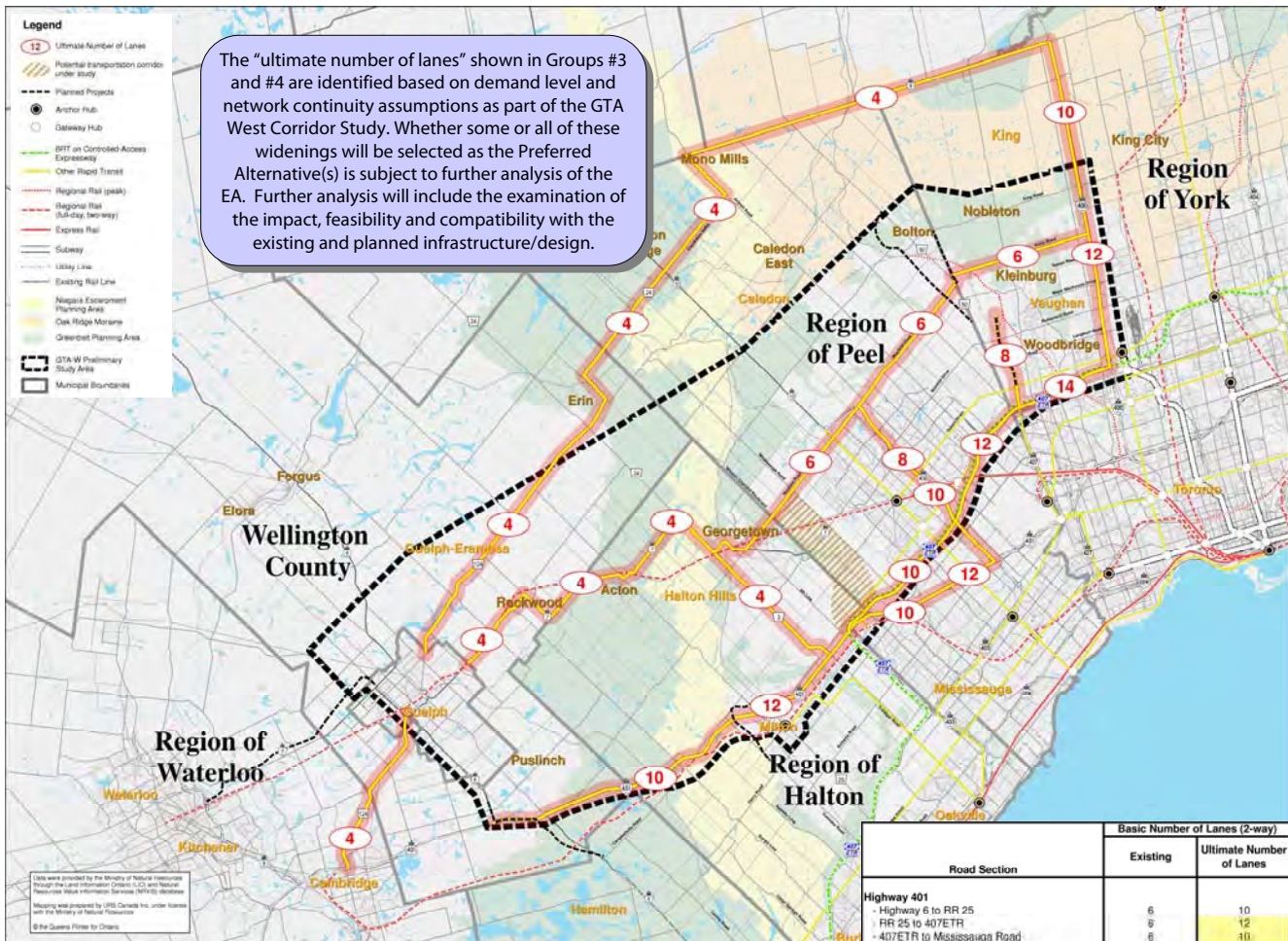
Widening of existing highways and inter-regional (Regional / County) roads to provide additional capacity

+

Group #1 and Group #2 Alternatives

- Highway 401 – Hwy Rd 124 / Reg Rd 24 / Highway 9
- Highway 400 – Highway 7
- Highway 427 – Mayfield Road / Kirby Road
- Highway 410 – Trafalgar Road
- 407ETR

For the complete transit initiatives, see map in Group #2.



Improvements shown to be outside of the Preliminary Study Area will be considered in this study process as appropriate.

What is Group #3-3 ?

Group #3-3
Alternatives

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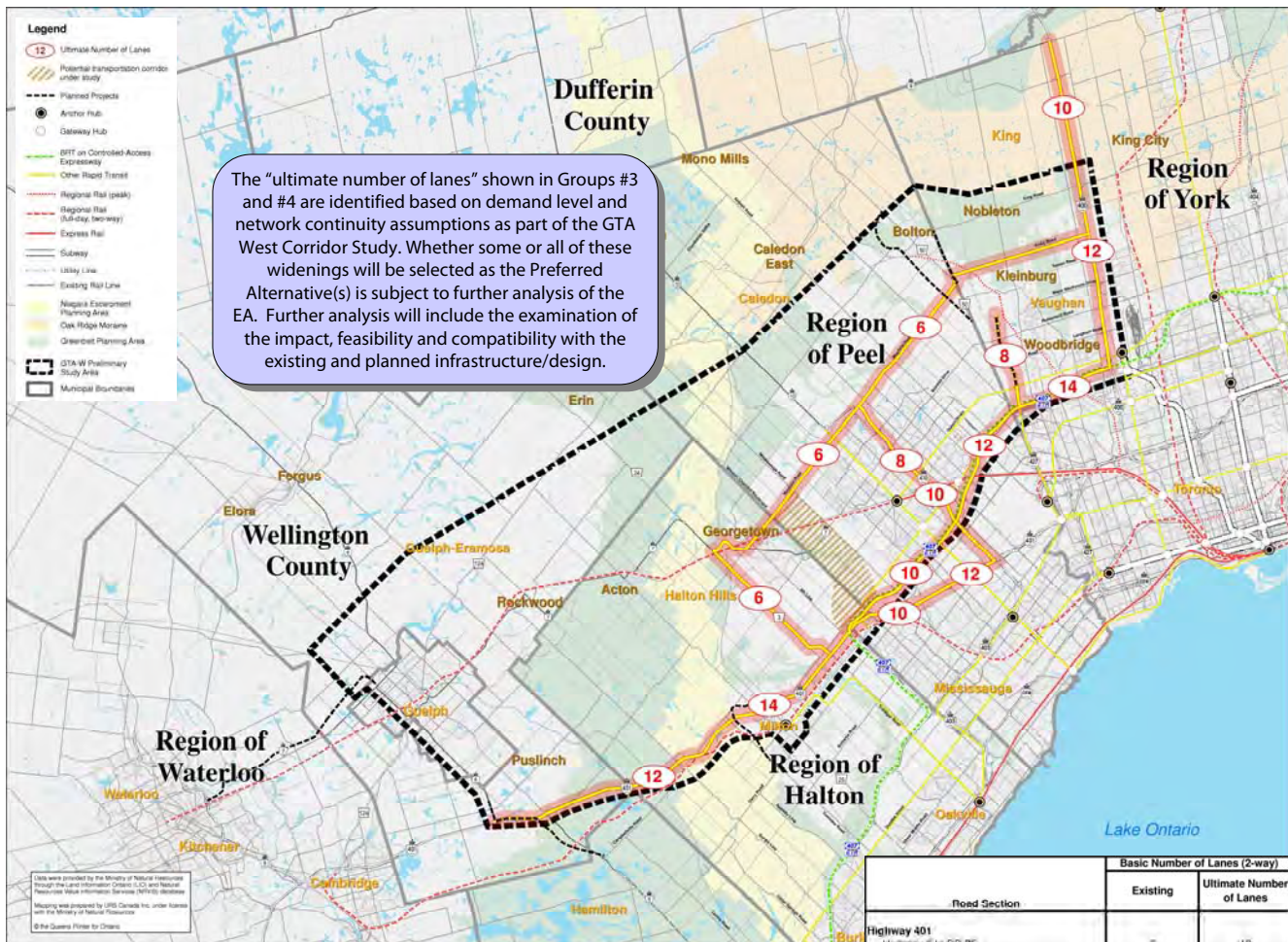
Widening of existing highways and arterial (Regional /
County) roads to provide additional capacity

+

Group #1 and
Group #2
Alternatives

- Highway 401 - 407ETR
- Highway 400 - Mayfield Road / Kirby Road
- Highway 427 - Trafalgar Road
- Highway 410

For the complete transit
initiatives, see map in
Group #2.



HOV lanes assumed
as part of total lanes

Group #3: Summary of Our Assessment

The assessment of Group #3 builds on and reflects the previous assessment summaries in Group #1 and Group #2.

Overall, Group #3 Modal Improvement Alternatives will:

- Improve the efficiency of people and goods movement with improved inter-regional transportation system operations
- Have impacts to many environmental features and direct impacts to land use and community features in various communities within the Preliminary Study Area

Community	Economy	Environment	Transportation
• Supports the Government Policy by optimizing the use of existing infrastructure • Relatively minor impacts to <i>Niagara Escarpment Plan</i> and <i>Greenbelt Plan</i> lands • Low potential to impact agricultural operations and results in less loss of agricultural lands because most impacts are on the fringe • Low potential to impact archaeological resources because most areas have been previously disturbed • Group 3-1 has minimal impact on community features, because it uses Provincial highways • Groups 3-2 and 3-3 provide improved access to future employment areas in Brampton and Caledon • Potential to improve linkages and accessibility between the urban areas in the GTA West Corridor • Group 3-2 has potential for significant direct (i.e. displacement and access) impacts to land uses and community features in places such as Rockwood, Acton, Georgetown, Erin, Caledon, etc., although bypasses may reduce impacts • Group 3-2 has potential for significant direct impacts (i.e. displacement/loss) to built heritage features along existing roads and in communities named above, although bypasses may reduce impacts • Groups 3-2 & 3-3 include major municipal widenings that may not be consistent with municipal plans, policies, transportation master plans and/or Official Plans	• Some ability to service future industry along existing travel corridors • Additional capacity reduces congestion and facilitates goods movement and trade • Provides improved access to tourism/recreation operations along existing travel corridors • Additional capacity reduces congestion and facilitates improved travel for tourism and recreational purposes • Groups 3-2 and 3-3 may improve tourism opportunities for new and existing attractions in northern sections of Study Area • Relatively minor impacts to agricultural operations • Group 3-2 - a new bypass (around Rockwood, Acton, Georgetown, Erin, Caledon and/or Mono Mills) could potentially open up lands for new business or light industrial expansion • Limited ability to improve connections between Urban Growth Centres (i.e. Vaughan Corporate Centre, Downtown Brampton, Downtown Milton and Downtown Guelph) • Potential bypasses around Rockwood, Acton, Georgetown, Erin, Caledon and Mono Mills may reduce exposure for businesses in existing built-up areas • Groups 3-2 and 3-3 could impact agricultural operations through property access, "fringe" impacts and indirect proximity impacts	• Supports the Government Policy on the protection of Natural Heritage, Agricultural and Cultural Heritage/Archaeological resources • Minimizes fragmentation of environmental protection policy areas (i.e. <i>Niagara Escarpment Plan</i>, <i>Greenbelt Plan</i> and <i>Oak Ridges Moraine</i>) • Potential for less resource consumption or mineral and aggregate resource related issues • Increased emissions along existing major travel corridors in built-up areas, where sensitive receptors are located. Proximity to receptors increases exposure • Impacts many environmental features. Although footprint widening may be considered less severe than fragmentation of natural areas, frequency of crossings and ability to mitigate through design may be restricted because of property constraints and design limitations imposed by existing infrastructure	• Generally addresses people and goods movement transportation demands in the GTA West Preliminary Study Area • Major improvement to efficiency of people and goods movement, with improved inter-regional transportation system operations • Major improvement to transportation system operations and safety • Moderate improvement to transportation system reliability and redundancy • Moderate potential to improve modal integration for people and goods movement • Potential to improve linkages and accessibility between the urban areas in the GTA West Corridor • Major improvement to recreation and tourism travel and directness of routes to tourist/ recreation destinations in the GTA and northern Ontario • Significant constructability and staging issues • No new inter-regional transportation corridors • Alternatives 3-1 and 3-3 provide limited roadway redundancy improvements • Alternatives 3-1 and 3-3 provide limited roadway improvements to Guelph

Alternatives under Group #3 Modal Improvement Alternatives will be examined and evaluated in further detail following PIC #3 (i.e. Stage 3 of the Transportation Alternatives Assessment Process).

Refer to: 3: Process Framework

3

Refer to 6: Next steps

6

What is Group #4-1 ?

Group #4-1 Alternatives

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Widening of existing highways

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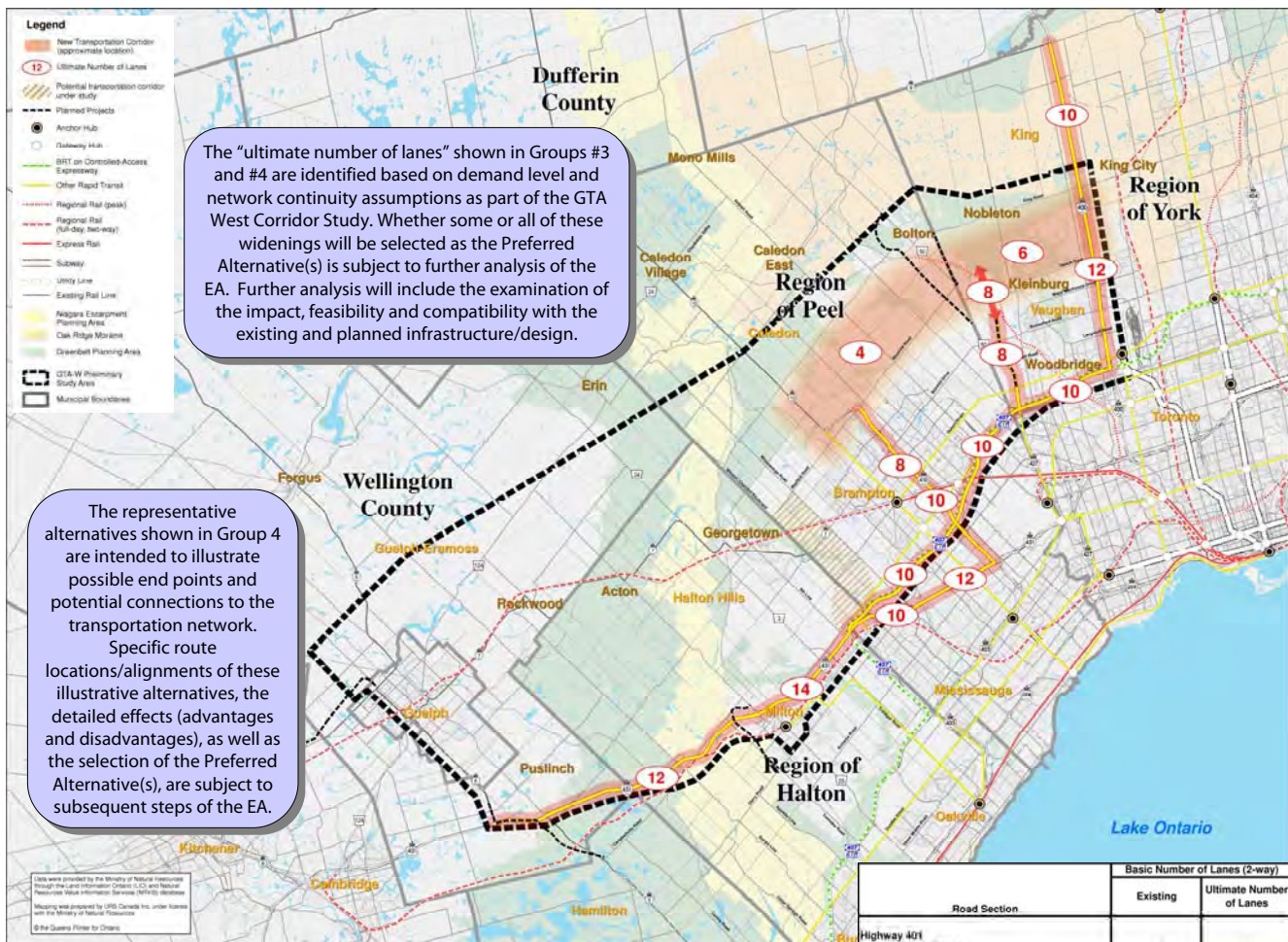
New transportation corridor from Highway 400 to Highway 410

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Group #1 and Group #2 Alternatives

- Highway 400
- Highway 401
- Highway 427
- Highway 410
- 407ETR

For the complete transit initiatives, see map in Group #2.



Road Section	Basic Number of Lanes (2-way)	
	Existing	Ultimate Number of Lanes
Highway 401		
- Highway 6 to RR 25	6	12
- RR 25 to 407ETR	6	14
- 407ETR to Mississauga Road	6	10
- Mississauga Road to Highway 410	6	10
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 Queen Street	6 / 8	10
- Queen Street to Bovard Drive	6	8
Highway 427		
- M. Mackenzie to New Transportation Corridor	8	8
Highway 400		
- Major Mackenzie Drive to King Road	6	12
- King Road to Highway 9	6	10
New Transportation Corridor		
- Highway 410 to Highway 427	8	8
- Highway 427 to Highway 400	8	8

HOV lanes assumed as part of total lanes

What is Group #4-2 ?

Group #4-2 Alternatives

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Widening of existing highways

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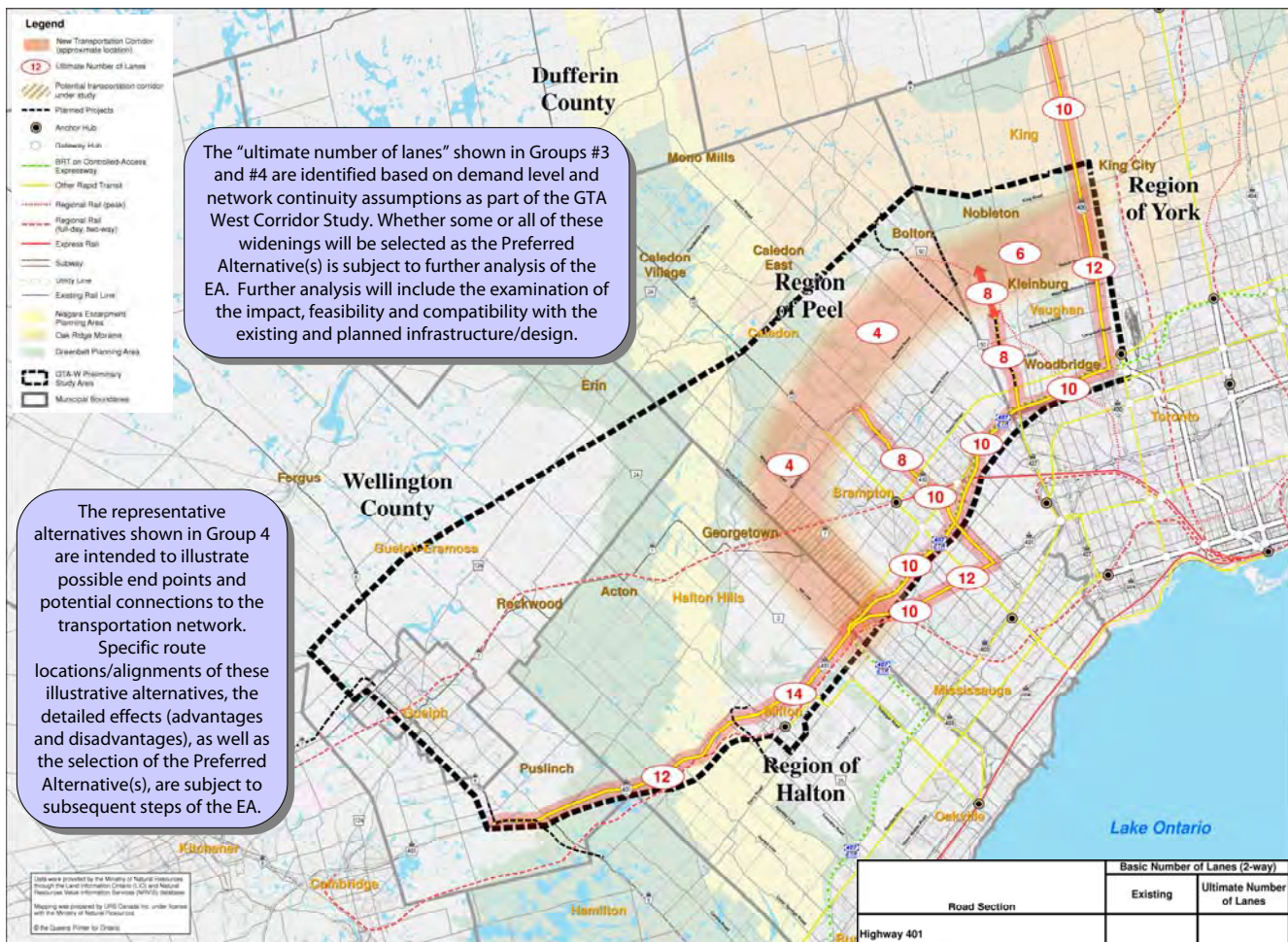
New transportation corridor from Highway 400 to Highway 401 / 407ETR

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Group #1 and Group #2 Alternatives

- Highway 400
- Highway 401
- Highway 427
- Highway 410
- 407ETR

For the complete transit initiatives, see map in Group #2.



What is Group #4-3 ?

Group #4-3 Alternatives

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Widening of existing highways

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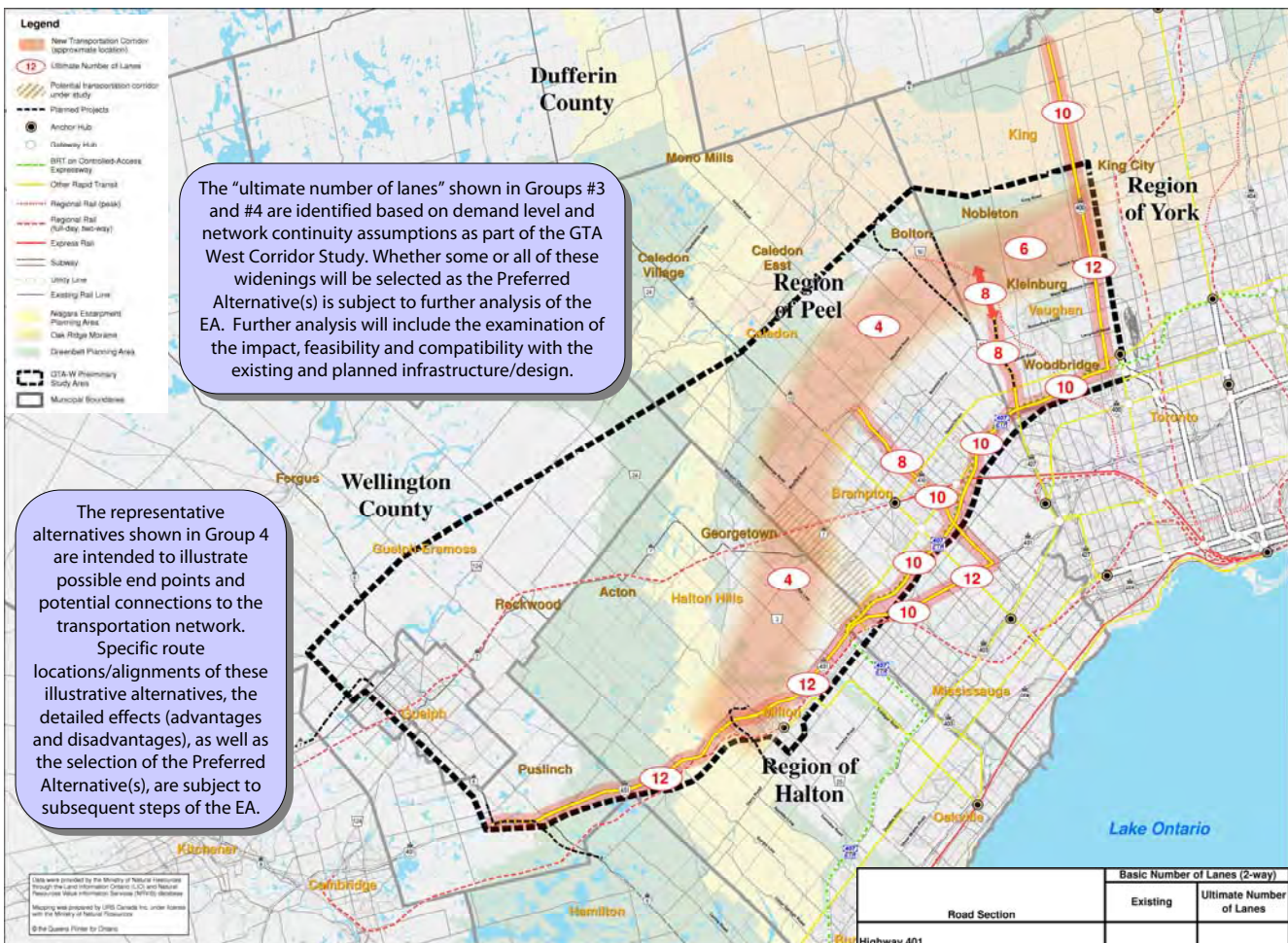
New transportation corridor from Highway 400 to Highway 401 west of Milton

+

Group #1 and Group #2 Alternatives

- Highway 400
- Highway 401
- Highway 427
- Highway 410
- 407ETR

For the complete transit initiatives, see map in Group #2.



What is Group #4-4 ?

Group #4-4 Alternatives

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Widening of existing highways

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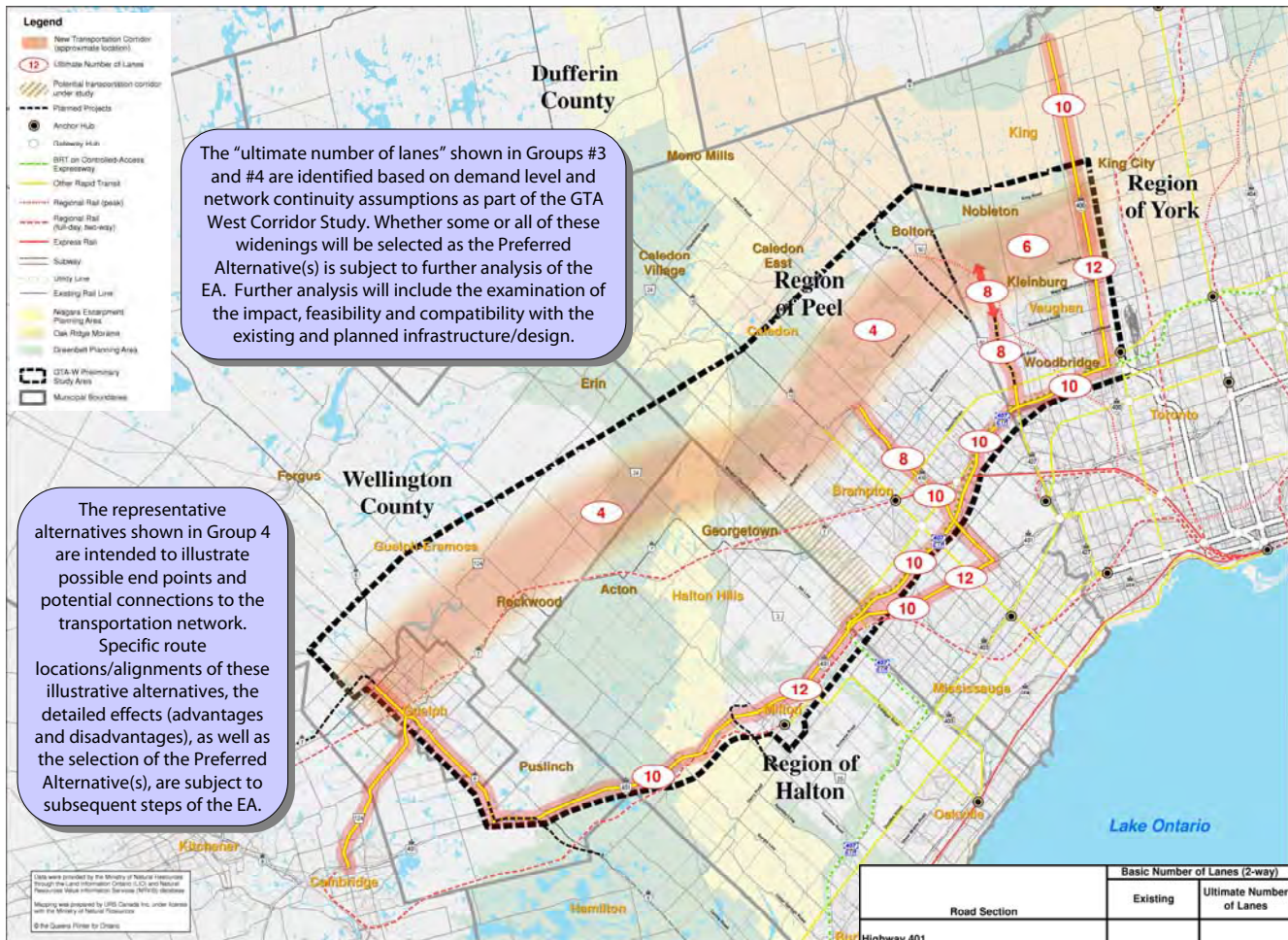
New transportation corridor from Highway 400 to north of Guelph

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Group #1 and Group #2 Alternatives

- Highway 400
- Highway 401
- Highway 427
- Highway 410
- 407ETR

For the complete transit initiatives, see map in Group #2.



What is Group #4-5 ?

Group #4-5 Alternatives

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Widening of existing highways

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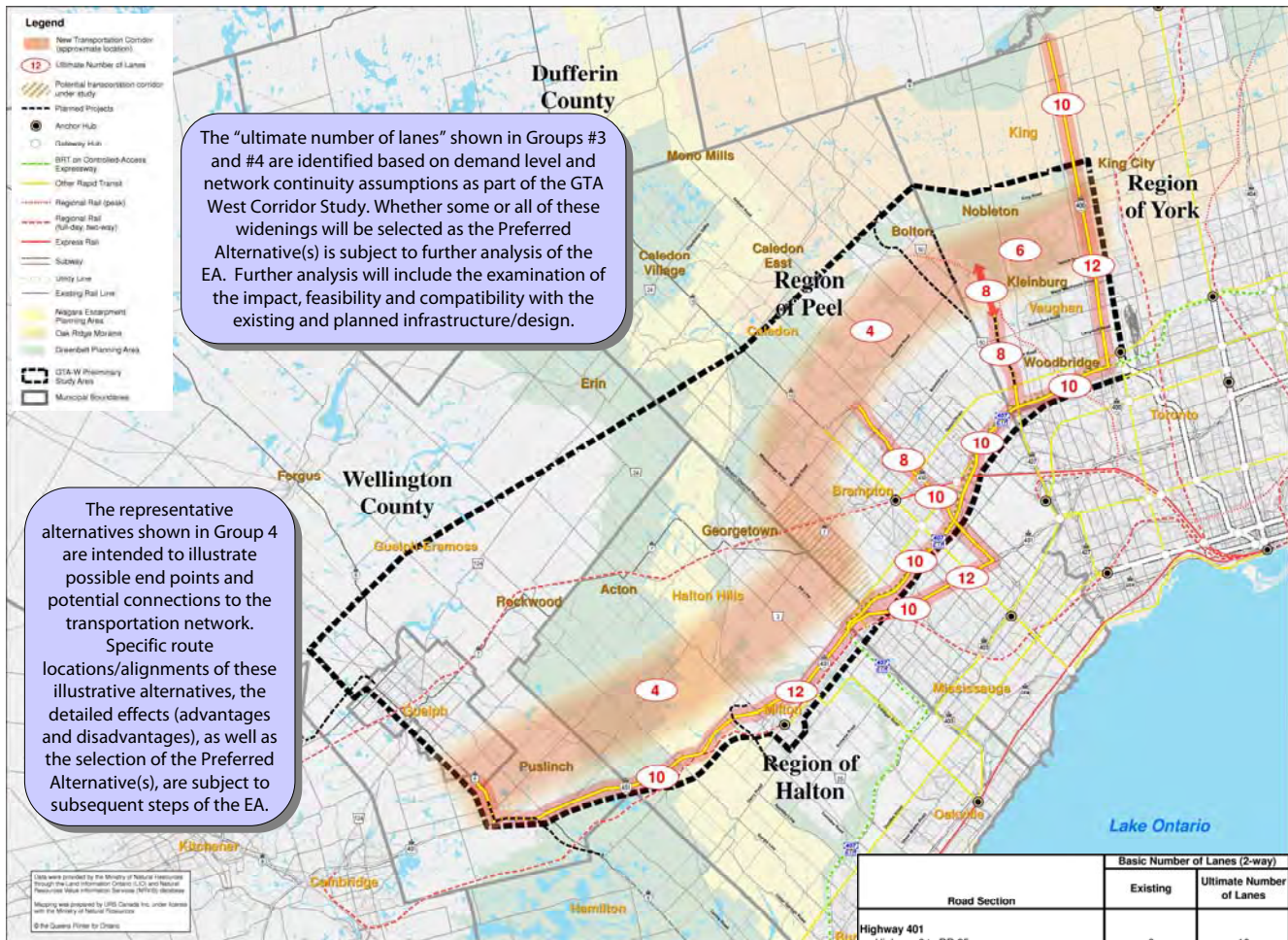
New transportation corridor from Highway 400 to south of Guelph

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Group #1 and Group #2 Alternatives

- Highway 400
- Highway 401
- Highway 427
- Highway 410
- 407ETR

For the complete transit initiatives, see map in Group #2.



Group #4: Summary of Our Assessment

The assessment of Group #4 builds on and reflects the previous assessment summaries in Group #1, Group #2 and Group #3.

Overall, Group #4 Modal Improvement Alternatives will:

- Improve the efficiency of people and goods movement with improved inter-regional transportation system operations, and allow for higher order transit on new higher order roadway
- Have impacts on many environmental features (e.g. Greenbelt and crossing of the Niagara Escarpment, farmland, rivers, streams & natural heritage)

Community	Economy	Environment	Transportation
• Major potential to improve linkages and accessibility between the urban areas in the GTA West Corridor • Address development pressures in Peel and York Regions • Less impacts on community features, land uses and built-up areas • Less impacts on built heritage features in communities throughout Study Area • Cross varying portions of the <i>Niagara Escarpment Plan</i> and <i>Greenbelt Plan</i> designated areas. Groups 4-4 and 4-5 cross the largest sections of the <i>Niagara Escarpment Plan</i> and <i>Greenbelt Plan</i> lands • Potential to change or affect the "rural" character of some communities • Potential increased nuisance impacts (i.e. noise, illumination etc.) in areas closest to new corridor • Potential fragmentation of agricultural operations and loss of Class 1 lands • New crossing of Humber River has potential to impact Canadian Heritage River and Trails (including Toronto Carrying Place Trail) – although impacts can be minimized through design and span of new structures • Potential impacts to archaeological resources in previously undisturbed areas • Potential to impact cultural features near Norval (Groups 4-2 and 4-3), Ballinafad and Cheltenham (Group 4-4) and Speyside, Scotch Block and Brookville (Group 4-5) • Groups 4-1 and 4-2 have limited ability to serve Milton/Halton Hills growth areas	• New corridors provide economic opportunities for industry and improved trade • Provide improved access to CP intermodal terminal in Vaughan and CN intermodal terminal in Brampton • Connect major existing and emerging nodes that are the focus of the logistics/wholesale trade sectors for growth in Halton and provide improved access to these areas for the labour force. • Group 4-4 provides significantly improved access to eco-recreational areas many of which are located along the Niagara Escarpment • Group 4-5 would enhance the area's economic competitiveness by improving access to existing and planned industrial areas and intermodal facilities, taking pressure off municipal roads, reducing the cost of congestion, and enhancing transportation system efficiency and reliability / redundancy for growth centres throughout the Study Area, from Vaughan to Guelph and on to Kitchener-Waterloo • Provide service to existing and future industry • Support improved connections for intra-provincial and international tourism, including to/from Toronto Pearson International Airport • Improve linkages between the urban areas through network redundancy • Potential impacts on linked agricultural operations although route selection process and mitigation could reduce impacts	• Potential to impact, resulting in loss of and fragmentation of lands designated by the <i>Greenbelt Plan</i> and the <i>Niagara Escarpment Plan</i> • Alternatives 4-4 and 4-5 have the most potential to impact, resulting in loss of and fragmentation of lands designated by the <i>Greenbelt Plan</i> and the <i>Niagara Escarpment Plan</i> • Potential to impact many significant Environmental Sensitive Areas, Areas of Natural & Scientific Interest, wetlands, groundwater recharge areas, especially those west of Georgetown, although some features can be avoided through route selection process and design of crossings • New corridor alternatives have most potential to impact surface water conditions • Groups 4-4 and 4-5 have potential for major resource consumption, based on their length • Group 4-5 impacts Halton shale deposits • New corridors offer some opportunities to increase separation distance between built-up areas and transportation corridor • New corridors offer some opportunities to minimize impacts at environmentally sensitive features through route selection phases and design of new crossings, structures, etc.	• Generally addresses people and goods movement transportation demands in the GTA West Preliminary Study Area • Major improvement to efficiency of people and goods movement, with improved inter-regional transportation system operations • Major improvement to transportation system operations and safety • Major improvement to transportation system reliability and redundancy with new transportation corridor • Major potential to improve modal integration for people and goods movement • Major potential to improve linkages and accessibility between the urban areas in the GTA West Corridor • Major improvement to recreation and tourism travel and directness of routes to tourist/ recreation destinations in the GTA and northern Ontario • Allows for higher order transit on new higher order roadway • Significant constructability and staging issues • Groups 4-1, 4-2 and 4-3 provide limited roadway redundancy improvements in the western portion of the Study Area • Groups 4-1, 4-2 and 4-3 provide limited roadway improvements to Guelph

Alternatives under Group #4 Modal Improvement Alternatives will be examined and evaluated in further detail following PIC #3 (i.e. Stage 3 of the Transportation Alternatives Assessment Process)

Refer to: 3: Process Framework

3

Refer to: 6: Next steps

6

Following PIC #3 an evaluation will be completed using a range of factors and criteria to determine which alternative(s) should be carried forward. During the evaluation and selection phase, the Preliminary Planning Alternative(s) carried forward will be considered in the following process:



Stage 3: Examination and Evaluation of Preliminary Planning Alternatives

- Focus on a short list of Groups of Modal Improvement Alternatives that have been carried forward based on ability to address the identified Problems and Opportunities and in view of potential environmental, community and economic impacts
- Only applies where the preferred group of alternatives has elements within the jurisdiction of the Ministry of Transportation or where other Transportation Service Providers support the examination of potential solutions by the Ministry in coordination with the appropriate transportation agencies

Generation of Preliminary Planning Alternative(s)

- Generate alternative(s) to a level necessary to support the assessment of potential footprint impacts

Assessment, Evaluation & Selection of Preliminary Planning Alternative(s)

- Quantitative measures (i.e. indicators that can be measured) of potential “footprint” impacts
- Qualitative measures (i.e. describing the impact) for potential impacts to systems or functions
- The transportation, environmental, economic and community criteria to support the assessment of Groups of Modal Improvement Alternatives is outlined in the **table on the next display**
- This set of criteria is based on the factors and criteria from the Term of Reference for the GTA West Study

Consultation

- Focus on the generation and evaluation of Preliminary Planning Alternative(s) and the identification of a draft Transportation Development Strategy
- Meetings with each of the advisory groups (municipality, regulatory agencies and community)
- Public Information Centres

Recommendation

- Following PIC #4, recommend preferred Preliminary Planning Alternative(s) to be carried forward to Stage 2 of the EA Process

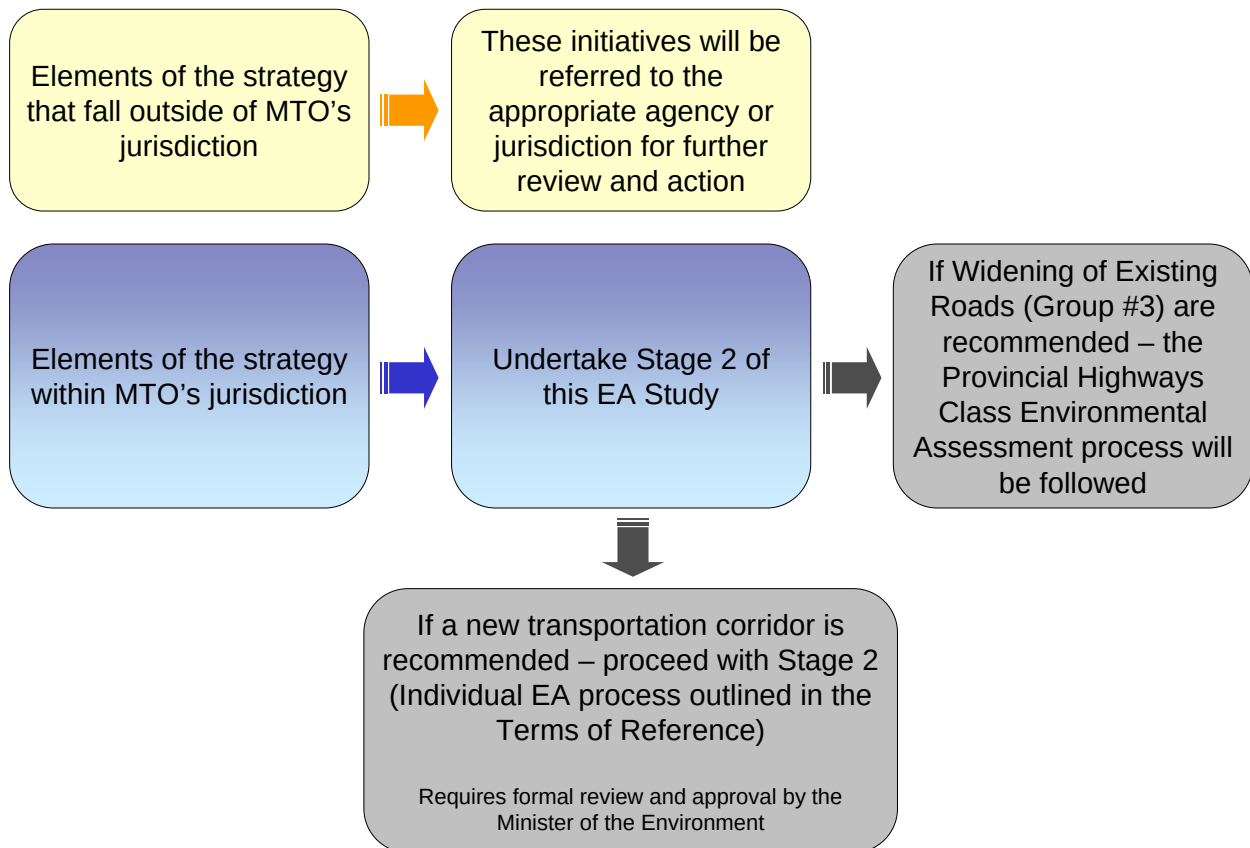
- The transportation, Environmental, Economic and Community criteria to support the assessment of alternatives is outlined in the table
- An evaluation process will be used to select the preferred combination alternatives to be carried out to Stage 3: Preliminary Planning
- The evaluation process will consider the advantages and disadvantages of each alternative and the relative significance of the potential impacts; resulting in a clear and thorough evaluation of the trade-offs between the various categories. This process will be explained in detail at the next PIC

FACTOR	CRITERIA
1. Natural Environmental Factors	
1.1 Fish and Fish Habitat	Potential to affect sensitive fish habitat and fish community
1.2 Terrestrial Ecosystems	Potential to affect: • Provincially and locally significant wetlands • Significant forest and vegetation communities • Significant wildlife habitat and wildlife movement opportunities
1.3 Groundwater	Potential to affect: • Areas of groundwater recharge and discharge. • Groundwater source areas and wellhead protection areas.
1.4 Surface Water	Potential to affect existing drainage systems associated with permanent watercourses.
1.5 Designated Areas	Potential to affect designated areas (as defined through legislation, policies, or approved management plans to have special value)
2. Land Use / Socio-Economic Environment Factors	
2.1 Land Use Planning Policies, Plans, Goals, Objectives	Potential to affect areas for which there are First Nations outstanding land claims or treaties. Potential to support federal/provincial land use policies/plans/goals/objectives and municipal Official Plans.
2.2 Land Use / Community	Potential to affect: • Indian Reserves. • First Nations Sacred Grounds. • Urban and residential areas. • Commercial and industrial areas. • Tourist areas and attractions. • Major community facilities and institutions.
2.3 Noise	Potential for increased transportation noise in Noise Sensitive Areas (NSAs) (residential areas and sensitive institutional uses).
2.4 Air	Potential for exposure of sensitive receptors to various levels of air pollution (including extent and duration of exposure) Incremental annual amount of air pollutants emitted into the region for the horizon year Incremental annual amounts of greenhouse gases emitted per annum for the horizon year
2.5 Land Use / Resources	Potential to affect: • First Nations Treaty Rights and Interests or use of land and resources for traditional purposes. • Specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils • Parks and recreational areas. • Aggregate and mineral resources sites.
2.6 Municipal Services	Potential to affect major utility transmission corridors.
2.7 Contaminated Property Identification and Management	Potential to release of existing site contamination from landfills (open and closed), hazardous waste sites and other known contaminated sites.
3. Cultural Environmental Factors	
3.1 Cultural Heritage – Built Heritage and Cultural Heritage Landscapes	Potential to affect: • Buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage properties. • Significant heritage bridges. • Areas of historic 19th century settlement. • Known cemeteries. • Known burial sites.
3.2 Cultural Heritage - Archaeology	Potential to affect: • Significant pre-historic and historic First Nations archaeological sites of extreme local, provincial or national interest. • Historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.
4.0 Area Economy Factors	
4.1 First Nations Industry	Potential to support First Nations industry in the area by efficient and reliable movement of people and goods
4.2 Industry and Trade	Potential to support industry and trade by efficient and reliable goods movement
4.3 Tourism and Recreation Industry	Potential to support tourism and recreation industry by efficient and reliable movement of people.
4.4 Agriculture Industry	Potential to support area agriculture industry by efficient movement of goods.
5.0 Transportation Factors	
5.1 Federal/Provincial/ Municipal transportation planning policies/ goals/objectives	Potential to support federal/provincial/ municipal transportation planning policies/goals/objectives.
5.2 Efficient movement of people	Potential to support the efficient movement of people between communities and regions based on Level of Service (LOS) and volume to capacity (v/c) on a network, screenline and critical link basis.
5.3 Efficient movement of goods	Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities and communities based on road network performance measures (LOS and travel speed).
5.4 System reliability / redundancy	Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions.
5.5 Safety	Potential to improve traffic safety based on opportunity to reduce congestion on area road network (LOS and v/c).
5.6 Modal integration, balance and efficiency	Potential to improve modal choice and increase mode split for person trips between communities, regions and major transit station areas based on travel performance indicators (LOS, v/c, travel speed) at critical screenlines and on potential to provide higher order transit service.
5.7 Linkages to Population and Employment Centres	Potential to improve accessibility to urban growth centres for people and goods movement based on higher order network continuity and connectivity.
5.8 Recreation and Tourism Travel	Potential to support recreation and tourism travel within and to/from the Preliminary Study Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (LOS, v/c, travel speed).
5.9 Constructability	Potential ease of implementation considering feasibility/difficulty of physical, property or environmental constraints and relative cost (where possible to approximate)
5.10 Traffic Operations	Potential impact on traffic operations due to factors such as design features, and transportation network connections.

- Following the selection of the Preferred Preliminary Planning Alternative(s), the Recommended Transportation Development Strategy will be identified
- The details of this strategy will be presented for stakeholders review and comment at PIC #4
- Subsequent to PIC #4, a Transportation Needs Assessment Report will be prepared to document the body of work leading to the identification of the Recommended Transportation Development Strategy. This document will be made available for stakeholders review at the completion of Stage 1 of this Study

Process for Pursuing this Strategy

- Some elements of the strategy will fall within MTO's area of responsibility while others will be the responsibility of other agencies



Get Involved

Consultation Framework

- Following this Public Information Centre, the Project Team will consider input and respond to questions and comments received
- Your comments are encouraged at any time during the Study. Public comments serve to inform the decision making process. All written comments received by email, letter, comment sheet or fax will receive a written response
- Interested persons may contact the Project Team regarding issues of concern at any time during the Study. Opportunities for comment and study information are available on the project website



Please visit our website at:

www.gta-west.com



What's available on the website?

Consultation and Outreach

- Download Public Information Centre material

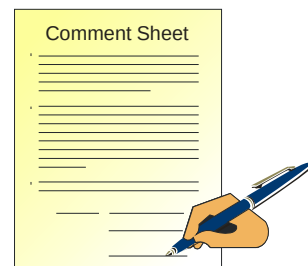
Maps and Reports

- Download maps and reports
- More reports will be added as the Study progresses

Contact Us

- Let us know your comments, or add your name to the study contact list

or Email: project_team@gta-west.com or



Comments and information regarding this Study are being collected to assist the Ministry of Transportation (MTO) in meeting the requirements of the Ontario Environmental Assessment (EA) Act. This material will be maintained on file for use during the Study and may be included in study documentation.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act, solely for the purpose of conducting this EA. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the MTO Project Team if you have any questions or concerns regarding the above information.

APPENDIX H
PUBLIC INFORMATION CENTRE #3 STUDY
BROCHURE AND FACTSHEETS



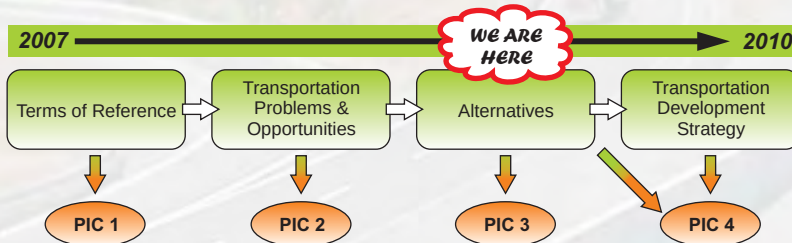
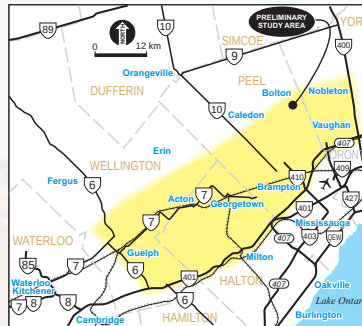
GTA West Public Information Centre #3

November / December 2009

Current Focus: Transportation Alternatives

The focus of Public Information Centre #3 is to:

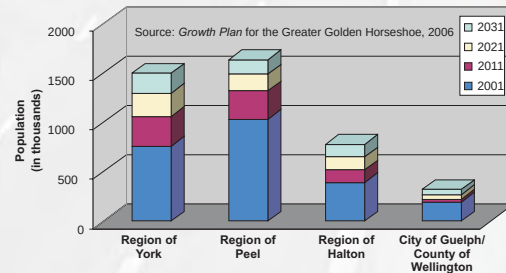
- Present alternatives that were developed to address the Problems and Opportunities presented at PIC #2 (March 2009)
- Provide a high level assessment of the alternatives
- Receive public input prior to evaluation of alternatives



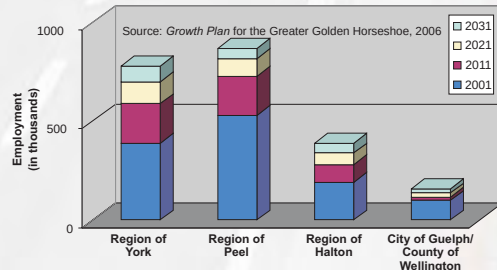
Planning for Growth

- The Greater Golden Horseshoe is one of the fastest growing regions in North America. It is also the destination of choice for many people and businesses relocating from other parts of Canada and around the world. They settle here because of the high quality of life and the economic opportunities
- Communities within the Greater Golden Horseshoe will continue to experience the benefits that come with growth, including vibrant, diversified communities and economies; new and expanded community services; and arts, culture and recreation facilities
- However, without properly managing growth, communities will continue to experience the negative aspects associated with rapid growth, such as increased traffic congestion, deteriorating air and water quality, and the disappearance of agricultural lands and natural resources

Distribution of Population for the GGH 2001-2031



Distribution of Employment for the GGH 2001-2031



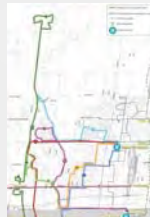
Many Improvements Have Already Been Planned

- This Study builds on planned improvement initiatives by Metrolinx (in the Regional Transportation Plan and GO 2020) and others
- There is an extensive list of planned improvements in optimizing the existing road network and non-road infrastructure

Metrolinx



York VIVA 2010 to 2015 5-year Service Plan



GO 2020



Brampton Züm



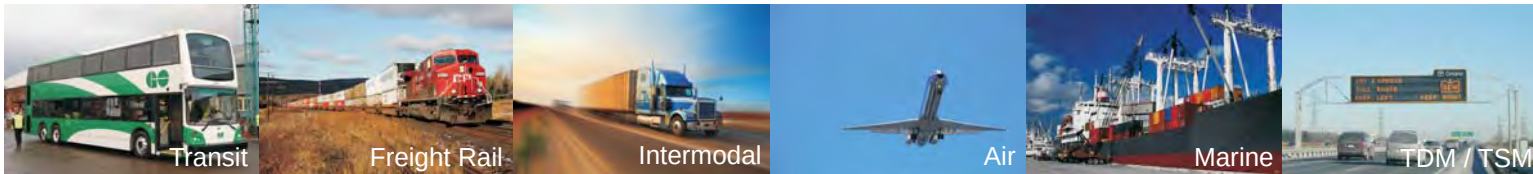
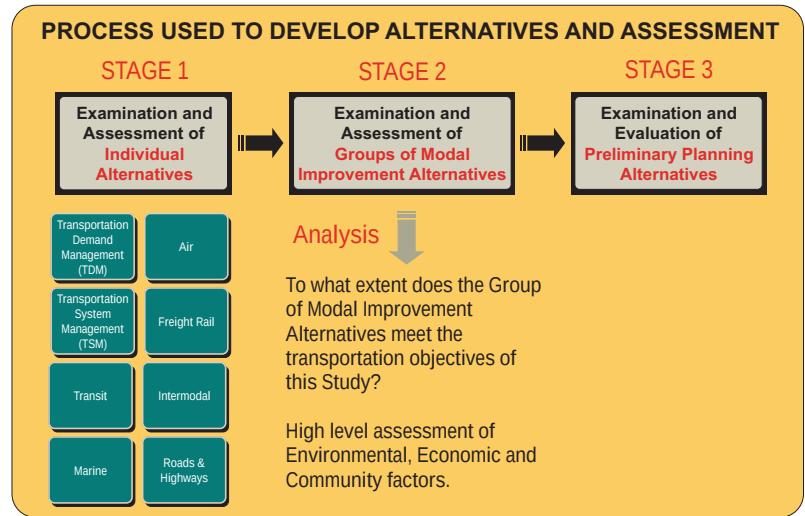


Three Stage Process

- To support the generation and assessment of transportation alternatives
- Starts with high level of assessment
- Following PIC #3, more detailed evaluation will be carried out to further refine and screen out alternatives in advance of Stage 3

There Has Been Extensive Consultation

- A variety of stakeholders have provided ideas on possible alternatives
 - Community Advisory Group
 - Regulatory Agency Advisory Group
 - Municipal Advisory Group
 - Public Information Centres
 - First Nations
 - Upper Tier Councils
 - Transportation Service Providers
 - Business & Commercial Stakeholders



What If We Only Improve One Transportation Mode?

- High level assessment was carried out for single mode transportation alternatives (e.g. one of Freight Rail, Marine, Air, Transportation Demand Management / Transportation System Management, Transit, Intermodal Facilities or Roads & Highways)
- Elements of single mode alternatives are carried forward to form Groups of Modal Improvement Alternatives

STAGE 1 - KEY OUTCOME
No single transportation mode is capable of fully addressing the transportation Problems and Opportunities

Single Mode Improvements Are Not Enough – We Need To Combine Them

- Combine various elements of the single mode alternatives
- Groups of Modal Improvement Alternatives were assessed at a high level to determine likely advantages and disadvantages of each based on a variety of features and criteria

What is Group #1?

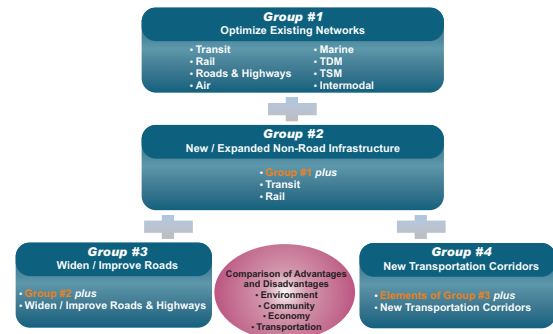
The following individual ideas form the basis for Group #1:

Metrolinx RTP & GO 2020 Strategies

- Improved access to transit stations for pedestrians, cyclists and motorists
- Improved integration of active transportation opportunities and transit (e.g. secure storage facilities at transit stations, bicycle storage on transit vehicles, etc)
- Expanded use of roadway shoulders during peak travel periods
- Improved scheduling and fare integration between inter-regional and local transit providers
- Use of real time trip planning information technologies for transit users and drivers
- Increased / improved transit service frequency

GTAW Project Team Strategies

- Speed harmonization – reduced speeds during times of congestion facilitate improved traffic flow (e.g. lane control signs)
- Transportation Demand Management (TDM) programs - provincial co-ordination and employer sponsorship of programs improves the effectiveness of TDM initiatives (e.g. Smart Commute)
- Ramp metering systems – regulated auto access to sections of highway reducing local congestion
- Transit / HOV bypass locations – bypass lanes using metered ramps and direct ramp access to transit stations/carpool lots for HOV and transit vehicles
- Incident management and detection – improved detection and response to emergencies/incidents for more timely clearance
- Operational improvements at localized bottlenecks to ease traffic flow



More is needed to sufficiently address transportation Problems and Opportunities. Group #1 improvements will therefore be carried forward for further consideration in combination with Group #2 alternatives



What is Group #2?

Group #2 Alternatives include Group #1 Alternatives plus new / improved non-roadway infrastructure (e.g. related to transit, rail and air). Group #2 Alternatives include:

Metrolinx RTP & GO 2020 Strategies

- Additional expanded and improved parking facilities at transit stations
- New bus storage in Aberfoyle
- Freight Rail, Air and Marine initiatives to be pursued by others
- Rapid Transit
 - Steeles Ave. area (Lisgar GO to Highway 427)
 - Highway 427 (Toronto Pearson International Airport to Queen Street)
 - Hurontario St. (Port Credit to Downtown Brampton)
 - 407ETR (Toronto Pearson International Airport to Highway 427)
 - Finch Ave. West (Toronto Pearson International Airport to Finch Station)
 - Highway 10 (Mayfield West to Downtown Brampton)
 - Highway 7 (Peel-York boundary to Locust Hill/Markham)
 - 407ETR (Halton to Durham)
 - Trafalgar Rd. / Main St. (Downtown Milton to 407ETR)
 - Brampton Züm (Downtown Brampton to Peel-York Boundary)

- Regional Rail Service
 - Bolton from Union Station
 - Expansion of the Georgetown north corridor Downtown Brampton / Milton
 - Toronto Pearson International Airport to Union Station
 - Service extension from Milton to Cambridge
- Express Rail
 - Richmond Hill / Langstaff Gateway to Union Station
 - Downtown Brampton to Union Station

Group #2 alternatives do not fully address the transportation Problems and Opportunities. They will therefore be carried forward for further consideration in combination with Group #3 alternatives

GTAW Project Team Strategies

- Expanded inter-regional GO Bus routes
- Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph)
- New bus rapid transit links between Urban Growth Centres (Downtown Brampton, Downtown Milton, Vaughan Corporate Centre, Downtown Guelph)



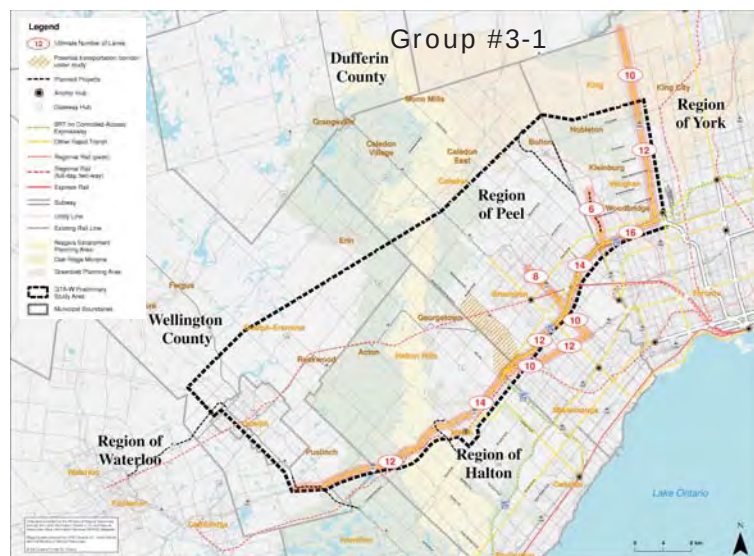
Alternatives under Group #3 Modal Improvement Alternatives will be examined and evaluated in further detail following PIC #3 (i.e. Stage 3 of Transportation Alternatives Assessment Process)

What is Group #3?

- Group #3 Alternatives include elements from Groups #1 and #2
 - Metrolinx RTP
 - GO 2020 strategies
 - Transportation Demand Management / Transportation System Management programs
 - New bus rapid transit links between Urban Growth Centres
 - Expanded inter-regional GO Bus routes
 - Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph)
- Widened provincial highways (Highways 401, 410, 427 and 400) and 407ETR

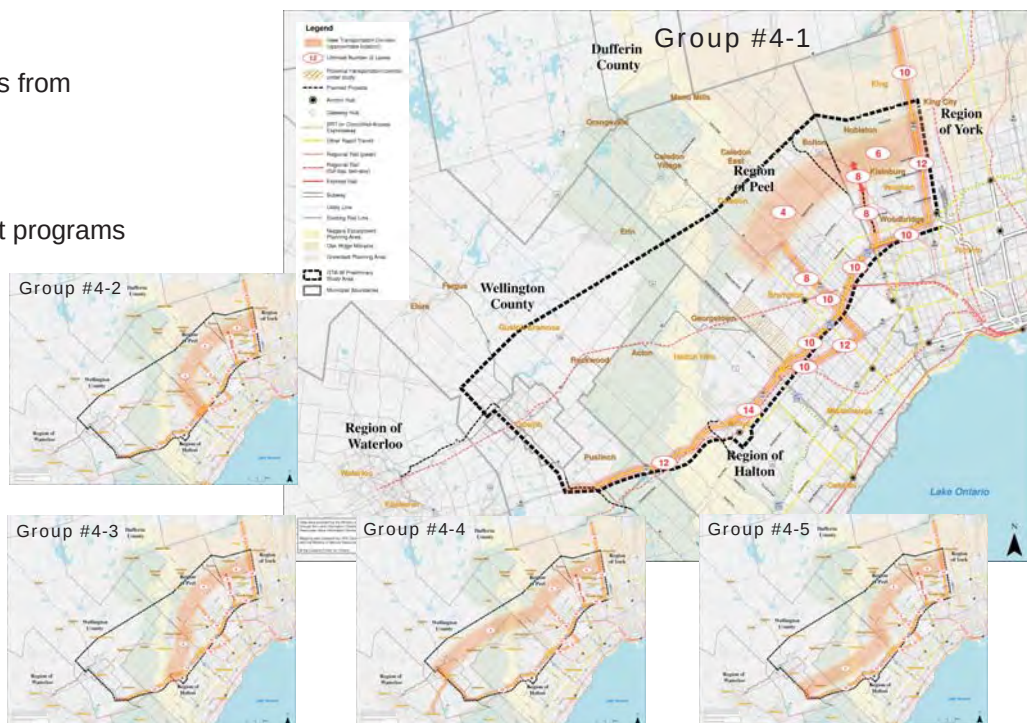
OR WITH

- Widened regional / county roads



What is Group #4?

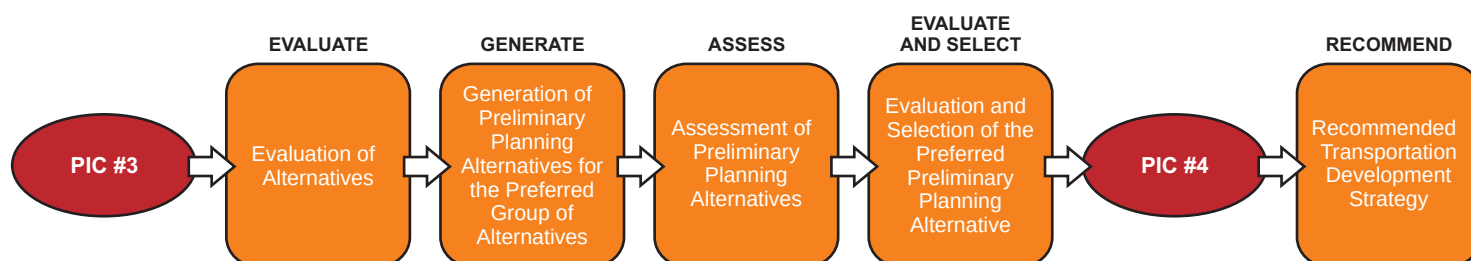
- Group #4 Alternatives include elements from Groups #1, #2 and #3
 - Metrolinx RTP
 - GO 2020 strategies
 - Transportation Demand Management programs
 - New bus rapid transit links between Urban Growth Centres
 - Expanded inter-regional GO Bus routes
 - Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph)
 - Widening of existing highways
- New corridor from Highway 400 to Highway 410, with possible connections to Highway 401 east of Milton
- New corridor from Highway 401 east to Highway 6 (north or south of Guelph)



Our Next Steps

- Evaluate a short list of Groups of Modal Improvement Alternatives in more detail
- Evaluation will determine the general impacts on socio-economic, natural environment, cultural environment and transportation

Alternatives under Group #4 Modal Improvement Alternatives will be examined and evaluated in further detail following PIC #3 (i.e. Stage 3 of Transportation Alternatives Assessment Process)



What Will Be Shown At the Next PIC?

- Generation and evaluation of Preliminary Planning Alternatives
- Recommended alternative(s) to be carried forward to Stage 2 of the EA process

How to Contact the Project Team

You may also provide 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
 Phone: 1-877-522-6916
 Fax: (905) 823-8503

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

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.

CANADIAN ENVIRONMENTAL ASSESSMENT PROCESS

Why is this important to the study?

The GTA West Corridor EA study is subject to the Ontario Environmental Assessment Act (EAA); it may also be subject to the requirements of the Canadian Environmental Assessment Act (CEAA). The requirements under CEAA are different from the Ontario EAA. The most significant difference involves timing of when the Acts are triggered.

The Ontario EA process is initiated at the conception of a project; under CEAA, an EA is not initiated until there is a specific trigger. For MTO projects, this typically occurs much later in the study process.

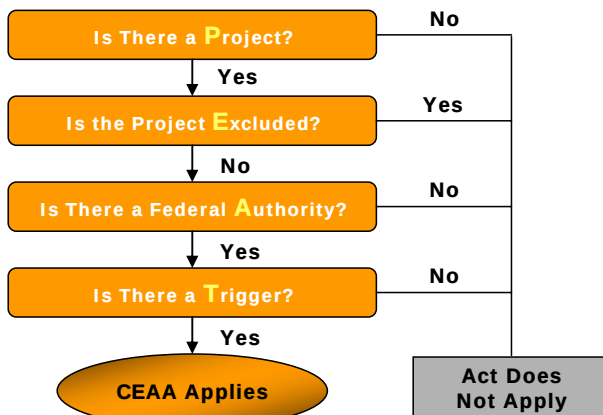
WHAT IS THE CANADIAN ENVIRONMENTAL ASSESSMENT ACT?

The *Canadian Environmental Assessment Act* (CEAA) is a federal law administered by the Canadian Environmental Assessment Agency. It requires that the environmental effects of a proposed project be carefully considered before construction can begin.

It requires that federal authorities and agencies ensure that environmental assessments (EA) are conducted on federally led projects, or where federal land or financial assistance, or certain regulatory responsibilities (e.g., issuance of permits, authorizations etc.) apply.

Triggers for the CEAA include e.g. federal funding, federal lands, and federal approval.

P.E.A.T. Process for Determining if CEAA Applies



More information on the *Canadian Environmental Assessment Act* is available at:
http://www.ceaa.gc.ca/013/index_e.htm

WHAT DOES THE FEDERAL EA PROCESS INVOLVE?

There are four types of federal environmental assessments: screenings, comprehensive studies, mediations and review panels. Federal authorities and agencies lead screenings and comprehensive studies; mediations and review panels are conducted independent of government involvement. The majority of projects subject to a federal EA will undergo either a screening or a comprehensive study.

There are four key steps to an environmental assessment under CEAA. They include:

1. **Describing** the project in detail;
2. **Evaluating** the negative environmental effects;
3. Determining ways to **eliminate or reduce** negative effects on the environment; and
4. Determining the **significance** of the residual adverse environmental effects.

COORDINATED EA PROCESS FOR MTO PROJECTS

Ontario and the federal government have agreed to coordinate their respective EA processes as outlined in the Canada-Ontario Agreement for Environmental Assessment Cooperation (November 2004). As a result, MTO is committed to working in a coordinated manner with both the provincial and federal governments. For information specific to the GTA West Corridor EA study, refer to the EA Terms of Reference (<http://www.gta-west.com>) which includes the process chart outlining how the study tasks and EA requirements will be coordinated.

STATUS OF FEDERAL GOVERNMENT INVOLVEMENT

In anticipation of CEAA being triggered, representatives of the federal departments with an interest (e.g. Environment, Fisheries and Oceans, Transport Canada, Health) are "informally" engaged by participating on the Regulatory Agencies Advisory Group (RAAG). In addition to becoming familiar with the project early in its planning stages, this provides the departments with the opportunity to provide the study team with expected assessment information requirements - making EA coordination achievable.

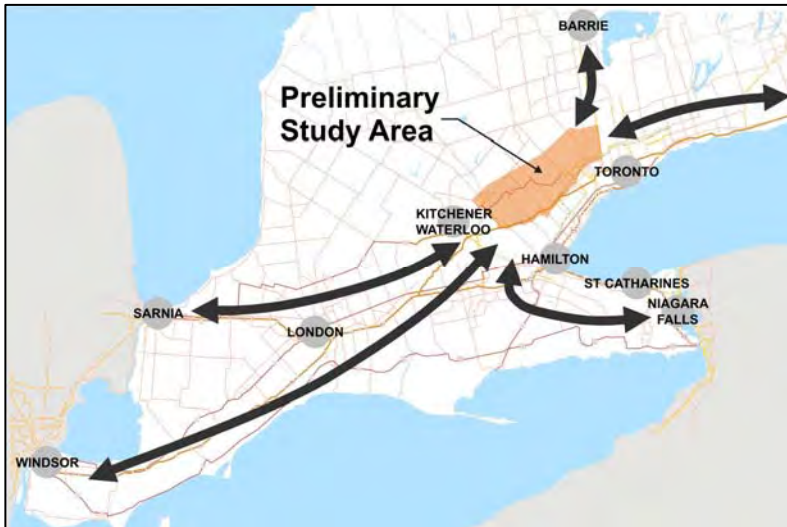
Contact Information

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ECONOMIC CONTEXT – GTAW Preliminary Study Area



GTAW Preliminary Study Area and Linkages to/from Other Transportation Regional Hubs and Gateways

Economic activities in the Greater Golden Horseshoe are evolving from a Toronto Centric Business District-based condition to an economy of multiple centres. In addition to Downtown Toronto, the Guelph / Kitchener-Waterloo / Cambridge triangle is becoming an important area in addition to Downtown Toronto and the several economic centres that surround it (such as Brampton, Vaughan and Milton).

CENTRAL AND SOUTHWESTERN ONTARIO GROWTH

Population: Expected to increase from 12.1M (2006) to 16.4M (2031), 35% growth rate. Key growth will occur in Vaughan / Brampton / Kitchener - Waterloo

Employment: Significant growth is expected to occur in Niagara, Hamilton, Halton, York, Peel and Wellington / Guelph areas. A 70% growth rate is predicted between 2001 to 2031.

ONTARIO TRADE TO USA

Over 37% of the Canadian Gross Domestic Product (GDP) is from exports to USA. The export and import industry is a major economic driver for Ontario.

Total Annual Trade = US\$375 Billion

- Of Ontario Exports, 90% is exported to the USA with the auto sector representing 70%.
- Of Ontario Imports, 65% is imported from the USA with the auto sector representing 60%.

The automotive industry represents the largest trade sector with the USA and represents a significant employment base of over 90,000 employees and over 400 manufacturing facilities.

Auto Plants within/in proximity to the preliminary study area include:

- Chrysler Plant, Brampton
- Honda Plant, Alliston
- Toyota Plants, Cambridge & Woodstock

PRELIMINARY STUDY AREA PROFILE

POPULATION & EMPLOYMENT GROWTH FROM 2006 TO 2031

Greater Golden Horseshoe Growth

Population: +2,930,000 (34% growth)
Employment: +1,250,000 (29% growth)

Preliminary Study Area Growth:

Population: +750,000 (75% growth)
Employment: +390,000 (75% growth)

Between 2000 and 2006, nearly 40 million ft² of industrial space was absorbed in the Regions of Peel and Halton, while the industrial space absorption in the Region of Durham and City of Toronto were negative.

Employment Sectors with Largest Anticipated Growth are:

- Business Services
- Retail Trade
- Education & Health Services
- Wholesale Trade

Growth in these sectors suggest increases in passenger and freight services will be required.

ECONOMIC PROFILE – Ontario and Greater Golden Horseshoe

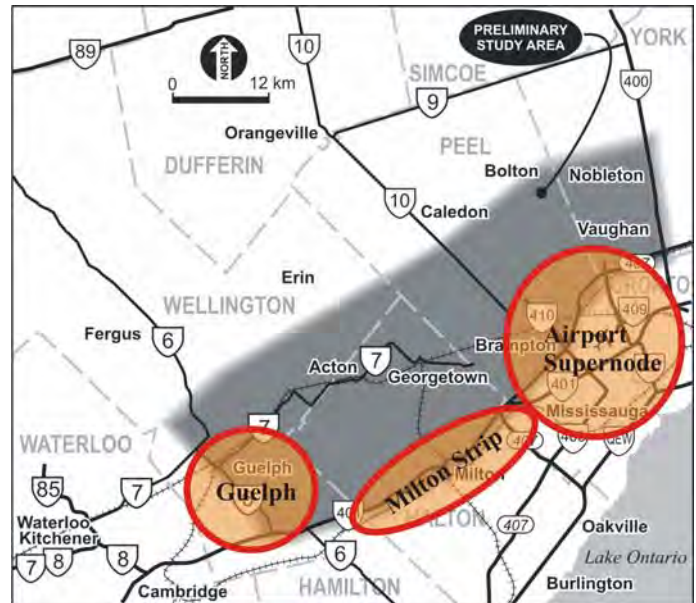
ECONOMIC FOCUS AREAS

The changes in employment sectors will impact transportation services including the following economic focus areas:

Airport Supernode: Transportation / Warehouse / Wholesale, and Distribution activities shifting west

Milton Strip: Emerging Distribution Centre

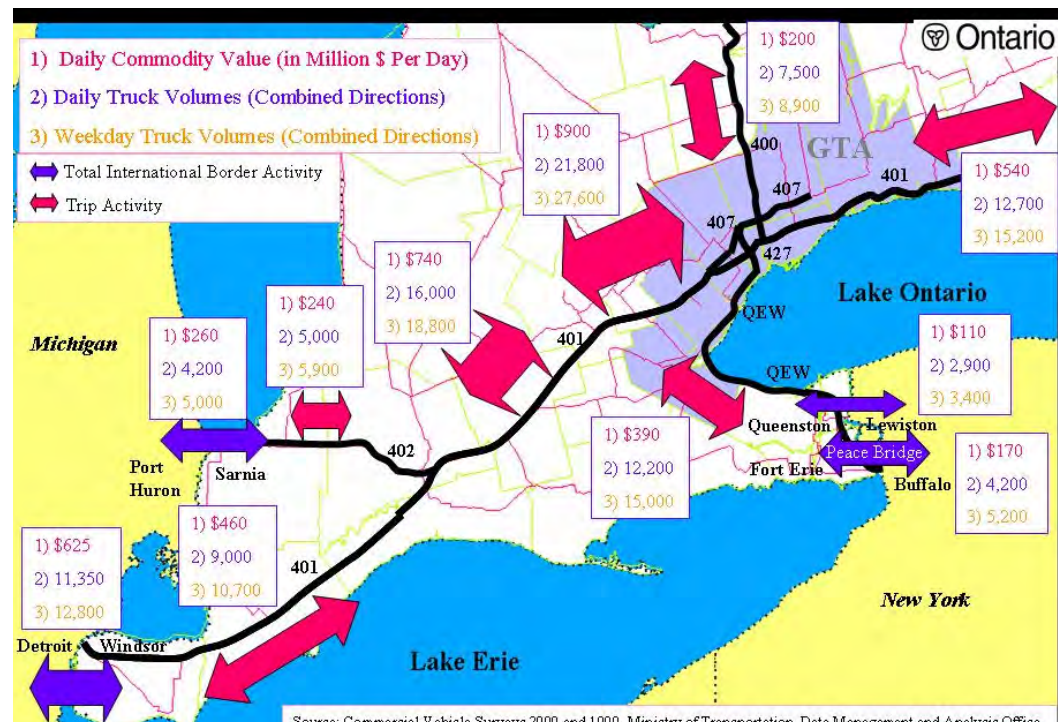
Guelph Area: Auto Parts & Food Processing Sectors, and Trucking Distribution Centre



TRUCK FLOW CHARACTERISTICS

Survey information indicates that the Highway 401 corridor through the GTA West Preliminary Study Area carries approximately 22,000 trucks per day and transports commodity values of approximately \$900 million per day. West of the GTA West Preliminary Study Area, the Highway 401 corridor carries approximately 16,000 trucks per day with commodity value of \$740 million.

An Overview of the 1999/2000 Average Daily Cargo Values and Volumes for the Provincial Highway System



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GREENBELT PLAN

Why is this feature important to the study?

The Greenbelt is a cornerstone of Ontario's Greater Golden Horseshoe Growth Plan which is an overarching strategy that will provide clarity and certainty about urban structure, where and how future growth should be accommodated, and what must be protected for current and future generations

WHAT IS THE GREENBELT?

The greenbelt is 1.8 million acres of land stretching from the Niagara Peninsula in the southwest to Rice Lake in the east. It includes some of the most threatened environmentally sensitive and agricultural lands – protecting them from major urban development, while meeting the needs of growing communities in the Golden Horseshoe. The greenbelt includes the 800,000 acres of land protected by the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. It also includes 1 million newly protected acres known as the protected countryside.

The Protected Countryside 'systems' follow existing designations found in local, regional and county official plans:

- **Natural Heritage and Water Resource Systems:** necessary to maintain biological and geological diversity, natural functions, and indigenous species and ecosystems. About 535,000 acres, or over 50 per cent, of the Protected Countryside are included in the Natural Heritage System.
- **Agricultural System:** Provides a continuous and permanent land base necessary to support long-term agricultural production and economic activity. Many of the farms within this system also contain important natural heritage and hydrologic features.
- **Settlement Areas:** Includes a number of vibrant communities designated in municipal official plans and by the Ministry of Public Infrastructure Renewal.

LEGISLATION

The Provincial government was authorized to establish the Greenbelt Area and Plan by the *Greenbelt Act, 2005*. The Greenbelt is governed by the policies of:

- The *Niagara Escarpment Plan (NEP)*;
- The *Oak Ridges Moraine Conservation Plan (ORMCP)*;
- The *Parkway Belt West Plan (PBWP)* area; and,
- The Protected Countryside Policies of the *Greenbelt Plan*.

VISION

The Greenbelt is a broad band of permanently protected land which:

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in south-central Ontario will be organized; and
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses.

GOALS AND OBJECTIVES

To enhance our urban and rural areas and overall quality of life by promoting the following matters within the Protected Countryside:

- Agriculture Protection
- Environmental Protection
- Culture, Recreation and Tourism
- Settlement Areas
- Infrastructure and Natural resources

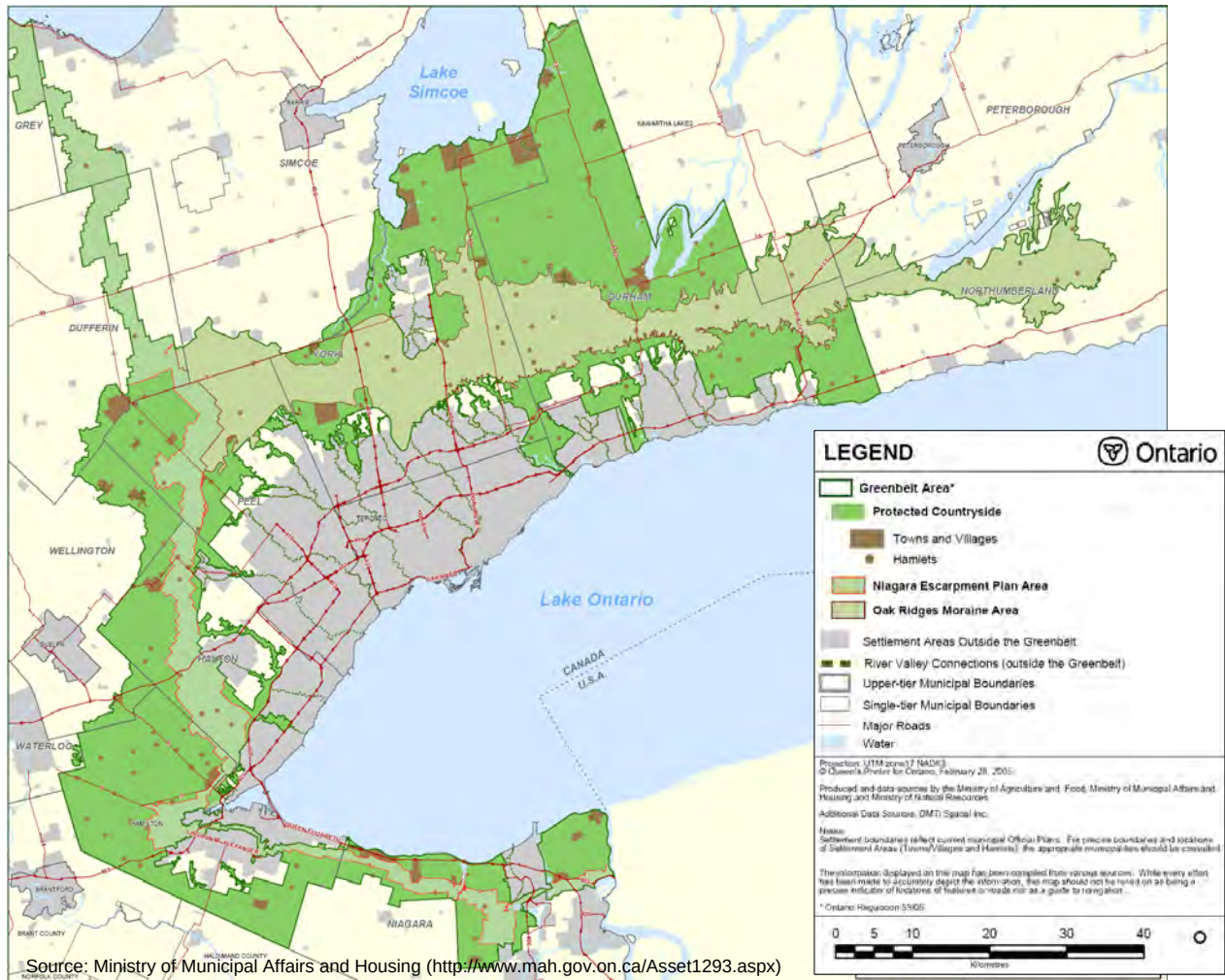
POLICY FOR INFRASTRUCTURE

The *Plan* recognizes that infrastructure is important to economic well-being, human health and quality of life in southern Ontario and the Greenbelt and that existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt. The *Plan* also anticipates that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for southern Ontario.

In this context, Section 4.2 of the Plan sets out specific policies for infrastructure which permits existing, expanded or new infrastructure subject to approval under relevant legislation within the Protected Countryside provided that the infrastructure meets one of the following objectives: (a) it supports agriculture, recreation, tourism and rural settlements and economic activity existing within the Greenbelt; or, (b) it serves significant growth and economic development in southern Ontario outside the Greenbelt through infrastructure connections.



GREENBELT PLAN



HOW DOES THE GREENBELT PLAN APPLY TO THIS STUDY?

The Project Team will fully integrate the goals, objectives and policy requirements of the Greenbelt Plan into the GTA west Planning and EA study process through problem definition, alternative evaluation, impact assessment and mitigation in accordance to the infrastructure policies set out in Section 4.2 of the *Plan*, including:

- Optimize, where practicable, the existing capacity and coordination with different infrastructure services

- avoid *key natural heritage features* or *key hydrologic features* unless need has been demonstrated and it has been established that there is no reasonable alternative
- minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by infrastructure
- minimize, wherever possible, the negative impacts and disturbance of the existing landscape

Section 3.2 of the *Plan* includes descriptions and policies for *key natural heritage features* and *key hydrologic features*.

For information on the *Greenbelt Plan*, please visit:
<http://www.mah.gov.on.ca/Page187.aspx>

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GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

WHAT IS THE GROWTH PLAN?

The Minister of Public Infrastructure Renewal released the final *Growth Plan for the Greater Golden Horseshoe* in June 2006. The *Growth Plan* outlines a set of policies for managing growth and guiding planning decisions in the Greater Golden Horseshoe (GGH) over the next 25 years. The Plan also sets out, in concert with other provincial plans and the Provincial Policy Statement, the provincial policies and strategic directions for transit and transportation to create a sustainable, integrated transportation system to meet a more sustainable future. Planning decisions made by the Province, municipalities and other authorities are now required to conform to the *Growth Plan*.

The *Growth Plan* aims to:

- Revitalize downtowns to become vibrant and convenient centres.
- Create complete communities that offer more options for living, working, learning, shopping and playing.
- Provide housing options to meet the needs of people at any age.
- Curb sprawl and protect farmland and green spaces.
- Reduce traffic gridlock by improving access to a greater range of transportation options.

TRANSPORTATION POLICIES IN THE GROWTH PLAN

The *Growth Plan* provides a strategic framework for future transportation investment decisions in the GGH, which includes a need for future transportation corridors between *Urban Growth Centres*, including those in the GTA West Corridor Preliminary Study Area. The Plan envisions that the GGH transportation system will:

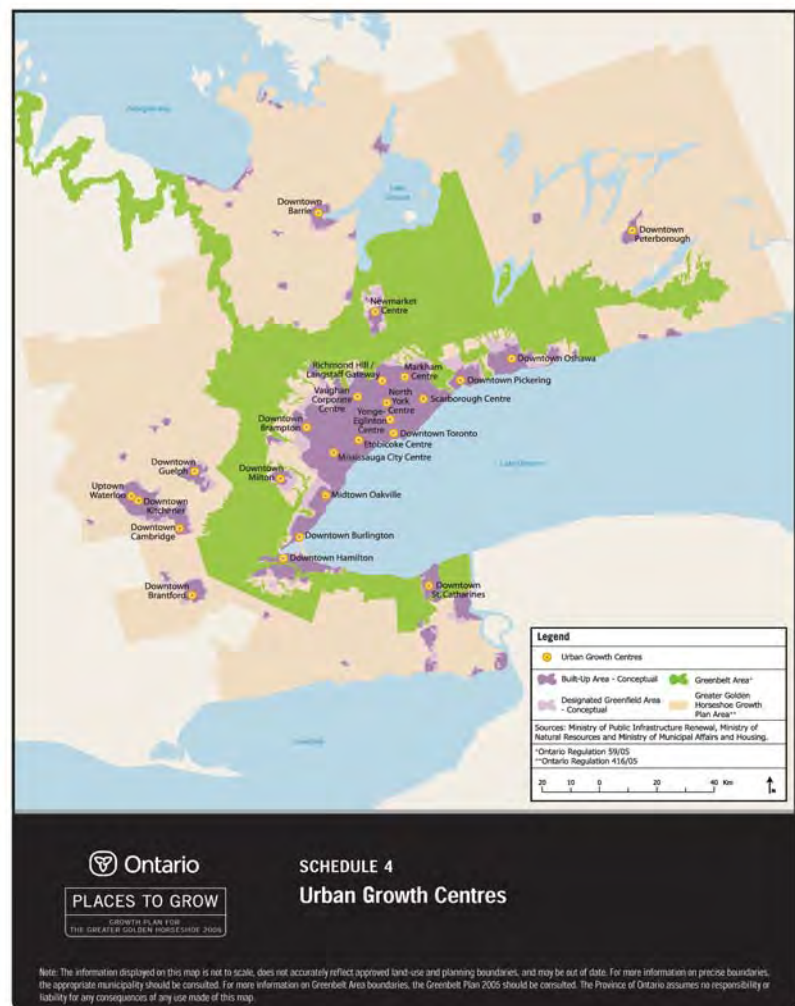
- **Provide connectivity** among transportation modes
- Offer a **balance of transportation choices** to promote sustainable modes
- Be **sustainable** by encouraging the most financially and environmentally appropriate mode
- Offer **multi-modal** access to everyday needs
- Provide for the **safety** of system users

The *Growth Plan* also indicates that the details of actual timing, phasing, and alignments will be, where applicable, determined by further study and the environmental assessment process.

Why is this document important to the study?

The *Growth Plan for the Greater Golden Horseshoe* guides all transportation planning and investment decisions including the GTA West Corridor EA Study that will connect *Urban Growth Centres* and provide efficient movement of people and goods.

SCHEDULE 4 – URBAN GROWTH CENTRES





GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

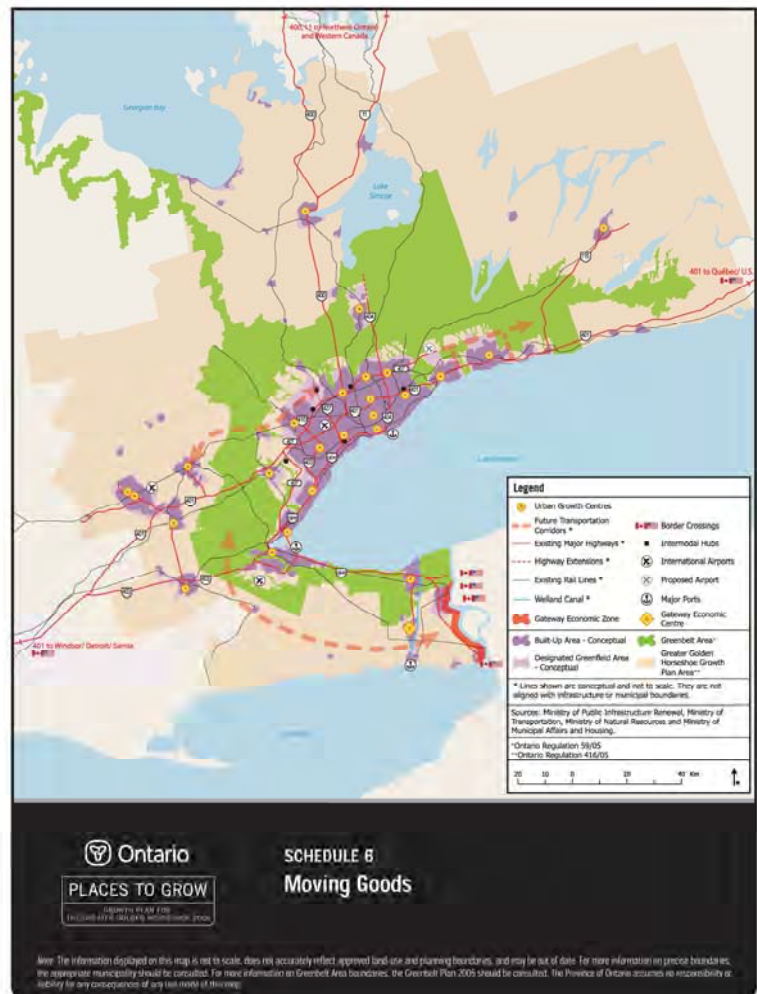
SCHEDULE 5 – MOVING PEOPLE

Public transit will be the first priority for transportation infrastructure planning and major transportation investments.

SCHEDULE 6 – MOVING GOODS

The first priority of highway investment is to facilitate efficient goods movement by linking inter-modal facilities, international gateways, and communities within the Greater Golden Horseshoe (GGH).

The planning and design of highway corridors, and the land use designations along these corridors, will support the policies of this Plan.



For information on the *Growth Plan for the Greater Golden Horseshoe*, please visit the Places to Grow website at:
<http://www.placestogrow.ca/index.php?lang=eng>

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NIAGARA ESCARPMENT PLAN

Why is this feature important to the study?

The Niagara Escarpment is a provincially and internationally significant geological landform. It contains a large aquifer complex that provides an important regional hydraulic function. Portions of the Escarpment are found in eight counties or regions, which include 23 local municipalities. It is also a significant and unique eco-tourist attraction.

WHAT IS THE NIAGARA ESCARPMENT?

Stretching 725 km in length from Niagara to Tobermory, the Niagara Escarpment encompasses a range of habitats, physiographic regions and land-uses. Its size and environmental significance make the Escarpment a significant natural heritage feature throughout the GTA West Corridor Preliminary Study Area.

The Niagara Escarpment is classified as a UNESCO World Biosphere Reserve. The 194,340 ha of Escarpment land is managed/governed by the Niagara Escarpment Commission (NEC) and the Niagara Escarpment Plan (NEP). According to the NEC, it is one of only 13 biosphere reserves in Canada.*

The Escarpment passes through some of the most heavily developed regions of Canada, although the population living on the Niagara Escarpment lands is relatively low (approximately 120,000).

Within the GTA West Corridor Preliminary Study Area, much of Halton Region is part of the Niagara Escarpment Plan Area. Smaller areas of Wellington County and the Region of Peel are also within this Area.

Important attributes of the Niagara Escarpment are listed below:

- Escarpment sites in the Preliminary Study Area include geological formations, Areas of Natural and Scientific Interest (ANSIs) and Environmentally Sensitive Areas (ESAs), conservation areas and parks, wooded areas, aquatic systems, rare species and habitat for significant species.
- The Escarpment provides tourism and outdoor recreation opportunities in the region (e.g. Bruce Trail, scenic viewpoints, wildlife viewing opportunities).
- The Escarpment provides a continuous corridor of natural habitats from the U.S. border to Tobermory, along which migrating birds move at the appropriate seasons.

(* Source: www.escarpment.org/biosphere/about_nebr.htm)
(General Source: The Niagara Escarpment Commission)

NIAGARA ESCARPMENT PLAN

The *Niagara Escarpment Plan (NEP)* (2005), guides land use within an area defined by the Niagara Escarpment, from the Bruce Peninsula in the north to the Niagara River in the south. It limits development within the NEP area through limitations on new lot creation and on permitted uses. The intent is to balance development with preservation and public use. Official plans are required to conform to the NEP (map of the area is shown on the following page) and establishes land use designations, policies and criteria for the protection of lands within its policy area. Land use within the NEP areas is divided into seven designations, the first three of which offer the most protection:

- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Minor Urban Centre
- Urban Area
- Escarpment Recreation Area
- Mineral Resource Extraction Area

ESCARPMENT NATURAL AREA:

Includes wetlands, wildlife habitat, woodlands, steep slopes and ravines, and provincially and regionally significant ANSIs. These are relatively undisturbed areas that contain important natural and cultural heritage features.

ESCARPMENT PROTECTION AREA:

Include areas that have been modified by land use activities, that often form as a buffer for Escarpment Natural Areas (i.e. agriculture, residential).

ESCARPMENT RURAL AREA:

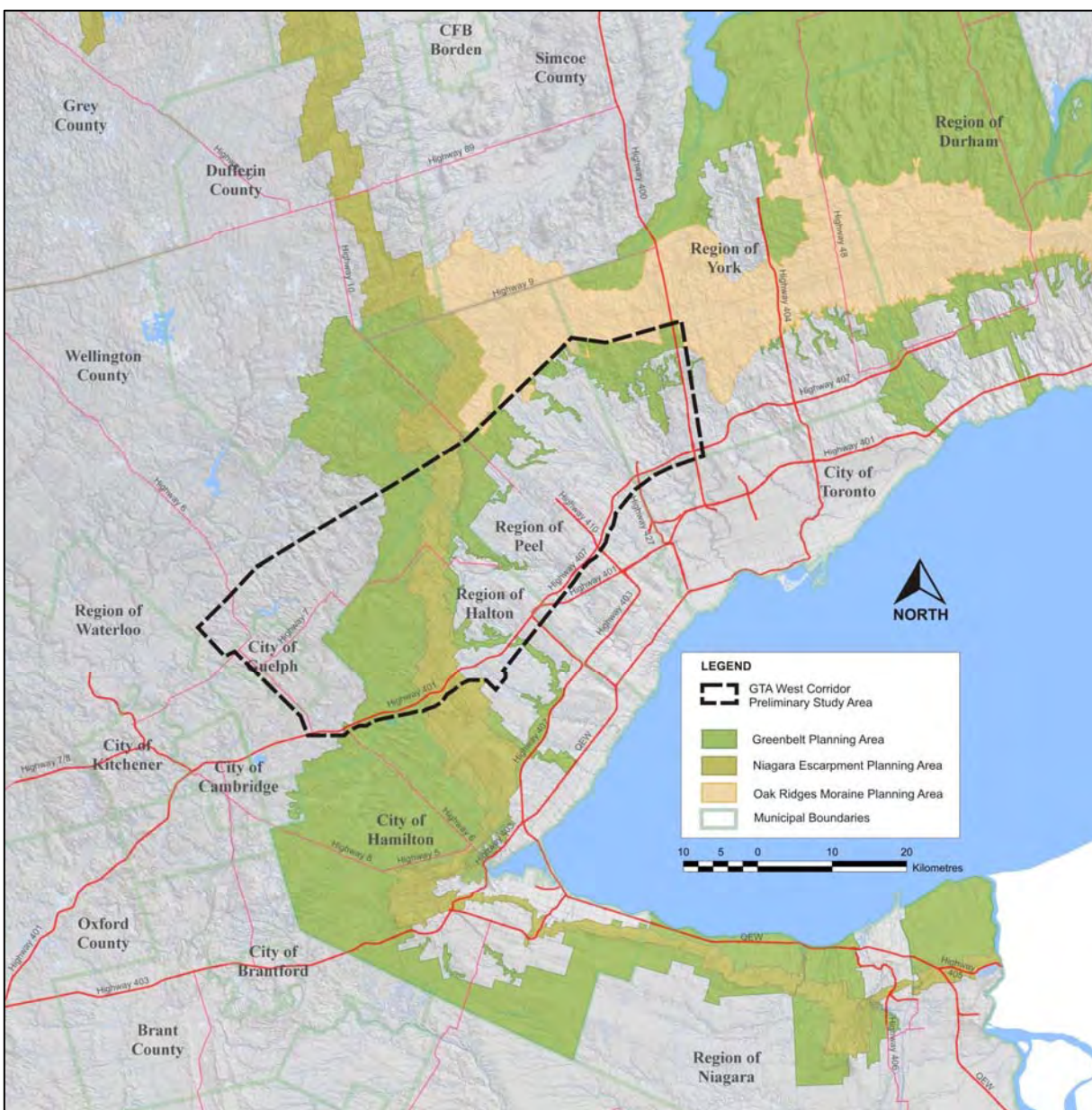
These lands also provide a buffer to the more ecologically sensitive parts of the Escarpment and encourage compatible rural land uses.

TRANSPORTATION PLANNING CONSIDERATIONS

The NEP permits essential transportation facilities in the Escarpment Natural Area, where “essential” is defined as “that which is deemed necessary to the public interest after all alternatives have been considered”. New and expanded facilities must have the least possible impact on the natural environment and be consistent with the objectives of the Plan.



NIAGARA ESCARPMENT PLAN



Information on the Niagara Escarpment and the Niagara Escarpment Plan are available at the following sources:

Niagara Escarpment Commission: <http://www.escarpment.org/>

Ministry of Municipal Affairs and Housing: <http://www.mah.gov.on.ca/>

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ONTARIO ENVIRONMENTAL ASSESSMENT PROCESS

Why is this important to the study?

The planning for all major infrastructure projects in the Province of Ontario is conducted in accordance with the requirements of the *Ontario Environmental Assessment Act (OEAA) (R.S.O. 1990)* unless otherwise exempted.

WHAT IS THE ONTARIO ENVIRONMENTAL ASSESSMENT ACT (OEAA)?

The Ontario Environmental Assessment Act (EAA) provides a planning and decision-making process to evaluate the potential environmental effects of a proposed undertaking (project).

WHO DOES IT APPLY TO?

The EAA applies to all public sector activities. This includes projects originating from Ontario ministries and agencies, municipalities, public utilities, and conservation authorities. Projects subject to the Act are typically infrastructure developments, and include such things as public roads and highways, transit facilities, waste management facilities, electrical generation and transmission facilities, and flood protection works.

HOW DOES IT WORK?

The EAA ensures that the environment is fully characterized and considered as part of the project planning process. It achieves this by requiring proponents (i.e., the person, the corporation, or the government body proposing the project) to prepare an environmental assessment document that includes:

- A description of the project;
- A review of all reasonable alternatives for addressing the project;
- A description of the environment that could be affected by the various alternatives, and the extent of these effects;
- An evaluation of the advantages and disadvantages of the alternatives, based on the anticipated environmental effects; and
- The identification of the preferred alternative.

CONSULTATION

Throughout the EA study, the public must be given an opportunity to participate and to provide input on the proposed project. Typically, this includes the general public, property owners, municipal representatives, special interest groups, federal and provincial government agencies, and affected First Nations.

WHAT IS AN INDIVIDUAL EA?

Large and complex projects with the potential for significant environmental impacts are subject to an Individual EA process. As a first step, the proponent must prepare a Terms of Reference (ToR) – a plan for completing the EA process. Once the ToR is approved, the proponent's second step is to conduct the EA which, when completed is submitted to the Minister of Environment. When preparing both the proposed ToR and the EA, the public must be consulted. The GTA West EA is this type of project.

WHAT IS A CLASS EA?

Projects that are carried out routinely and have predictable and mitigable environmental effects can follow a Class EA process. Under a specific class of undertakings (e.g., transit, municipal roads, and provincial transportation facilities), these projects are subject to a pre-approved EA process. If the prescribed planning process is followed, no further approval is required.

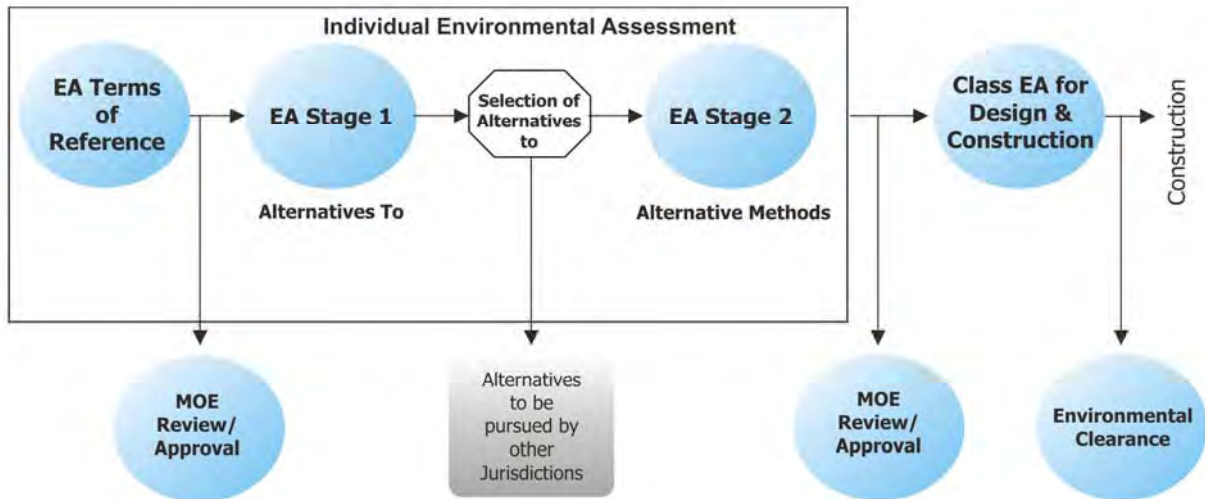
ENVIRONMENTAL ASSESSMENT AS IT APPLIES TO THE GTA WEST CORRIDOR

Transportation planning projects, like the GTA West Corridor, are subject to the Ontario EAA. Given the size and scale of the GTA West Corridor and the potential for a wide range of environmental effects, the Ministry of Transportation is following the Individual EA process. The Terms of Reference (ToR) for this Individual EA was approved by the Minister of the Environment (MOE) on March 4, 2008.

The current EA study is being undertaken in two stages. Stage 1 is examining a full range of options (rail, marine, air, transit and roadways) for increasing transportation capacity in the GTA West Corridor Preliminary Study Area; it is expected to be completed in early 2010. Stage 2 will be initiated only if a new MTO undertaking (such as a highway or transitway, or highway widening) is identified as one of the preferred solutions. If other preferred solutions are identified, these will be pursued with other transportation agencies.

ONTARIO ENVIRONMENTAL ASSESSMENT PROCESS

EA Process for the GTA West Corridor EA Study



STUDY PROCESS FOR THE GTA WEST CORRIDOR EA STUDY

TERMS OF REFERENCE & STAGE 1

1. Preparing of a Terms of Reference (approved in March 2008);
2. Examining transportation problems and opportunities (need for transportation improvements);
3. Screening modal alternatives and assembling combination alternatives (i.e. alternatives to the undertaking);
4. Assessing the alternatives;
5. Identifying preferred alternative(s); and,
6. Recommendations for future study in the GTA West Corridor.

Information on the Ontario Environmental Assessment Act Is available at:
Ministry of the Environment
<http://www.ene.gov.on.ca/envision/ea/index.htm>

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OAK RIDGES MORaine

Why is the Oak Ridges Moraine Conservation Plan important to the study?

A portion of the GTA West Corridor Preliminary Study Area falls within the area designated under the Oak Ridges Moraine Conservation Plan.

WHAT IS THE OAK RIDGES MORaine?

The Oak Ridges Moraine (ORM) is one of Ontario's most significant landforms - an irregular ridge stretching 160 kilometres from the Trent River in the east to the Niagara Escarpment in the west. Together with the Escarpment, the ORM forms the foundation of south-central Ontario's natural heritage and greenspace systems.

The ORM is a unique concentration of environmental, geological and hydrological features, vital to the ecosystem integrity / health of south central Ontario that includes:

- clean and abundant water resources,
- healthy and diverse plant and animal habitats,
- attractive and distinct landscapes,
- prime agricultural areas, and
- sand and gravel resources.

LEGISLATION

The Oak Ridges Moraine (ORM) Conservation Plan clarifies the long-term protection and management of the 190,000 hectares within the Moraine. All decisions made under the Planning Act, the Condominium Act, or other prescribed matter must conform to the ORM Plan.

The Ministry of Transportation is required to comply with Environmental Protection Requirements for the ORM in the planning, design, construction, operation and maintenance of all highways located in ORM Conservation Plan areas.

The Plan divides the ORM into four land use designations: Natural Core Areas, Natural Linkage Areas, Countryside Areas and Settlement Areas.

LAND USE DESIGNATION

Natural Core Areas (38%) – are lands with the greatest concentrations of key natural heritage features, which are critical to maintaining the integrity of the Moraine as a whole. Only existing uses and very restricted new resource management, agricultural, low-intensity recreational, home businesses, transportation and utilities are allowed.

Natural Linkage Areas (24%) – are critical natural and open space linkages between Natural Core Areas and along rivers and streams. Allowed uses are consistent with those of Natural Core Areas, plus some aggregate resource operations.

Countryside Areas (30%) – are agricultural and rural transitions / buffers between the Natural Core Areas / Linkage Areas and the urbanized Settlement Areas. Allowed uses are those consistent with those of agricultural and other rural areas.

Settlement Areas (8%) – are a range of existing communities planned by municipalities to reflect community needs and values. Allowed uses: urban uses and development as set out in municipal official plans.



Source: <http://www.mah.gov.on.ca/Asset1873.aspx>

More information on the Oak Ridges Moraine is available at:

<http://www.mah.gov.on.ca/Page322.aspx>

Contact Information

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TRANSPORTATION PROFILE – GTAW Preliminary Study Area



TRAVEL CHARACTERISTICS

TRANSPORTATION SERVICES

ROAD SYSTEM

Freeways = 625 Lane Km
Highways = 175 Lane Km
Arterials = 2,850 Lane Km

INTER-REGIONAL TRANSIT (RAIL AND BUS)

GO Rail (Georgetown Line)
GO Bus (Hwy 401 / Hwy 407)
Coach Canada
Greyhound (Hwy 401)
VIA (Sarnia & Windsor)

EXISTING TRAVEL CHARACTERISTICS

Many trips occur within local areas and are not inter-regional, particularly for auto trips. The following are some examples:

Municipality	Approximate % of internal trip	% Auto (internal trips)
Waterloo Region	90%	82%
City of Guelph	80%	78%
Wellington County	50%	80%
Halton Region	65%	81%
Town of Caledon	40%	82%
City of Brampton	60%	81%

TRAFFIC CHARACTERISTICS AND GROWTH AT REPRESENTATIVE ROADWAY LOCATIONS

DAILY TRAFFIC FLOW

Location	Number of Vehicles	% Trucks
Hwy 401 at Credit River	175,000	13%
Hwy 7 at Winston Churchill Blvd	22,000	15%
Waterloo Regional Road 24	18,500	8%
Peel Regional Road 50	45,000	10%

HISTORICAL TRAFFIC FLOW

Location	Fold Increase since 1960	% Annual Growth since 1995
Hwy 401 at Credit River	13	5%
Hwy 7 at Winston Churchill Blvd	5	2%
Waterloo Regional Road 24	7	4%
Peel Regional Road 50	20	9%

CONGESTION AREAS

Congestion becomes noticeable when roads are at or approaching capacity (Level of Service E), e.g.:

- Highway 401 at Credit River
- Highway 7 at Winston Churchill Blvd
- Waterloo Regional Road 24

When roads are at capacity, they are generally considered unacceptable by drivers (Level-of-Service F), e.g.:

- Peel Regional Road 50

Contact Information

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APPENDIX I
COMMUNITY ADVISORY GROUP MEETING
#4 AND #5 SUMMARY NOTES



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Meeting summary of:

**GTA West Corridor
Environmental Assessment Study
*Community Advisory Group Meeting #4***

Meeting Date/Location:

July 14, 2009
Four Points at Sheraton, Meadowvale Room
Mississauga, Ontario

Summary of Meeting Highlights

Opening Remarks

Glenn Pothier, the independent meeting facilitator, called the group to order, welcomed and thanked all participants for taking time out of their schedules to attend the session, and encouraged the group to take the opportunity to participate fully in the meeting. He then provided an overview of the meeting's purpose/agenda, noting that the meeting had four main objectives:

1. Update the Community Advisory Group (CAG) on the project's status (including recent meetings and accomplishments);
2. Present and get feedback on the process for generating, assessing and selecting potential transportation strategies;
3. Generate CAG ideas for potential strategies and alternatives that can address the range of transportation-related problems and opportunities associated with the corridor; and
4. Outline next steps and what's upcoming in terms of project process.

At the facilitator's invitation, project team members introduced themselves and noted their roles in the study. CAG participants then introduced themselves.

Mr. Pothier then noted that one participant had requested an addition to the previous CAG meeting summary (Feb. 5th/09) and reviewed the suggested change with the group. The CAG agreed that it would be appropriate to add the following on page eight of the summary (below Question two, Table Two Responses):

Table 2 Comment: A significant portion of the current inter-regional people and goods movement must pass through the Greater Toronto Area (GTA) as there is no convenient alternative route. A transportation corridor should exist that connects northern Ontario with the western and eastern parts of the province and that bypasses the GTA. This would particularly help to ease the movement of goods between Sarnia and Montreal. The GTA West Corridor Study shouldn't be analyzed in isolation — it should help solve the larger people and goods movement problems that exist in southern Ontario.

[*Note:* The purpose of the study is to provide better linkages between certain *Urban Growth Centres* identified in the *Growth Plan*, such as Downtown Guelph, Downtown Milton, Brampton City Centre and Vaughan Corporate Centre. Transportation connections extending to the Sarnia and Montreal areas are outside of the scope of the proposed EA study, however, they may be identified as linkages that will be required beyond the immediate study area. Traffic in the GTA West Corridor, whether point-to-point or flow-through, is accounted for in the modeling.]

Next, there was a call for any further errors or omissions concerning the Feb. 5th meeting summary. None were raised. With the above noted change, the Feb. 5th summary will be considered final.

Observer Comments

Mr. Pothier reminded the group that in the interest of openness, transparency and accountability, any member of the public can attend a CAG meeting as an observer. Following the facilitator's invitation, there were no comments/questions forthcoming during this first of two 'observer comment' agenda components.

Presentation

M. Bricks, Ecoplans, provided a brief overview of the study purpose, study area and overall study process. He noted that the draft Overview of Transportation and Economic Conditions Report, and the draft Overview of Environmental Conditions and Constraints Report have been prepared and are available on the project website. The next step moving forward is the generation of alternatives, using the "building block" approach, which is the focus of CAG Meeting #4. Recent events include meetings with the Regulatory Agencies Advisory Group, Municipal Advisory Group, as well as an internal 'Think Tank' Session with the Project Team and their specialists.

Mr. Bricks noted the following key concepts regarding the development and assessment of alternatives:

- There will be an increasing level of detail as the process moves forward;
- Environmental considerations (in the broadest sense of the term) are being applied early in the study process based on secondary source information;
- The "Base Case" scenario includes MTO planned improvements, the Metrolinx Regional Transportation Plan, the GO Transit 2020 Service Plan, and approved Municipal Official Plans and Transportation Masters Plans; and
- The focus of the study is to identify a multi-modal transportation solution.

In general, the process for generating alternatives can be described as a three-stage 'building block' approach:

- 1) Examination and analysis of individual modal alternatives;
- 2) Examination and analysis of combination alternatives; and
- 3) Examination and analysis of preliminary planning alternatives.

The combination alternatives can be broadly divided into four groups:

Combo 1: Optimize existing network

Combo 2: Combo 1 + New / Expanded Non-road Infrastructure

Combo 3: Combos 1 + 2 + Widen Roads

Combo 4: Combos 1 + 2 + elements of 3 + New Road Infrastructure

A handout illustrating the three-stage process flowchart and a table with evaluation criteria were provided at the meeting. CAG members were asked to review them and provide any comments in the coming weeks. Factors for assessing combination alternatives in stage two of the process are found under four major groups: Transportation, Community, Economy and Environment.

The following questions / comments were shared during and after the presentation:

Question/Comment: Is the MAG involvement an ongoing activity? Can information from the CAG meetings be shared with municipal officials (e.g. Mayor of Guelph)? It appeared that more sensitive information were presented in the first three CAG meetings.

Response: Municipal representatives are involved in this study through a number of means. Meetings similar to this (MAG meetings) are held. There are also individual one-on-one meetings at the request of municipalities — especially, in existing built up areas where the community is growing and there is a strong interest to discuss land development pressures.

It should be noted that there are representatives from Guelph on the MAG and that City staff would be able to share similar information that are presented here today with the Mayor. As you know, CAG meetings are open to observers and any information discussed here can be shared with the broader public. However, as described in the CAG Charter, no individual member can speak on behalf of the CAG.

Question: With the current boost in infrastructure spending, are there any incentives to proceed with the project at a faster speed?

Response: The project is proceeding as fast as possible. There are various “planned improvements” by the Province that are already in place. These planned improvements will be designed and constructed at an earlier timeline than this study. Similarly, on a local level, municipalities have projects that may proceed to construction in the more near future. These planned improvements are incorporated into the “base case” scenario for the GTA West and serve as a stimulus to the infrastructure spending.

Phase 1 of this study is scheduled for completion by the end of 2010. Thereafter, components will have to go through individual planning studies. For example, route planning — should it be part of the study recommendations — would take approximately 2-5 years and will have to be approved through the EA process.

Question/Comment: Does that mean construction to start in year 2035 or 2040? Highway 407 was planned in the 60's, but did not get built until decades later.

Response: Typically, a study would take 8-10 years from the Terms of Reference to construction. All projects vary and we try to do planning as quickly as possible. Different project teams are involved in various stages and components of the study and, ultimately, any undertaking requires approval by different authorities and government funding/commitment — neither of which is guaranteed. The earliest possible date to begin construction would likely be 2016. Our goal is to have projects ready for the government to act on when the necessary will and funds are there.

Comment: By knowing the earliest time of construction, this gives property owners an idea about when the impact to their property could occur.

Response: [Comment noted]

Comment: Through discussions with people in Asia, and [the Canadian market] is in direct competition with their markets, Asian countries are on a much faster timeline in terms of infrastructure/construction – when they need it, they build it. Here in Canada, commuters are sitting in congestion on Highway 401 and it takes 16 years before something can be built.

Response: [Comment noted]

Workshop on Identifying Potential Transportation Strategies

Transportation Problems

N. Ahmed, MRC, provided a brief review of the inter-regional transportation system problems regarding: road commuters/trucks, transit commuters, tourism / recreation travel, railway and air travel. CAG members were encouraged to consider these problems, challenges and opportunities when offering suggestions in the upcoming workshop.

The following questions/comments were shared during and after the presentation:

Comment: An addition problem should be noted and that is the quality of our roads — there are too many potholes and too much cracked pavement that make travel unsafe. For example, the conditions on Highway 401 are so bad in spring (March / April), it is worth paying the toll and take Highway 407. Poor road conditions lead to accidents, congestion and high vehicle maintenance costs.

Response: [Comment noted]

Comment: Another problem is the poor construction schedule coordination. For example, construction on a highway caused three lanes to close on a Sunday resulting in congestion and people had to drive on the roadway shoulders. The construction needs to be spread out and not concentrated in one area.

Response: Construction staging is sometimes difficult given that there is limited time in the year for construction activity. The Ministry is trying, for example, to limit construction on long weekends. In addition, the Ministry is currently using (but could make better use of) electronic road signs — and other intelligent transportation system options — to better communicate road conditions and alleviate construction-related congestion. This may be considered as one of the alternatives in the transportation strategy combinations.

Comment: Highway 407 was built using concrete and it will last a long time. The Ministry needs to consider entire life-cycle costs. It may make sense to build with more durable and expensive material.

Response: [Comment noted]

Comment: In the current financial climate, many aircraft are not in use — they have been parked for the foreseeable future. There are no needs for airport expansion or new facilities such as the Pickering airport. The Toronto airport is good enough. Air is not a major factor in this study.

Response: Toronto's Pearson airport is a major transportation hub and a lot of industries are located in the surrounding area of the airport. While it is recognized that not all goods can be delivered through air, it is important to provide a road linkage to the airport.

Comment: The Waterloo Region airport is growing rapidly and could draw people who are destined to Toronto's Pearson off Highway 401 and help to reduce traffic/congestion.

Response: [Comment noted]

Comment: In Europe, they have dedicated radio stations that deliver frequent updates on traffic.

Response: [Comment noted]

Comment/Question: There are no overall transportation strategies or directions provided by the government. For example, in Japan, their government is committed to "people come first," and this principle is the foundation of their transportation network. Consumers get lots of choice and there is a commitment to customer service. Are there similar frameworks or direction by the government?

Response: While the government certainly provides some current direction, this may be considered as one of the alternatives where policy changes are required. The study is open to ‘out of the box’ thinking and innovative policy and directions.

Generation of Alternatives

Following the review of the problems and opportunities, and the ensuing above-noted discussion, G. Pothier introduced the workshop component of the meeting noting that:

- The focus is on generating potential alternatives and strategies that can meaningfully address the range of transportation problems and opportunities in the GTA West corridor — and that the focus this evening is on generating ideas, not debating their relative merits;
- All ideas will be recorded (though not necessarily adopted!); and
- To give the idea generation some structure, the process will follow the ‘building block’ approach described earlier and be based on the four themes:

Combo 1: Optimize the existing network

Combo 2: Combo 1 + New / Expanded Non-road Infrastructure

Combo 3: Combos 1 +2 + Widen Roads

Combo 4: Combos 1 +2 + elements of 3 + New Road Infrastructure

During the following plenary discussion moderated by G. Pothier/N. Ahmed, participants generated a variety of ideas that were recorded on screen under the four different combination headings. A copy of the notes taken during this workshop exercise is attached (please note that the ideas are shown in no particular order and that some categories of response include both comments and ideas). ***In addition, some ideas are included in the categories as they were provided at the meeting by members of the CAG and may not directly reflect the topic of discussion at that time (i.e. the combination headings).***

CAG members were invited to submit additional ideas to the Project Team following the meeting. Please note that comments received following the CAG meeting will be reviewed by the Project Team and will be kept on file but are not included in this summary.

What’s Next

N. Ahmed reviewed the next steps in the study:

- Draft Transportation Problems and Opportunities Report available for stakeholder review (summer 2009);
- Develop and assess combination alternatives (summer 2009);
- Final Transportation Problems and Opportunities Report (late summer 2009);
- Next CAG meeting (Early fall 2009); and
- PIC #3 (Late fall 2009).

Open Forum and Observer Comments

Glenn Pothier asked whether the Project Team or CAG members had any further business to add to the meeting agenda. There were no additions. He then made the 'second call' for observer comments. None were forthcoming. CAG members were invited to forward any additional post-meeting comments to the Project Team.

Closing Remarks

Glenn Pothier thanked the group for their attendance and valued input.

The meeting was formally adjourned (having run from approximately 7:10 pm to 9:20 pm).

Attendance (names listed in no particular order)

CAG Members:

[REDACTED]

Public/Observers:

[REDACTED]

Ontario Ministry of Transportation:

Frank Pravitz
Heide Garbot

Consultant Team:

Neil Ahmed (McCormick Rankin Corporation)
Mike Bricks (Ecoplans Limited)
Katherine Jim (McCormick Rankin Corporation)

Independent Facilitator:

Glenn Pothier (GLPi)



Combo 1: Ideas for Optimizing Existing Networks

- Frequent 5 a.m. - 11 p.m. GO Transit services (then hourly)
- Road conditions information on a government run radio station dedicated to traffic information
- Road signs with call numbers re: road information
- Citizen band radio to share traffic information
- Expedited accident management/clean-up – better defined roles / responsibilities
- Better use of parallel roadways
- Expand Emergency Detour Routes (better options/signs)
- Photo radar and speed limit enforcement
- Real time information at on-ramps



Combo 1: Ideas for Optimizing Existing Networks

- Perimeter rail routes for commuters
- Drive-on/drive-off (freight/auto) service on trains through the study area
- Real time road information available on GPS
- Schedules of public transit available in small towns (both paper and electronic)
- Increased frequency of GO Transit service (bus and rail)
- Better security at GO Transit parking lots
- HOV lanes outside City of Toronto
- Regular and more frequent road maintenance
- Mandatory winter tire use



Combo 1: Ideas for Optimizing Existing Networks

- Truck travel time restrictions – e.g. to off peak periods
- Better construction planning / staging
- Contra-flow lane use
- Electronic destination trip planning
- Synchronization of traffic signals
- Process analysis to eliminate / address issues
- Median screening of opposing traffic
- Signal progression (e.g. control by speed)
- Enhanced and more focused driver training / testing



Combo 2: Ideas for New/Expanded Non-Road Infrastructure

- Open passenger rail to competition
- More targeted incentives for industries to use rail
- Train tourism opportunities (e.g. to/from Mohawk Raceway)
- Georgetown to Milton shuttle train
- Rail corridor through the Greenbelt (job opportunities for Ont.)
- Review of regulations to get better use of rail
- Transit technology to suit local area needs
- Rail hubs outside of the City
- Express rail hubs



Combo 2: Ideas for New/Expanded Non-Road Infrastructure

- Study all abandoned rail right-of-ways with a view to reinstatement
- Integrate rail and air
- Subsidize rail
- Courier use of passenger trains
- Create new broad-band centres to facilitate telecommuting
- Include transitways on major highways
- Look at British rail system (other international case studies)
- Nationalize rail/bus system and use private operators
- Grade separation for road/rail



Combo 3: Ideas for Widening Roads

- Hwy 407 to 35/115 (but with public ownership)
- Hwy 124 between Guelph to the 401 at Cambridge
- Hwy 124 north to Alliston
- Consider province taking back 'downloaded' roadways
- Improve various existing roads to provide priority for transit
- Double the capacity on Hwy 407, reduce the tolls
- Mayfield Road to join Hwy 7 – ensure road continuity
- Overpasses / interchanges for major arterial roads
- Better transitions from freeway to freeway, particularly at congestion points (e.g. Hwy 407/ Hwy 401)
- Make all 400 series highways toll roads



Combo 3: Ideas for Widening Roads

- Reduce number of lanes generally to encourage less personal vehicle use
- Better define the purpose and function and realistically differentiate between types of road (e.g. agricultural use)
- Truck restrictions on certain roads
- Realistic / efficient grid truck routes ~ 5km
- Acknowledge the role of and maintain heritage roads in their current condition



Combo 4: Ideas for New Road Infrastructure

- North of the Greenbelt – north of Barrie to Sarnia
- Woodstock to Alliston (road / rail)
- Kitchener/Waterloo to King City
- York Region to Kitchener
- Highway 400 to Sarnia / Fort Erie
- Connect big industries (but do not travel through small communities)
- Around Highway 9 – where the future energy market will develop to have road infrastructure to support it
- Consider future growth areas
- Avoid creating new commuter markets



Combo 4: Ideas for New Road Infrastructure

- North-south linkages (e.g. Highway 401 — north to Georgetown)
- Georgetown to Barrie
- Bram-west corridor
- A signature escarpment crossing
- Keep highway out of agriculture areas
- Route that connects the existing/abandoned quarries



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Summary of:

**GTA West Corridor
Environmental Assessment Study
*Community Advisory Group Meeting #5***

Meeting Date/Location:

November 5, 2009
Four Points at Sheraton, Meadowvale Room
Mississauga, Ontario

Summary of Meeting Highlights

Opening Remarks

Glenn Pothier, the independent meeting facilitator, called the group to order, welcomed and thanked all participants for taking time out of their schedules to attend the session, and encouraged the group to take the opportunity to participate fully in the meeting. He then provided an overview of the meeting's purpose/agenda, noting that the meeting had three main objectives:

1. Update the Community Advisory Group (CAG) on the project's status;
2. Present and get feedback on the individual mode alternatives, groups of alternatives and the high-level assessment conducted; and
3. Outline next steps and share information on what's upcoming at the third round of Public Information Centre's (PICs).

At the facilitator's invitation, Project Team members introduced themselves and noted their roles in the study. CAG participants then introduced themselves.

The group was then asked if there were any errors or omissions concerning the July 14, 2009 meeting summary. None were identified. However, some CAG members indicated that they had not received a copy of the minutes. These individuals were subsequently given hardcopies of the meeting summary and asked to contact the Project Team if they had any errors or omissions to report. Any input received will be considered prior to finalizing the summary.

Observer Comments

Mr. Pothier reminded the group that in the interest of openness, transparency and accountability, any member of the public can attend a CAG meeting as an observer. He then provided the opportunity for observer comments/questions — as there were no observers present, it was agreed that this agenda item would be skipped.

Study Update Presentation

M. Bricks, Ecoplans Limited, provided a brief overview of the study purpose, described the key features of the study area and the overall study process, provided a transportation problems and opportunities update, reviewed recent/upcoming consultation events and discussed key policy issues. He noted that the Project Team looked at policy changes that may be required in the preliminary study area. Given that broad or larger scale policy changes are beyond the scope of the study, recommendations in these areas will be sent to the Ontario government for further consideration.

M. Bricks also described in detail the three-stage process used to generate alternatives:

- **Stage 1:** Examination and analysis of individual modal alternatives;
- **Stage 2:** Examination and analysis of group of modal improvement alternatives;

- **Stage 3:** Examination and analysis of preliminary planning alternatives.

The following comment was shared after the presentation:

Comment: There is not enough emphasis on the fact that most people don't mind commuting long distances to get to work (60+ km) — and that this is a problem. Years ago this wasn't an issue. The closer proximity of jobs to places of residence needs to be encouraged in order to end this trend. Most of the people on the roads today are commuting to and from work.

Response: The Project Team recognizes that the transportation problems in the study area are due largely to commuter and goods movement-related issues. These have been studied during the problem and opportunity identification component of the study.

Transportation Alternatives, Groups and High-Level Assessment Presentation

Glenn Pothier introduced the transportation alternatives section of the meeting. He noted that the later workshop component will be focused on getting feedback on the material presented by N. Ahmed, MRC — and that a technique called the POWER tool would be used to help structure the discussion. The POWER tool acronym stands for:

POSITIVES
OBJECTIONS
WHAT ELSE?
ENHANCEMENTS
REMEDIES

CAG Members were encouraged to think about and make notes during N. Ahmed's presentation using the POWER tool as a frame of reference.

N. Ahmed then reviewed the individual mode and group alternatives (a copy of the full set of slides is available under separate cover and has been posted on the project website). He noted that the individual mode alternative discussion papers and the complete high-level evaluation tables would be available at the upcoming PICs.

The following questions/comments were shared during and after the presentation:

Question: Do the complete high-level evaluation tables estimate the percentage of system capacity that could be addressed by each individual mode — that is, what percentage of the problem is solved or addressed by the different groups of alternatives?

Response: No. The focus has been on a higher-level, bigger picture perspective. Modeling was not completed during the production of the individual mode discussion papers. However, our research indicates that

TDM/TSM could reduce overall vehicle use by an additional 4% beyond the Metrolinx programmed improvements.

Comment: The 407 is not a 'freeway.'

Response: It's essentially a freeway with tolls — it is not, by our definition, a provincial freeway in the typical sense of the term.

Question: Can you clarify the age of the base case data and to what year demand was estimated?

Response: The base case data is from 2006. Demand was estimated until 2031.

Comment: The Province should consider raising speed limits.

Response: Comment noted. The project modeling considered variable speed limits. The Project Team has recommended that speed harmonization be considered within the study area to help address certain congestion conditions.

Comment/Question: Group 3-2 recommends widening roads outside of the study area. If the final transportation development strategy includes recommendations outside of the study area, how will their implementation be addressed?

Response: The boundaries of the preliminary study area are approximate and are subject to refinement as the EA progresses. Solutions are not constrained by or limited to the preliminary study area. If alternatives outside of this area were found to have a benefit and were eventually recommended as a part of the final transportation development strategy, the preliminary study area could be modified for their inclusion. There could also be recommendations for studies outside of the area covered by the GTA West initiative.

Comment: I believe the Study area should be extended to Highway 9 — we should not miss the opportunity to do things outside of the preliminary study area.

Response: Again, our solutions are not constrained by the preliminary study area.

Question: Are some of the widenings shown in Groups 3 and 4 already planned?

Response: No. The widenings shown in Groups 3 and 4 are over and above what is currently planned — either additional lanes or widenings extended over a greater length than currently proposed.

Question: Is the 407 included in some of the widenings?

Response: Yes, it is. In some options it has been made about as wide as it can be.

Comment/Question: At CAG Meeting #3, many in attendance didn't believe the travel time assumptions used by the Project Team. Changes were made to the materials prior to the PICs. Were these changes reflected in the current materials?

Response: Yes, we increased the travel time assumptions and factored them into the analysis.

Question/Comment: Has the Project Team calculated the cost of each of the alternatives presented? This is an important factor in the evaluation process since infrastructure has a huge cost that will need to be borne by the next generation. We need to know this information.

Response: Not at this time. Cost will be estimated during Stage 3 of the evaluation of alternatives and this information will be ready for the fourth set of PICs.

Question/Comment: Were immigration and economic fluctuations incorporated into the model? These are important issues to consider given that this is a long range planning study.

Response: Yes.

Comment: We can't afford not to improve transportation infrastructure. If we don't widen or build new roads we will chase away economic opportunities.

Response: [Comment noted].

Comment: A cost-benefit analysis needs to be completed.

Response: Again, cost will be estimated during Stage 3 as part of the more detailed evaluation of alternatives.

Question: Doesn't the 409 provide relief for the 401 between the 400 and 427?

Response: Yes, it does to some degree, but it has not eliminated congestion in that area.

Workshop

During the workshop exercise moderated by G. Pothier, participants evaluated and discussed the transportation alternatives, the groupings and the analysis conducted to date using the POWER tool. These thoughts were recorded live and on-screen under the five

different POWER acronym headings (in the following order): Positives, Objections, Enhancements, Remedies and What Else.

Participants were also asked to identify and provide a rationale for which of the Group 3 and Group 4 alternatives they preferred — including perceptions of relative strengths and weaknesses. These thoughts were also recorded live and on-screen.

A copy of the notes taken during the workshop exercise are attached (please note that the ideas are shown in no particular order and that some categories of response include both comments and ideas). ***In addition, some ideas are included in the categories as they were provided at the meeting by members of the CAG and may not directly reflect the topic of discussion at that time (i.e. the acronym or group headings).***

CAG members were invited to submit additional ideas to the Project Team following the meeting. Please note that comments received following the CAG meeting will be reviewed by the Project Team and will be kept on file, but are not included in this summary.

The following questions/comments were shared during and after the workshop:

Question: Has the Project Team sought municipal input?

Response: Yes. The Project Team has had multiple meetings with a Municipal Advisory Group throughout the course of the study and will present a study update to each region in the preliminary study area via a council/committee meeting prior to PIC #3.

Comment: The recently completed Highway 427 Extension Draft EA Report suggests that this road is already planned.

Response: A member of our project team wrote the Highway 427 Extension Draft EA Report and it states that if a new transportation corridor is identified by the GTA West study, then a link between Highway 427 and this facility would be encouraged. The Highway 427 Extension ends at Major Mackenzie Drive.

Question (from MTO to a CAG member): Are there any closed/underutilized rail links between the Urban Growth Centre's in the preliminary study area that may not be commonly known?

Response: One exists in the Goderich subdivision, from Guelph to Milton, and travels through Campbellville. The Guelph Line is also underutilized.

J. Wang, MTO, then asked a CAG member (David Graham) if the Project Team could arrange a meeting between him and the Project Team's rail experts to further discuss rail issues in the preliminary study area. Mr. Graham agreed to participate in such a meeting.

The Project Team will contact him regarding a possible meeting date. *[Subsequently, this meeting took place on November 24, 2009].*

What's Next

N. Ahmed reviewed the next steps in the study and discussed the upcoming third round of PICs. The PIC dates and locations were reviewed:

- November 30th – Guelph PIC, River Run Centre
- December 3rd – Georgetown PIC, Mold Master Sportsplex
- December 8th – Caledon PIC, Brampton Fairgrounds
- December 10th – Woodbridge PIC, Le Jardin

CAG Members were encouraged to attend the upcoming PICs and to promote the events to the broader public and the various constituencies that they may represent.

The fourth round of PICs is anticipated to occur in late Spring 2010. The next CAG Meeting will take place prior to these PICs.

The following questions/comments were shared after the presentation:

Comment: The Project Team should plan for CAG meetings to end at 9:30 p.m. All of the meetings have run long and typically end at 9:30 anyways.

Response: [Comment noted].

Comment: The Project Team should send more materials in advance of the meeting. There is only so much that can be shared in a presentation and it leaves one wondering about what more there might be to review and consider.

Response: [Comment noted].

Comment: The Project Team should explore whether there might be a way to tap into any federal government stimulus money.

Response: [Comment noted.]

Comment: Who owns the carbon emissions of building new highways? Have carbon offsets been considered?

Response: There is not currently an answer to that question. As the study progresses, specific measures of the effects on air quality will be developed. An assessment of regional air quality including an examination of greenhouse gas emissions associated with the various alternatives will be completed by PIC #4. Once the final transportation development strategy has been developed, more detailed air quality modeling will be undertaken.

Open Forum and Observer Comments

Glenn Pothier asked whether the Project Team or CAG members had any further business to add to the meeting agenda. There were no additions. He then made the 'second call' for observer comments. None were forthcoming as there were no observers present. CAG members were invited to forward any additional post-meeting comments to the Project Team.

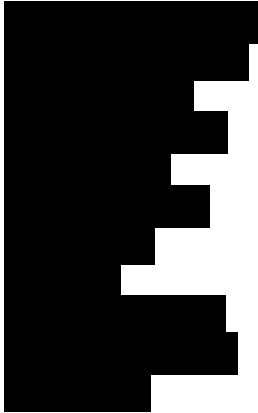
Closing Remarks

Glenn Pothier thanked the group for their attendance and valued input.

The meeting was formally adjourned (having run from approximately 7:10 pm to 9:40 pm).

Attendance (names listed in no particular order)

CAG Members:



Public/Observers:

n/a

Ontario Ministry of Transportation:

Frank Pravitz

Heide Garbot

Jin Wang

Consultant Team:

Neil Ahmed (McCormick Rankin Corporation)

Mike Bricks (Ecoplans Limited)

Catherine Christiani (Ecoplans Limited)

Independent Facilitator:

Glenn Pothier (GLPi)



POWER EXERCISE



POSITIVES

- Visually showing how large roads will need to be in the future
- Have built upon existing plans, and have visually shown their components
- Tied analysis to real congestion points
- Appreciate that past CAG comments have been incorporated into the materials
- The Group 4 alternatives have the potential to help solve the problems in the study area
- Optimization of the current system was addressed



OBJECTIONS

- Due to the length of the EA Process, the Group 4 alternatives may be forced further north given heavy development pressures in the study area
- Provincial planning is behind — the province needs to be ahead and shouldn't always be catching up
- Federal government is absent from the process
- Groups 4-1 and 4-2 are useless (need at least Group 4-3)



OBJECTIONS

- Group 3-3; can't compare inter-regional roads to provincial freeways due to prevalence of stop lights
- New corridors disrupt agricultural communities
- There is an underlying assumption that there are no limits to growth
- There is the potential for weakness in the planning due to events outside of the project team's control



OBJECTIONS

- New corridors could help promote sprawl
- A cost-benefit analysis needs to be conducted on each option
- How have peak oil, climate change, international factors, and so forth, been factored in?



ENHANCEMENTS

- The province should have discussions with the federal government — they should also be accountable
- Need further integration with the local road network to avoid congestion
- Decking/tunneling should be considered
- Economic analysis and costing should be conducted
- A Food-land loss analysis should be conducted for each scenario



ENHANCEMENTS

- Analyze the environmental effect of infrastructure needs
- If there is a new crossing of the escarpment, an iconic/landmark structure should be built
- Better utilize abandoned quarries for rail/roads
- Re-establish rail right-of-ways
- Consider expanding the preliminary study area to Highway 9
- Analyze the economic impact of each scenario on farmers and food supply



REMEDIES

- Speed-up the study process
- Provide adequate compensation to those who will be impacted
- Target poor agricultural land (for new corridors)
- Conduct an adequate and complete sensitivity analysis (for different factors)
- Look at the effect that international forces, peak oil, climate change, etc. could have
- Consider wildlife/farmer corridors to allow free movement



WHAT ELSE?

- Cost of the EA process and the time to get recommendations approved is huge
- Calculate the costs of inaction
- Analyze the loss of productivity that occurs while we wallow in congestion
- Manufacturing is losing business given U.S. policies and made-in-U.S. policy
- What can we do to implement the easy savings?



WHAT ELSE?

- Need to consider the competitiveness of our economy in relation to others
- Consider conducting a trends analysis
- Review Rubin's work



 **GTA West**

GROUP 3 AND 4 PREFERENCES



Widening Alternatives

- Preferences:
 - Highway 9 has N-S links, however there could be salt runoff issues
 - Group 3-2 encompassed everything, but lacks N-S links
 - Don't have enough information to make an informed decision/reach a conclusion



New Corridors

- Preferences:
 - Group 4-4 is efficient, provides redundancy, and helps save on fuel
 - Didn't like any of them
 - Group 4-3 is preferred because it avoids Toronto
 - Group 4-5 would be built through less valuable farmland, traffic on the Hanlon might improve, but it would go right through Peel and would have devastating impacts for agriculture and community
 - Suggest a new Group 4-6 alternative: widen all existing rail lines
 - Revisit the standard right-of-way width and make it smaller

APPENDIX J
MUNICIPAL ADVISORY GROUP MEETING #3
AND #4 PRESENTATION AND SUMMARY
NOTES



 **GTA W_{est}**

GTA WEST CORRIDOR PLANNING AND EA STUDY-STAGE 1

**Municipal Advisory Group
Meeting**

JUNE 24 2009



Meeting Agenda

1. Welcome and Introductions
2. GTA West Study Update
3. Evaluation Process and Criteria
4. Identifying Potential Transportation Strategies
 - Optimize existing network
 - New or expanded non-road infrastructure
 - Widen roads
 - New road infrastructure
5. What's Next



Meeting Purpose

1. Explain the proposed framework for generating and assessing transportation alternatives.
2. Inspire and challenge municipal team members to provide input on transportation alternatives.

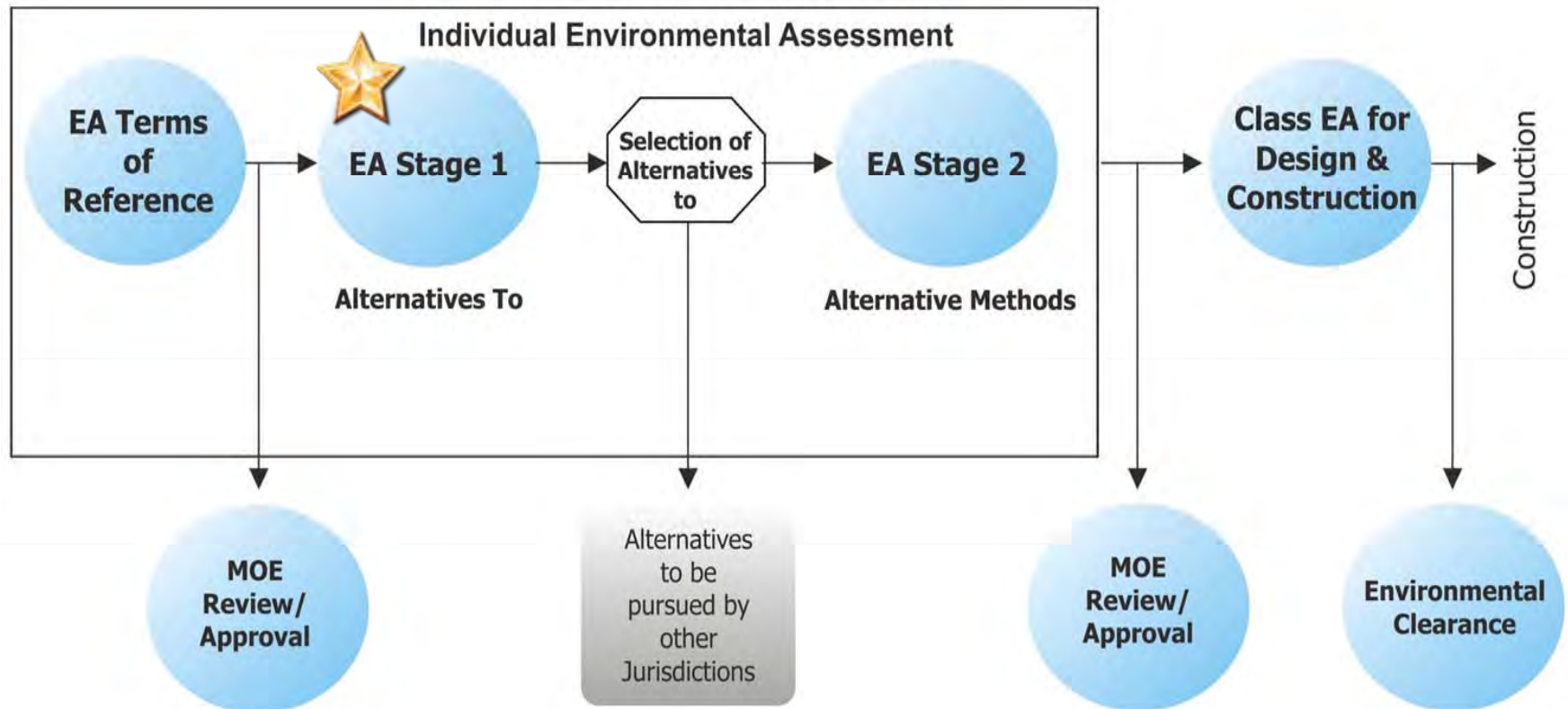


Study Purpose

- 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
 - Brampton City Centre
 - Vaughan Corporate Centre



Study Process





GTA West

Growth Plan



Ontario

PLACES TO GROW

GROWTH PLAN 2005
THE GREATER GOLDEN HORSESHOE 2005

SCHEDULE 2

Places to Grow Concept

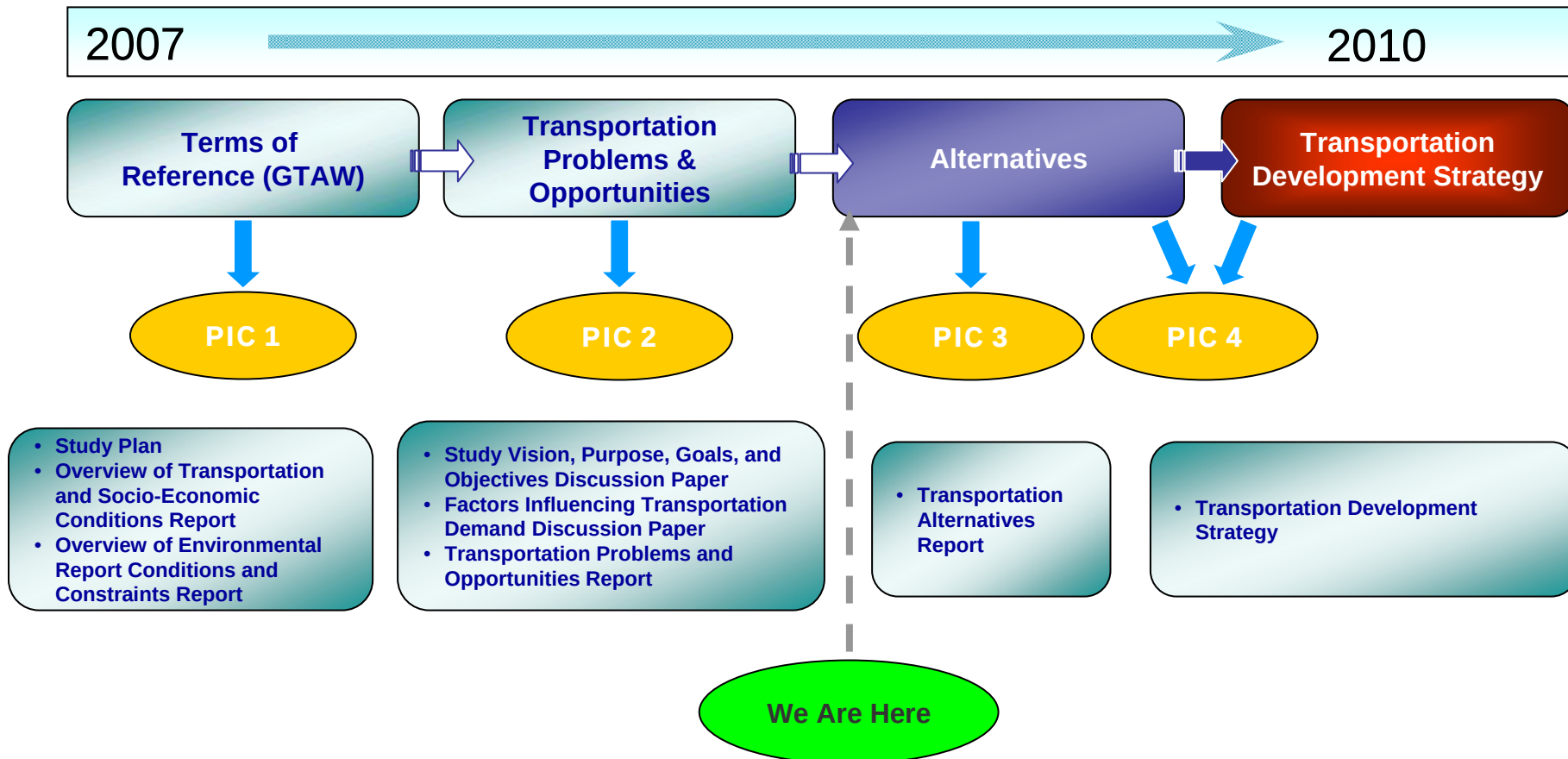
Note: The information displayed on this map is not to scale, does not accurately reflect proposed land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Growth Plan 2005 should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.



The map displays the consolidated land use for the GTA West Corridor. It covers a large area from Guelph in the northwest to Toronto in the southeast. Key municipalities shown include Guelph, Milton, Halton Hills, Brampton, Peel, York, and Vaughan. The map is color-coded to represent different land use types: green for agricultural and rural, yellow for urban and commercial, and grey for industrial. Major roads and highways are shown as black lines. A legend in the bottom left corner provides a key for the land use colors and symbols. A scale bar and north arrow are also present. An inset map in the bottom right corner shows the location of the study area within the Greater Toronto Area.

Overall Study Process

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GTA West - Recent Events

- **RAAG & Advisory Group Meetings** *(February 2009)*
 - Goals and Objectives
 - Existing Conditions
 - Predicting Future Transportation Conditions
 - Transportation Context, Problems & Opportunities
 - Unique to GTA West are land development pressures
 - Upcoming Consultation
- **PIC #2** *(March 4, 5, 9, 11, & 12, 2009)*
- **Think Tank Session for NGTA and GTA West Studies** *(June 8/9 2009)*
 - Examining issues and potential solutions for each transportation component (mode)



PIC #2 Update

Major Comments:

- Public Consultation
 - Informative PIC displays and helpful staff
- Study Area
 - General questions about the study area boundaries
- Corridor Protection/Areas of Interest
 - How were they determined and what do they mean?
 - Inquiries regarding locations for the corridor.
- Timeframe/Scope of Study
 - Study process is too long
 - Study relationship to the past Highway 413
 - Consider transportation solutions from other jurisdictions / internationally
- Transportation Problems and Opportunities/Modeling
 - Congestion is an issue for all, particularly truckers
 - Outdated / inaccurate data concerns (e.g. current economy)

Major Comments (continued):

- Alternatives
 - Skepticism that MTO already knows where the highway / corridor will be located
 - Inquiries regarding alternatives?
 - Appreciation for multi-modal options
 - Public transit and rail should be priority
 - Improve existing infrastructure
 - Develop bold/visionary transportation solutions
 - Emphasis on goods movement by rail
 - General questions about the process for evaluating alternatives
- Environmental Concerns
 - Protect agricultural lands/rural state, recreation areas, and the natural environment
 - Confusion regarding Greenbelt and Niagara Escarpment corridor restrictions

- Total Attendance = 352
- Total Comment Sheets Received = 37



Transportation Problems & Opportunities Update

- Draft Transportation Problems and Opportunities Reports will be distributed for public & agency review in Summer 2009.
- Contents include:
 - Demand forecasting approach and assumptions;
 - Consultation findings – TSP / BCS, other groups;
 - Future demand forecasts;
 - Overview of transportation problems; and
 - Overview of opportunities for transportation improvements to support study objectives.



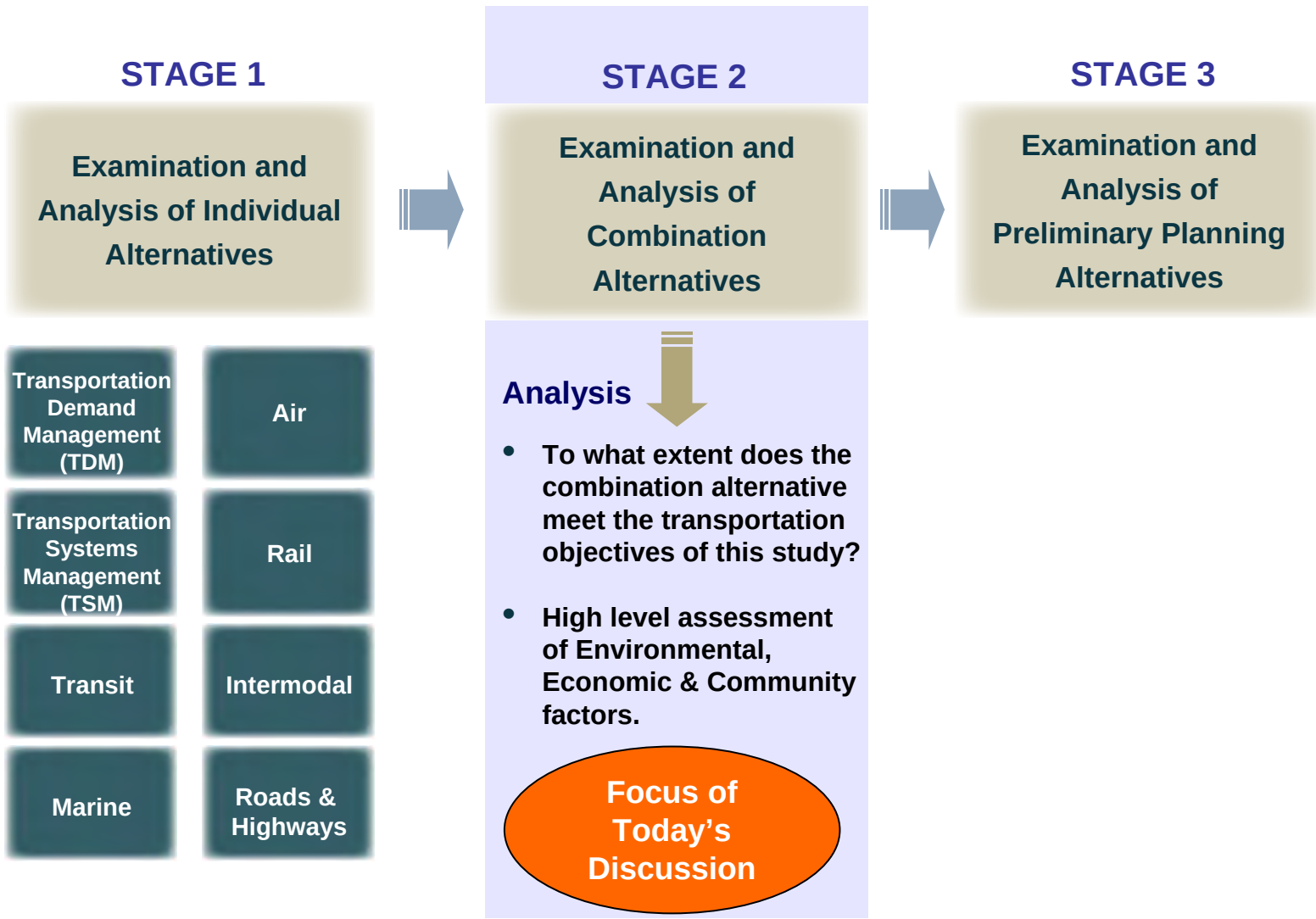
Process for Developing & Assessing Transportation Alternatives

Key Concepts:

- The development and assessment of alternatives will be undertaken at an increasing level of detail.
- Environmental considerations are being applied early in the study process based on secondary source information.
- Base Case includes existing transportation conditions plus:
 - MTO Planned Improvements;
 - Metrolinx Regional Transportation Plan: “The Big Move”, November 2008;
 - GO Transit 2020 Service Plan; and
 - Approved Municipal Official Plans and Transportation Master Plans.
- The focus of this exercise is to identify a multi-modal transportation solution.



Three-stage Process for Alternatives





GTA West

Three-Stage Process for Alternatives

STAGE 2: Combination Alternatives

Generic Examples

Optimize Existing Networks

Combo 1

- ATMS
- HOV Lanes in Existing RoW
- Increased # or Frequency of Trains
- Expanded Bus Service Area

Develop and Assess Combo 2 Alternatives

New/Expanded
Non-Road Infrastructure

- Includes Combo 1

Combo 2

- Expansion of Bus Terminals
- New Rail Lines in Existing Corridors
- Bus Only Lanes in New / Existing ROW

Develop and Assess Combo 3 Alternatives

Widen Roads

- Includes Combos 1 & 2

Combo 3

- Widening 400 Series Highways
- Widening of Various Inter-regional Municipal Roads

Develop and Assess Combo 4 Alternatives

New Road Infrastructure

- Includes Combos 1, 2 and elements of Combo 3

Combo 4

- New Inter-regional King's Highways
- New 400 Series Highways
- Extensions of 400 Series Highways



Factors for Assessing Combination Alternatives in Stage 2

Transportation

- Planning Policies
- Efficient movement of people
- Efficient movement of goods
- System reliability / redundancy
- Safety
- Modal integration, balance and choice for movement of people (commuters, recreation / tourist)
- Modal integration, balance and choice for movement of goods
- Linkages to Population and Employment Centres
- Recreation and Tourism Travel
- Constructability



Factors for Assessing Combination Alternatives in Stage 2

Community

- Existing and Planned Future Land Use and Growth:
 - Degree to which alternative supports land use plans
- Community Features:
 - Potential impacts to community features
- Fragmentation of Agricultural Lands:
 - Potential loss and fragmentation of agricultural lands
- Cultural Features:
 - Potential impacts to cultural features
- First Nations:
 - Potential impacts to lands of cultural or historical significance to First Nations



Factors for Assessing Combination Alternatives in Stage 2

Economy

- Degree to which the combination alternative supports provincial, regional and municipal aspirations for:
 - Manufacturing and trade
 - Tourism and Recreation
 - Economic and Agricultural Development
 - Urban Growth Centre Connections



Factors for Assessing Combination Alternatives in Stage 2

Environment

- Environmental Protection Policies:
 - Support for federal, provincial and municipal environmental protection policies
- Natural Features and Functions:
 - Potential impacts to natural features and functions
- Air Quality:
 - Changes to transportation related GHG and toxic air emissions
- Resource Consumption:
 - Minimizes resource consumption



Consultation Approach

- Stage 1 – Individual Alternatives
 - Consultation with transportation service providers to determine the reasonableness of alternatives and potential limitations.
 - Meetings with Advisory Groups (MAG, RAAG and CAG) to present and discuss the three-stage process for generating, assessing and selecting inter-regional transportation alternatives and input on the identification of transportation alternatives.
- Stage 2 – Combination Alternatives
 - Meetings with each of the advisory groups (MAG, RAAG and CAG).
 - Public Information Centre #3 focused on the development of combination alternatives and the assessment of advantages and disadvantages.
- Stage 3 – Preliminary Planning
 - Meetings with each of the advisory groups (MAG, RAAG and CAG).
 - Public Information Centre #4 focused on the generation and evaluation of Preliminary Planning alternatives and the identification of a draft Transportation Development Strategy.



- Group 1: Optimize Existing Transportation Network

- Provide frequent, all-day GO Transit services on bus and rail
- Improve access to transit and provide adequate parking at terminals
- Develop targets aimed at reducing transit travel times below those of passenger cars
- Use highway shoulders as lanes during peak hours
- Use moveable barriers for more lanes in peak direction
- Vary posted speeds on congested highways – speed harmonization



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

- Standardize rail car containers / load carrying capabilities across jurisdictions
- Two-way, all-day GO Transit service on all GO lines
- High speed rail through and beyond corridor
- More inter-regional GO Bus routes
- Expand local airports into a goods transport logistics hub
- Rapid Transit along Hwy 401 in the median or elevated



- Group 3: Widen Existing Roads



- Group 4: New Road Infrastructure
 - What are key connections?
 - Key considerations and issues:
 - What to avoid/opportunities to consider:



What's Next

- Next Steps:
 - Community Advisory Group Meeting *(late June 2009)*
 - Draft Transportation Problems and Opportunities Report for Stakeholder Review *(July 2009)*
 - Stakeholder thoughts on alternatives *(end of July 2009)*
 - Develop and Assess Combination Alternatives *(summer 2009)*
 - Final Transportation Problems and Opportunities Report *(late summer 2009)*
 - Advisory Group Consultation *(fall 2009)*
 - MAG *(early September 2009)*
 - PIC #3 *(fall 2009)*



Discussion

Questions of clarification on the proposed 3-stage process?

Any additional comments on the criteria for assessing combination alternatives relative to your municipal interests?



 **GTA West**

Thank you



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The following slides present the Problems and Opportunities presented at the Previous Meeting



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PROBLEMS I NTER-REGIONAL TRANSPORTATION SYSTEM

Road Commuters / Trucks

- Traffic volumes to increase considerably resulting in traffic congestion which results in:
 - Increased and unpredictable travel time for:
 - Goods Movement throughout the day
 - Commuter travel during peak periods
 - Tourist / recreation travel throughout the day
 - Increased variability and duration of travel time which is already affected by non-recurring incidents (collisions; inclement weather and construction)
 - Unpredictable surface road transit travel times
 - Diversion of inter-regional trucks to local roads



GTA W_{est}

PROBLEMS I NTER-REGIONAL TRANSPORTATION SYSTEM

Transit Commuters

- Limited integration between local and inter-regional transit services reduces transits convenience and attractiveness
- Passenger rail services conflicts with freight service or rail capacity
- Road congestion limits efficient bus transit service



GTA W_{est}

PROBLEMS I NTER-REGIONAL TRANSPORTATION SYSTEM

Tourist / Recreation

- Road congestion increases travel delays on weekends
- High volumes of truck traffic on inter-regional roads conflict with tourism and recreational travel:
 - Trucks and cars have to compete for limited road space.
- Existing transportation system does not provide adequate road connections between Urban Growth Centres, tourist gateways, and major tourist destinations:
 - Lack of multi-modal connections
- Limited options in by-passing congestion areas:
 - Lack of alternative routes
- Public Transit schedules do not cater to tourists



GTA W_{est}

PROBLEMS I NTER-REGIONAL TRANSPORTATION SYSTEM

Railways

- Limited rail connections between growth areas
- Freight rail conflicts with passenger rail for rail capacity
- Track capacity in some areas limit rail options for goods movement
- Limited connectivity and capacity of inter-modal facilities pose constraints at trucking interface.



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PROBLEMS I NTER-REGIONAL TRANSPORTATION SYSTEM

Air

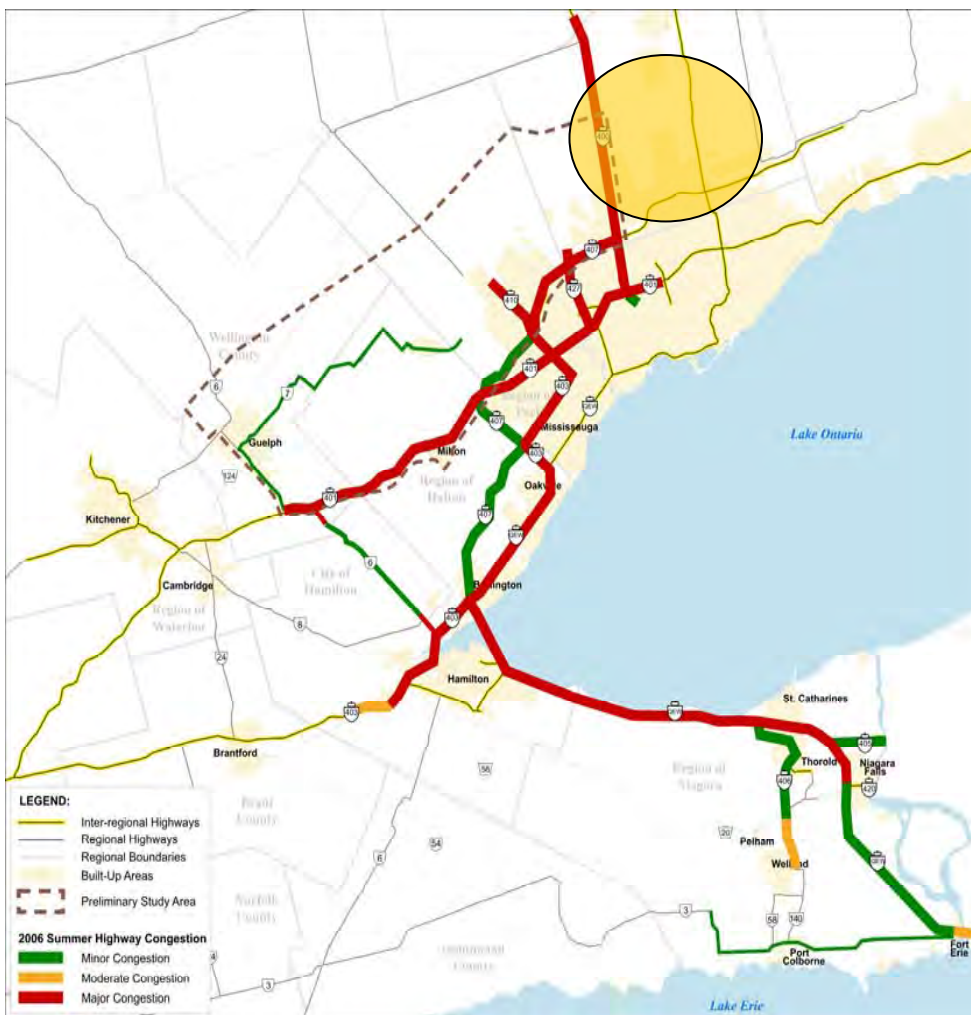
- Limited runway capacity at Toronto Pearson International Airport will influence the future growth of goods movement by air.
- Limited multi-modal connections at Airports result in increased dependence on road network.



GTA W_{est}

GTAW TRANSPORTATION PROBLEMS – Highway Network

Significant transportation system congestion in the Hwy 427 / Hwy 401 / Hwy 400 / Hwy 407 interchange complex area impacts the efficient movement of Commuters / Goods / Tourism travel and the efficiency of all modes servicing these markets within the GTAW Preliminary Study Area.

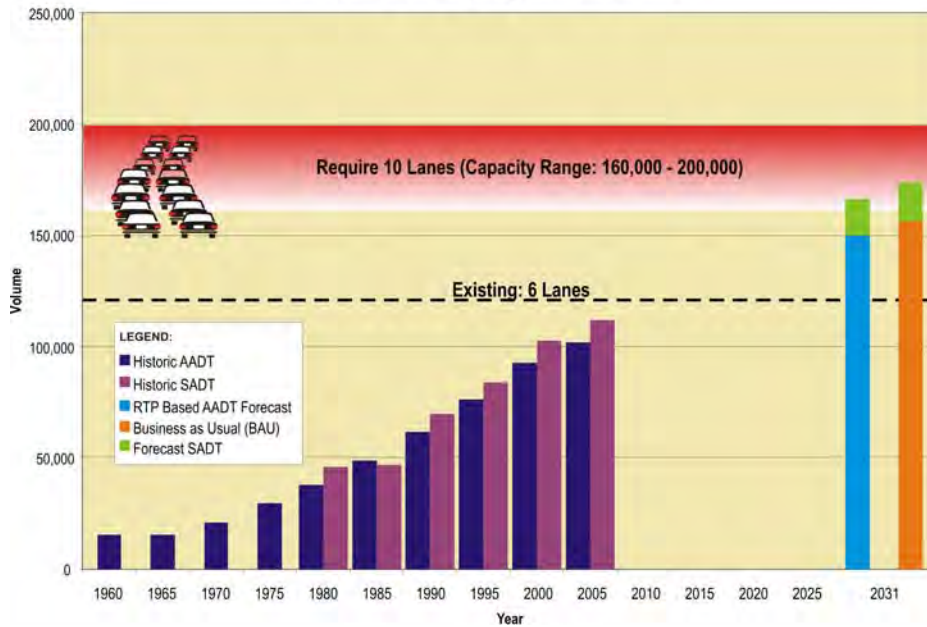




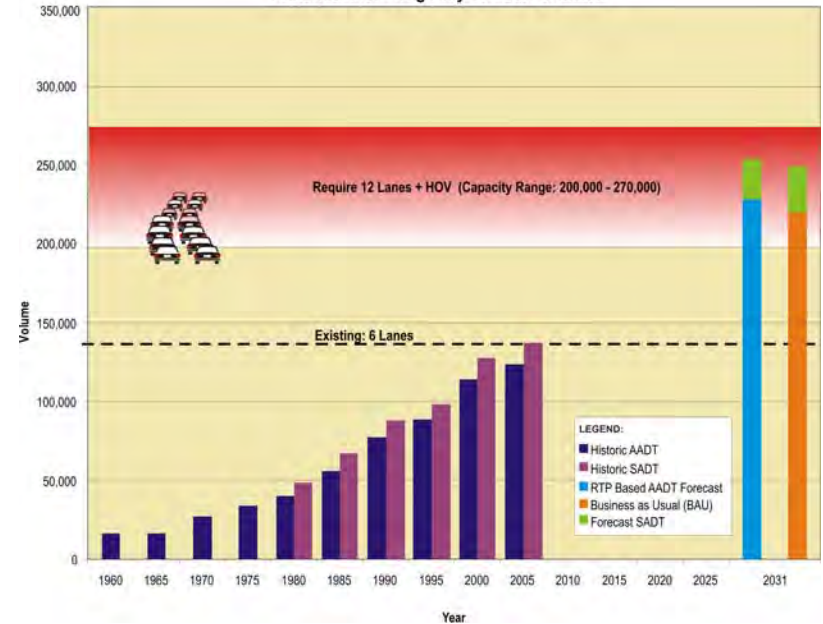
GTA West

Example of HIGHWAY CONGESTION AREAS by 2031 – GTA West

Historical Flow - Highway 401 West of Milton



Historical Flow - Highway 401 East of Milton



By 2031 Hwy 401 in Halton will reach the capacity of 10 lanes west of Milton and will reach the capacity of 12 lanes + HOV east of Milton

NOTES OF MUNICIPAL ADVISORY GROUP MEETING #3

PROJECT: GTA West Corridor Environmental Assessment

MEETING NO: Municipal Advisory Group Meeting #3

FILE NO.: 06-3184

DATE: June 24, 2009

TIME: 1:00 p.m.

PLACE: Caledon East Ballroom, Holiday Inn Select Brampton, Brampton, ON

PRESENT: **Municipalities**

Tom Apparao	Region of Peel
Murray McLeod	Region of Peel
Nick Tunnacliffe	Region of Peel
Janice Given	City of Brampton
Mary Hall	Town of Caledon
Kant Chawla	Town of Caledon
Qamar Khan	City of Mississauga
Steve Mota	York Region
Andrew Pearce	City of Vaughan
Andrew Head	Halton Region
Tim Dennis	Halton Region
Chris Mills	Town of Halton Hills
Tara Buonpensiero	Town of Halton Hills
Stephanie Jarvis	Town of Milton
Sally Stull	Town of Erin
Hans Groh	Township of Puslinch
Geoffrey Keyworth	Region of Waterloo
Marion Plaunt	City of Guelph
Chris White	Township of Guelph/Eramosa

MTO

Jin Wang	MTO Provincial and Environmental Planning
Frank Pravitz	MTO Provincial and Environmental Planning

Consultant Joint Venture

(CJV)

Karin Wall	AECOM
Steve Jacobs	URS
Catherine Christiani	Ecoplans Limited

PURPOSE: The purpose of Municipal Advisory Group (MAG) Meeting #3 is to gain feedback on the proposed process to generate and evaluate alternatives and input to the types of alternatives that should be considered.

ITEM PROCEEDINGS:

ACTION BY:

1.0 Welcome and Introductions

- 1.1 S. Jacobs welcomed everyone to the meeting and introduced the project team and presenters. Attendees introduced themselves.
- 1.2 The meeting purpose and agenda were reviewed.

2.0 Project Team Presentation

- 2.1 K. Wall presented an overview of the environmental assessment (EA) study process, reviewed recent events, presented the major comments received during Public Information Centre #2, gave a transportation problems and opportunities update and provided a detailed review of the process to be used for developing and assessing transportation alternatives.

A summary flow chart of the 3-stage evaluation process and the evaluation criteria that will be used to evaluate combination alternatives in Stage 2 was provided as a handout (see Attachment 1). K. Wall explained that the same process and criteria are being used for the GTA West Corridor EA and the Niagara to GTA Corridor EA.

- 2.2 S. Jacobs indicated that the project team is willing to meet individually or as a group with MAG members before the next MAG Meeting (anticipated for September 2009) in order to discuss alternatives in more detail.
- 2.3 The project team was asked to clarify the definitions of rail and intermodal. The project team indicated that “Rail” refers to both passenger and freight rail while “Intermodal” refers to freight.

3.0 Identifying Potential Transportation Strategies – Workshop Exercise

- 3.1 S. Jacobs facilitated the workshop exercise. Attendees were asked to provide ideas on how each of the combination alternatives could be achieved and/or indicate the types of alternatives that should be considered by the project team. K. Wall took live notes during the discussion that were projected onto a screen for attendees to review. Attendees were encouraged to provide creative ideas.

A copy of the live notes taken during the workshop exercise is enclosed in Attachment 2.

- 3.2 The following questions / comments were raised during the workshop exercise:
 - 3.2.1 The project team were asked why the GO 2020 Service Plan and Metrolinx Regional Transportation Plan have been assumed into the study’s base case if they do not have funding. MTO acknowledged that while it is an aggressive assumption, the current government direction has indicated that each plan will be respected.

ITEM PROCEEDINGS:

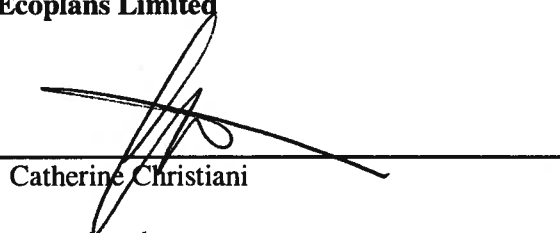
ACTION BY:

- 3.2.2 The project team were cautioned not to propose road widenings beyond those identified in municipal Transportation Master Plans (TMP). Many municipal road widening options have already been deemed to be not feasible for a good reason. The project team should review and be familiar with each municipality's TMP and consult with the appropriate municipality when assessing the reasonability of widening options.
- 3.2.3 A question was asked regarding whether the project team would consider ending a new highway facility at Highway 427 rather than at Highway 400. The project team acknowledged that the project Terms of Reference is flexible and does allow a variety of alternative terminus points to be considered.
- 3.3 S. Jacobs encouraged attendees to submit any further ideas they or their colleagues may have regarding the combination alternatives generation to the project team by the end of July 2009.
- 4.0 What's Next**
- 4.1 S. Jacobs thanked attendees for their participation. The next MAG Meeting will take place prior to the next round of Public Information Centres (PICs), which are anticipated to occur in November 2009. At this meeting the results of the alternative generation process will be presented.
- 4.2 A question was raised regarding when the project team would be available to present to individual councils on the projects progress. The project team indicated that individual council presentations could be arranged with municipal councils prior to the next round of PICs, by request.

The meeting adjourned at 4:00 p.m.

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).

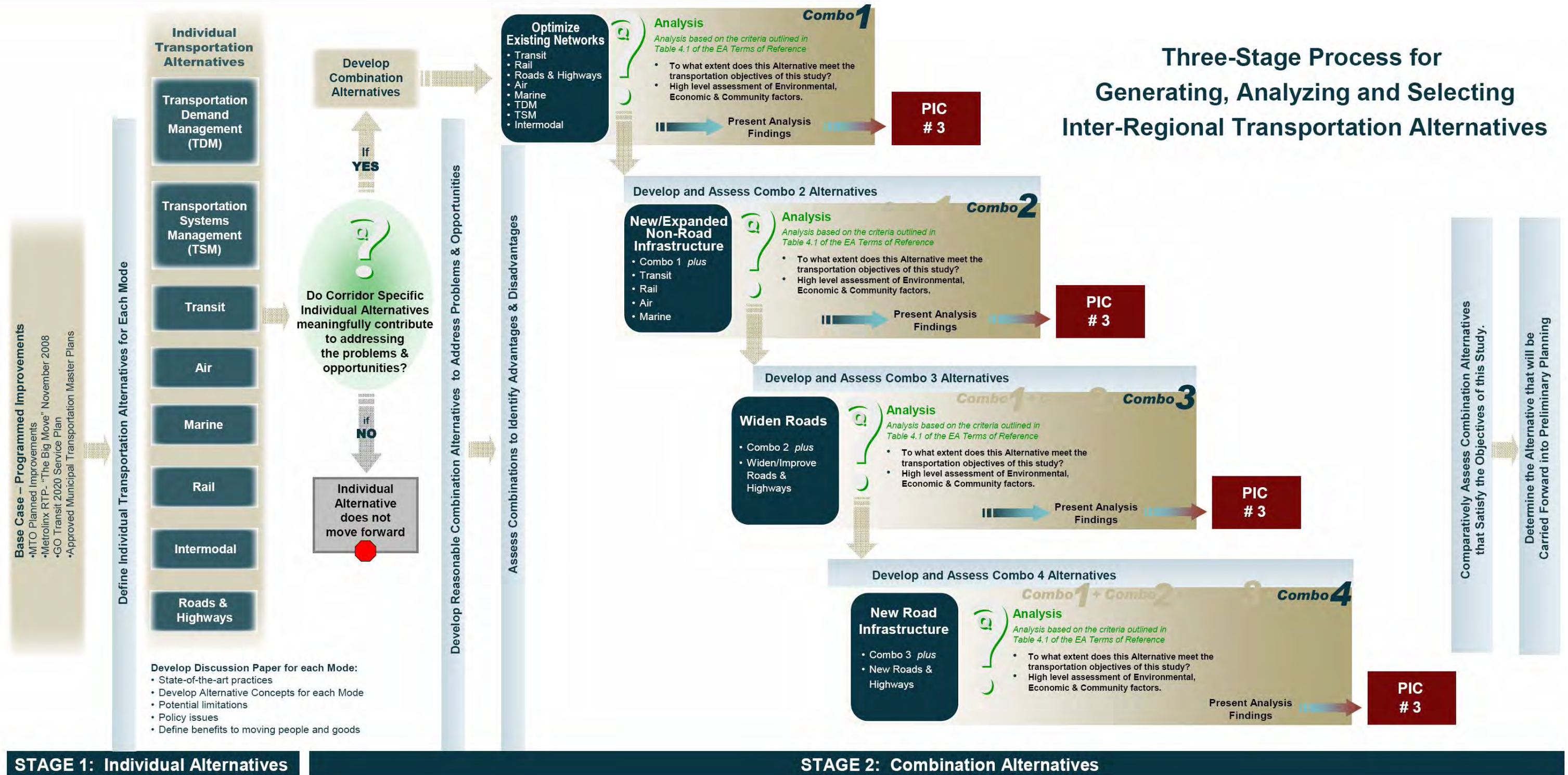
Minutes Prepared by:
Ecoplans Limited

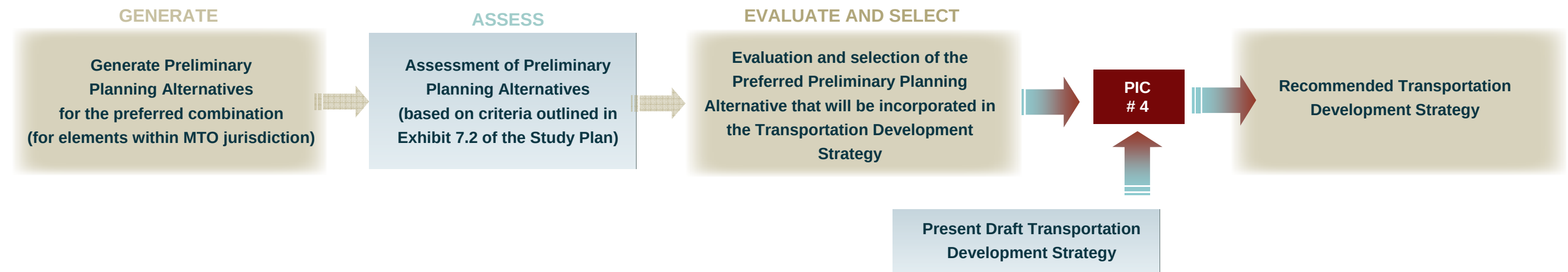


Catherine Christiani

cc: Attendees
Project Team Members
Municipal Advisory Group Contact List

ATTACHMENT #1





STAGE 3: Preliminary Planning

Table 1 - Factors and Criteria for Assessing Combination Alternatives in Stage 2

FACTOR / CRITERIA	INDICATOR / DETAILS
Transportation	
Planning Policies: Potential to support federal / provincial / municipal transportation planning policies / goals / objectives.	Qualitative assessment with direct reference to key policies / goals.
Efficient movement of people: Potential to support the efficient movement of people between communities and regions based on network, screenline and critical link performance and availability of higher order, inter-regional transportation corridors.	Peak period transportation system performance: % of inter-regional system operating at or better than LOS D - Performance/LOS of key inter-regional corridors (QEW, 406, 403, 401, 427, 407, 400, inter-regional transit) Availability/provision of higher order, inter-regional transportation corridors for person trips. Reduction in use of local/regional roadways for inter-regional trips.
Efficient movement of goods: Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities and communities based on road network performance measures and availability of higher order, inter-regional transportation corridors.	Peak period transportation system performance: % of inter-regional system operating at or better than LOS D - v/c ratio of key truck corridors (road and rail) Availability/provision of higher order, inter-regional transportation corridors for goods movement. Provision of inter-modal facilities and linkages between shipping modes / terminals. Reduction in use of local / regional roadways for inter-regional trips.
System reliability / redundancy: Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during congested/adverse conditions.	Availability of alternate routes/facilities for inter-regional transportation between regions, communities and terminals.
Safety: Potential to improve traffic safety based on opportunity to reduce congestion on area road network.	Potential to improve response times for emergency service providers due to reduced congestion on the inter-regional road network (average speed/ v/c ratio) Potential to reduce collisions due to improved network LOS and decreased conflicts between travel modes.
Modal integration, balance and choice for movement of people (commuters, recreation / tourist): Potential to improve modal integration,	Provision of higher order inter-regional transit services. Provision of linkages between inter-regional and

FACTOR / CRITERIA	INDICATOR / DETAILS
balance and choice for person trips between communities, employment centres and major transit hubs. Potential to increase the attractiveness/effectiveness of transit options to for all trips.	regional/community transit systems. Bus operational performance on inter-regional road network (LOS) Availability/provision of alternate travel modes for tourism/recreational travel. Provision of/ allowance for active transportation measures (e.g., bike lanes, bike racks on buses/trains).
Modal integration, balance and choice for movement of goods: Potential to improve modal integration, balance and choice for goods movement between ports and terminals, communities and employment centres.	Availability/provision of modal alternatives for goods movement.
Linkages to Population and Employment Centres: Potential to improve accessibility to urban growth centres for people and goods movement based on higher order network continuity and connectivity.	Availability/provision of higher order linkages between urban growth centres. Average travel times between urban centres.
Recreation and Tourism Travel: Potential to support recreation and tourism travel within and to/from the Preliminary Study Area.	Directness of routes between population centres, international gateways and tourist/recreation destinations Peak period (summer/weekend) transportation system performance: • % of inter-regional system operating at or better than LOS D. • Performance/LOS of key inter-regional corridors (QEW, 406, 403, 401, 427, 400, 407, inter-regional transit). Diversion of summer recreational trips from local and regional roadways.
Constructability: Potential ease of implementation considering feasibility/difficulty of physical, property or environmental constraints and relative cost (where possible to approximate).	Relative costs. Relative property impacts. Potential for requirements for significant environmental mitigation.
Community	
Existing and planned future land use and growth: The degree to which the combination alternative supports or is consistent with existing and planned future land use and growth including recognition of growth management plans and policies as	Qualitative assessment of how the combination alternative supports existing and planned land use including: • Provincial Policy Statement re agriculture, etc. • Provincial Growth Plan – re land use intensification

FACTOR / CRITERIA	INDICATOR / DETAILS
articulated in provincial policies, federal policies and municipal official plans.	• Municipal official plans – re residential and commercial growth directions • NEC plan – re protection of natural and rural land uses • Greenbelt Plan – re protection of agricultural and rural land uses • Upper Tier Municipal Official Plans
Community features: Potential impacts to community features (e.g. land use, communities, resources).	Qualitative assessment of potential positive and negative (displacement / disruption) impacts on: • Land use • Existing and planned communities • Resource extraction areas
Fragmentation of agricultural lands: Potential loss and fragmentation of agricultural lands.	Qualitative assessment of potential fragmentation of agricultural lands and estimated area / description of loss of agricultural lands.
Cultural Features: Potential impacts cultural features (e.g. properties of cultural heritage and archaeological significance).	Qualitative assessment of impacts to properties of cultural heritage value and archaeological potential.
First Nations: Potential impacts to lands of cultural or historical significance to First Nations.	Qualitative description of impacts to First Nation sites.
Economy	
Manufacturing and trade: The degree to which the combination alternative supports provincial, regional and municipal manufacturing and trade.	Qualitative description of how the combination alternative supports manufacturing and trade?
Tourism and recreation: The degree to which the combination alternative supports provincial, regional and municipal tourism and recreation.	Qualitative description of how the combination alternatives support tourism and recreation from economic perspective.
Economic and agricultural development: The degree to which the combination alternative supports provincial, regional and municipal economic and agricultural development, including areas designated for future / long-term agricultural land uses.	Qualitative description of how the combination alternatives support or impact agricultural operations and plans for future development.
Urban Growth Centre Connections: The degree to which the combination alternative provides connections to Urban Growth Centres and Gateway Economic Zones identified in provincial policy.	Qualitative assessment of how the combination alternative aligns with provincial policies for Urban Growth Centers and Gateway Economic Zones.

FACTOR / CRITERIA	INDICATOR / DETAILS
Environment	
Environmental Protection Policies: The degree to which the proposed transportation system modification supports or is consistent with federal, provincial and municipal environmental protection policies.	Qualitative assessment of how the combination alternative aligns with federal, provincial and municipal environmental protection policies.
Natural Features and Functions: Potential impacts to natural features and functions (e.g. aquatic ecosystems, terrestrial ecosystems, ground water, surface water).	Qualitative analysis of: • Potential impacts to major aquatic ecosystems (number or description of potentially impacted watercourses) • Potential impacts to major terrestrial ecosystems (area or description of terrestrial habitat potentially affected) • Potential impacts to sensitive groundwater features (qualitative description) • Potential impacts to areas that are sensitive to changes in surface water (qualitative description) • Description of potential to avoid or minimize impacts to environmental features.
Air Quality: The degree to which the combination alternative results in changes to transportation related GHG and toxic air emissions.	Qualitative assessment (using quantitative inputs) of: • Potential changes in greenhouse gas emissions and criteria air contaminants (CACs); and • Potential changes in air quality on a regional level.
Resource Consumption: The degree to which the combination alternative minimizes resource consumption (i.e. mineral, aggregate).	Qualitative assessment of the combination alternatives ability to minimize resource consumption and description of potential mineral and aggregate resource issues.

ATTACHMENT #2



Stage 2 – Combination Alternatives



Combo 1: Ideas for Optimizing Existing Networks

- Optimize TDM – get more people into each vehicle
- Improve inter-linkages between modal networks in between communities in the GTA West study area - don't centre everything on TO
- Increase number of freight trains to improve movement of goods and reduce truck traffic
- Make modal share targets more aggressive - review morning mode share targets for Provincial facilities



Combo 1: Ideas for Optimizing Existing Networks

- Use highway shoulders as lanes – is used in Netherlands – during congestion, including in construction zones and during accidents
- Get trucks off road by establishing new freight rail in the Highway 401 corridor (or Combo 2)
- Introduce heavy vehicle lanes for trucks and/or buses on highways



Combo 1: Ideas for Optimizing Existing Networks

- Use contra-flows – for peak/off peak hours (i.e., reverse direction)
- Limit hours for truck traffic to outside peak period
- Using ITS for drivers to make better decisions
- Improve response time for EMS and open the road sooner after an accident
- Improve ATMS to catch up with incident being cleared sooner
- Introduce congestion pricing on Hwy 401



Combo 1: Ideas for Optimizing Existing Networks

- Increase the speed limit to 105 or 110 km/h to improve highway capacity
- Improve alternate routes for when incidents do occur
- Increase investment in/standards for winter maintenance and change criteria for snow clearance
- Improve/introduce ATMS on non-400 series Highways – so drivers can change routes earlier



Combo 1: Ideas for Optimizing Existing Network

- Introduce “real time” traffic warnings – like they have in USA on GPS
- Maximize use of Hwy 407 as a transportation facility
- Transit line in Hwy 407 – build it sooner and in other areas (beyond what is planned in short term)
- Increase speed in rail corridor
- Improve parking for GO facilities
- More “express” GO service



Combo 2: Ideas for New/Expanded Non-Road Infrastructure

- Introduce transit terminal for Pearson Airport
- Have transit stations/stops at highway interchanges and have local transit connect to those stations, with transit lines along highway corridors - make the modal switch (from car to transit) easier
- Introduce rapid transit on Highway 401 in median
- Provide improved/separate bike paths
- Introduce “GO Train” system for goods movement – have the train run along Hwy 401 and smaller trucks connect to that train line for local deliveries
- Have transportation hubs for all modes – integrated with land use



Combo 2: Ideas for New/Expanded Non-Road Infrastructure

- Encourage municipalities to have truck routes and co-ordinate design standards – so fewer trucks use Hwy 401
- Examine the rail corridor as a resource – improve rail traffic control mechanisms to maximize the use of the corridor (allowing more trains, at different speeds to share the same corridor)
- Expand rail services
- CP express for freight – how can it be used to reduce truck traffic on Hwy 401? – what are the barriers?



Combo 3: Ideas for Widening Roads

- Comments/challenges:
- Region of Peel has policy of not widening roads beyond 6 lanes
- Don't put interregional traffic on municipal roads
- We should be more clear on the rationale for widening roads (eg. Hwy 401) from economic perspective – what is the economic value/benefit we get from widening?
- Would have to consider a bypass of Erin if widening Road 124



Combo 3: Ideas for Widening Roads

- Puslinch – widening won't be effective because the local roads are in low tier jurisdictions – they are most interested in where they would tie in
- Highway 6 in Puslinch is main route
- Highway 7 in Georgetown, Rockwood, Norval and Acton – these communities would need bypasses
- No. 5 Side Road connects well to Hwy 401 – is used often as detour during emergencies



Combo 3: Ideas for Widening Roads

- Highway 10 could be *considered* for widening above and beyond what Region proposes
- Town of Vaughan and Region of York do not think Reg Rd 27 is a reasonable alternative
- Milton – is where congestion always starts – but it's constrained on Hwy 401 by escarpment
- Milton wants growth on east and west (as per recent input to Sustainable Halton) – transit alts will be easier to implement in Milton



Combo 3: Ideas for Widening Roads

- Municipal staff would benefit from a re-cap of the demand analysis and problems and opportunities
- There is a shift in public thinking about moving “people” – not just “traffic”
- Do not consider widening any roads in York Region that are above and beyond what’s in their Master Plan – because it is not reasonable
- Use caution when considering widenings above and beyond what is already planned by municipalities



Combo 4: Ideas for New Road Infrastructure

- Key connections:
- To NGTA if it identifies a need for a new corridor
- North-south connection at Halton/Peel boundary (to tie into municipal EA's recommendation)
- To Highway 400, Hwy 401 and Niagara area
- To Hwy 427 in Vaughan
- Highway 410 and Hwy 427 extensions/connections to GTA West corridor are critical
- Brantford-Cambridge Transportation EA



Combo 4: Ideas for New Road Infrastructure

- Key constraints:
- Between Hwy 427 and Hwy 400 is very constrained, Humber Valley, Kleinberg etc. in Vaughan – (Q) would we consider stopping at Hwy 427?
- Niagara Escarpment
- Lack of Provincial Highway Master Plan



Combo 4: Ideas for New Road Infrastructure

- Key opportunities:
- Provide better highway access to new employment lands
- Improve goods movement



 **GTA W_{est}**

GTA WEST CORRIDOR PLANNING AND EA STUDY-STAGE 1

**Municipal Advisory Group
Meeting**

NOVEMBER 3, 2009



Meeting Agenda

1. Welcome and Introductions
2. GTA West Study Update
3. Background
4. Transportation Alternatives and Process Framework
5. Individual Mode Alternatives
6. Alternative Groups
7. Next Steps



GTA West

GTA West – Recent and Upcoming Events

- PIC #2 (March 2009)
- Workshops to generate transportation alternatives for NGTA and GTA West Studies (June 2009)
 - Considered issues and potential solutions for each transportation component (mode)
- RAAG, MAG, CAG meetings (June / July 2009)
 - Reviewed process to generate and evaluate potential transportation alternative(s)
 - Transportation strategy ideas
- RAAG, MAG, CAG meetings (November 2009)
- Public Information Centre #3
 - November 30th – Guelph PIC, River Run Centre
 - December 3rd – Georgetown PIC, Mold Master Sportsplex
 - December 8th – Caledon PIC, Brampton Fairgrounds
 - December 10th – Woodbridge PIC, Le Jardin Conference & Events Centre

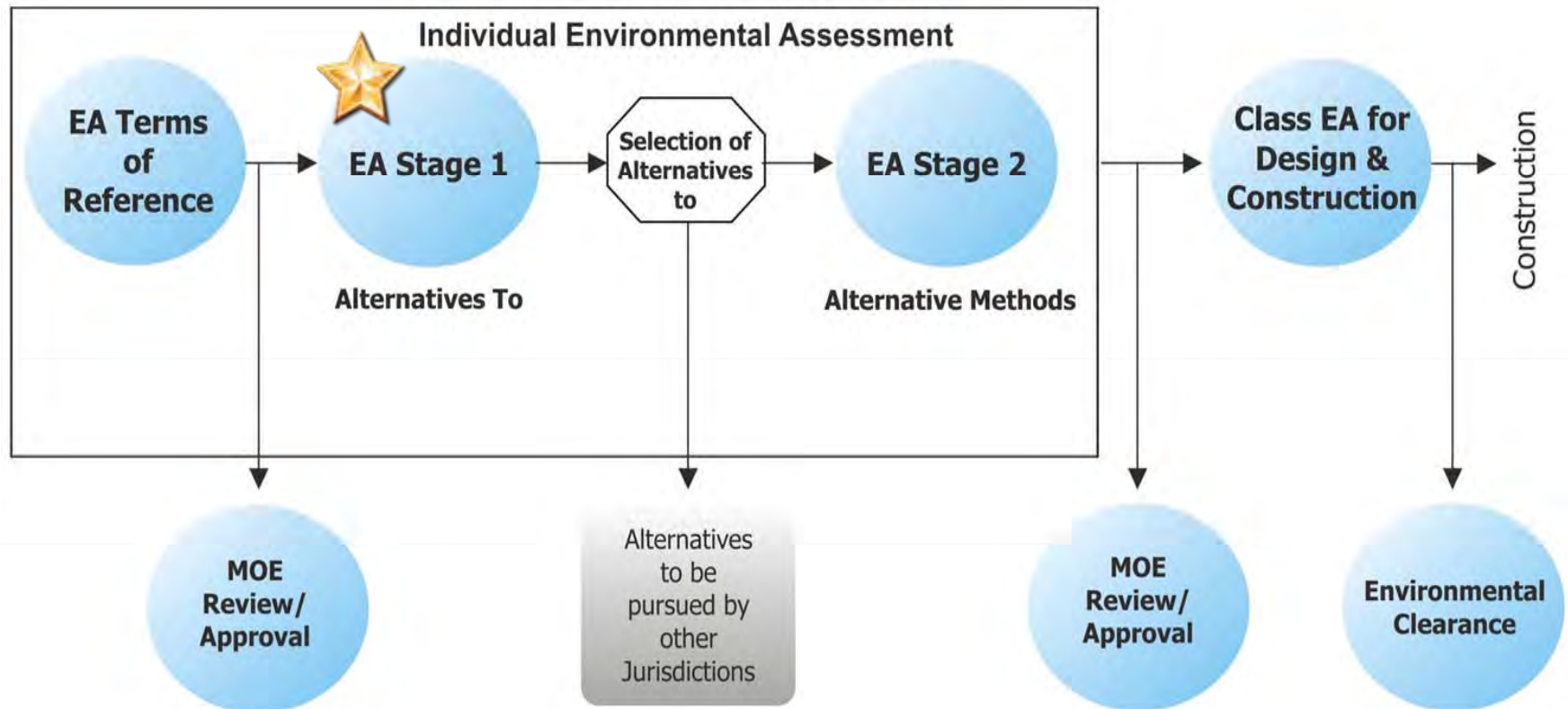


Study Purpose

- 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
 - Brampton City Centre
 - Vaughan Corporate Centre



Study Process





GTA West

Growth Plan



Ontario

PLACES TO GROW

GROWTH PLAN 2005
THE GREATER GOLDEN HORSESHOE 2006

SCHEDULE 2

Places to Grow Concept

Note: The information displayed on this map is not to scale, does not accurately reflect proposed land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Growth Plan 2005 should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.

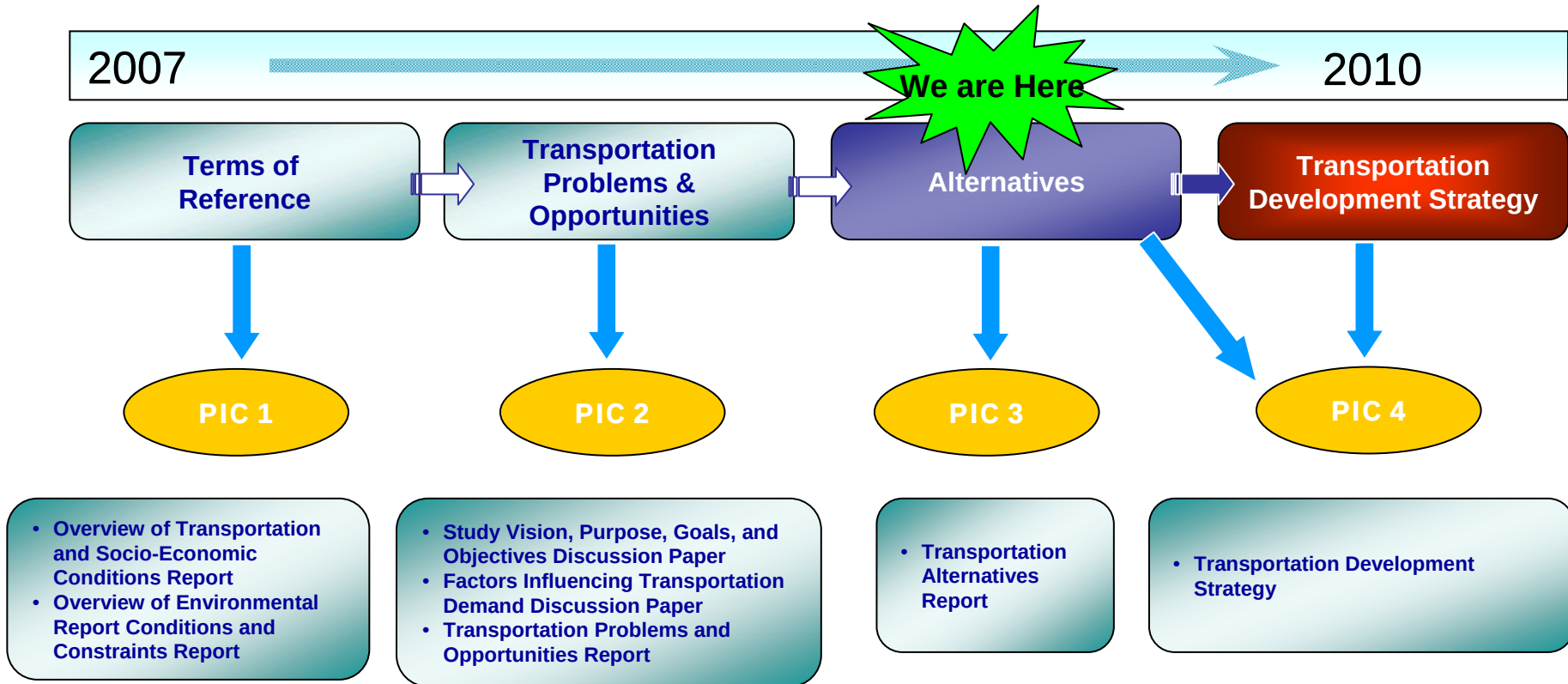


GTA West Study Area – Key Features





Overall Study Process





Transportation Problems & Opportunities Update

- Future Transportation Problems categorized by:
 - Commuters
 - Tourism and Recreation
 - Goods Movement
- Future Transportation Opportunities
 - Compact, vibrant and complete communities
 - A prosperous and competitive economy
 - A protected environment
- Draft Transportation Problems and Opportunities Report distributed for public & agency review in Summer 2009.





Process for Developing & Assessing Transportation Alternatives

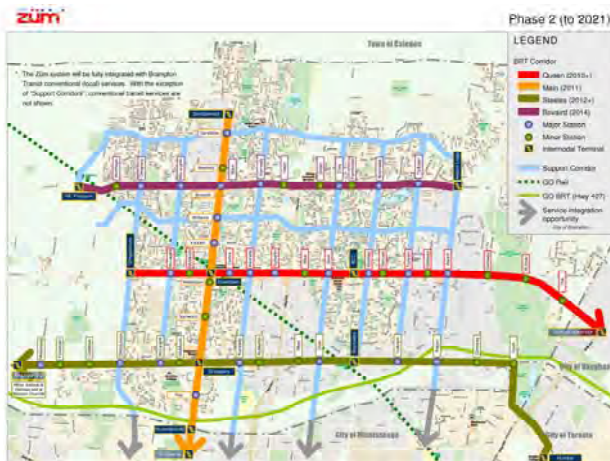
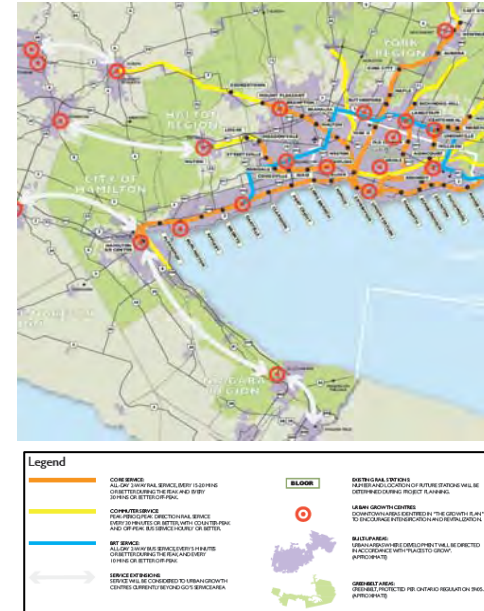
Key Concepts:

- The development and assessment of alternatives will be undertaken at an increasing level of detail.
- Environmental considerations are being applied early in the study process based on secondary source information.
- All alternatives include existing transportation conditions plus:
 - MTO Planned Improvements;
 - Metrolinx Regional Transportation Plan: “The Big Move”, November 2008;
 - GO Transit 2020 Service Plan; and
 - Approved Municipal Official Plans and Transportation Master Plans.
- The focus is to identify a multi-modal transportation solution.



GTA West

Process for Developing & Assessing Transportation Alternatives





Three-stage Process for Alternatives

STAGE 1

Examination and
Analysis of Individual
Alternatives



STAGE 2

Examination and
Analysis of Group of
Modal Improvement
Alternatives



STAGE 3

Examination and
Analysis of
Preliminary Planning
Alternatives

Transportation
Demand
Management
(TDM)

Air

Transportation
Systems
Management
(TSM)

Rail

Transit

Intermodal

Marine

Roads &
Highways

Analysis



- To what extent does the Group of Modal Improvement Alternatives meet the transportation objectives of this study?
- High level assessment of Environmental, Economic & Community factors.



Consultation

The Creative Process

The Project Team has conducted extensive consultation with a variety of stakeholders to receive ideas on possible alternatives. This has included:

- Comments from Public Information Centres #1 & #2 – April/May 2007 and March 2009
- Municipal Workshops (Halton, Peel, York, Guelph-Wellington) – February / March 2009
- Transportation Service Providers – Spring 2009
- Halton Hills Council Workshop – April 24, 2009
- Conservation Authorities Workshops (CH, TRCA, CVC, GRCA, NEC) – May 2009
- Workshops to generate transportation alternatives for NGTA and GTA West Studies – June 8/9, 2009
- Joint GTA West and NGTA RAAG Meeting – June 19, 2009
- MAG Meeting #4 – June 24, 2009
- CAG Meeting #4 – July 14, 2009
- GTA West and NGTA Agency Workshop – September 25, 2009
- Ontario Growth Secretariat – September 28, 2009
- Halton Transportation Advisory Committee – October 13, 2009
- Metrolinx and GO Transit Meeting – October 14, 2009
- Mississaugas of the New Credit Meeting – October 28, 2009
- MAG, RAAG, CAG Meetings – November 2009
- Halton Region Planning and Public Works Committee – November 12, 2009
- Caledon Council Meeting – November 17, 2009
- Guelph-Wellington County Council Meeting – November 23, 2009
- York Region Planning & Economic Development Committee – December 2, 2009
- Peel Region General Committee – December 3, 2009



Study Update

- Analysis of individual modal alternatives
- Developing groups of alternatives
- Consultation activities
- Considered policy changes that may be required



Alternatives Requiring Policy Changes

Combination 1

- A. Parking management where transit services are provided
- B. Continued investigation of Longer Combination Commercial Vehicles
- C. Off-peak / restricted lane use for trucks
- D. Improved integration of private bus operations with GO Rail stations
- E. Optimize use of Highway 407
- F. Congestion pricing
- G. Continued investigation of buses on shoulders during peak periods

Combination 2

- A. Develop Bus Rapid Transit (BRT) and multi-purpose lanes along rail corridors
- B. Formal distribution network of shipments to / from Montreal

Combination 4

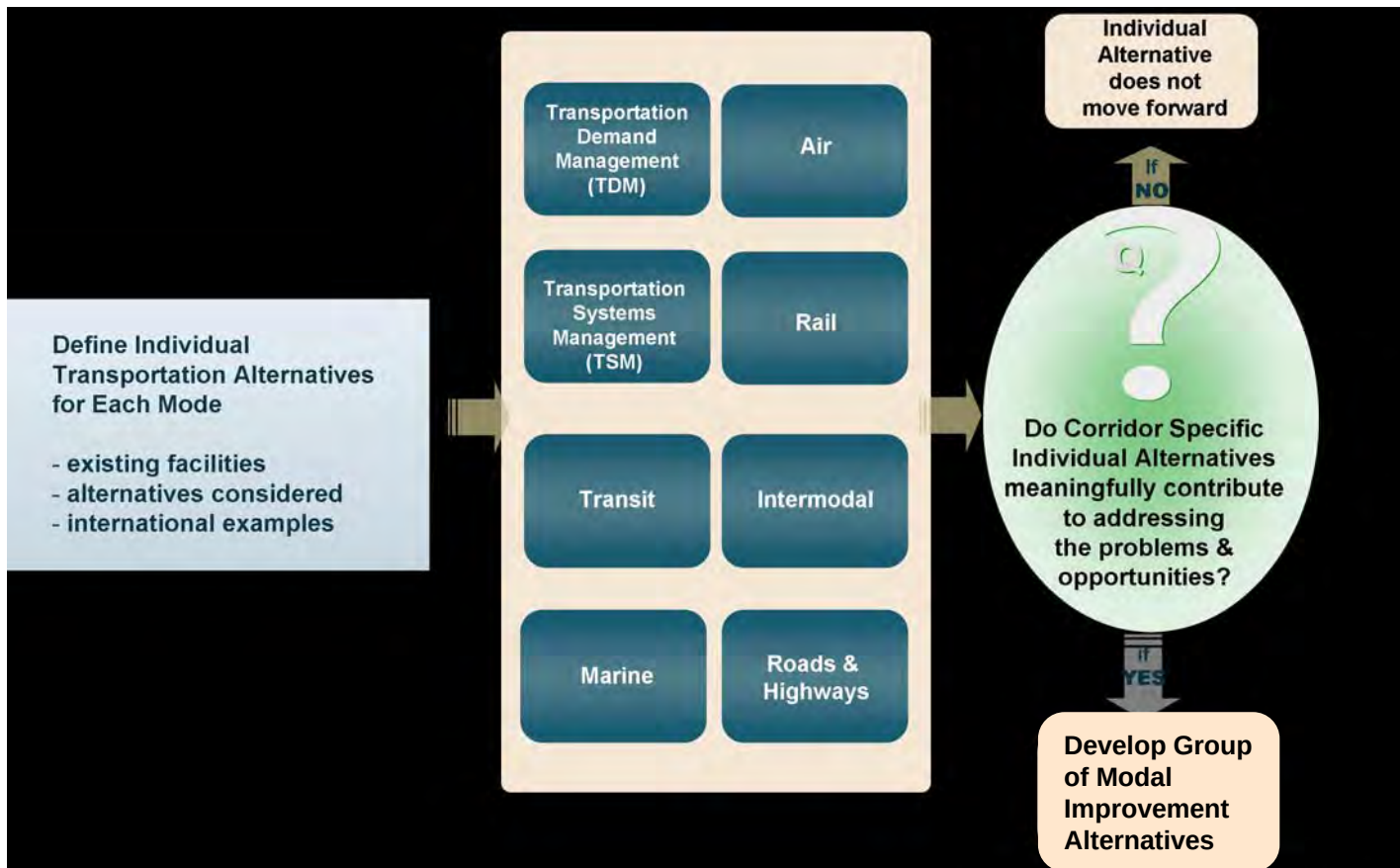
- A. Separate trucks from other vehicles when implementing new infrastructure



GTA West

Three-Stage Process for Alternatives

Stage 1: Individual Alternatives





Individual Mode Alternatives

- Each of the Individual Area Transportation System Alternatives was examined based on their potential to address the identified transportation problems and opportunities and contribute to a multi-modal transportation solution.

➤ Rail (Freight Rail)

➤ Transit

➤ TDM / TSM

➤ Intermodal

➤ Air

➤ Marine



No single transportation mode is capable of fully addressing the transportation problems and opportunities.



Individual Mode Alternatives

TDM/TSM

- Roadway and TSM / TDM expansion including Variable Message Signs to notify motorists of freeway conditions
- Lane Control Signs (i.e., speed harmonization)
- Ramp Metering Systems
- Incident Management, employee sponsored and provincial TDM programs
- Improved Transit/Rail Services including increased service frequency, fare integration, bus lanes on shoulders during peak periods, improved access to stations and incorporation of active transportation.

Freight Rail

- Grade separate road and rail (i.e. identify bottleneck location)
- National policy targets for modal shift onto rail
- Changes to rail grade separation regulations
- Standardize carrying requirements across jurisdictions
- Improve integration of rail and air transportation modes
- Utilize short haul routes
- Various CN and CP Initiatives

Transit

- Local transit (expand AcceleRide, rapid transit on freeways and major arterial roads),
- BRT (links between Urban Growth Centres)
- Rail Expansion including GO service (new service between Urban Growth Centres, service extension between Milton/Cambridge, Guelph/Waterloo)
- Regional rail service (i.e. new service from Bolton to Union Station and expansion along Georgetown corridor)
- Inter-regional Transit Hubs: Locations where transit and GO connect - expand bike and car parking lots

Intermodal

- Introduce Planning Policies to Promote Nodal (mixed use) Developments;
- Provide Choice and Opportunity to Benefit from Strengths of Each Mode;
- Understand Requirements and Match with Logistics and Economic Realities;
- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;

Air

- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;
- Improvements to "Free Trade Zone" Systems;
- Improve Integration of Rail and Air Transportation Modes;
- High Speed Rail link between Union Station-Toronto Pearson-Kitchener/Waterloo;
- Sixth Runway at Toronto Pearson.

Marine

- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;
- Changes to Ballast Water Regulations;
- Formal Distribution Network to/from Montreal;



Three-stage Process for Alternatives

STAGE 1

Examination and
Analysis of Individual
Alternatives



STAGE 2

Examination and
Analysis of Group of
Modal Improvement
Alternatives



STAGE 3

Examination and
Analysis of
Preliminary Planning
Alternatives

Transportation
Demand
Management
(TDM)

Air

Transportation
Systems
Management
(TSM)

Rail

Transit

Intermodal

Marine

Roads &
Highways

Analysis



- To what extent does the Group of Modal Improvement Alternatives meet the transportation objectives of this study?
- High level assessment of Environmental, Economic & Community factors.



GTA West

Group 1: Optimize Existing Network

Examples include:

- Speed harmonization
- TDM programs
- Ramp metering systems
- Transit / HOV bypass locations
- Incident management and detection



This alternative includes initiatives by others including Metrolinx, MTO and municipalities



Group 1: Optimize Existing Network

Summary of the Assessment

• Community

- Supports the PPS policy for optimizing use of existing infrastructure
- Minimizes impacts to NEC and Greenbelt lands
- Minimizes impacts to community features
- Low potential to impact agricultural lands
- Low potential to impact built heritage or archaeological resources
- Does not sufficiently support planned future land use or growth as identified in the Growth Plan
- Limited ability to provide improved transit connections between Urban Growth Centres (i.e., Vaughan Corporate Centre, Downtown Brampton, Downtown Milton and Downtown Guelph)
- Does not support “employment lands” or “moving goods” sections of the Growth Plan
- Does not provide increased goods movement linkages among intermodal facilities or communities in the GGH

• Economy

- No impacts to agricultural operations
- Does not support economic factors associated with industry and trade, tourism or agriculture
- Limited ability to support increased trade through lack of improvement to movement of goods
- Limited ability to support existing or future industry
- Limited ability to service provincial/regional or municipal tourism or improve service for traffic going to areas beyond GTA
- Limited ability to improve connections between Urban Growth Centres
- Does not address nature of goods movement around GTA, which is heavily oriented to “Just in Time” and short-haul delivery

• Environment

- Supports environmental protection policies (PPS, NEC, Greenbelt etc.)
- Minimizes footprint impacts at natural features or to natural functions
- Minimizes impacts to air quality
- Minimizes resource consumption

• Transportation

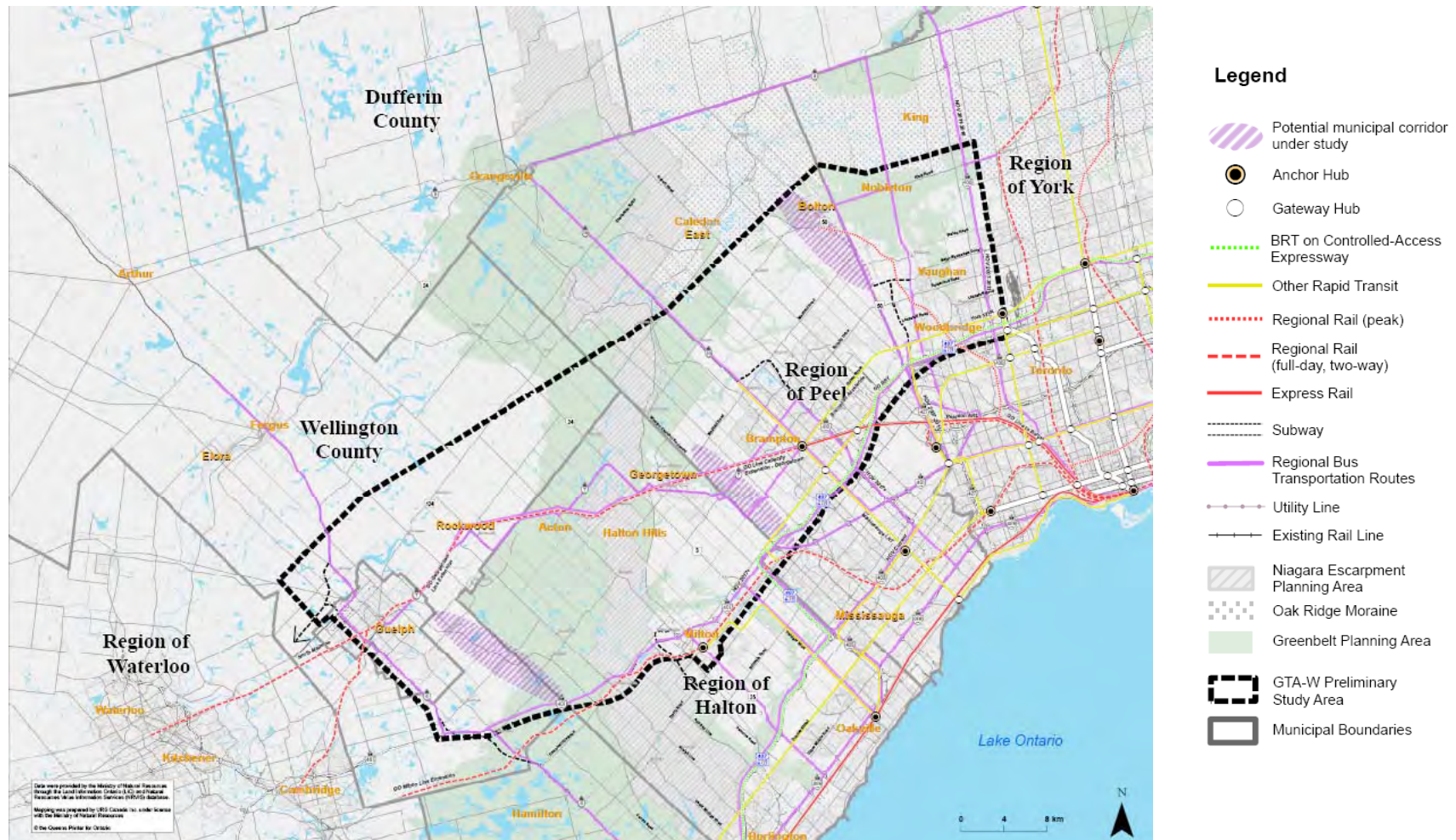
- Fails to address transportation problems and opportunities in the GTA West study area
- Limited improvement to efficiency of people and goods movement
- Limited improvement to transportation system operations, reliability, redundancy and safety
- Minor potential to improve modal integration for people and goods movement
- Limited potential to improve modal integration for goods movement
- Limited improvement to accessibility of Urban Growth Centres
- Limited potential to support recreation and tourism travel
- Optimized use of existing infrastructure
- No significant constructability issues; minor delays on inter-regional road network beyond MTO programmed works

Outcome of Group 1 High Level Assessment results in Group 1 improvements being carried forward into Group 2



GTA West

Group 2: Includes New / Improved Non-Road Infrastructure



This alternative includes initiatives by others including Metrolinx, MTO and municipalities



GTA West

Group 2: Includes New / Improved Non-Road Infrastructure

Examples include:

- Expanded inter-regional GO Bus routes
- Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph)
- New bus rapid transit links between Urban Growth Centres (Downtown Brampton, Downtown Milton, Vaughan Corporate Centre, Downtown Guelph)



This alternative includes initiatives by others including Metrolinx, MTO and municipalities



Group 2: Includes New / Improved Non-Road Infrastructure

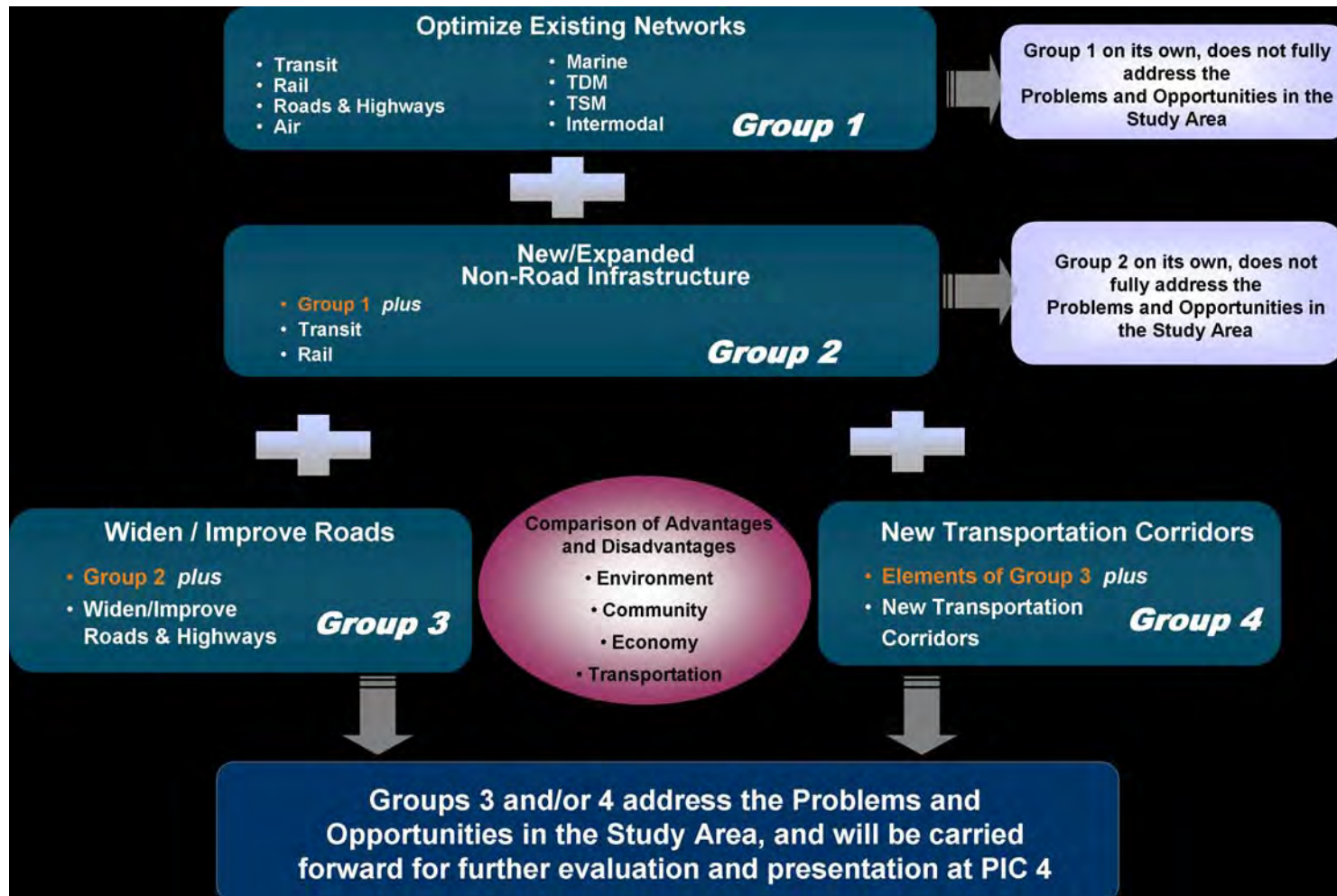
Summary of the Assessment

- **Community**
 - Supports the PPS policy for optimizing use of existing infrastructure
 - Relatively minor impacts to NEC and Greenbelt lands
 - Can result in positive land use impacts as transit hubs tend to attract more accessible development patterns
 - Overall increase in transportation options may benefit those who are physically, economically and socially disadvantaged
 - Potential for improved walking and cycling connections
 - Some potential to provide improved connections between Urban Growth Centres (i.e., Vaughan Corporate Centre, Downtown Brampton, Downtown Milton and Downtown Guelph)
 - Low potential to impact agricultural lands
 - Low potential to impact archaeological resources and cultural landscapes
 - Limited ability to support planned future land use or growth as identified in the Growth Plan
 - Does not support “employment lands” or “moving goods” sections of the Growth Plan
 - Does not provide increased goods movement linkages among intermodal facilities and communities in the GGH
 - Some potential to impact community features and resources in built-up areas where corridors are widened to accommodate transit or rail, or at transit hubs
- **Economy**
 - Some potential to improve service to existing and future industry and to improve trade over longer distances
 - Potential improvement for existing tourism operations
 - Relatively minor impacts to agricultural operations
 - Improves connections between Urban Growth Centres
 - Does not address nature of goods movement, which is heavily oriented to “Just in Time” and short-haul delivery
 - Limited ability to service provincial/regional tourism
- **Environment**
 - Supports environmental protection policies
 - Potentially minimizes resource consumption
 - Minimizes footprint impacts at natural features or to natural functions where widening or new alignment is required
 - Potential for minor impacts to air quality through built-up areas
- **Transportation**
 - Fails to address transportation problems and opportunities in the GTA West study area
 - Limited improvement to efficiency of people and goods movement
 - Limited improvement to transportation system operations, reliability, redundancy and safety
 - Major potential to improve modal integration for people movement
 - Limited potential to improve modal integration for goods movement
 - Significant improvement to transit linkages between Urban Growth Centres
 - Moderate potential to improvement to recreation and tourism travel, with new and improved transit services
 - Minor constructability issues; minor delays on inter-regional road network beyond MTO programmed works

Outcome of Group 2 High Level Assessment results in Group 2 improvements being carried forward into Group 3

Three-Stage Process for Alternatives

Stage 2: Groups of Modal Improvement Alternatives





GTA West

Group 3: Includes Widened / Improved Existing Roads

- Group 3 alternatives include elements from Groups 1 and 2
 - Metrolinx RTP
 - GO 2020 strategies
 - TDM programs
 - New bus rapid transit links between urban growth centres
- Widened provincial freeways (Highway 401, 410, 427, 400) and 407ETR
- Widened regional/county roads with bypasses around built-up areas (e.g. Rockwood, Acton, Georgetown, Erin)

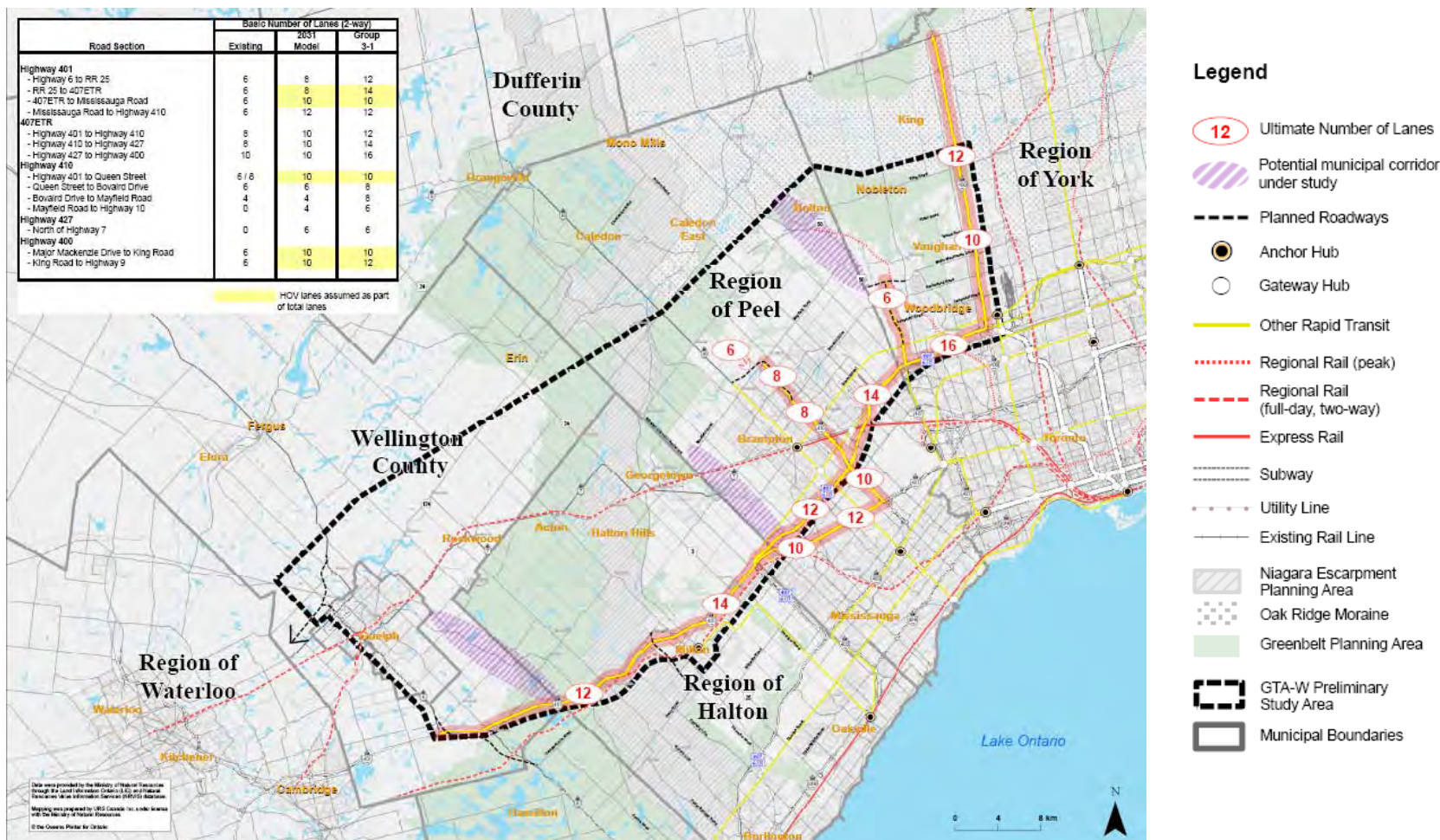
This alternative includes initiatives by others including Metrolinx, MTO and municipalities



GTA West

Group 3: Includes Widened / Improved Existing Roads

Alternative 3-1



This alternative includes initiatives by others including Metrolinx, MTO and municipalities



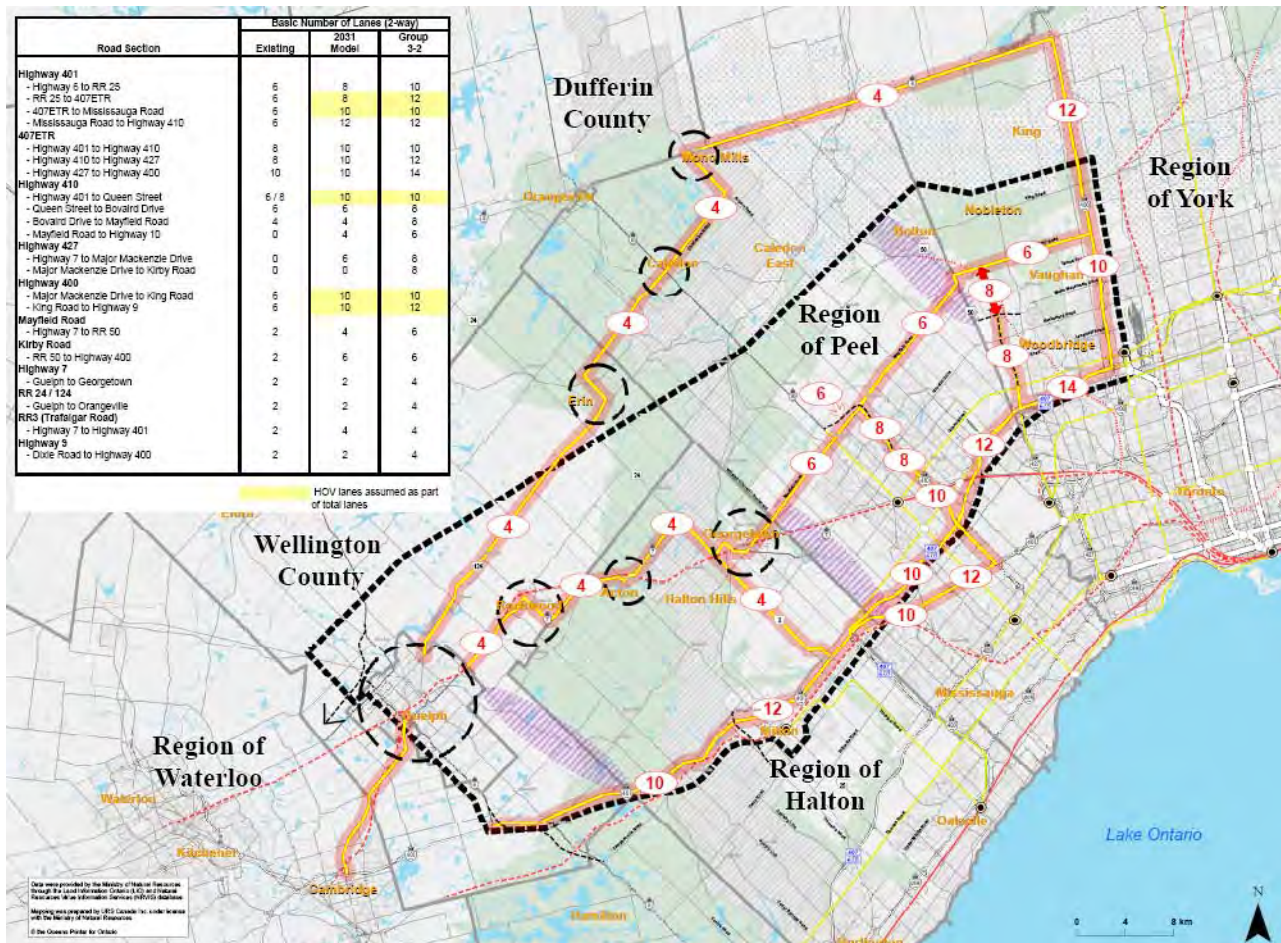
GTA West

Group 3: Includes Widened / Improved Existing Roads

Alternative 3-2

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 3-2
Highway 401			
- Highway 6 to RR 25	6	8	10
- RR 25 to 407ETR	6	8	12
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	12
- Highway 427 to Highway 400	10	10	14
Highway 410			
- Highway 401 to Queen Street	6/8	10	10
- Queen Street to Bovard Drive	6	6	6
- Bovard Drive to Mayfield Road	4	4	6
- Mayfield Road to Highway 10	0	4	6
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- Major Mackenzie Drive to Kirby Road	0	0	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	10
- King Road to Highway 9	6	10	12
Mayfield Road			
- Highway 7 to RR 50	2	4	6
Kirby Road			
- RR 50 to Highway 400	2	6	6
Highway 7			
- Guelph to Georgetown	2	2	4
RR 24 / 124			
- Guelph to Orangeville	2	2	4
RR3 (Trafalgar Road)			
- Highway 7 to Highway 401	2	4	4
Highway 9			
- Dixie Road to Highway 400	2	2	4

HOV lanes assumed as part of total lanes



Legend

- 12 Ultimate Number of Lanes
- Potential municipal corridor under study
- Bypass required to reduce impacts to built environment
- Planned Roadways
- Anchor Hub
- Gateway Hub
- 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

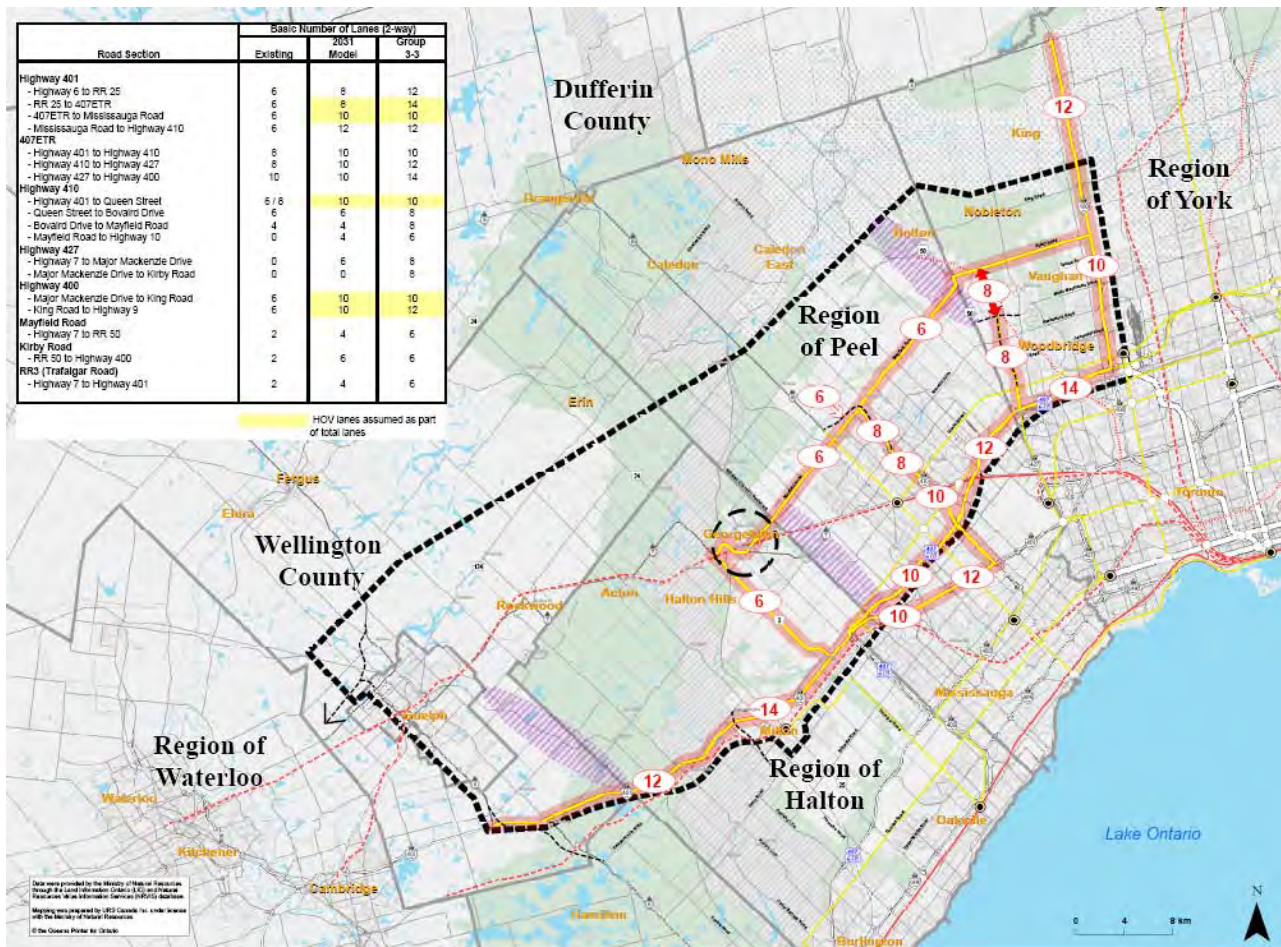
This alternative includes initiatives by others including Metrolinx, MTO and municipalities



GTA West

Group 3: Includes Widened / Improved Existing Roads

Alternative 3-3



Legend

- 12 Ultimate Number of Lanes
- Potential municipal corridor under study
- Bypass required to reduce impacts to built environment
- Planned Roadways
- Anchor Hub
- Gateway Hub
- 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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities



Group 3: Includes Widened / Improved Existing Roads

Summary of the Assessment

- **Community**

- Supports the PPS policy for optimizing the use of existing infrastructure
- Relatively minor impacts to NEC lands and Greenbelt
- Low potential to impact agricultural operations and results in less loss of agricultural lands because most impacts are on the fringe
- Low potential to impact archaeological resources because most areas have been previously disturbed
- Group 3-1 has minimal impact on community features, because it uses Provincial highways
- Groups 3-2 and 3-3 provide improved access to future employment areas in Brampton and Caledon
- Limited ability to support planned future land use or growth as identified in the Growth Plan
- Limited ability to provide improved connections between some Urban Growth Centres
- Group 3-2 has potential for significant direct (i.e., displacement and access) impacts to land uses and community features in places such as Rockwood, Acton, Georgetown, Erin, Caledon, etc., although bypasses may reduce impacts
- Group 3-2 has potential for significant direct impacts (i.e., displacement/loss) to built heritage features along existing roads and in communities named above, although bypasses may reduce impacts
- Groups 3-2 & 3-3 include major municipal widenings that may not be consistent with municipal plans, policies, transportation master plans and/or Official Plans

- **Economy**

- Some ability to service future industry along existing travel corridors
- Additional capacity reduces congestion and facilitates goods movement and trade
- Provides improved access to tourism /recreation operations along existing travel corridors
- Additional capacity reduces congestion and facilitates improved travel for tourism and recreational purposes
- Groups 3-2 and 3-3 may improve tourism opportunities for new and existing attractions in northern sections of study area
- Relatively minor impacts to agricultural operations
- Group 3-2 - a new bypass (around Rockwood, Acton, Georgetown, Erin, Caledon and/or Mono Mills) could potentially open up lands for new business or light industrial expansion
- Limited ability to improve connections between Urban Growth Centres (i.e., Vaughan Corporate Centre, Downtown Brampton, Downtown Milton and Downtown Guelph)
- Potential bypasses around Rockwood, Acton, Georgetown Erin, Caledon and Mono Mills may reduce exposure for businesses in existing built-up areas
- Groups 3-2 and 3-3 could impact agricultural operations through property access, “fringe” impacts and indirect proximity impacts



GTA West

Group 3: Includes Widened / Improved Existing Roads

Summary of Assessment (contd.)

- **Environment**

- Supports PPS Policy for the protection of Natural Heritage, Agricultural and Cultural Heritage/Archaeological resources
- Minimizes fragmentation of environmental protection policy areas (i.e., NEC, Greenbelt and ORM)
- Potential for less resource consumption or mineral and aggregate resource related issues
- Increased emissions along existing major travel corridors in built-up areas, where sensitive receptors are located. Proximity to receptors increases exposure
- Impacts many environmental features. Although footprint widening may be considered less severe than fragmentation of natural areas, frequency of crossings and ability to mitigate through design may be restricted because of property constraints and design limitations imposed by existing infrastructure.

- **Transportation**

- Address people and goods movement transportation problems and opportunities in the GTA West study area
- Major improvement to efficiency of people and goods movement, with improved inter-regional transportation system operations
- Major improvement to transportation system operations and safety
- Moderate improvement to transportation system reliability and redundancy
- Moderate potential to improve modal integration for people and goods movement
- Major potential to improve linkages and accessibility between Urban Growth Centres
- Major improvement to recreation and tourism travel and directness of routes to tourist/ recreation destinations in the GTA and northern Ontario
- Significant constructability and staging issues
- No new inter-regional transportation corridors
- Alternatives 3-1 and 3-3 provide limited roadway redundancy improvements
- Alternatives 3-1 and 3-3 provide limited roadway improvements to Guelph

Outcome of Group 3 High Level Assessment results in Group 1, 2 & 3 improvements being carried forward into Group 4 and in improvement alternatives being carried forward for further consideration



GTA W_{est}

Group 4: Includes New Transportation Corridor

- Group 4 alternatives include Groups 1, 2 and elements of 3
 - Metrolinx RTP
 - GO 2020 strategies
 - TDM programs
 - New bus rapid transit link between urban growth centres
- New corridor from Highway 400 to Highway 410, with possible connections to Highway 401 east or west of Milton
- New corridor from Highway 400 to Highway 6 (north or south of Guelph)

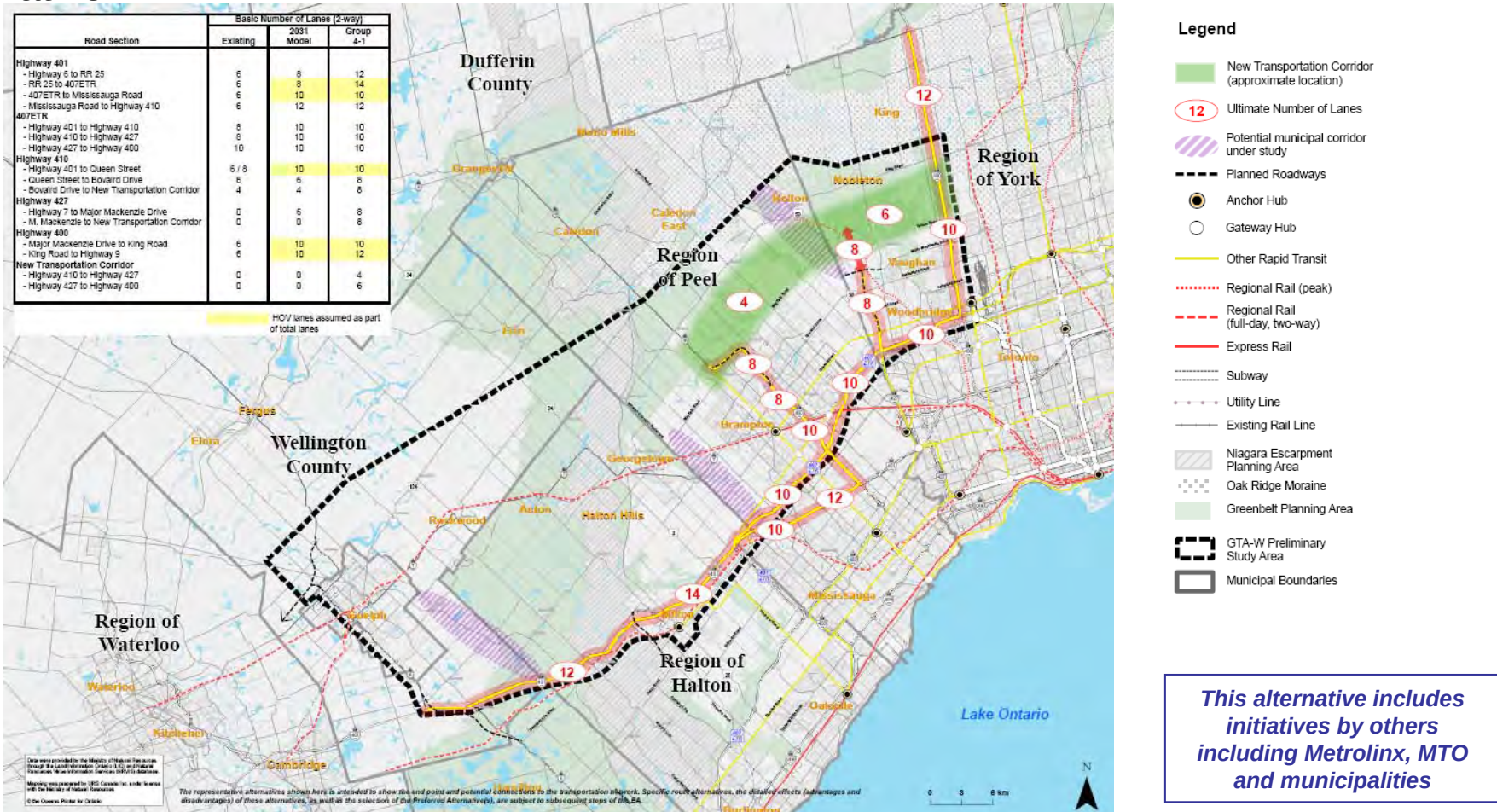
This alternative includes initiatives by others including Metrolinx, MTO and municipalities



GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-1



The representative alternative shown here is intended to show the end point and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



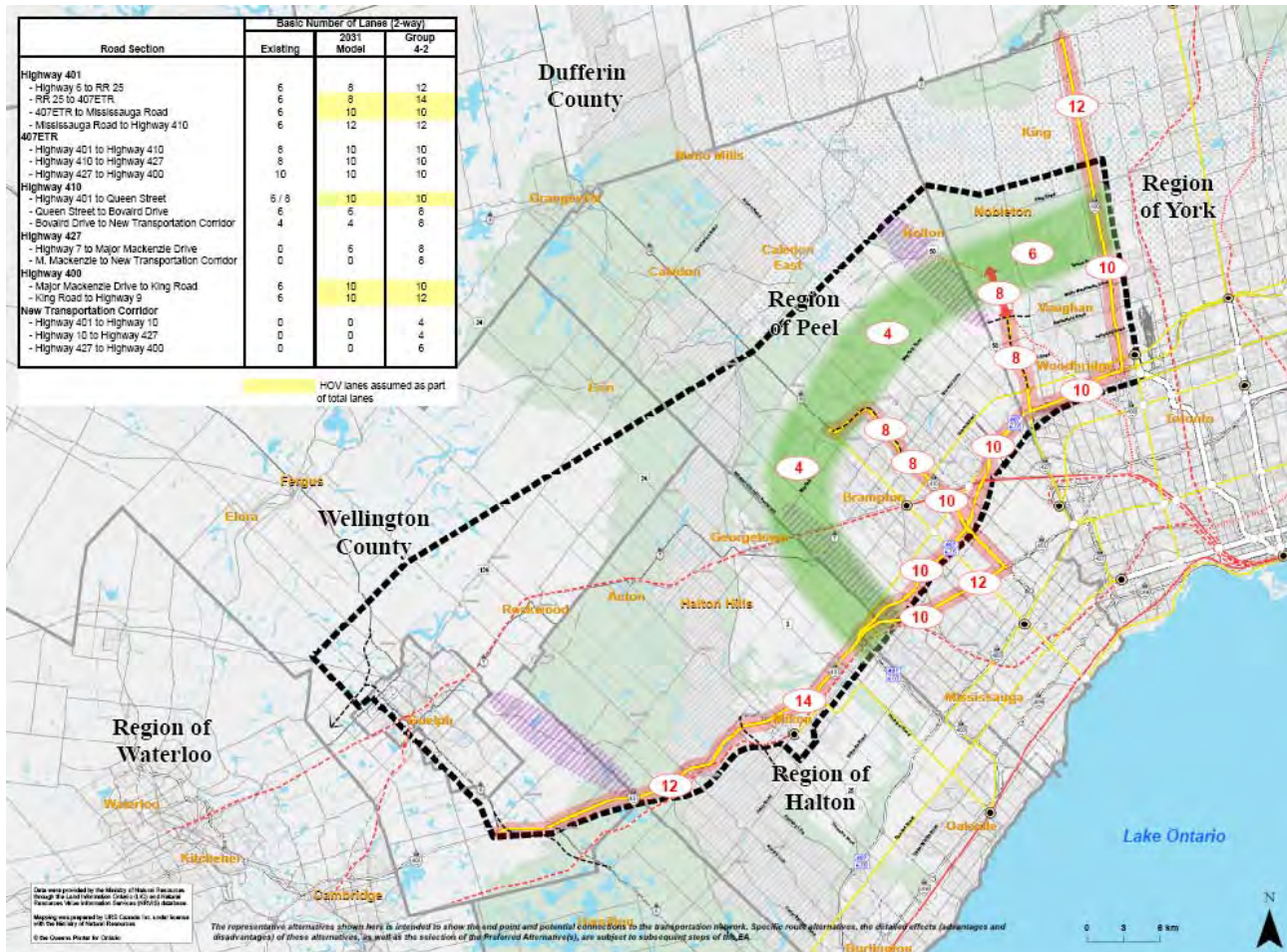
GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-2

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 4-2
Highway 401			
- Highway 6 to RR 25	6	8	12
- RR 25 to 407ETR	6	8	14
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	10
- Highway 427 to Highway 400	10	10	10
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Bovard Drive	6	6	8
- Bovard Drive to New Transportation Corridor	4	4	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- M. Mackenzie to New Transportation Corridor	0	0	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	10
- King Road to Highway 9	6	10	12
New Transportation Corridor			
- Highway 401 to Highway 10	0	0	4
- Highway 10 to Highway 427	0	0	4
- Highway 427 to Highway 400	0	0	6

HOV lanes assumed as part of total lanes



Legend

- New Transportation Corridor (approximate location)
- 12 Ultimate Number of Lanes
- Potential municipal corridor under study
- Planned Roadways
- Anchor Hub
- Gateway Hub
- 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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities

The representative alternative shown here is intended to show the end point and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



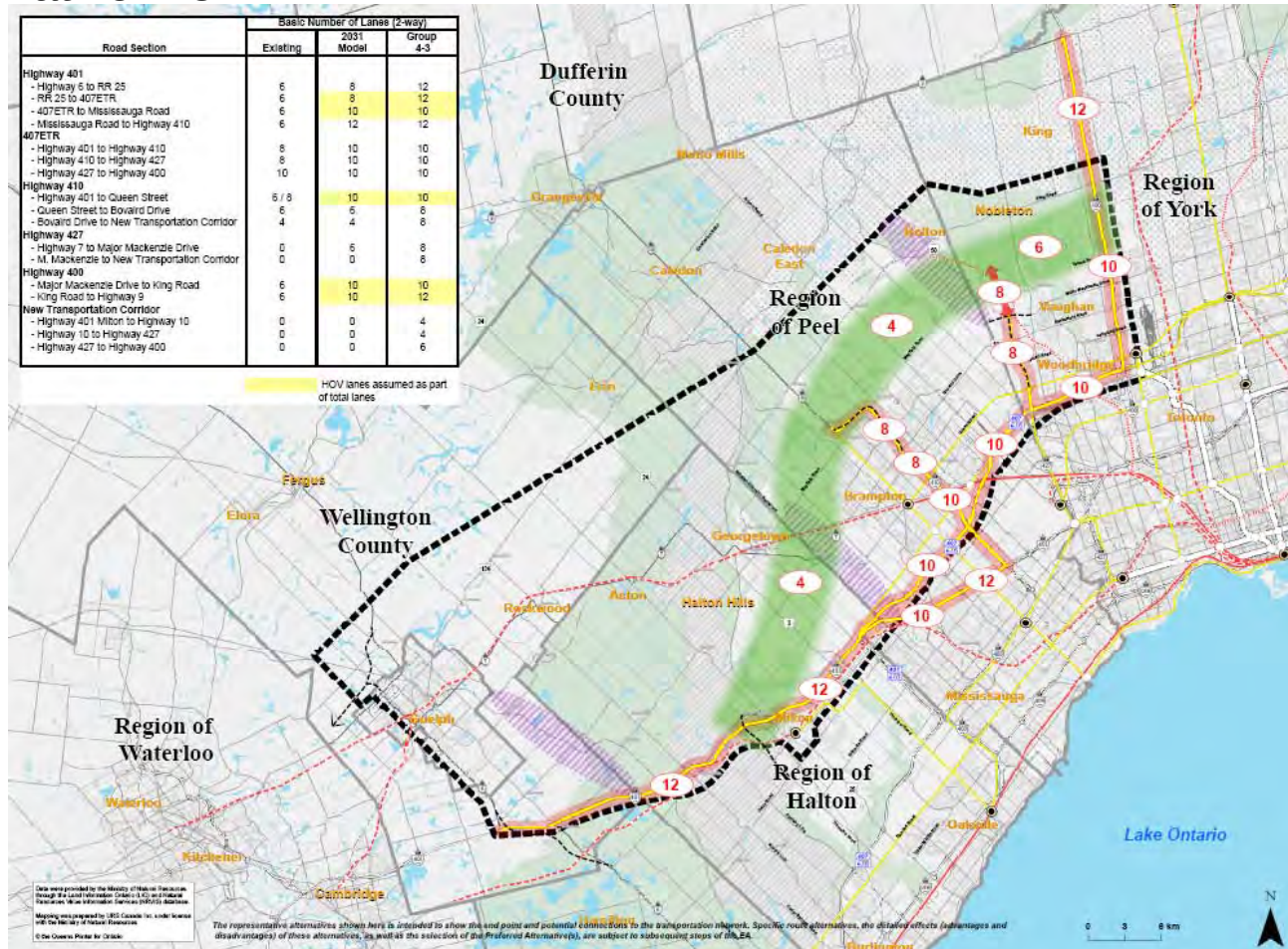
GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-3

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 4-3
Highway 401			
- Highway 5 to RR 25	6	8	12
- RR 25 to 407ETR	6	9	12
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	10
- Highway 427 to Highway 400	10	10	10
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Bovard Drive	6	6	8
- Bovard Drive to New Transportation Corridor	4	4	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- M. Mackenzie to New Transportation Corridor	0	0	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	10
- King Road to Highway 9	6	10	12
New Transportation Corridor			
- Highway 401 Milton to Highway 10	0	0	4
- Highway 10 to Highway 427	0	0	4
- Highway 427 to Highway 400	0	0	6

HOV lanes assumed as part of total lanes



Legend

- New Transportation Corridor (approximate location)
- 12 Ultimate Number of Lanes
- Potential municipal corridor under study
- Planned Roadways
- Anchor Hub
- Gateway Hub
- 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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities

The representative alternative shown here is intended to show the end point and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



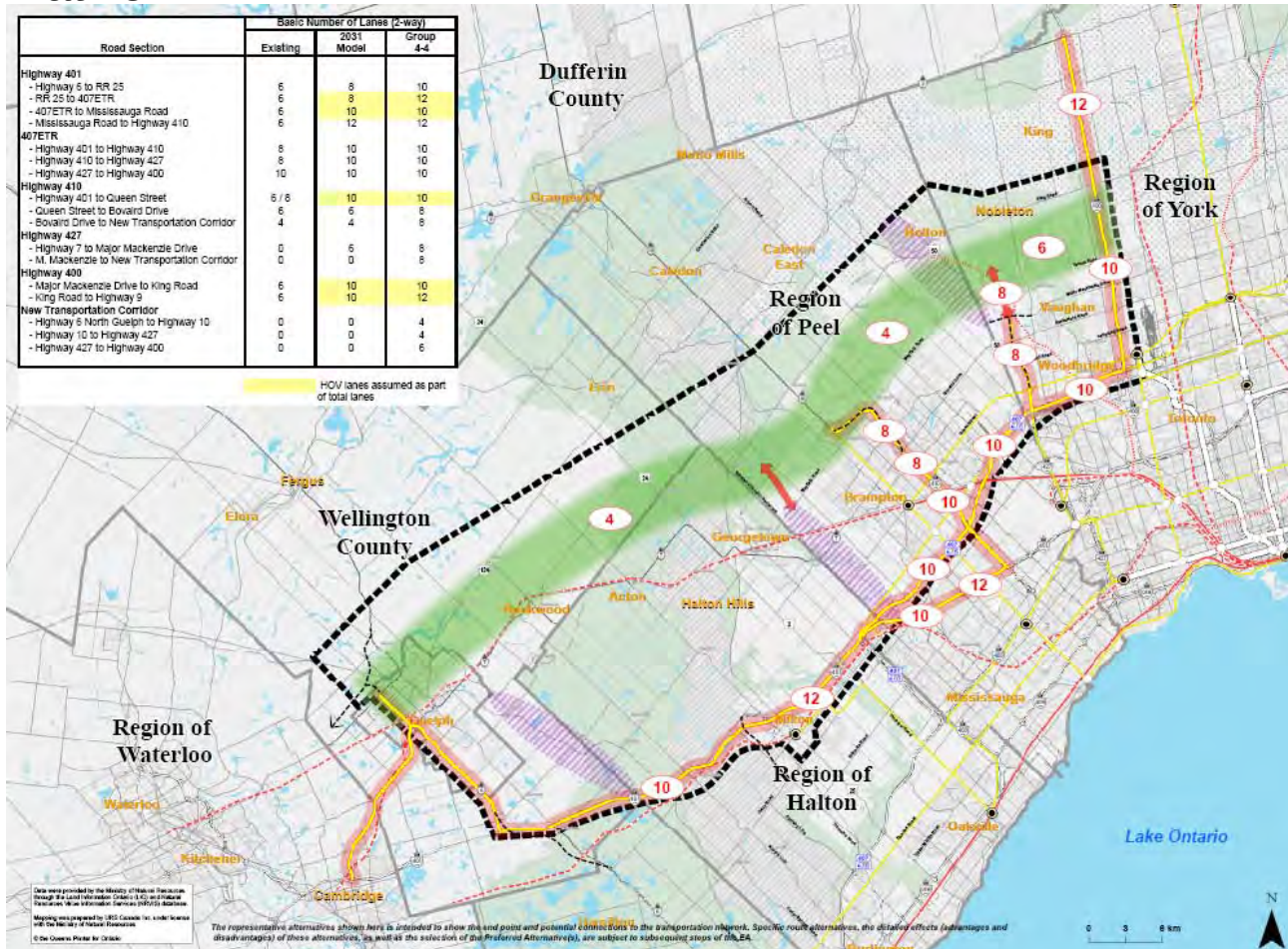
GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-4

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 4-4
Highway 401			
- Highway 5 to RR 25	6	8	10
- RR 25 to 407ETR	6	9	12
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	10
- Highway 427 to Highway 400	10	10	10
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Bovard Drive	6	6	8
- Bovard Drive to New Transportation Corridor	4	4	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- M. Mackenzie to New Transportation Corridor	0	0	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	10
- King Road to Highway 9	6	10	12
New Transportation Corridor			
- Highway 8 North Guelph to Highway 10	0	0	4
- Highway 10 to Highway 427	0	0	4
- Highway 427 to Highway 400	0	0	6

HOV lanes assumed as part of total lanes



Legend

- New Transportation Corridor (approximate location)
- 12 Ultimate Number of Lanes
- Potential municipal corridor under study
- Planned Roadways
- Anchor Hub
- Gateway Hub
- 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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities

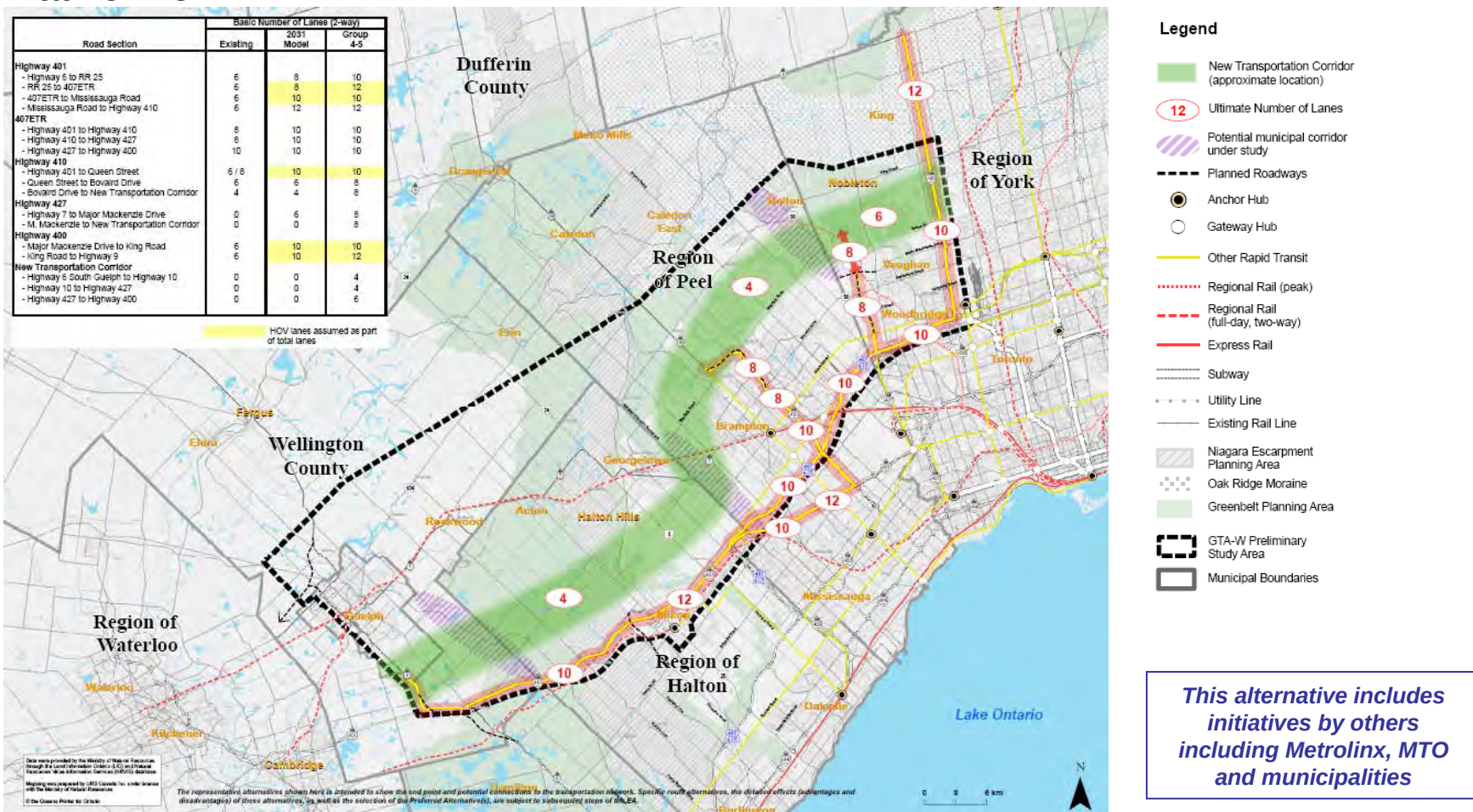
The representative alternative shown here is intended to show the end point and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-5



The representative alternative shown here is intended to show the end point and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



Group 4: Includes New Transportation Corridor

Summary of Assessment

- **Community**

- Support planned future land use and growth as identified in the Growth Plan
- Improve connections between Urban Growth Centres
- Address development pressures in Peel and York Regions
- Less impacts on community features, land uses and built-up areas
- Less impacts on built heritage features in communities throughout study area
- Cross varying portions of NEC and Greenbelt designated areas. Alternatives 4-4 and 4-5 cross the largest sections of NEC and Greenbelt lands
- Potential to change or affect the “rural” character of some communities
- Potential increased nuisance impacts (i.e., noise, illumination etc.) in areas closest to new facility
- Potential fragmentation of agricultural operations and loss of Class 1 lands
- New crossing of Humber River has potential to impact Canadian Heritage River and trails (including Toronto Carrying Place Trail) – although impacts can be minimized through design and span of new structures
- Potential impacts to archaeological resources in previously undisturbed areas
- Potential to impact cultural features near Norval (Alternatives 4-2 and 4-3), Ballinafad and Cheltenham (Alternative 4-4) and Speyside, Scotch Block and Brookville (Alternative 4-5)
- Alternatives 4-1 and 4-2 have limited ability to serve Milton/Halton Hills growth areas

- **Economy**

- New corridors provide economic opportunities for industry and improved trade
- Provide improved access to CP inter-modal terminal in Vaughan and CN inter-modal terminal in Brampton
- Connect major existing and emerging nodes that are the focus of the logistics/wholesale trade sectors for growth in Halton and provide improved access to these areas for the labour force.
- Alternative 4-4 provides significantly improved access to eco-recreational areas many of which are located along the Niagara Escarpment
- Alternative 4-5 would enhance the area's economic competitiveness by improving access to existing and planned industrial areas and inter-modal facilities, taking pressure off municipal roads, reducing the cost of congestion, and enhancing transportation system efficiency and reliability/redundancy for growth centres throughout the study area, from Vaughan to Guelph and on to Kitchener-Waterloo
- Provide service to existing and future industry
- Support improved connections for intra-provincial and international tourism, including to/from Lester B. Pearson International Airport
- Improve connections between Urban Growth Centres through network redundancy
- Potential impacts on linked agricultural operations although route selection process and mitigation could reduce impacts



GTA West

Group 4: Includes New Transportation Corridor

Summary of Assessment (contd.)

- **Environment**

- Potential for significant impacts to previously undisturbed Greenbelts lands
- New corridors offer some opportunities to increase separation distance between built-up areas and transportation corridor
- New corridors offer some opportunities to minimize impacts at environmentally sensitive features through route selection phases and design of new crossings, structures, etc.
- Potential to impact, result in loss of and fragment lands designated by Greenbelt and NEC Plans
- Alternatives 4-4 and 4-5 have the most potential to impact, result in loss of and fragment lands designated by Greenbelt and NEC Plans
- Potential to impact many significant ESAs, ANSIs, wetlands, groundwater recharge areas etc. especially those west of Georgetown, although some features can be avoided through route selection process and design of crossings
- New corridor alternatives have most potential to impact surface water conditions
- Alternatives 4-4 and 4-5 have potential for major resource consumption, based on their length
- Alternative 4-5 impacts Halton shale

- **Transportation**

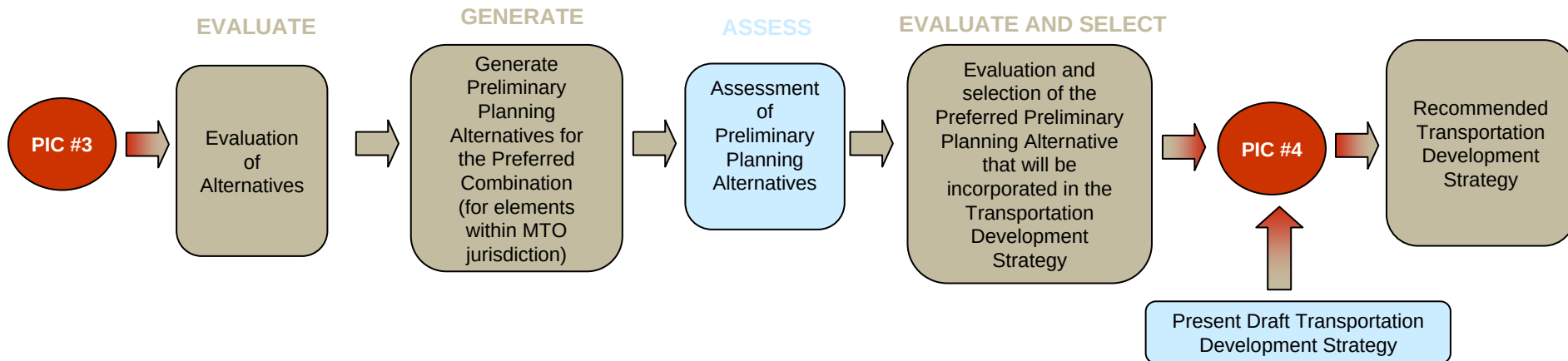
- Address people and goods movement transportation problems and opportunities in the GTA West study area
- Major improvement to efficiency of people and goods movement, with improved inter-regional transportation system operations
- Major improvement to transportation system operations and safety
- Major improvement to transportation system reliability and redundancy with new transportation corridor
- Major potential to improve modal integration for people and goods movement
- Major potential to improve linkages and accessibility between Urban Growth Centres
- Major improvement to recreation and tourism travel and directness of routes to tourist/ recreation destinations in the GTA and northern Ontario
- Allows for higher order transit on new higher order roadway
- Significant constructability and staging issues
- Alternatives 4-1, 4-2 and 4-3 provide limited roadway redundancy improvements in the western portion of the study area
- Alternatives 4-1, 4-2 and 4-3 provide limited roadway improvements to Guelph

Outcome of Group 4 High Level Assessment results in improvement alternatives being carried forward for further consideration



What's Next

- Following PIC #3 an evaluation will be completed using a range of factors and criteria to determine which alternative(s) should be carried forward into Preliminary Planning.
- During preliminary planning the alternative(s) carried forward will be considered in the following process



NOTES OF MUNICIPAL ADVISORY GROUP MEETING #4

PROJECT: GTA West Corridor Environmental Assessment
MEETING NO: Municipal Advisory Group Meeting #4
FILE NO.: 06-3184
DATE: November 3, 2009 **TIME:** 1:30 p.m.
PLACE: Caledon West Ballroom, Holiday Inn Select Brampton, Brampton, ON
PRESENT: Municipalities

Tom AppaRao	Region of Peel
Nick Tunnacliffe	Region of Peel
Damian Albanese	Region of Peel
Sabbir Saiyed	Region of Peel
Chris Duyvestyn	City of Brampton
Henrik Zbogor	City of Brampton
Kant Chawla	Town of Caledon
Qamar Khan	City of Mississauga
Andrew Pearce	City of Vaughan
Wayne McEachern	City of Vaughan
Andrew Head	Halton Region
Shelley Partridge	Halton Region
Tara Buonpensiero	Town of Halton Hills
Stephanie Jarvis	Town of Milton
Sally Stull	Town of Erin
Geoffrey Keyworth	Region of Waterloo
Rajan Philips	City of Guelph
Chris White	Township of Guelph/Eramosa
Stephen Kitchen	Township of King
Gord Ough	County of Wellington
Gary Cousins	County of Wellington

MTO

Jin Wang	MTO Provincial and Environmental Planning
Frank Pravitz	MTO Provincial and Environmental Planning
Pat Griepsma	MTO Provincial and Environmental Planning
Trevor Greenman	MTO Urban Planning

Consultant Joint Venture

(CJV)

Neil Ahmed	MRC
Jack Thompson	MRC
Karin Wall	AECOM
Steve Jacobs	URS
Tim Soroichinsky	URS
Catherine Christiani	Ecoplans Limited

PURPOSE: The purpose of Municipal Advisory Group (MAG) Meeting #4 is to gain feedback on the generated alternatives and the assessment process used.

ITEM	PROCEEDINGS:	ACTION BY:
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1.0	Welcome and Introductions	
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1.1	N. Ahmed and J. Wang welcomed attendees to the meeting. The project team, presenters and attendees introduced themselves. The meeting purpose was reviewed.	
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2.0	Project Team Presentation	
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2.1	K. Wall reviewed the meeting agenda and presented a study update, an overview of the study background, reviewed recent and upcoming consultation events and the three-stage process for generating and evaluating alternatives.	
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N. Ahmed then presented the individual mode alternatives, the modal alternative groups, and the activities to take place after Public Information Centre (PIC) #3. It was noted that the Draft Modal Discussion Papers and the Group Assessment Tables will be made available at the upcoming Public Information Centres (PICs).

2.2	The following questions and comments were raised during the presentation:	
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2.2.1	The project team was asked to clarify how roads and highways were considered during the Stage 1 and Stage 2 process of evaluating alternatives. N. Ahmed indicated that each individual modal alternative (TDM/TSM, Transit, Marine, Air, Rail, Intermodal, and Roads & Highways) was evaluated separately and specialist discussion papers were prepared. When it was established that no single mode was capable of fully addressing the preliminary study area's transportation problems and opportunities, the modes were grouped using a building blocks approach. Those groups that would have the lowest impact were looked at first, followed by those with more impacts:	
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- Group 1 – Optimize Existing Network
- Group 2 – Group 1 + New/Improved Non-Road Infrastructure
- Group 3 – Group 1 + Group 2 + Widen/Improve Roads
- Group 4 – Group 1 + Group 2 + Elements of Group 3 + New Transportation Corridors

Each of the groups were subjected to a high level assessment of Environmental, Economic, Community and Transportation factors. The high level assessment resulted in Groups 1 and 2 offering notable improvements but being unable to significantly address the full range of transportation problems and opportunities in the preliminary study area. Groups 3 and/or 4 (which include Group 1 and 2 improvements) have been found to be better suited to address the problems and opportunities and will be carried forward for further evaluation and presentation at PIC #4.

ITEM PROCEEDINGS:

ACTION BY:

3.0 Discussion

3.1 The following questions / comments were raised:

3.1.1 A question was asked regarding whether the MTO planned improvements in the base case include those projects that are EA approved and those that are currently not. MTO clarified that the base case assumed the most optimistic conditions and thus included all EA approved and unapproved planned improvements.

3.1.2 A comment was made with respect to the modelling assumptions used in the base case. The model has assumed that the Metrolinx Big Move, GO 2020 Service Plan, MTO approved and unapproved planned improvements and other municipal projects will be in place whereas much of the required funding and approvals have not yet been acquired. MTO explained that the model used the most optimistic conditions. After PIC #3 a sensitivity analysis will be conducted to adjust results.

3.1.3 The project team members were asked about the current Highway 401 EA between Hespeler Road and the west Halton Region boundary. The 401 EA has indicated to date that the ultimate lane requirements for the project are 10 lanes, while the GTA West model has assumed 10 lanes as a minimum. The project team indicated that the Draft Problems and Opportunities Report identifies 8 lanes as the current deficiency. By 2031, and when taking into account lane balancing, 10 lanes is the minimum requirement for that section of Highway 401.

3.1.4 A comment was made with respect to municipalities needing Group 3/4 type improvements now. The project team members were then asked when they expect the recommended alternative to be implemented, and if a Group 3 alternative is recommended, if MTO would help subsidize the costs if the facility is a widened municipal / regional road.

The project team indicated that it is difficult to predict when the recommended strategy would be in place since the outcome of the study is still unknown. Widening recommendations would need to undergo Class Environmental Assessment (EA) approval and new corridors would need to undergo route planning and Individual EA approval. These activities could take 4-5 years to complete upon completion of this Stage 1 study, and the preliminary design and detail design of a new corridor would typically last at least 5 years. Implementation of projects of this size is always subject to adequate funding. With regards to subsidizing costs, that issue is outside of the scope of the current study. Details on how the recommended strategy will be implemented will be decided upon completion of Stage 1 of the EA.

3.1.5 The project team was asked by the City of Vaughan to explain why Kirby Road was chosen as a road widening alternative. The road is not an adequate alternative as it has unpaved sections and isn't designed for regional traffic flow and the existing road ends at the Humber River. The Vaughan Transportation Master Plan identifies King-Vaughan Road for widening.

ITEM PROCEEDINGS:

ACTION BY:

The project team explained that Kirby Road was identified as a road widening alternative because it provided a potential linkage required to accommodate the anticipated future capacity needs north of Major Mackenzie Dr. The project team recognizes that some of the Group 3 widening options would require additional property and that they represent a significant challenge; however, these impacts must be understood and compared to the impacts associated with new transportation corridors in order to make recommendations for a final transportation development strategy.

- 3.1.6 The City of Vaughan provided the project team with an extract of Council Meeting Minutes from September 21, 2009 which mentions the GTA West Corridor.
- 3.1.7 A question was asked regarding whether the project team had analyzed the feasibility of widening through established communities. The project team clarified that a high-level analysis of the impact of Groups 1-4 on community and cultural features has been completed and impacts had been noted as likely.
- 3.1.8 The project team was asked to explain why municipal widenings were examined when the project is meant to address interregional transportation problems. The project team indicated that inter-regional sections of municipal road widenings were identified in order to ensure that all possible inter-regional options were given due consideration. The high-level assessment conducted does indicate significant impacts for municipal road widenings.
- 3.1.9 The following comments were made by the Region of Peel:
- Groups 1 and 2 should not be immediately disregarded.
 - The assessment of Groups 3 and 4 needs to be improved.
 - References to the 407ETR transitway are missing.
 - Cost and land availability will be key issues as the study progresses.

The comments were noted. MTO clarified that Groups 1 and 2 aren't disregarded; rather they are built into Groups 3 and 4.

- 3.1.10 A comment was raised that the future transit mode split assumptions for the Region of Halton are too high. When these assumptions aren't realized, roads will be further pressured. The project team should be aware of implications if these assumptions aren't accomplished.
- 3.1.11 The project team was asked if tolling/road pricing were considered. The project team clarified that tolling/road pricing on existing highways is outside of the scope of both this and the NGTA projects as it would require a significant policy change. The current Ontario government direction is not to implement tolls/road pricing on existing highways. Metrolinx is currently investigating an investment strategy to fund the \$50 billion dollar RTP. Tolling/road pricing may be considered as part of that.
- 3.1.12 A question was asked regarding whether the Halton-Peel BATS study was assumed to be an arterial road in the study's modelling. The project team confirmed that it was.

Project Team

ITEM	PROCEEDINGS:	ACTION BY:
3.1.13	A comment was raised regarding the green swaths used to depict the possible linkages of a new transportation corridor. The project team was urged to more clearly demonstrate that the green swaths are not the boundaries of a future study area, but that they are just a way of visualizing linkages.	Project Team
3.1.14	The project team should do a better job of stressing what is included in each group alternative.	Project Team
3.1.15	The project team was urged to supply MAG members with more materials in advance of the meeting, particularly the meeting presentation. The more information the MAG can have ahead of time, the more productive the overall discussion can be. It was also suggested that the project team engage the MAG in reviewing draft PIC displays/materials as they are a good source for providing comments and anticipating public reaction.	Project Team
3.1.16	It was suggested that the project team compare current vs. future (2031) transit capacities and service levels.	Project Team
3.1.17	The project team was asked if the proposed widenings of Highway 401 will accommodate a busway or transitway. MTO explained that HOV lanes are always considered in highway widenings. They also indicated that a new transportation corridor would better accommodate a new transitway than Highway 401.	
3.1.18	The project team was asked if they had researched the effect that tolling/road pricing could have on truck movement. The project team acknowledged that they had not looked into this and would consider effect.	Project Team
3.1.19	It was suggested to the project team that due to the vast amount of material to be presented at the PICs that the team have staff members hold “tours” of the display materials. The project team acknowledged that the tour idea would be considered. The boards will be organized similar to the last PIC in clusters, and each cluster will be staffed by appropriate specialists.	Project Team
3.1.20	The project team was asked if they will be presenting to local councils/committees prior to the PICs. MTO advised that the project team have committed to presenting at each regional council/committee prior to any PICs and outlined the presentation dates: • Halton Region Planning and Public Works Committee; November 12th • Wellington County Council; November 23th • York Region Planning and Economic Development Committee; December 2nd • Peel Region General Committee; December 3rd The project team will try to accommodate further presentation requests from local councils. The Town of Caledon has requested a presentation which will be held for Town Council on November 17th.	
3.1.21	A comment was made that the project team should be careful in assuming that	

ITEM PROCEEDINGS:

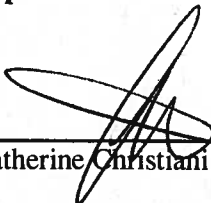
ACTION BY:

- all proposed local road improvements will be in place for Groups 3-2 and 3-3, particularly since MTO's success is then dependent upon other jurisdictions delivering on infrastructure promises. These group alternatives are being treated as reasonable alternatives without taking into account who will have to do what in terms of EA proponentcy, funding, etc. The implementation of improvements, and who is responsible for what, needs to be better explained at the PICs. Project Team
- 3.1.22 The project team were urged to accelerate their decision making process. The sooner the transportation development strategy is presented, the sooner municipalities can protect for the improvements in their official plans. Project Team
- 4.0 What's Next
- 4.1 N. Ahmed thanked attendees for their participation. Any further comments or questions on the presentation material were encouraged to be submitted to the Project Team. MAG Members

The meeting adjourned at 4:00 p.m.

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).

Minutes Prepared by:
Ecoplans Limited



Catherine Christiani

cc: Attendees
Project Team Members
Municipal Advisory Group Contact List

**APPENDIX K
REGULATORY AGENCY ADVISORY GROUP
MEETING #3 AND #4 PRESENTATION AND
SUMMARY NOTES**

RAAG

*~ Niagara to GTA Corridor &
GTA West Corridor
Planning and EA Studies – Phase 1 ~*

Regulatory Agency Advisory Group

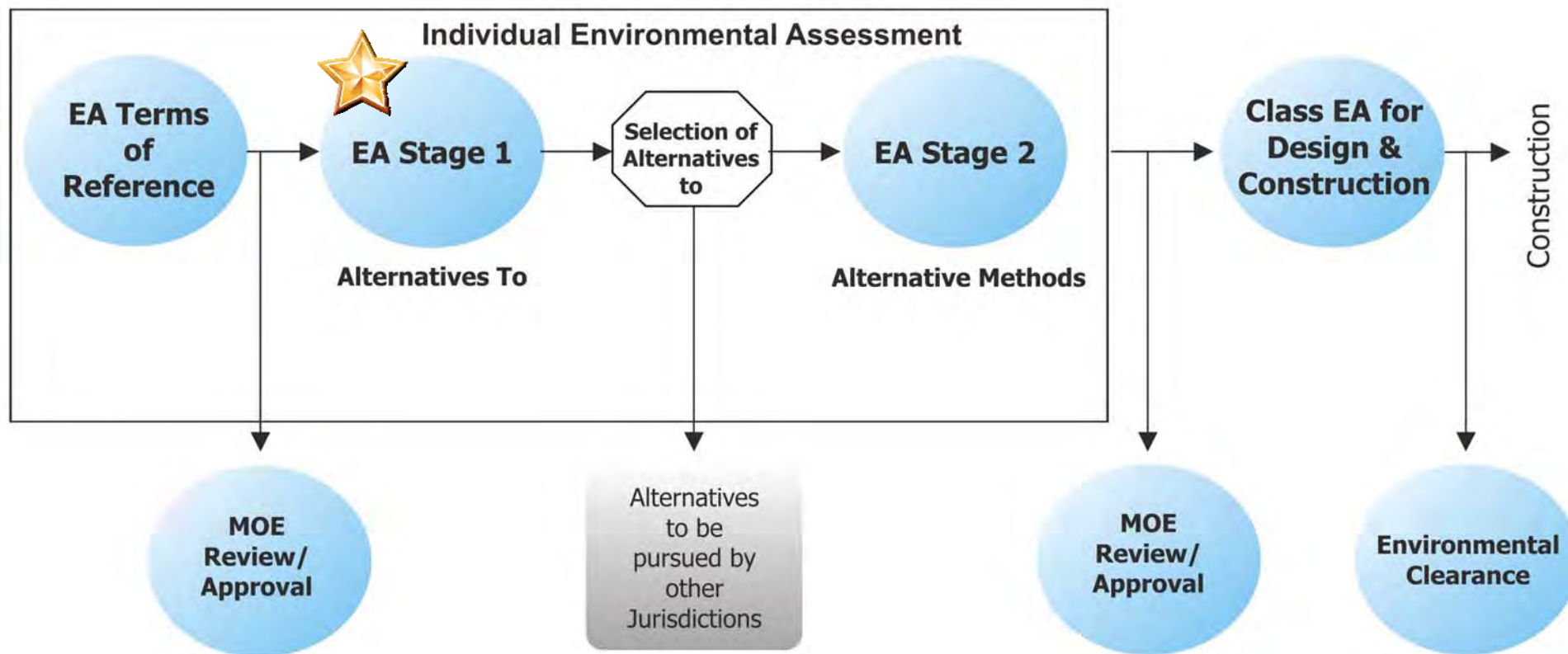
June 19, 2009



- ❖ Opening Remarks
- ❖ NGTA and GTA West Study Updates
- ❖ Transportation Problems & Opportunities Reports
- ❖ Process Framework for Developing & Assessing Transportation Alternatives
 - ❖ Three-stage evaluation process
 - ❖ Proposed criteria for assessing combination alternatives
- ❖ Next Steps & Open Forum
- ❖ Closing Remarks

Meeting Purpose:

Provide a status update on the NGTA and GTA West studies and present the proposed framework for generating and assessing transportation alternatives, including the criteria proposed to guide this assessment





Ontario

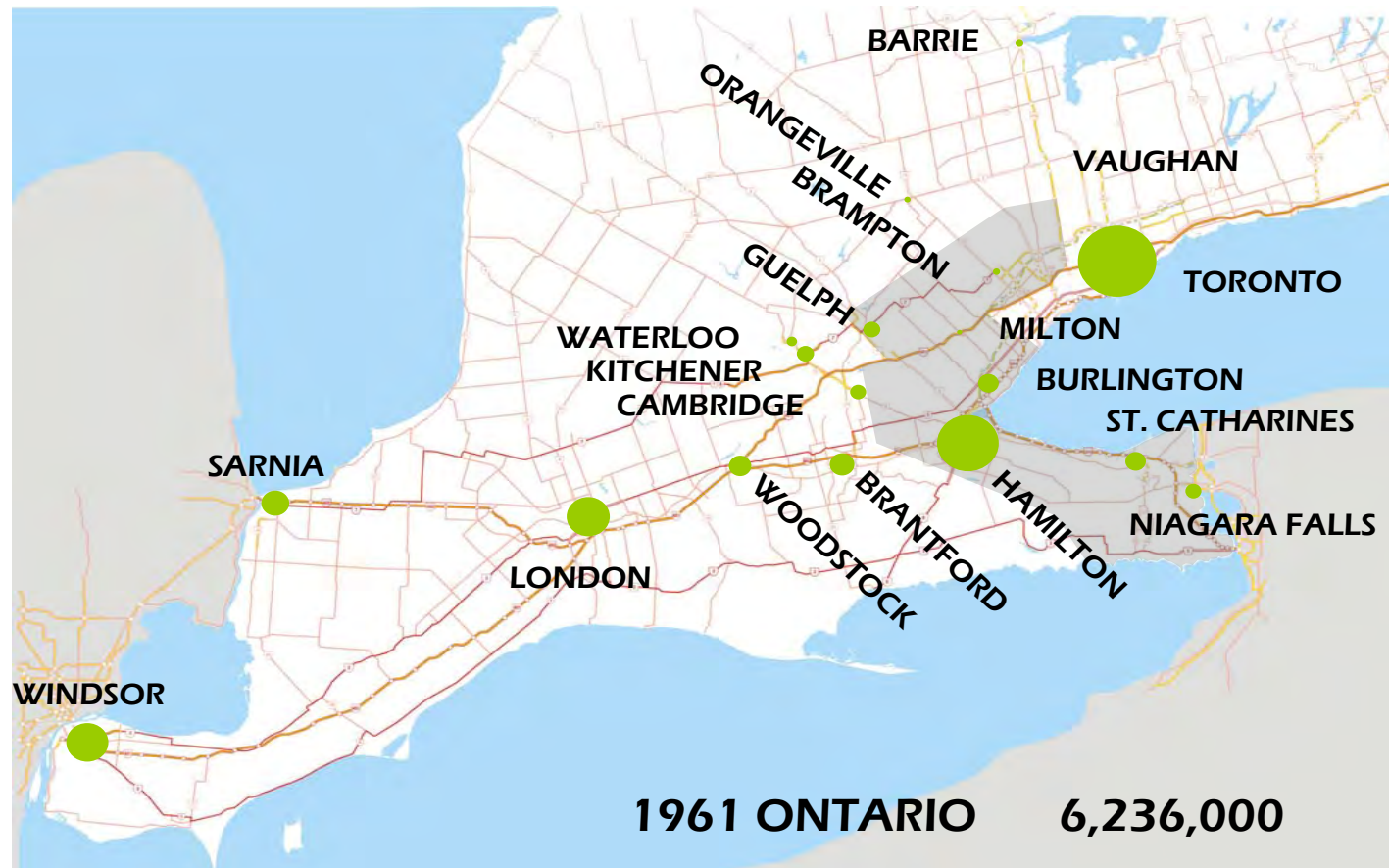
PLACES TO GROW

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE 2006

SCHEDULE 2 Places to Grow Concept

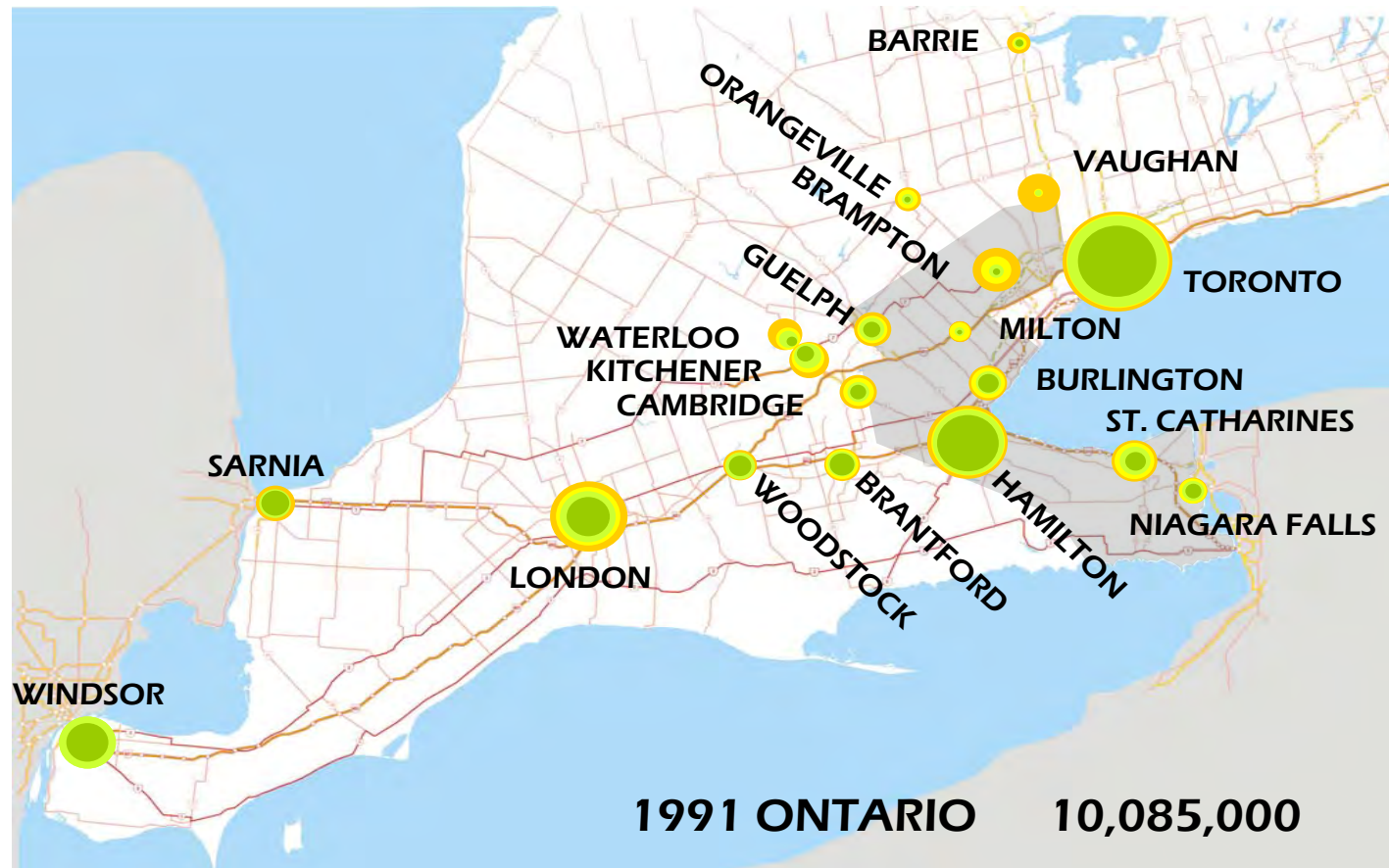
Note: The information developed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. The more information on Greenbelt Area boundaries, the Greenbelt Plan 2005 should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.

Population Growth



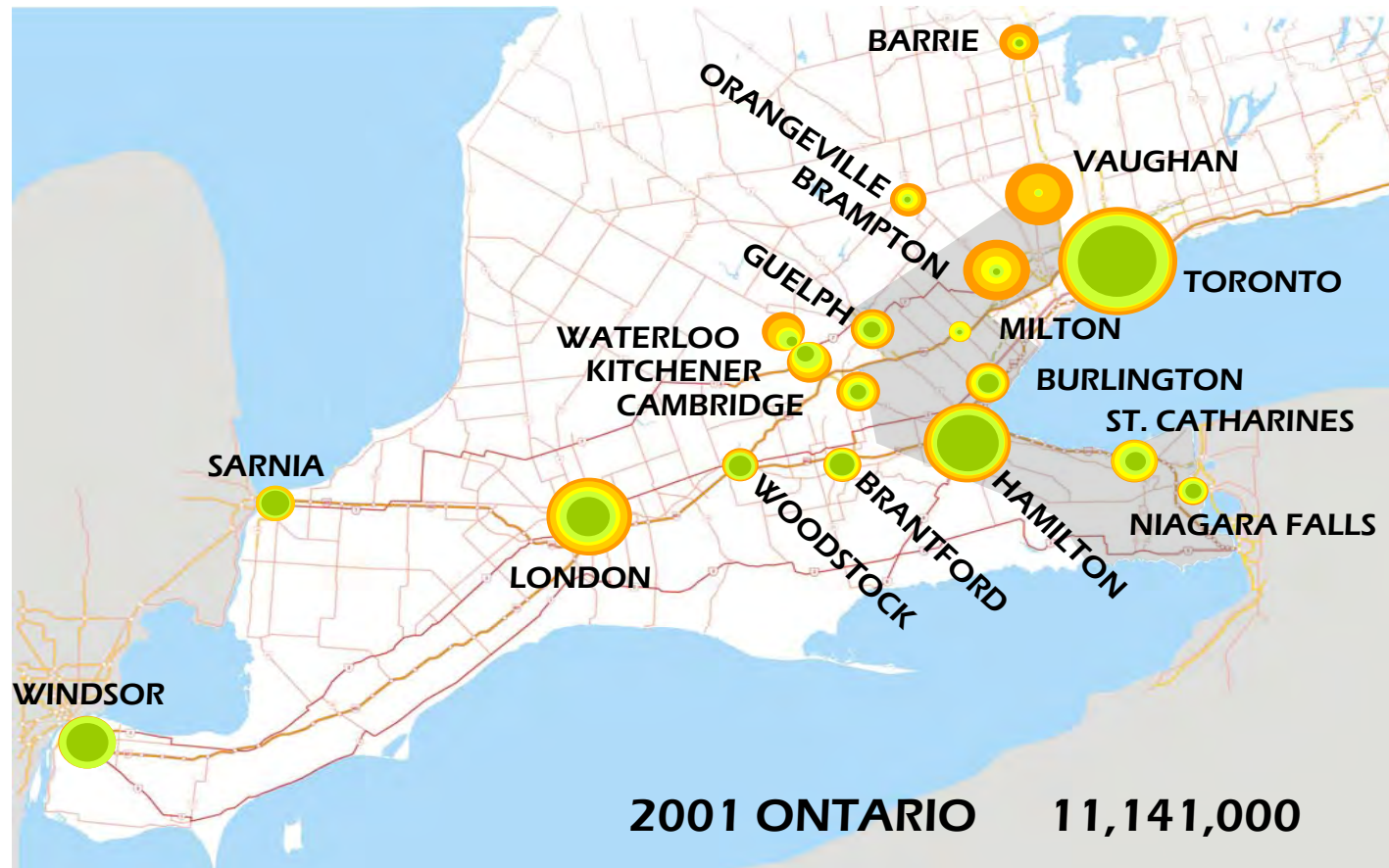
Source: Census Data

Population Growth



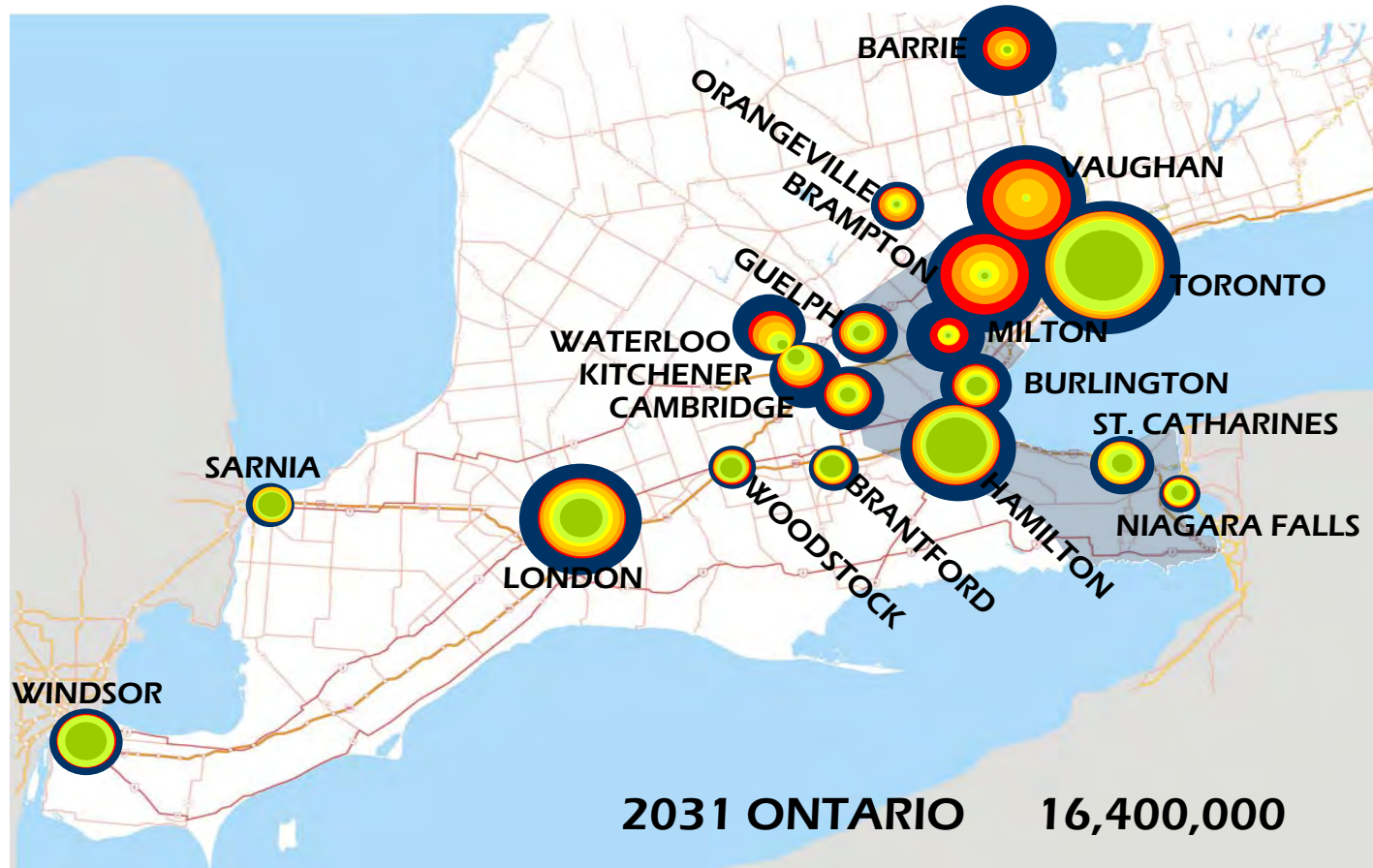
Source: Census Data

Population Growth



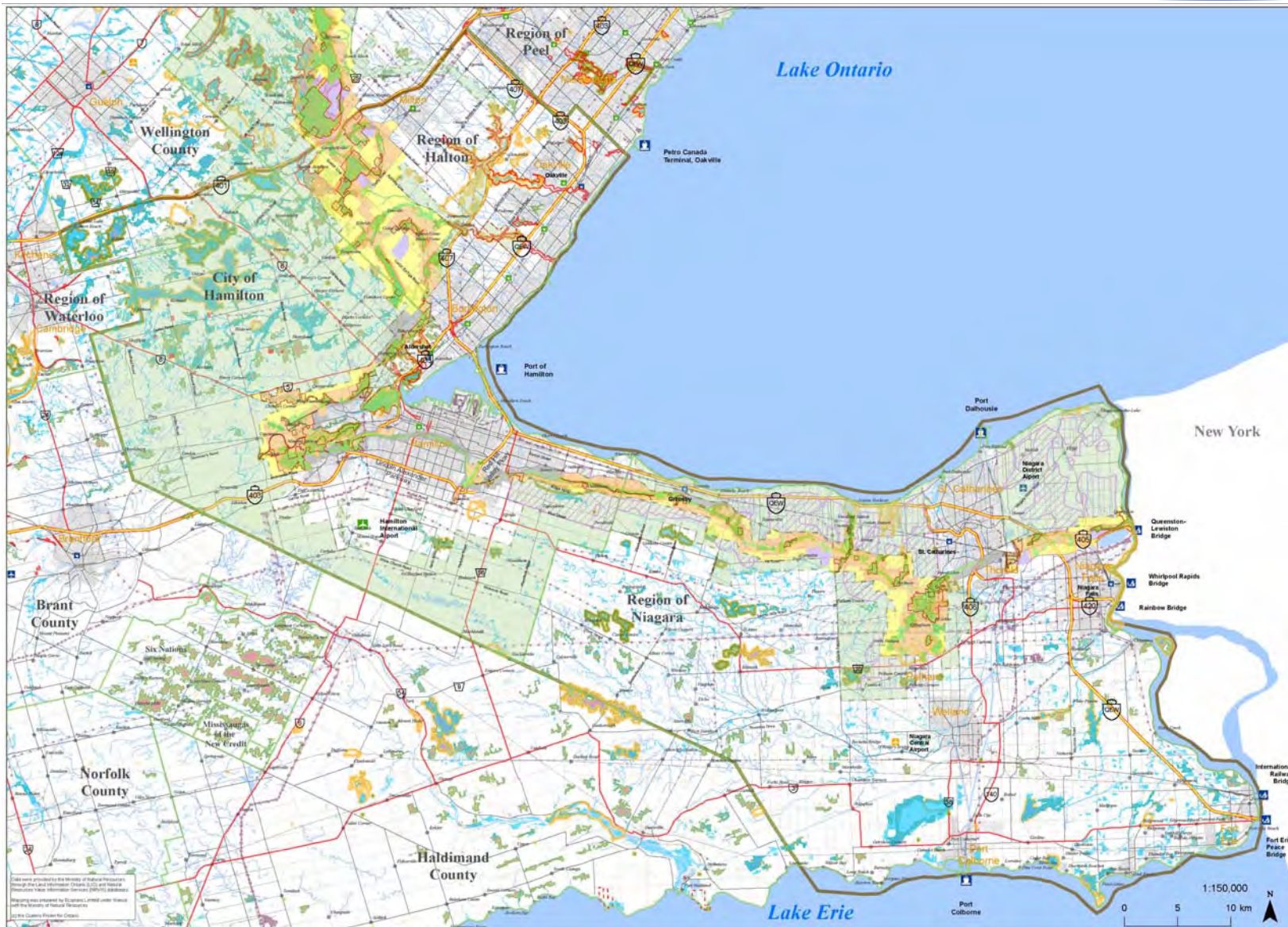
Source: Census Data

Population Growth

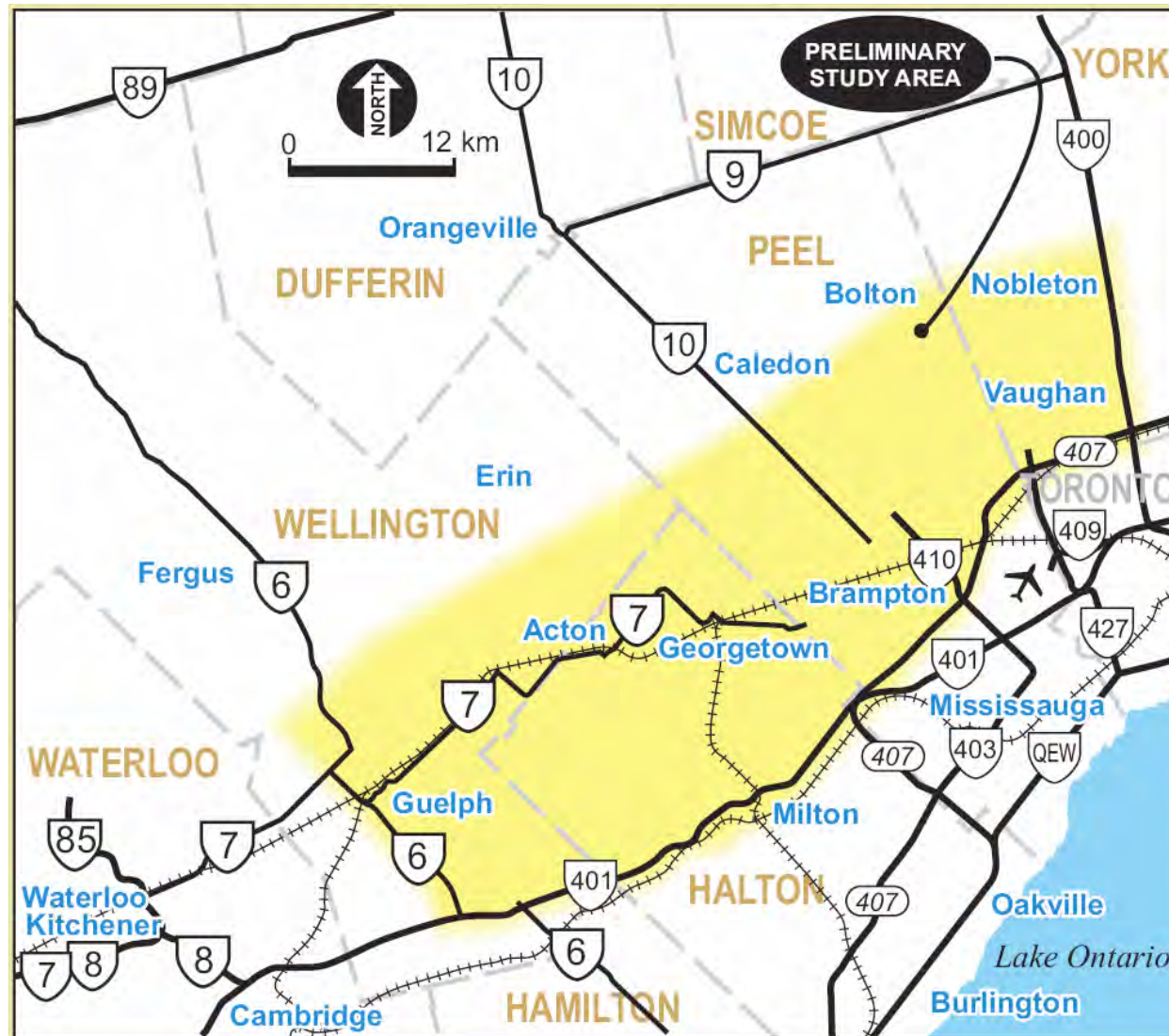




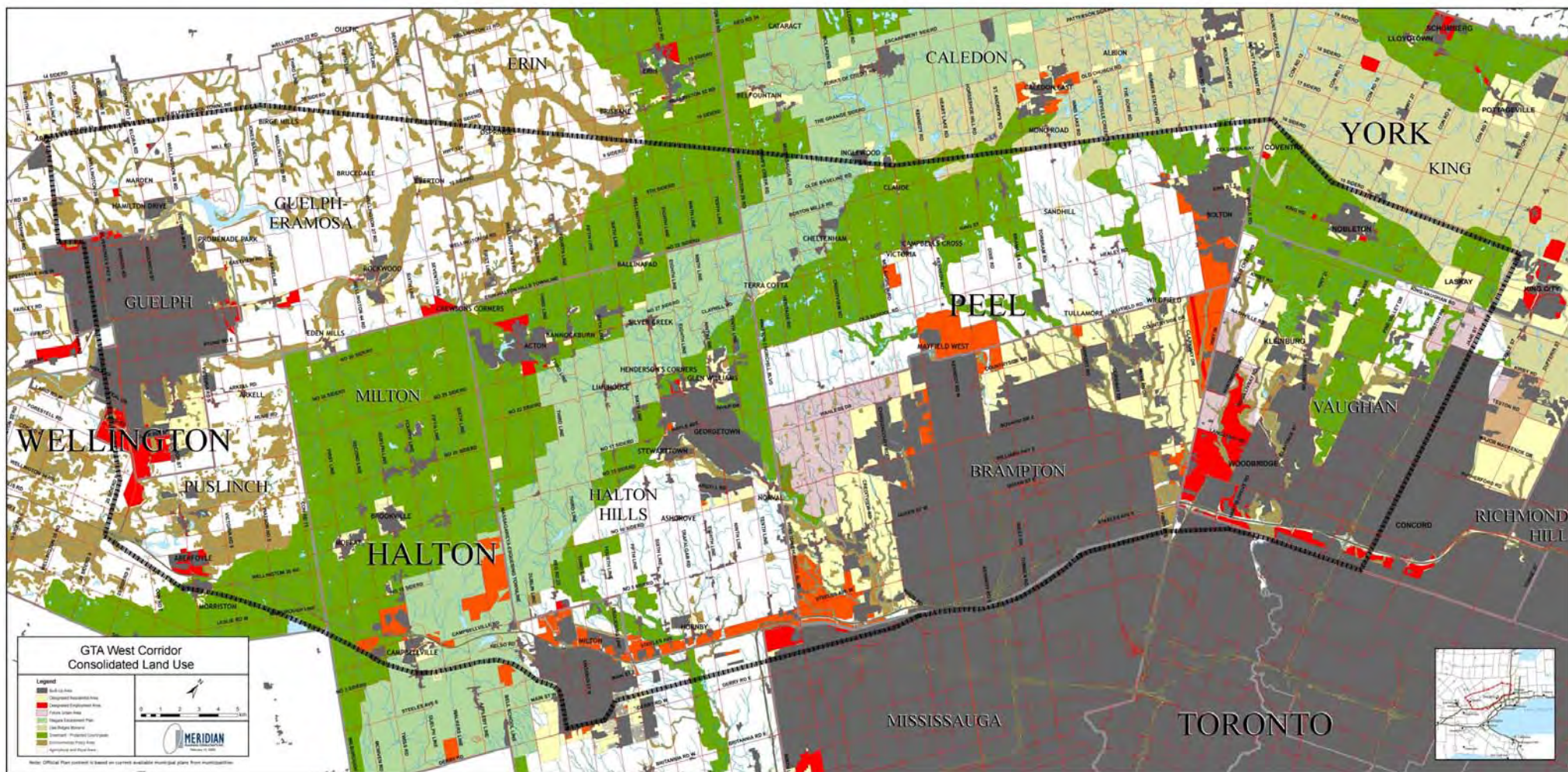
NGTA Study Area - Key Features



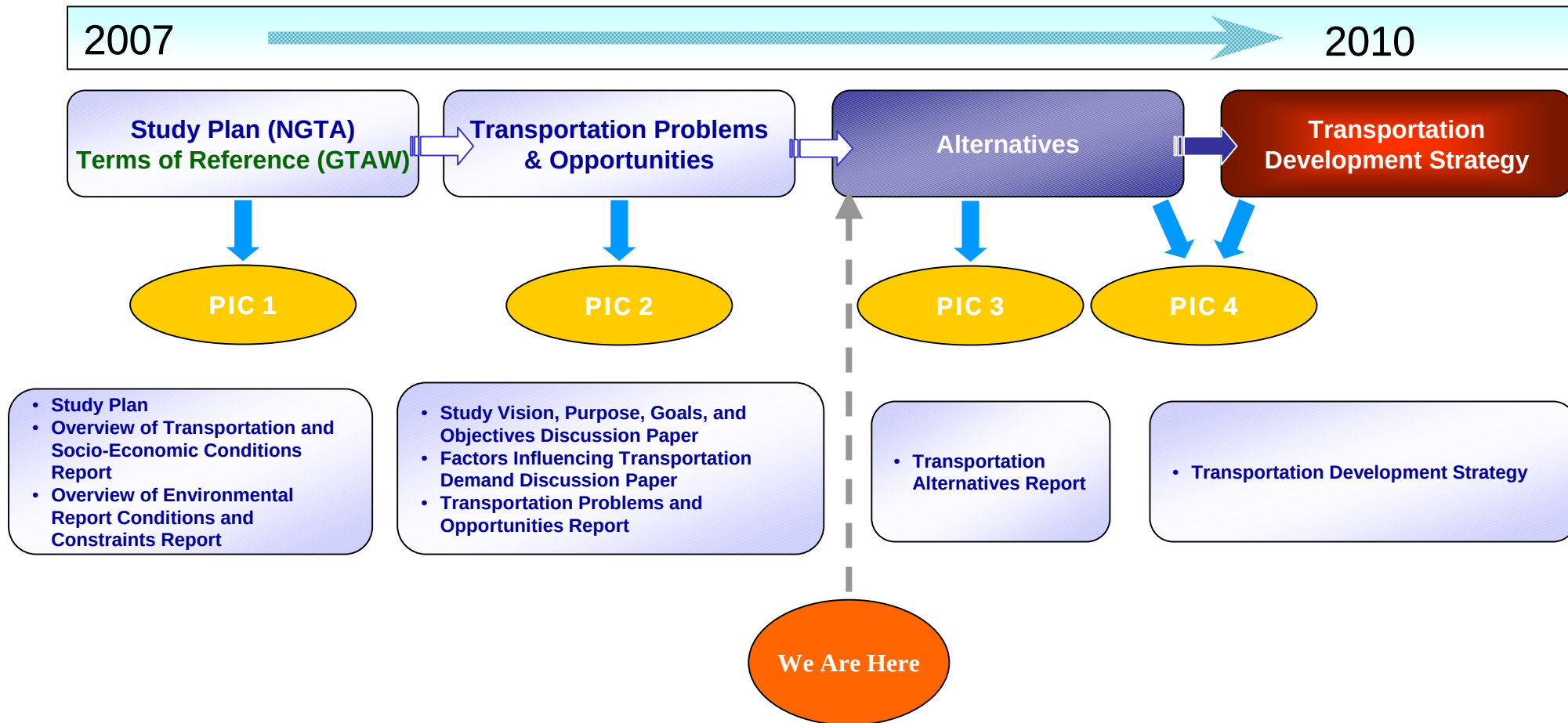
GTA West Study Area



GTA West Study Area – Key Features



Overall Study Process



- ❖ MTAG/RAAG Meeting *(February 5, 2009)*
 - ❖ *Overview of Transportation Problems & Opportunities*
 - ❖ *Summary of Public Information Centre #2*
- ❖ MEAG Meeting *(February 12, 2009)*
 - ❖ *Overview of Transportation Problems & Opportunities*
 - ❖ *Summary of Public Information Centre #2*
 - ❖ *Discuss Inter-regional Municipal Issues*
- ❖ PIC #2 *(February 24, 26, & March 3, 2009)*
- ❖ Realtors Association of Hamilton-Burlington *(March 26, 2009)*
- ❖ Hamilton Public Works & Staff Advisory Committees *(April 20, 2009)*
- ❖ Airport Employment Growth District *(May 19, 2009)*
- ❖ Transportation Service Providers (Hamilton Port Authority, CN, CP, Hamilton Airport, GO Transit) *(Spring 2009)*

- ❖ RAAG & Advisory Group Meetings *(February 2009)*
 - ❖ *Goals and Objectives*
 - ❖ *Existing Conditions*
 - ❖ *Predicting Future Transportation Conditions*
 - ❖ *Transportation Context, Problems & Opportunities*
 - *Unique to GTA West are land development pressures*
 - ❖ *Upcoming Consultation*
- ❖ PIC #2 *(March 4, 5, 9, 11, & 12, 2009)*
- ❖ Think Tank Session for NGTA and GTA West Studies *(June 8/9 2009)*
 - ❖ *Examining issues and potential solutions for each transportation component (mode)*

Major Comments:

❖ Multi-Modal Approach / Opportunities

- ❖ Support for consideration and assessment of all modes (i.e. not just a highway solution)
- ❖ Focus on rail solutions
- ❖ First priority is to optimize the existing transportation system
- ❖ Where are the alternatives and proposed routes?
- ❖ Suggestions for new routes
- ❖ Examine opportunities for cross-lake people and goods movement
- ❖ Consider issues and effects related to peak oil

❖ Stakeholder Consultation & Participation

- ❖ Displays are clear, informative and understandable
- ❖ Appreciation for / frustration with the length of the study

❖ Methodology

- ❖ How long before MTO makes a decision?
- ❖ Inquiries regarding the process for considering alternatives
- ❖ Inquiries regarding the relationship of the “Mid-Pen Study” to the NGTA Study
- ❖ Inquiries regarding how the Project Team will document assumptions (e.g. gas prices, currency rates) in developing alternatives?

❖ General Comments, Concerns & Suggestions

- ❖ Concerns regarding the current economic outlook for the region
- ❖ Concern regarding potential impacts to the natural environment and agriculture
- ❖ Make allowances for less growth than the Growth Plan specifies

❖ Total Attendance = 270

❖ Total Comment Sheets Received = 35

Major Comments:

❖ Public Consultation

- ❖ Informative PIC displays and helpful staff

❖ Study Area

- ❖ General questions about the study area boundaries

❖ Corridor Protection/Areas of Interest

- ❖ How were they determined and what do they mean?
- ❖ Inquiries regarding locations for the corridor.

❖ Timeframe/Scope of Study

- ❖ Study process is too long
- ❖ Study relationship to the past Highway 413
- ❖ Consider transportation solutions from other jurisdictions / internationally

❖ Transportation Problems and Opportunities/Modeling

- ❖ Congestion is an issue for all, particularly truckers
- ❖ Outdated / inaccurate data concerns (e.g. current economy)

❖ Alternatives

- ❖ Skepticism that MTO already knows where the highway / corridor will be located
- ❖ Inquiries regarding alternatives?
- ❖ Appreciation for multi-modal options
 - Public transit and rail should be priority
- ❖ Improve existing infrastructure
- ❖ Develop bold/visionary transportation solutions
- ❖ Emphasis on goods movement by rail
- ❖ General questions about the process for evaluating alternatives

❖ Environmental Concerns

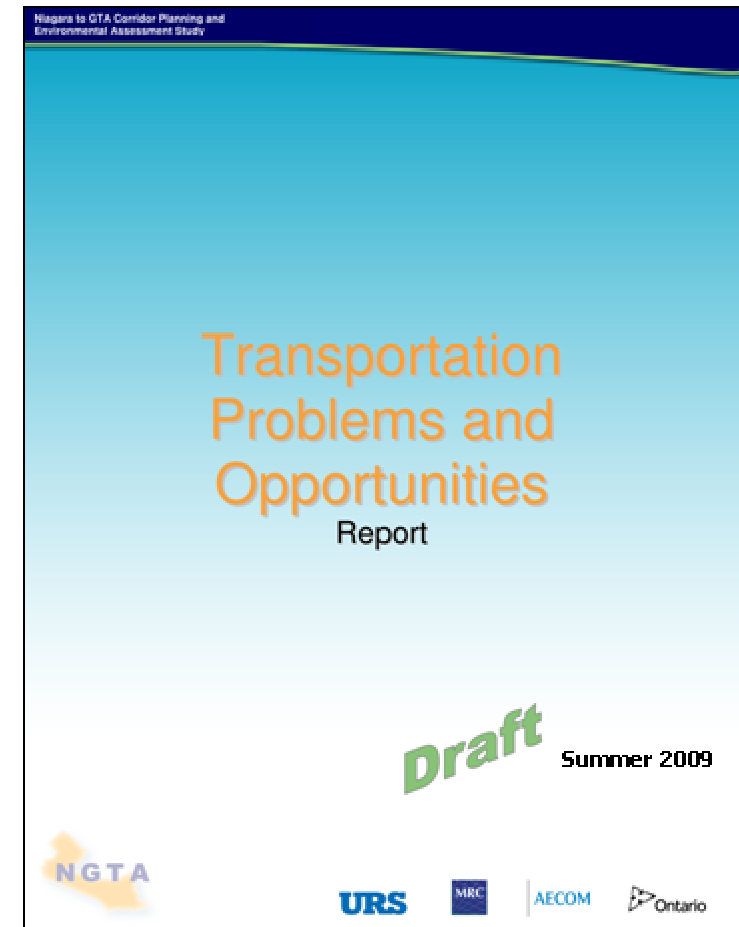
- ❖ Protect agricultural lands/rural state, recreation areas, and the natural environment
- ❖ Confusion regarding Greenbelt and Niagara Escarpment corridor restrictions

❖ Total Attendance = 352

❖ Total Comment Sheets Received = 37

Transportation Problems & Opportunities Update

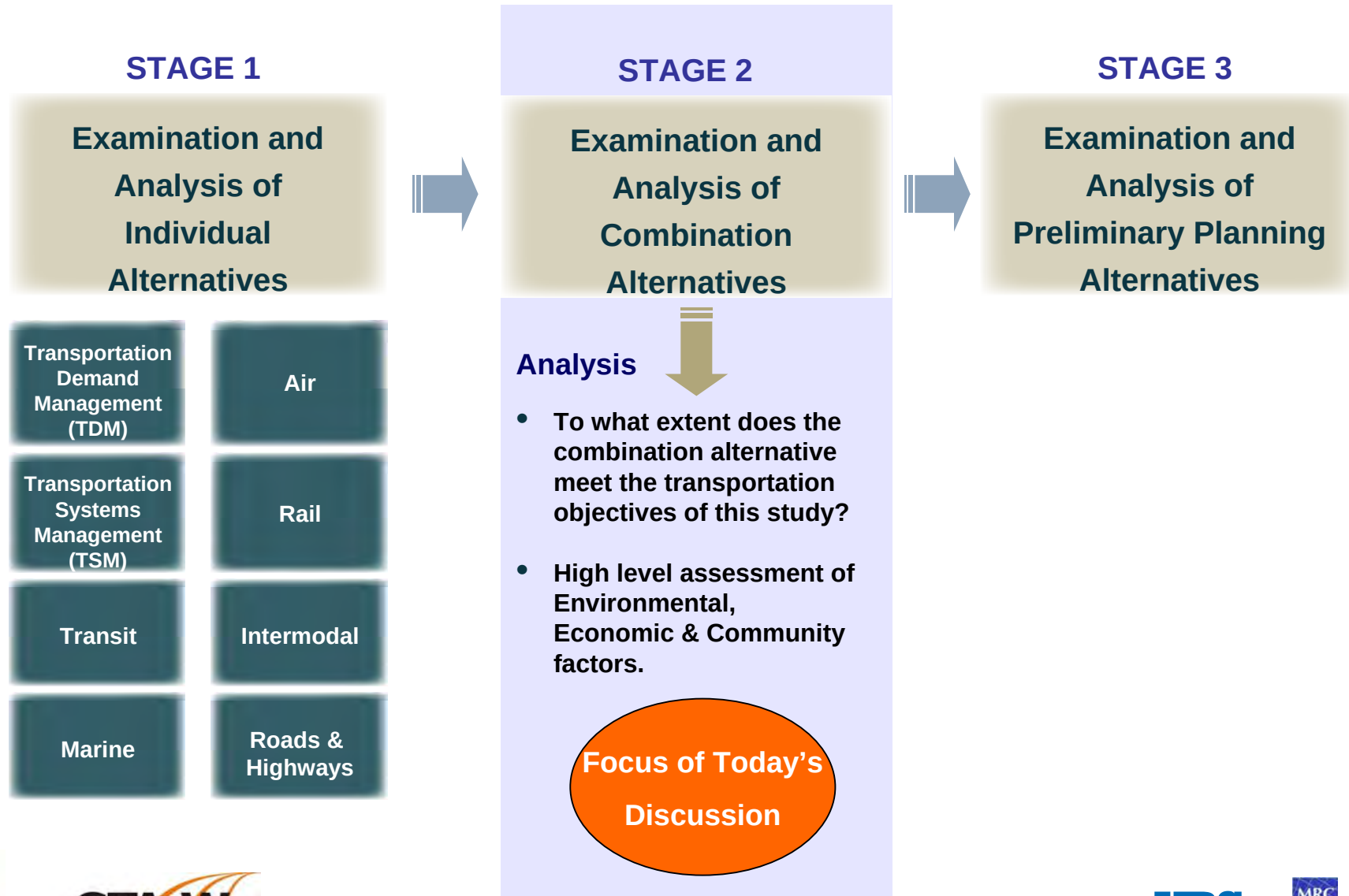
- ❖ Draft Transportation Problems and Opportunities Reports will be distributed for public & agency review in July 2009.
- ❖ Contents include:
 - ❖ Demand forecasting approach and assumptions;
 - ❖ Consultation findings – TSP / BCS, other groups;
 - ❖ Future demand forecasts;
 - ❖ Overview of transportation problems; and
 - ❖ Overview of opportunities for transportation improvements to support study objectives.
- ❖ Transportation Problems and Opportunities Reports to be finalized by late Summer 2009.



Key Concepts:

- ❖ The development and assessment of alternatives will be undertaken at an increasing level of detail.
- ❖ Environmental considerations are being applied early in the study process based on secondary source information.
- ❖ Base Case includes existing transportation conditions plus:
 - ❖ *MTO Planned Improvements;*
 - ❖ *Metrolinx Regional Transportation Plan: “The Big Move”, November 2008;*
 - ❖ *GO Transit 2020 Service Plan; and*
 - ❖ *Approved Municipal Official Plans and Transportation Master Plans.*
- ❖ The focus of this exercise is to identify a multi-modal transportation solution.

Three-stage Process for Generating, Assessing and Selecting Inter-Regional Transportation Alternatives



Three-stage Process for Generating, Assessing and Selecting Inter-Regional Transportation Alternatives

STAGE 2: Combination Alternatives

Examples

Optimize Existing Networks

- Transit
- Rail
- Roads & Highways
- Air
- Marine
- TDM
- TSM
- Intermodal

Combo 1

- ATMS
- HOV Lanes in Existing RoW
- Increased # or Frequency of Trains
- Expanded Bus Service Area

Develop and Assess Combo 2 Alternatives

New/Expanded Non-Road Infrastructure

- *Combo 1 plus*
- Air
- Marine
- Transit
- Rail

Combo 2

- Expansion of Marine Ports
- New Rail Lines in Existing Corridors
- Bus Only Lanes in New / Existing RoW

Develop and Assess Combo 3 Alternatives

Widen Roads

- *Combo 2 plus*
- Widen/Improve Roads & Highways

Combo 3

- Widening 400 Series Highways
- Widening of Various Inter-regional Municipal Roads

Develop and Assess Combo 4 Alternatives

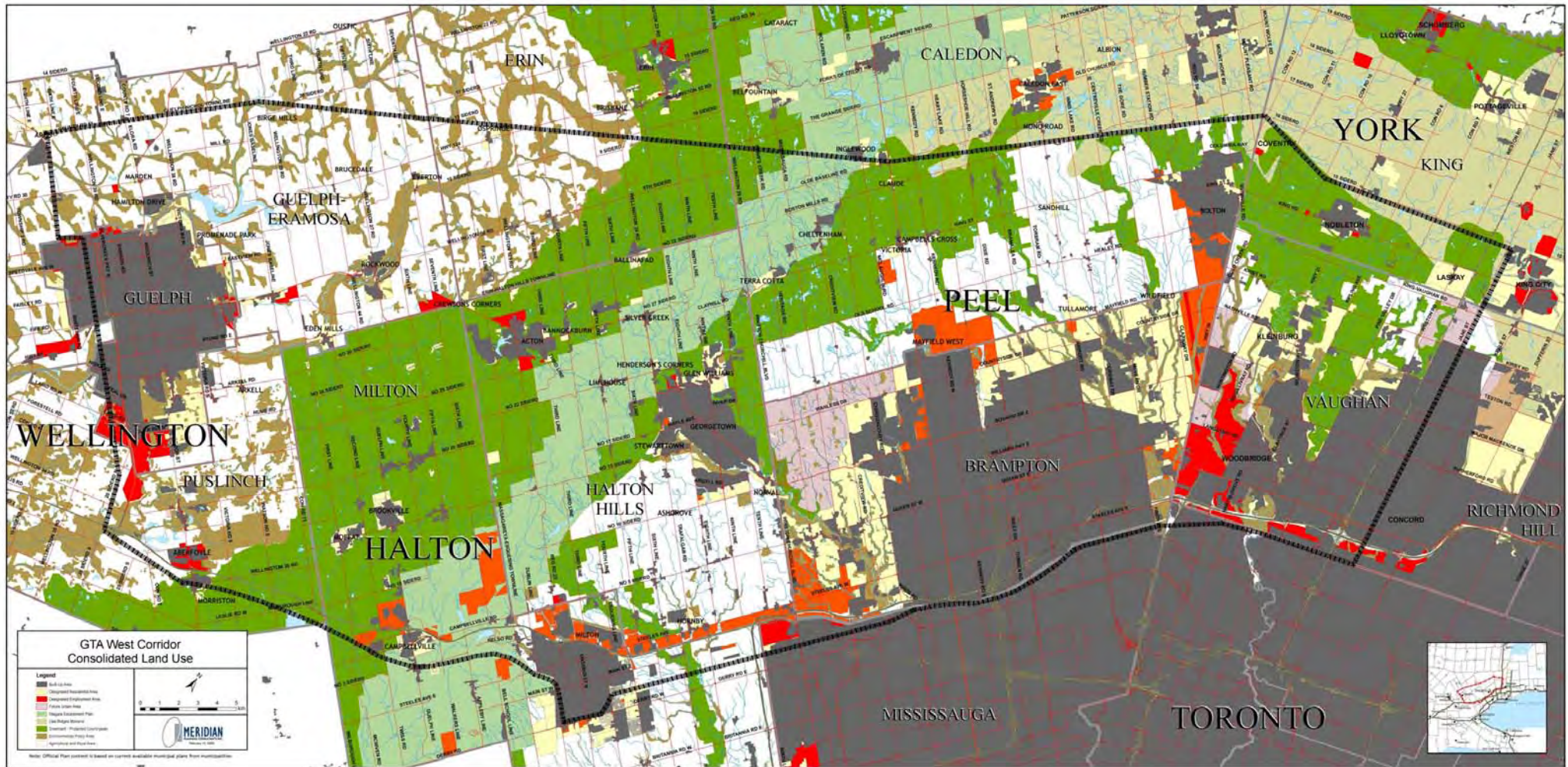
New Road Infrastructure

- *Elements of Combo 3 plus*
- New Roads & Highways

Combo 4

- New Inter-regional King's Highways
- New 400 Series Highways
- Extensions of 400 Series Highways

Generating Combination Alternatives at a Broad Level of Detail



Factors for Assessing Combination Alternatives in Stage 2

FACTOR / CRITERIA	INDICATOR / DETAILS
Community	
Existing and Planned Future Land Use and Growth: The degree to which the combination alternative supports or is consistent with existing and planned future land use and growth including recognition of growth management plans and policies as articulated in provincial policies, federal policies and municipal official plans.	Qualitative assessment of how the combination alternative supports existing and planned land use including: • Provincial Policy Statement re agriculture, etc. • Provincial Growth Plan – re land use intensification • Municipal official plans – re residential and commercial growth directions • NEC plan – re protection of natural and rural land uses • Greenbelt Plan – re protection of agricultural and rural land uses • Upper Tier Municipal Official Plans
Community Features: Potential impacts to community features (e.g. land use, communities, resources).	Qualitative assessment of potential positive and negative (displacement / disruption) impacts on: • Land use • Existing and planned communities • Resource extraction areas
Fragmentation of Agricultural Lands: Potential loss and fragmentation of agricultural lands.	Qualitative assessment of potential fragmentation of agricultural lands and estimated area / description of loss of agricultural lands.
Cultural Features: Potential impacts cultural features (e.g. properties of cultural heritage and archaeological significance).	Qualitative assessment of impacts to properties of cultural heritage value and archaeological potential.
First Nations: Potential impacts to lands of cultural or historical significance to First Nations.	Qualitative description of impacts to First Nation sites.

Factors for Assessing Combination Alternatives in Stage 2

FACTOR / CRITERIA	INDICATOR / DETAILS
Economy	
<i>Manufacturing and trade:</i> The degree to which the combination alternative supports provincial, regional and municipal manufacturing and trade.	Qualitative description of how the combination alternative supports manufacturing and trade.
<i>Tourism and Recreation:</i> The degree to which the combination alternative supports provincial, regional and municipal tourism and recreation.	Qualitative description of how the combination alternatives support tourism and recreation from economic perspective.
<i>Economic and Agricultural Development:</i> The degree to which the combination alternative supports provincial, regional and municipal economic and agricultural development, including areas designated for future / long-term agricultural land uses.	Qualitative description of how the combination alternatives support or impact agricultural operations and plans for future development.
<i>Urban Growth Centre Connections:</i> The degree to which the combination alternative provides connections to Urban Growth Centres and Gateway Economic Zones identified in provincial policy.	Qualitative assessment of how the combination alternative aligns with provincial policies for Urban Growth Centers and Gateway Economic Zones.

Factors for Assessing Combination Alternatives in Stage 2

FACTOR / CRITERIA	INDICATOR / DETAILS
Environment	
<i>Environmental Protection Policies:</i> The degree to which the proposed transportation system modification supports or is consistent with federal, provincial and municipal environmental protection policies.	Qualitative assessment of how the combination alternative aligns with federal, provincial and municipal environmental protection policies.
<i>Natural Features and Functions:</i> Potential impacts to natural features and functions (e.g. aquatic ecosystems, terrestrial ecosystems, ground water, surface water).	Qualitative and quantitative analysis of: • Potential impacts to major aquatic ecosystems (number of water crossings) • Potential impacts to major terrestrial ecosystems (area of terrestrial habitat potentially affected) • Potential impacts to sensitive groundwater features (qualitative description) • Potential impacts to areas that are sensitive to changes in surface water (qualitative description) • Description of potential to avoid or minimize impacts to environmental features.
<i>Air Quality:</i> The degree to which the combination alternative results in changes to transportation related GHG and toxic air emissions.	Qualitative assessment (using quantitative inputs) of: • Potential changes in greenhouse gas emissions and criteria air contaminants (CACs); and • Potential changes in air quality on a regional level.
<i>Resource Consumption:</i> The degree to which the combination alternative minimizes resource consumption (i.e. mineral, aggregate).	Qualitative assessment of the combination alternatives ability to minimize resource consumption and description of potential mineral and aggregate resource issues.

Factors for Assessing Combination Alternatives in Stage 2

FACTOR / CRITERIA	INDICATOR / DETAILS
Transportation	
Planning Policies: Potential to support federal / provincial / municipal transportation planning policies / goals / objectives.	Qualitative assessment with direct reference to key policies / goals.
Efficient movement of people: Potential to support the efficient movement of people between communities and regions based on network, screenline and critical link performance and availability of higher order, inter-regional transportation corridors.	Peak period transportation system performance: • % of inter-regional system operating at or better than LOS D • Performance/LOS of key inter-regional corridors (QEW, 406, 403, 401, 427, 407, 400, inter-regional transit) Availability/provision of higher order, inter-regional transportation corridors for person trips. Reduction in use of local/regional roadways for inter-regional trips.
Efficient movement of goods: Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities and communities based on road network performance measures and availability of higher order, inter-regional transportation corridors.	Peak period transportation system performance: • % of inter-regional system operating at or better than LOS D • v/c ratio of key truck corridors (road and rail) Availability/provision of higher order, inter-regional transportation corridors for goods movement. Provision of inter-modal facilities and linkages between shipping modes / terminals. Reduction in use of local / regional roadways for inter-regional trips.
System reliability / redundancy: Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during congested/adverse conditions.	Availability of alternate routes/facilities for inter-regional transportation between regions, communities and terminals.
Safety: Potential to improve traffic safety based on opportunity to reduce congestion on area road network.	Potential to improve response times for emergency service providers due to reduced congestion on the inter-regional road network (average speed/ v/c ratio). Potential to reduce collisions due to improved network LOS and decreased conflicts between travel modes.

Factors for Assessing Combination Alternatives in Stage 2

FACTOR / CRITERIA	INDICATOR / DETAILS
Transportation	
Modal integration, balance and choice for movement of people (commuters, recreation / tourist): Potential to improve modal integration, balance and choice for person trips between communities, employment centres and major transit hubs. Potential to increase the attractiveness/effectiveness of transit options to for all trips.	• Provision of higher order inter-regional transit services. • Provision of linkages between inter-regional and regional/community transit systems. • Bus operational performance on inter-regional road network (LOS) • Availability/provision of alternate travel modes for tourism/recreational travel. • Provision of/ allowance for active transportation measures (e.g., bike lanes, bike racks on buses/trains).
Modal integration, balance and choice for movement of goods: Potential to improve modal integration, balance and choice for goods movement between ports and terminals, communities and employment centres.	Availability/provision of modal alternatives for goods movement.
Linkages to Population and Employment Centres: Potential to improve accessibility to urban growth centres for people and goods movement based on higher order network continuity and connectivity.	Availability/provision of higher order linkages between urban growth centres. Average travel times between urban centres.
Recreation and Tourism Travel: Potential to support recreation and tourism travel within and to/from the Preliminary Study Area.	Directness of routes between population centres, international gateways and tourist/recreation destinations Peak period (summer/weekend) transportation system performance: • % of inter-regional system operating at or better than LOS D. • Performance/LOS of key inter-regional corridors (QEW, 406, 403, 401, 427, 400, 407, inter-regional transit). Diversion of summer recreational trips from local and regional roadways.
Constructability: Potential ease of implementation considering feasibility/difficulty of physical, property or environmental constraints and relative cost (where possible to approximate).	Relative costs. Relative property impacts. Potential for requirements for significant environmental mitigation.

❖ Stage 1 – Individual Alternatives

- ❖ Consultation with transportation service providers to determine the reasonableness of alternatives and potential limitations.
- ❖ Meetings with Advisory Groups (MTAG, RAAG and CAG) to present and discuss the three-stage process for generating, assessing and selecting inter-regional transportation alternatives and input on the identification of transportation alternatives.

❖ Stage 2 – Combination Alternatives

- ❖ Meetings with each of the advisory groups (MTAG, RAAG and CAG).
- ❖ Public Information Centre #3 focused on the development of combination alternatives and the assessment of advantages and disadvantages.

❖ Stage 3 – Preliminary Planning

- ❖ Meetings with each of the advisory groups (MTAG, RAAG and CAG).
- ❖ Public Information Centre #4 focused on the generation and evaluation of Preliminary Planning alternatives and the identification of a draft Transportation Development Strategy.

Next Steps:

- ❖ NGTA & GTAW Community Advisory Group Meetings (*late June 2009*)
- ❖ Draft Transportation Problems and Opportunities Report for Stakeholder Review (*July 2009*)
- ❖ Final Transportation Problems and Opportunities Report (*late summer 2009*)
- ❖ Develop and Assess Combination Alternatives (*summer 2009*)
- ❖ Advisory Group Consultation (*fall 2009*)
- ❖ PIC #3 (*fall 2009*)

Questions of clarification on the
proposed 3-stage process?

Any additional comments on the criteria for assessing
combination alternatives
relative to your agency's mandate?

Meeting: **Joint Regulatory Agencies Advisory Group (RAAG)**
Niagara to GTA Corridor and GTA West Corridor
Planning and Environmental Assessment Studies

Location: Holiday Inn Burlington, Burlington NC Room
 3063 South Service Road, Burlington

Purpose: Process Framework for Developing & Assessing Transportation Alternatives Date: Friday June 19, 2009

Chair: Glenn Pothier (GLPi) (facilitator) Time: 1:30 P.M. – 4:00 P.M.

Present: **NGTA and GTA West Project Team**

John Slobodzian, MTO	Sandy Nairn, Ecoplans
Terry Hilditch, MTO	Mike Delsey, AECOM
Heide Garbot, MTO	Karin Wall, AECOM
Frank Pravitz, MTO	Patrick Puccini, URS
Steve Baczyk, MTO	Glenn Pothier, GLPi (facilitator)

RAAG Representatives

Randy Marsh	CPR
Jennifer Lawrence	Conservation Halton
Kathryn Pounder	NEC
Carlene Whittingham	MMAH
Marc Magierowicz	MMAH
Steven Strong	MNR, Aurora
Solange Desautels	MOE
Barb Slattery	MOE
Les Koch	Hydro One
Steve Woolfenden	CEAA
Dave Gibson	DFO
Drew Crinklaw	OMAFRA
Jamie Ferguson	Grand River Conservation Authority
Karla Barboza	Ministry of Culture
Dave Marriott	MNR
Denise Fell	Environment Canada
Beth Williston	TRCA

<u>Items</u>	<u>Description</u>
1	<u>Opening Remarks</u> G. Pothier (GLPi), independent facilitator, provided a session overview and thanked the attendees for coming to the meeting.
2 & 3	<u>NGTA and GTA West Study Updates and Transportation Problems and Opportunities Reports</u> M. Delsey provided a brief overview of the status of the NGTA and GTA West studies. He described the study areas for both studies, the study process that both studies are following, as well as a summary of recent events, including the second round of Public Information Centres. He also noted that the Transportation Problems and Opportunities Report for both studies is in the process of being finalized and will be available for stakeholder review later this summer.
4	<u>Process Framework for Developing and Assessing Transportation Alternatives</u> S. Nairn presented the process framework that has been developed by the Project Team to guide the development and assessment of the transportation alternatives. He also discussed the environmental and transportation criteria that the Project Team has developed for assessing the alternatives at a broad level. The presentation handout package containing this information has been appended to these minutes for ease of reference. The following summarizes the items discussed during and after the presentation: • Question: Will the Transportation Problems and Opportunities Report for both studies be available for review? <i>Response: Yes.</i> • Comment: The alternatives for the NGTA and GTA West studies should be considered in a coordinated fashion. <i>Response: Agreed. The studies are closely coordinated, and will continue to be throughout the "Alternatives" phase of the project.</i> • Question: In developing the transportation alternatives, will improvements in a north-south orientation be considered as well as improvements in an east-west orientation? <i>Response: Yes, we will be considering alternatives in both the north-south and east-west orientation for both studies.</i> • Question: In favour of the building block approach that has been developed for generating the transportation alternatives. Does this mean that in the scenario that Combination #2 addressed all of the transportation problems and opportunities the Project Team would not proceed to Combination #3? <i>Response: Yes, if it was found that the improvements corresponding to a Combination alternative (in this case Combo #2) could fully address the</i>

Items

Description

transportation problems and opportunities, the Project Team would not proceed to Combination #3.

- Question: Will the RAAG agencies be given the opportunity to review the process of generating the transportation alternatives?

Response: Yes, the process will be presented at the third round of Public Information Centres, and will be fully documented in the Area Transportation System Alternatives Report at the end of this phase of both studies.

- Comment: The Project Team should base the assessment of land use impacts on approved Official Plans.

Response: Agreed, however, the Project Team will also consider potential impacts based on proposed Official Plans.

- Question: How will impacts to First Nations be assessed? Will they be consulting with First Nations on this assessment?

Response: The Project Team has been consulting with First Nations throughout the study, and will continue to seek their feedback as the project moves forward into the generation and assessment of transportation alternatives.

- Question: Will the transportation alternatives be further refined as the assessment process proceeds?

Response: Yes. If in going through the assessment of the transportation alternatives, it becomes apparent that certain refinements to some of the alternatives would result in a better set of alternatives, these refinements will be incorporated and assessed accordingly.

- Comment: Concerned that key decisions will be made based on the high level assessment that the Project Team will be conducting before the next round of consultation, and that these decisions may be affected by issues that don't emerge until the alternatives are assessed at a more detailed level.

Response: This is a common concern on large scale Individual EAs. The Ministry's position is that if a critical issue emerges during later stages that wasn't apparent during earlier stages, it is incumbent on the proponent to determine the significance of the issue and update the recommendations as appropriate.

It should be noted that there will be a more detailed assessment of the transportation alternatives subsequent to PIC #3 based on more specific environmental and transportation criteria, which will be presented to the RAAG agencies at a future meeting.

In addition, following this phase of the EA study, route planning will be undertaken for any recommendations that fall within the jurisdiction of the Ministry. A detailed assessment of the route alternatives would also be undertaken at that stage.

- Comment: Many of the environmental criteria that have been presented focus on impacts to specific types of environmental features rather than focusing on environmental systems. It would be more appropriate to use a systems based approach.

<u>Items</u>	<u>Description</u>
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Response: Agreed. We are seeking the RAAG agencies assistance in identifying the most appropriate process for assessing the broad level transportation alternatives. Assistance in identifying the types of systems impacts that should be considered would be very beneficial to the Project Team.

- Comment: The Project Team should consider a sensitivity and function based approach in assessing the transportation alternatives. As an example, differentiate between edge impacts and core impacts for woodlots.

Response: Agreed. Assistance in identifying criteria where this type of approach should be utilized would be very beneficial to the Project Team.

- Comment: The Project Team should remain cognizant of the provincial priorities embodied in each of the relevant approved provincial policies as they undertake the assessment of the transportation alternatives.

Response: Agreed.

- Question: How will the effect of the transportation alternatives on Greenhouse Gases be assessed? Would it be a regional assessment, or would it be possible to differentiate between the affects of alternatives in certain areas.

Response: This issue has been discussed with the air quality experts on the Project Team. While we will attempt to be as specific as possible, the level of detail that can be achieved will depend to some extent on the nature of the alternatives.

- Comment: Consideration should be given to the potential impacts of the transportation alternatives during the construction phase, e.g. noise impacts.

Response: Comment noted. This issue will be further considered by the Project Team.

5	<u>Next Steps and Open Forum</u> It was agreed that the material presented at this meeting would be distributed to all members of the RAAG (including those unable to attend) with these meeting minutes. The meeting attendees agreed to provide further comments and advice to the Project Team with respect to the assessment of the transportation alternatives subsequent to the meeting within a four week timeframe.
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6	<u>Closing Remarks</u> J. Slobodzian provided closing remarks and noted that the Project Team greatly appreciates all of the feedback that has been provided by RAAG agencies for both the NGTA and GTA West studies to date and looks forward to their assistance in identifying the criteria to be assessed as well as the findings of the assessment of the transportation alternatives. He also noted that he has taken another position within the Ministry and will no longer be the Project Coordinator for the NGTA Study. He thanked attendees for their support on both projects and noted that Roger Ward will be assuming the role of Project Coordinator in mid-July. <u>Meeting adjourned at 3:30 p.m.</u>
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 **GTA W_{est}**

GTA WEST CORRIDOR PLANNING AND EA STUDY-STAGE 1

Regulatory Agency Advisory
Group Meeting

NOVEMBER 10, 2009



Meeting Agenda

- Welcome and Introductions
- GTA West Study Update
- Background
- Transportation Alternatives and Process Framework
- Individual Mode Alternatives
- Modal Alternative Groups
- Next Steps

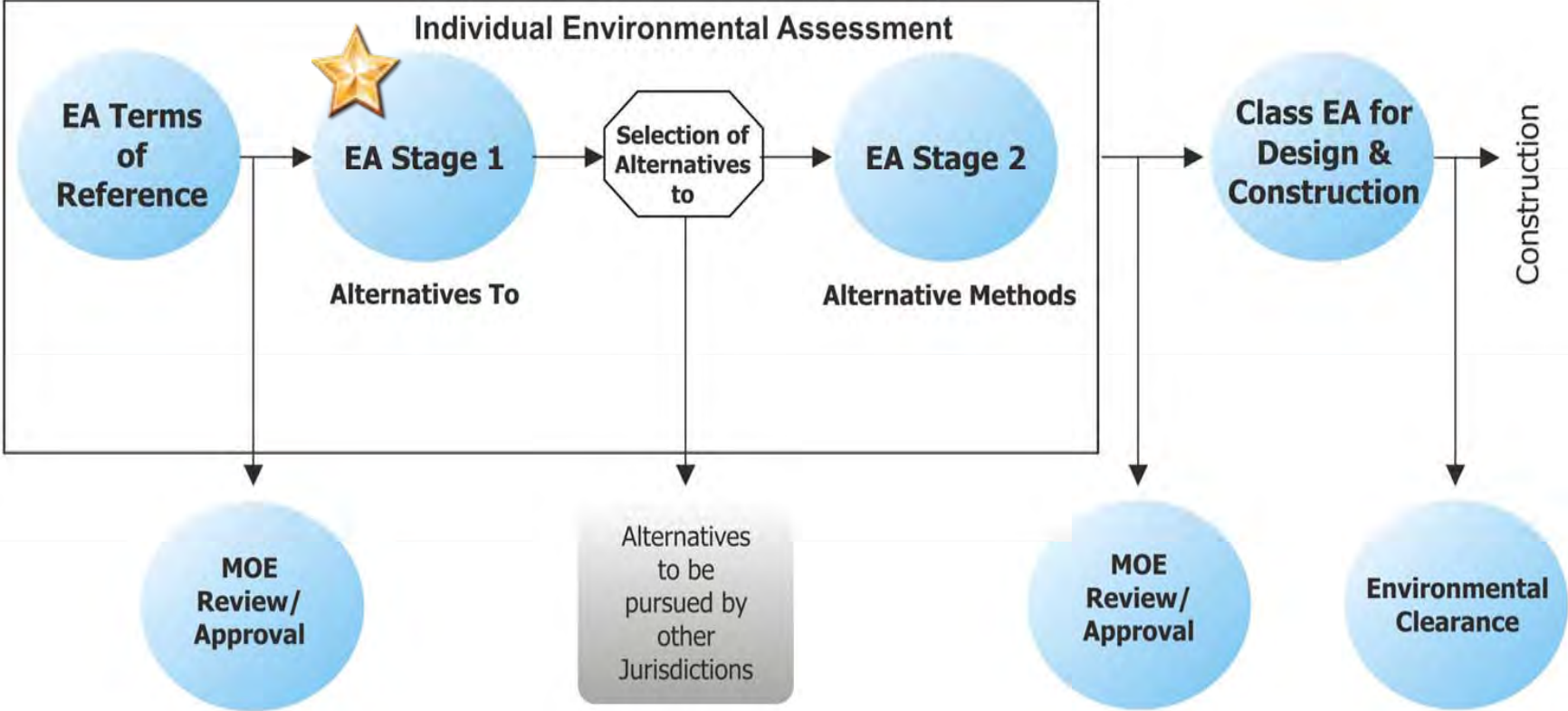


Study Purpose

- 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
 - Brampton City Centre
 - Vaughan Corporate Centre



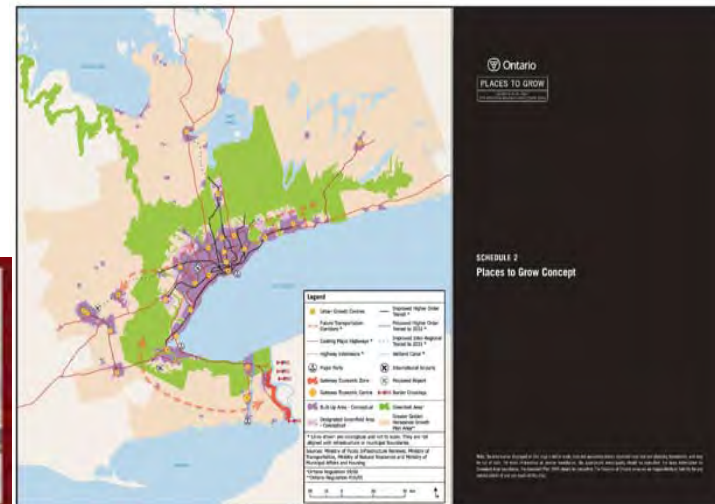
Study Process





Policy Context

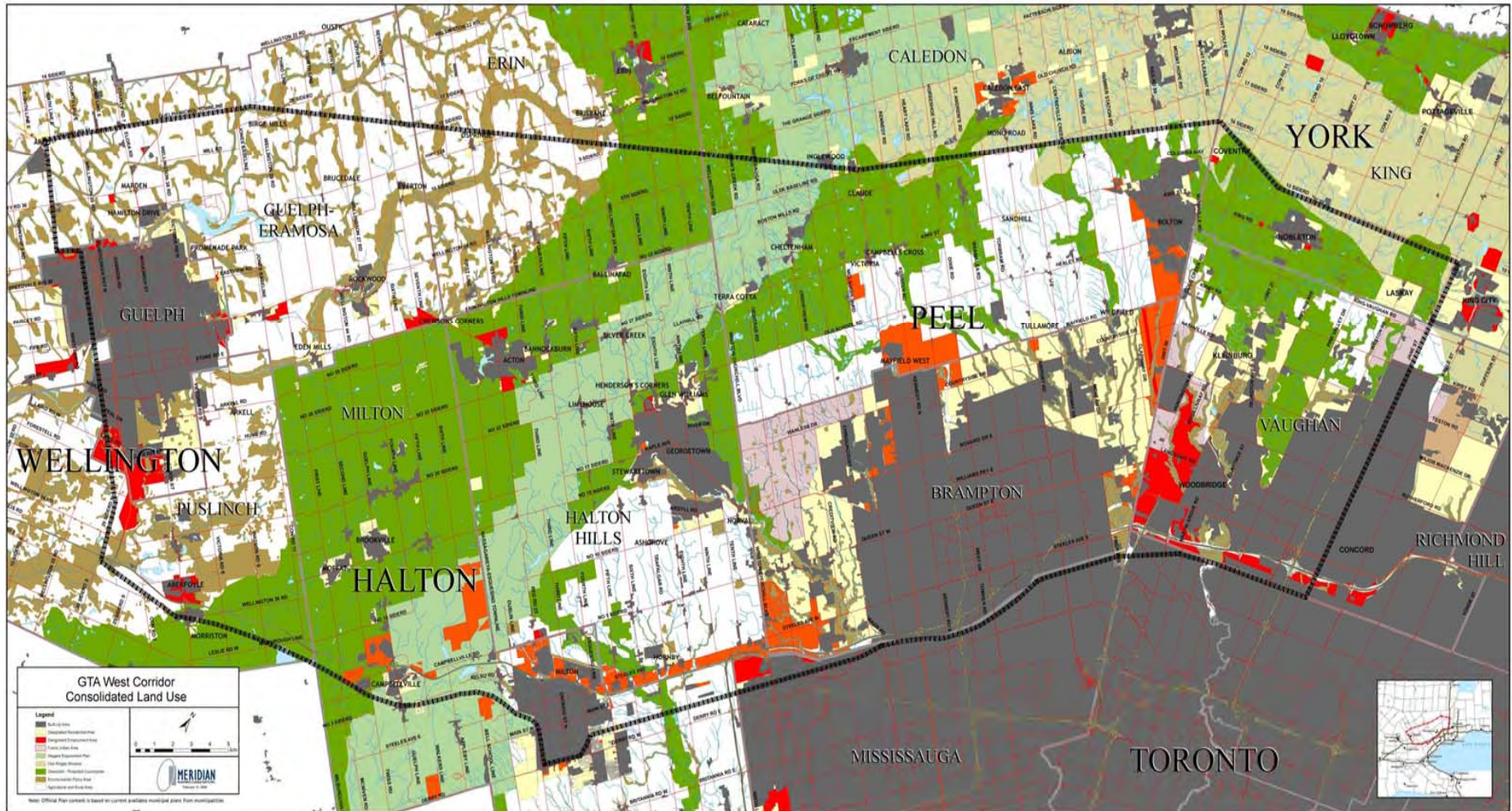
- Growth Plan
- Greenbelt Plan
- Niagara Escarpment Plan
- Oak Ridges Moraine Conservation Plan
- Provincial Policy Statement
- Official Plans





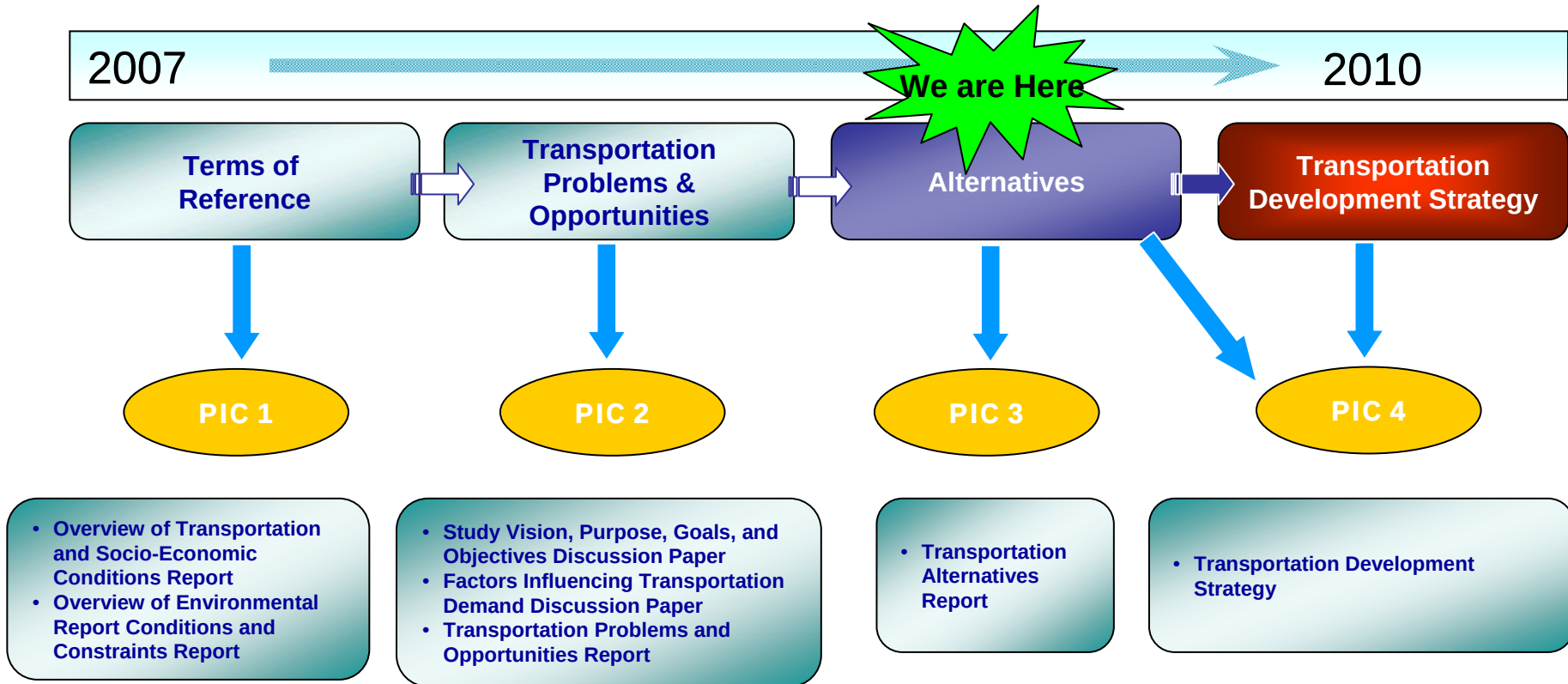
GTA West

GTA West Study Area – Key Features





Overall Study Process





Transportation Problems & Opportunities Update

- Future Transportation Problems categorized by:
 - Commuters
 - Tourism and Recreation
 - Goods Movement
- Future Transportation Opportunities
 - Compact, vibrant and complete communities
 - A prosperous and competitive economy
 - A protected environment
- Draft Transportation Problems and Opportunities Report distributed for public & agency review in Summer 2009.





Process for Developing & Assessing Transportation Alternatives

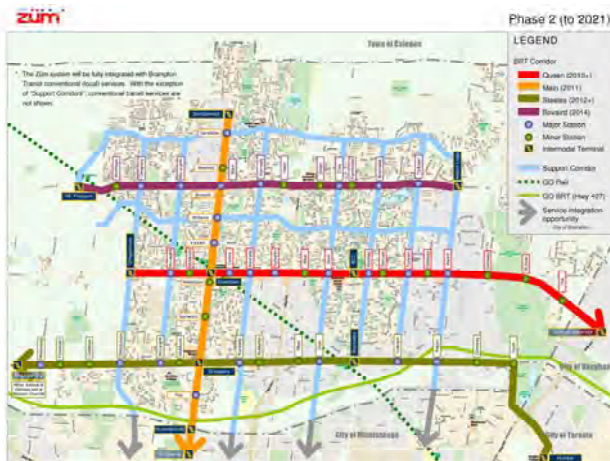
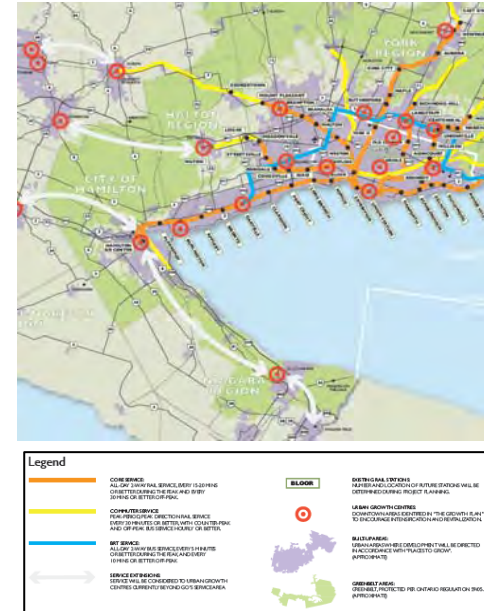
Key Concepts:

- The development and assessment of alternatives will be undertaken at an increasing level of detail.
- Environmental considerations are being applied early in the study process based on secondary source information.
- All alternatives include existing transportation conditions plus:
 - MTO Planned Improvements;
 - Metrolinx Regional Transportation Plan: “The Big Move”, November 2008;
 - GO Transit 2020 Service Plan; and
 - Approved Municipal Official Plans and Transportation Master Plans.
- The focus is to identify a multi-modal transportation solution.



GTA West

Process for Developing & Assessing Transportation Alternatives





Three-Stage Process for Alternatives

STAGE 1

Examination and
Analysis of Individual
Alternatives



STAGE 2

Examination and
Analysis of Group of
Modal Improvement
Alternatives



STAGE 3

Examination and
Analysis of
Preliminary Planning
Alternatives

Transportation
Demand
Management
(TDM)

Air

Transportation
Systems
Management
(TSM)

Rail

Transit

Intermodal

Marine

Roads &
Highways

Analysis



- To what extent does the Group of Modal Improvement Alternatives meet the transportation objectives of this study?
- High level assessment of Environmental, Economic & Community factors.



Consultation

The Creative Process

The Project Team has conducted extensive consultation with a variety of stakeholders to receive ideas on possible alternatives. This has included:

- Comments from Public Information Centres #1 & #2 – April/May 2007 and March 2009
- Municipal Workshops (Halton, Peel, York, Guelph-Wellington) – February / March 2009
- Transportation Service Providers – Spring 2009
- Halton Hills Council Workshop – April 24, 2009
- Conservation Authorities Workshops (CH, TRCA, CVC, GRCA, NEC) – May 2009
- Workshops to generate transportation alternatives for NGTA and GTA West Studies – June 8/9, 2009
- Joint GTA West and NGTA RAAG Meeting – June 19, 2009
- MAG Meeting #4 – June 24, 2009
- CAG Meeting #4 – July 14, 2009
- GTA West and NGTA Agency Workshop – September 25, 2009
- Ontario Growth Secretariat – September 28, 2009
- Halton Transportation Advisory Committee – October 13, 2009
- Metrolinx and GO Transit Meeting – October 14, 2009
- Mississaugas of the New Credit Meeting – October 28, 2009
- MAG, RAAG, CAG Meetings – November 2009
- Halton Region Planning and Public Works Committee – November 12, 2009
- Caledon Council Meeting – November 17, 2009
- Guelph-Wellington County Council Meeting – November 23, 2009
- York Region Planning & Economic Development Committee – December 2, 2009
- Peel Region General Committee – December 3, 2009



Study Update

- Analysis of individual modal alternatives
- Developing groups of alternatives
- Consultation activities
- Considered policy changes that may be required



Key Policy Issues

Group 1

- A. Parking management where transit services are provided
- B. Continued use of Longer Combination Commercial Vehicles
- C. Improved integration of private bus operations with GO Rail stations
- D. Optimize use of Highway 407
- E. Congestion pricing on freeways
- F. Expanded use of buses on shoulders during peak periods
- G. Provincial / region-wide TDM Strategy

Group 2

- A. Develop Bus Rapid Transit (BRT) and multi-purpose lanes along rail corridors

Group 3

- A. Extensive widening requirements – e.g. beyond what is currently shown in Municipal Transportation Master Plans

Group 4

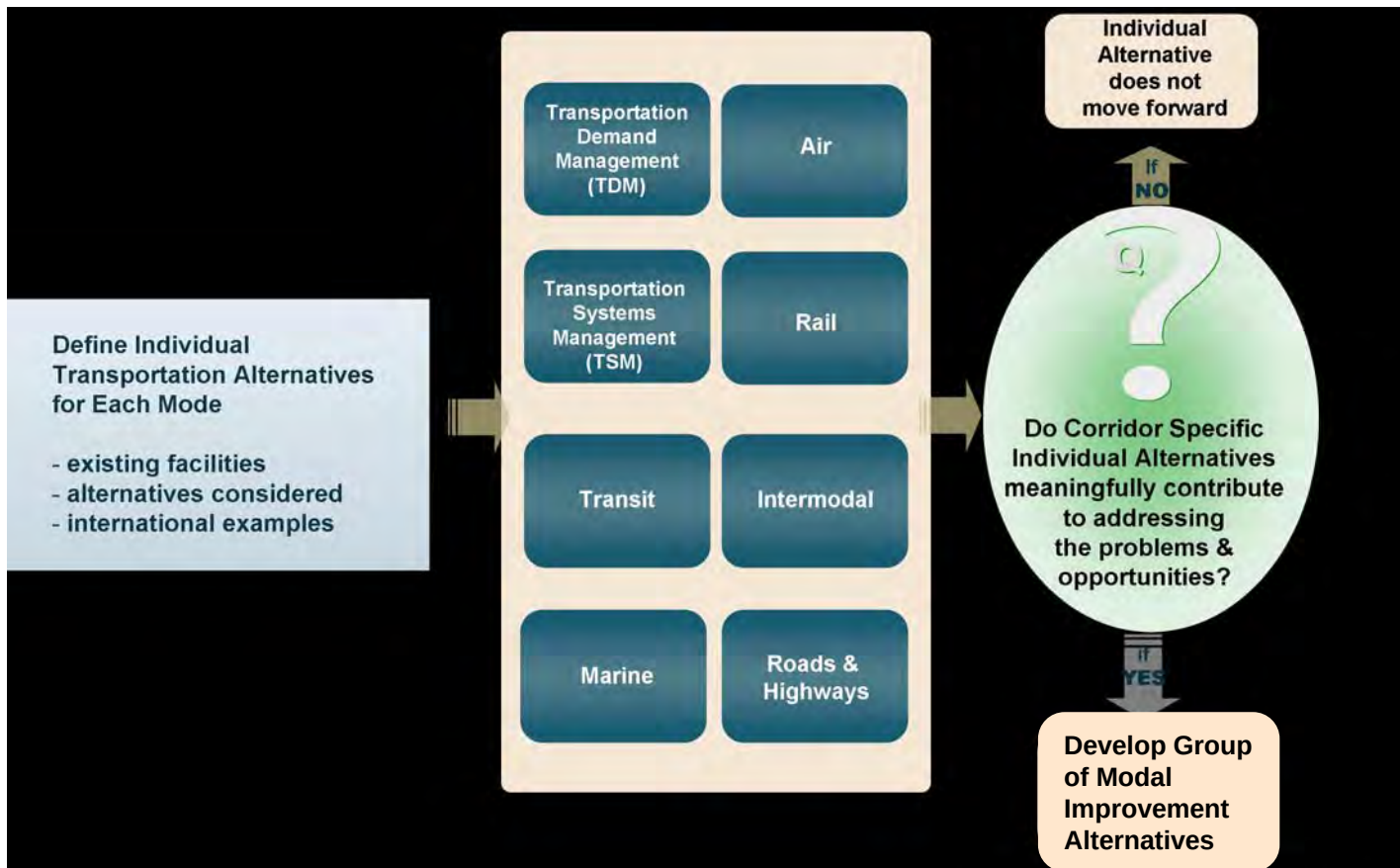
- A. Separate trucks from other vehicles when implementing new infrastructure to facilitate goods movement



GTA West

Three-Stage Process for Alternatives

Stage 1: Individual Alternatives





Individual Mode Alternatives

TDM/TSM

- Roadway and TSM / TDM expansion including Variable Message Signs to notify motorists of freeway conditions
- Lane Control Signs (i.e., speed harmonization)
- Ramp Metering Systems
- Incident Management, employee sponsored and provincial TDM programs
- Improved Transit/Rail Services including increased service frequency, fare integration, bus lanes on shoulders during peak periods, improved access to stations and incorporation of active transportation.

Freight Rail

- Grade separate road and rail (i.e. identify bottleneck location)
- National policy targets for modal shift onto rail
- Changes to rail grade separation regulations
- Standardize carrying requirements across jurisdictions
- Improve integration of rail and air transportation modes
- Utilize short haul routes
- Various CN and CP Initiatives

Transit

- Local transit (expand AcceleRide, rapid transit on freeways and major arterial roads),
- BRT (links between Urban Growth Centres)
- Rail Expansion including GO service (new service between Urban Growth Centres, service extension between Milton/Cambridge, Guelph/Waterloo)
- Regional rail service (i.e. new service from Bolton to Union Station and expansion along Georgetown corridor)
- Inter-regional Transit Hubs: Locations where transit and GO connect - expand bike and car parking lots

Intermodal

- Introduce Planning Policies to Promote Nodal (mixed use) Developments;
- Provide Choice and Opportunity to Benefit from Strengths of Each Mode;
- Understand Requirements and Match with Logistics and Economic Realities;
- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;

Air

- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;
- Improvements to "Free Trade Zone" Systems;
- Improve Integration of Rail and Air Transportation Modes;
- High Speed Rail link between Union Station-Toronto Pearson-Kitchener/Waterloo;
- Sixth Runway at Toronto Pearson.

Marine

- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;
- Changes to Ballast Water Regulations;
- Formal Distribution Network to/from Montreal;



Individual Mode Alternatives

- Each of the Individual Area Transportation System Alternatives was examined based on their potential to address the identified transportation problems and opportunities and contribute to a multi-modal transportation solution.

➤ Rail (Freight Rail)

➤ Transit

➤ TDM / TSM

➤ Intermodal

➤ Air

➤ Marine



No single transportation mode is capable of fully addressing the transportation problems and opportunities.



Three-Stage Process for Alternatives

STAGE 1

Examination and
Analysis of Individual
Alternatives



STAGE 2

Examination and
Analysis of Group of
Modal Improvement
Alternatives



STAGE 3

Examination and
Analysis of
Preliminary Planning
Alternatives

Transportation
Demand
Management
(TDM)

Air

Transportation
Systems
Management
(TSM)

Rail

Transit

Intermodal

Marine

Roads &
Highways

Analysis



- To what extent does the Group of Modal Improvement Alternatives meet the transportation objectives of this study?
- High level assessment of Environmental, Economic & Community factors.



GTA West

Group 1: Optimize Existing Network

This alternative Group includes initiatives by others including Metrolinx, MTO and municipalities

Additional examples include:

- Speed harmonization
- TDM programs
- Ramp metering systems
- Transit / HOV bypass locations
- Incident management and detection
-





Group 1: Optimize Existing Network

Summary of the Assessment

- **Community**
 - Supports the PPS policy for optimizing use of existing infrastructure
 - Minimizes impacts to NEC and Greenbelt lands
 - Minimizes impacts to community features
 - Low potential to impact agricultural lands
 - Low potential to impact built heritage or archaeological resources
 - Does not sufficiently support planned future land use or growth as identified in the Growth Plan
 - Limited ability to provide improved transit connections between Urban Growth Centres (i.e., Vaughan Corporate Centre, Downtown Brampton, Downtown Milton and Downtown Guelph)
 - Does not support “employment lands” or “moving goods” sections of the Growth Plan
 - Does not provide increased goods movement linkages among intermodal facilities or communities in the GGH
- **Economy**
 - No impacts to agricultural operations
 - Does not support economic factors associated with industry and trade, tourism or agriculture
 - Limited ability to support increased trade through lack of improvement to movement of goods
 - Limited ability to support existing or future industry
 - Limited ability to service provincial/regional or municipal tourism or improve service for traffic going to areas beyond GTA
 - Limited ability to improve connections between Urban Growth Centres
 - Does not address nature of goods movement around GTA, which is heavily oriented to “Just in Time” and short-haul delivery
- **Environment**
 - Supports environmental protection policies (PPS, NEC, Greenbelt etc.)
 - Minimizes footprint impacts at natural features or to natural functions
 - Minimizes impacts to air quality
 - Minimizes resource consumption
- **Transportation**
 - Fails to address transportation problems and opportunities in the GTA West study area
 - Limited improvement to efficiency of people and goods movement
 - Limited improvement to transportation system operations, reliability, redundancy and safety
 - Minor potential to improve modal integration for people and goods movement
 - Limited potential to improve modal integration for goods movement
 - Limited improvement to accessibility of Urban Growth Centres
 - Limited potential to support recreation and tourism travel
 - Optimized use of existing infrastructure
 - No significant constructability issues; minor delays on inter-regional road network beyond MTO programmed works

Outcome of Group 1 High Level Assessment:

• **Good transportation strategy**

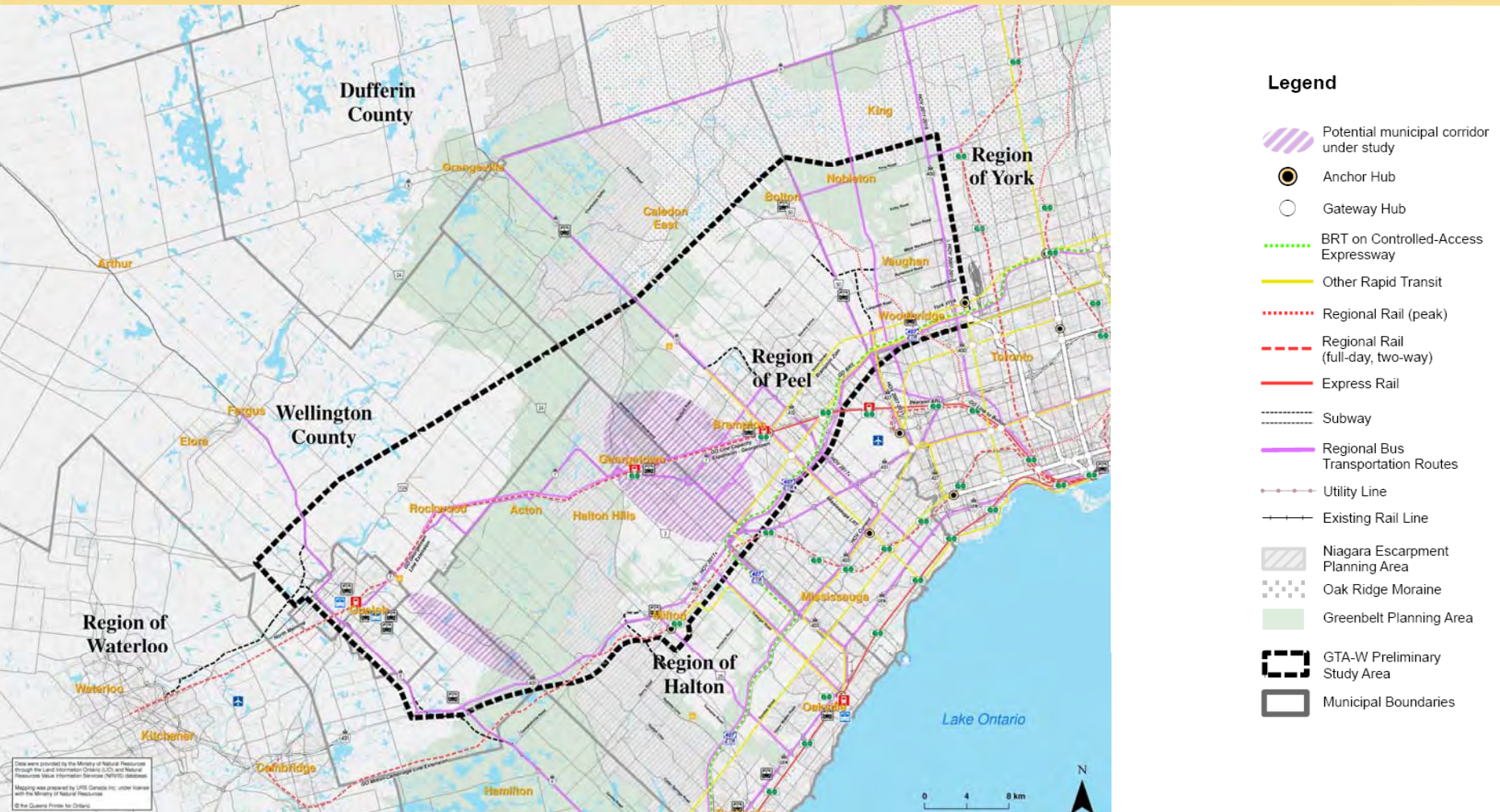
• **Does not fully address Problems & Opportunities**

• **Group 1 improvements are carried forward into Group 2**



GTA West

Group 2: Includes New / Improved Non-Road Infrastructure



This alternative includes initiatives by others including Metrolinx, MTO and municipalities



GTA West

Group 2: Includes New / Improved Non-Road Infrastructure

This alternative Group includes initiatives by others including Metrolinx, MTO and municipalities

Additional examples include:

- Expanded inter-regional GO Bus routes
- Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph)
- New bus rapid transit links between Urban Growth Centres (Downtown Brampton, Downtown Milton, Vaughan Corporate Centre, Downtown Guelph)





Group 2: Includes New / Improved Non-Road Infrastructure

Summary of the Assessment

- **Community**
 - Supports the PPS policy for optimizing use of existing infrastructure
 - Relatively minor impacts to NEC and Greenbelt lands
 - Can result in positive land use impacts as transit hubs tend to attract more accessible development patterns
 - Overall increase in transportation options may benefit those who are physically, economically and socially disadvantaged
 - Potential for improved walking and cycling connections
 - Some potential to provide improved connections between Urban Growth Centres (i.e., Vaughan Corporate Centre, Downtown Brampton, Downtown Milton and Downtown Guelph)
 - Low potential to impact agricultural lands
 - Low potential to impact archaeological resources and cultural landscapes
 - Limited ability to support planned future land use or growth as identified in the Growth Plan
 - Does not support “employment lands” or “moving goods” sections of the Growth Plan
 - Does not provide increased goods movement linkages among intermodal facilities and communities in the GGH
 - Some potential to impact community features and resources in built-up areas where corridors are widened to accommodate transit or rail, or at transit hubs
- **Economy**
 - Some potential to improve service to existing and future industry and to improve trade over longer distances
 - Potential improvement for existing tourism operations
 - Relatively minor impacts to agricultural operations
 - Improves connections between Urban Growth Centres
 - Does not address nature of goods movement, which is heavily oriented to “Just in Time” and short-haul delivery
 - Limited ability to service provincial/regional tourism
- **Environment**
 - Supports environmental protection policies
 - Potentially minimizes resource consumption
 - Minimizes footprint impacts at natural features or to natural functions where widening or new alignment is required
 - Potential for minor impacts to air quality through built-up areas
- **Transportation**
 - Fails to address transportation problems and opportunities in the GTA West study area
 - Limited improvement to efficiency of people and goods movement
 - Limited improvement to transportation system operations, reliability, redundancy and safety
 - Major potential to improve modal integration for people movement
 - Limited potential to improve modal integration for goods movement
 - Significant improvement to transit linkages between Urban Growth Centres
 - Moderate potential to improvement to recreation and tourism travel, with new and improved transit services
 - Minor constructability issues; minor delays on inter-regional road network beyond MTO programmed works

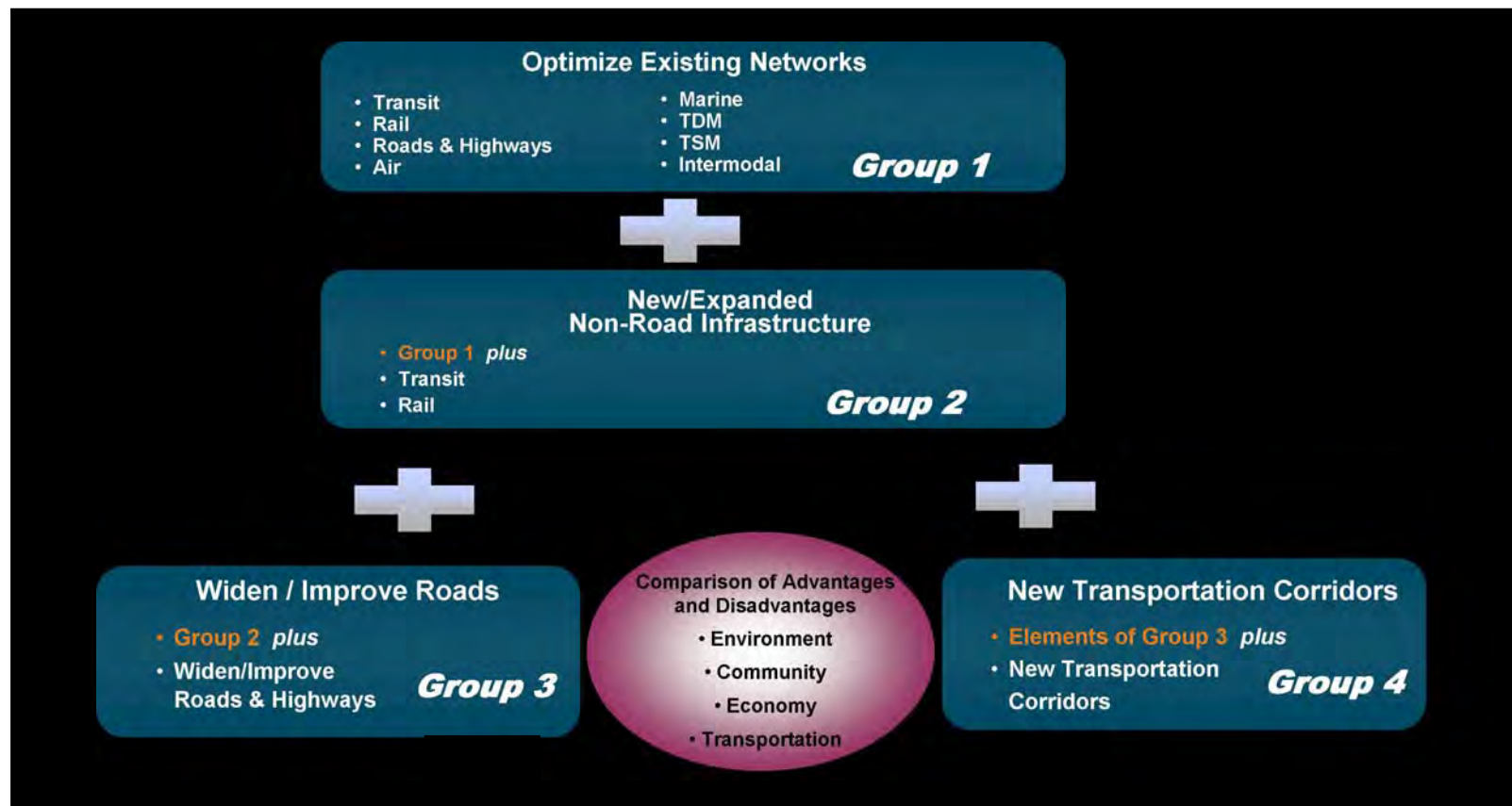
Outcome of Group 2 High Level Assessment:

- **Significant improvement to overall transportation service, accessibility and mode choice**
- **Does not fully address Problems & Opportunities**
- **Group 1 & 2 improvements are carried forward into Groups 3 & 4**



Three-Stage Process for Alternatives

Stage 2: Groups of Modal Improvement Alternatives





GTA West

Group 3: Includes Widened / Improved Existing Roads

- Group 3 alternatives include elements from Groups 1 and 2
 - Metrolinx RTP
 - GO 2020 strategies
 - TDM programs
 - New bus rapid transit links between urban growth centres
- Widened provincial highways (Highway 401, 410, 427, 400) and 407ETR

WITH OR WITHOUT

- Widened regional/county roads with bypasses around built-up areas (e.g. Rockwood, Acton, Georgetown, Erin)

This alternative includes initiatives by others including Metrolinx, MTO and municipalities



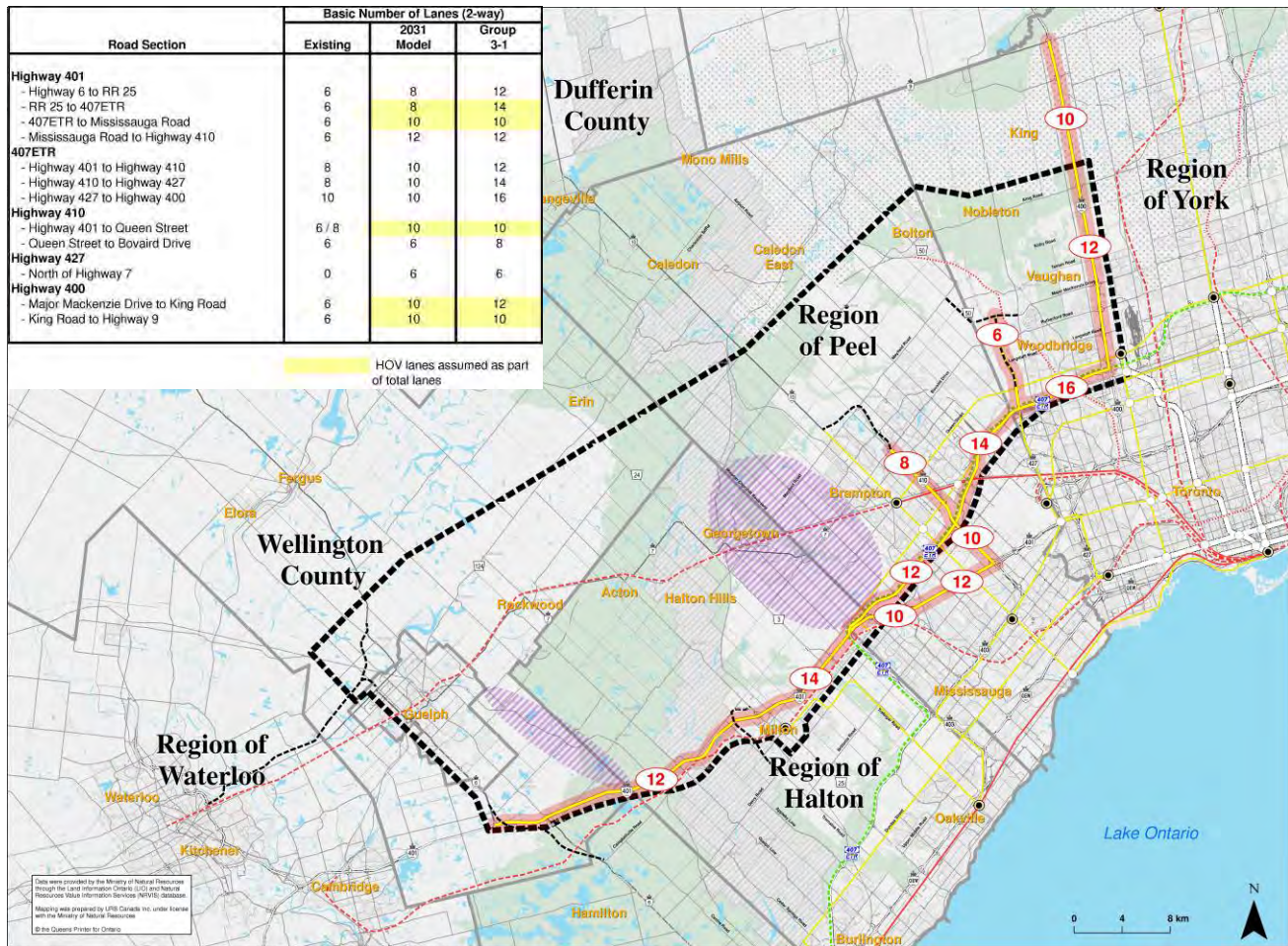
GTA West

Group 3: Includes Widened / Improved Existing Roads

Alternative 3-1

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 3-1
Highway 401			
- Highway 6 to RR 25	6	8	12
- RR 25 to 407ETR	6	8	14
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	12
- Highway 410 to Highway 427	8	10	14
- Highway 427 to Highway 400	10	10	16
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Bovaird Drive	6	6	8
Highway 427			
- North of Highway 7	0	6	6
Highway 400			
- Major Mackenzie Drive to King Road	6	10	12
- King Road to Highway 9	6	10	10

HOV lanes assumed as part of total lanes



Legend

- 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)
- 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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities

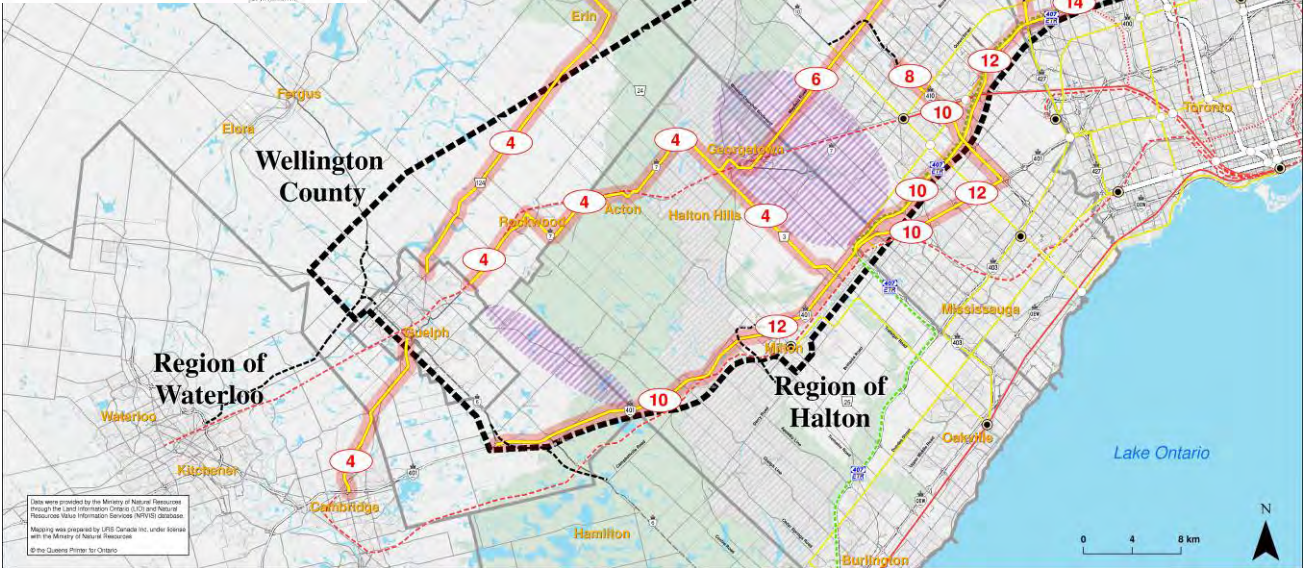


Group 3: Includes Widened / Improved Existing Roads

Alternative 3-2

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 3-2
Highway 401			
- Highway 6 to RR 25	6	8	10
- RR 25 to 407ETR	6	8	12
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	12
- Highway 427 to Highway 400	10	10	14
Highway 410			
- Highway 401 to Queen Street	6/8	10	10
- Queen Street to Boland Drive	6	8	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	8	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	12
- King Road to Highway 9	6	10	10
Mayfield Road			
- Highway 7 to RR 50	2	4	6
Kerry Road			
- RR 50 to Highway 400	2	6	8
Highway 7			
- Queen to Georgetown	2	2	4
RR 24 / 124			
- Queen to Orangeville	2	2	4
PRO (Trillium Road)			
- Highway 7 to Highway 401	2	4	4
Highway 9			
- Drive Road to Highway 400	2	2	4

HOV lanes assumed as part of total lanes



- Legend**
- 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)
 - 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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities



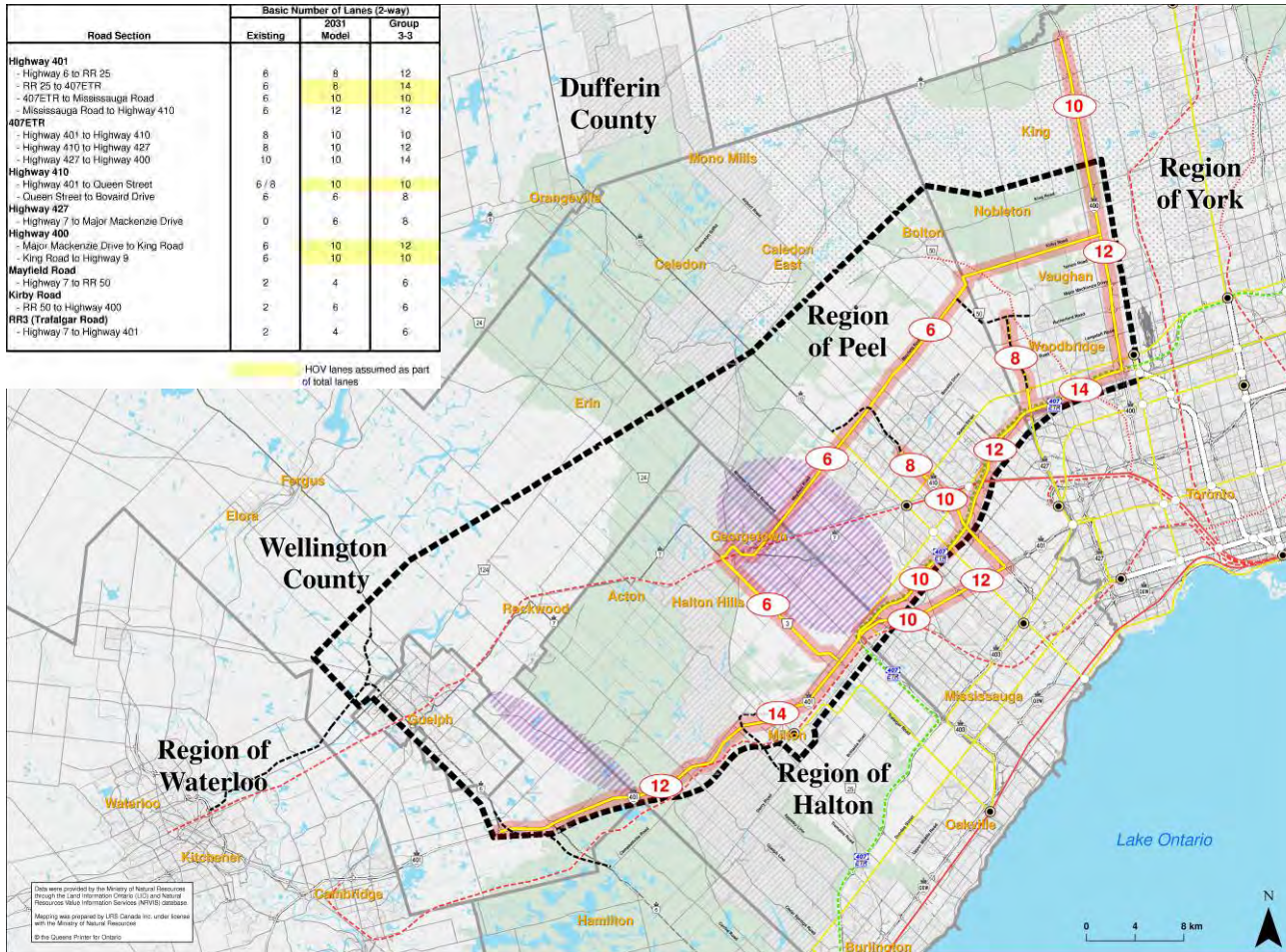
GTA West

Group 3: Includes Widened / Improved Existing Roads

Alternative 3-3

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 3-3
Highway 401			
- Highway 6 to RR 25	6	8	12
- RR 25 to 407ETR	6	8	14
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	12
- Highway 427 to Highway 400	10	10	14
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Boydville Drive	6	6	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	6
Highway 400			
- Major Mackenzie Drive to King Road	6	10	12
- King Road to Highway 9	6	10	10
Mayfield Road			
- Highway 7 to RR 50	2	4	6
Kirby Road			
- RR 50 to Highway 400	2	6	6
RR3 (Trafalgar Road)			
- Highway 7 to Highway 401	2	4	6

HOV lanes assumed as part of total lanes



Legend

- 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)
- 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

Data were provided by the Ministry of Natural Resources through the Land Information Centre (LIC) and Natural Resources Value Information Services (NRVIS) database. Mapping was prepared by URS Canada Inc. under license with the Ministry of Natural Resources. ©2010 Queen's Printer for Ontario

This alternative includes initiatives by others including Metrolinx, MTO and municipalities



Group 3: Includes Widened / Improved Existing Roads

Summary of the Assessment

- **Community**

- Supports the PPS by optimizing the use of existing infrastructure
- Relatively minor impacts to NEC lands and Greenbelt
- Low potential to impact agricultural operations and results in less loss of agricultural lands because most impacts are on the fringe
- Low potential to impact archaeological resources because most areas have been previously disturbed
- Group 3-1 has minimal impact on community features, because it uses Provincial highways
- Groups 3-2 and 3-3 provide improved access to future employment areas in Brampton and Caledon
- Limited ability to support planned future land use or growth as identified in the Growth Plan
- Limited ability to provide improved connections between some Urban Growth Centres
- Group 3-2 has potential for significant direct (i.e., displacement and access) impacts to land uses and community features in places such as Rockwood, Acton, Georgetown, Erin, Caledon, etc., although bypasses may reduce impacts
- Group 3-2 has potential for significant direct impacts (i.e., displacement/loss) to built heritage features along existing roads and in communities named above, although bypasses may reduce impacts
- Groups 3-2 & 3-3 include major municipal widenings that may not be consistent with municipal plans, policies, transportation master plans and/or Official Plans

- **Economy**

- Some ability to service future industry along existing travel corridors
- Additional capacity reduces congestion and facilitates goods movement and trade
- Provides improved access to tourism /recreation operations along existing travel corridors
- Additional capacity reduces congestion and facilitates improved travel for tourism and recreational purposes
- Groups 3-2 and 3-3 may improve tourism opportunities for new and existing attractions in northern sections of study area
- Relatively minor impacts to agricultural operations
- Group 3-2 - a new bypass (around Rockwood, Acton, Georgetown, Erin, Caledon and/or Mono Mills) could potentially open up lands for new business or light industrial expansion
- Limited ability to improve connections between Urban Growth Centres (i.e., Vaughan Corporate Centre, Downtown Brampton, Downtown Milton and Downtown Guelph)
- Potential bypasses around Rockwood, Acton, Georgetown Erin, Caledon and Mono Mills may reduce exposure for businesses in existing built-up areas
- Groups 3-2 and 3-3 could impact agricultural operations through property access, “fringe” impacts and indirect proximity impacts



GTA West

Group 3: Includes Widened / Improved Existing Roads

Summary of Assessment (contd.)

- **Environment**

- Supports PPS Policy for the protection of Natural Heritage, Agricultural and Cultural Heritage/Archaeological resources
- Minimizes fragmentation of environmental protection policy areas (i.e., NEC, Greenbelt and ORM)
- Potential for less resource consumption or mineral and aggregate resource related issues
- Increased emissions along existing major travel corridors in built-up areas, where sensitive receptors are located. Proximity to receptors increases exposure
- Impacts many environmental features. Although footprint widening may be considered less severe than fragmentation of natural areas, frequency of crossings and ability to mitigate through design may be restricted because of property constraints and design limitations imposed by existing infrastructure.

- **Transportation**

- Address people and goods movement transportation problems and opportunities in the GTA West study area
- Major improvement to efficiency of people and goods movement, with improved inter-regional transportation system operations
- Major improvement to transportation system operations and safety
- Moderate improvement to transportation system reliability and redundancy
- Moderate potential to improve modal integration for people and goods movement
- Major potential to improve linkages and accessibility between Urban Growth Centres
- Major improvement to recreation and tourism travel and directness of routes to tourist/ recreation destinations in the GTA and northern Ontario
- Significant constructability and staging issues
- No new inter-regional transportation corridors
- Alternatives 3-1 and 3-3 provide limited roadway redundancy improvements
- Alternatives 3-1 and 3-3 provide limited roadway improvements to Guelph

Outcome of Group 3 High Level Assessment:

- ***Generally addresses transportation service / congestion issues***
- ***Limited capacity to accommodate growth beyond 2031***
- ***Does not provide adequate redundancy and reliability***
- ***Has potential for community impacts***
- ***Carried forward for further consideration***



GTA W_{est}

Group 4: Includes New Transportation Corridor

- Group 4 alternatives include elements from Groups 1, 2 and 3
 - Metrolinx TRP
 - GO 2020 strategies
 - TDM programs
 - New bus rapid transit link between urban growth centres
- New corridor from Highway 400 to Highway 410, with possible connections to Highway 401 east or west of Milton
- New corridor from Highway 400 to Highway 6 (north or south of Guelph)

This alternative includes initiatives by others including Metrolinx, MTO and municipalities



GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-1

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 4-1
Highway 401			
- Highway 8 to RR 25	6	8	12
- RR 25 to 407ETR	6	8	14
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	10
- Highway 427 to Highway 400	10	10	10
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Bovard Drive	6	6	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- M. Mackenzie to New Transportation Corridor	0	0	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	12
- King Road to Highway 9	6	10	10
New Transportation Corridor			
- Highway 410 to Highway 427	0	0	4
- Highway 427 to Highway 400	0	0	6

HOV lanes assumed as part of total lanes



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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities

The representative alternative shown here is intended to show the end points and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



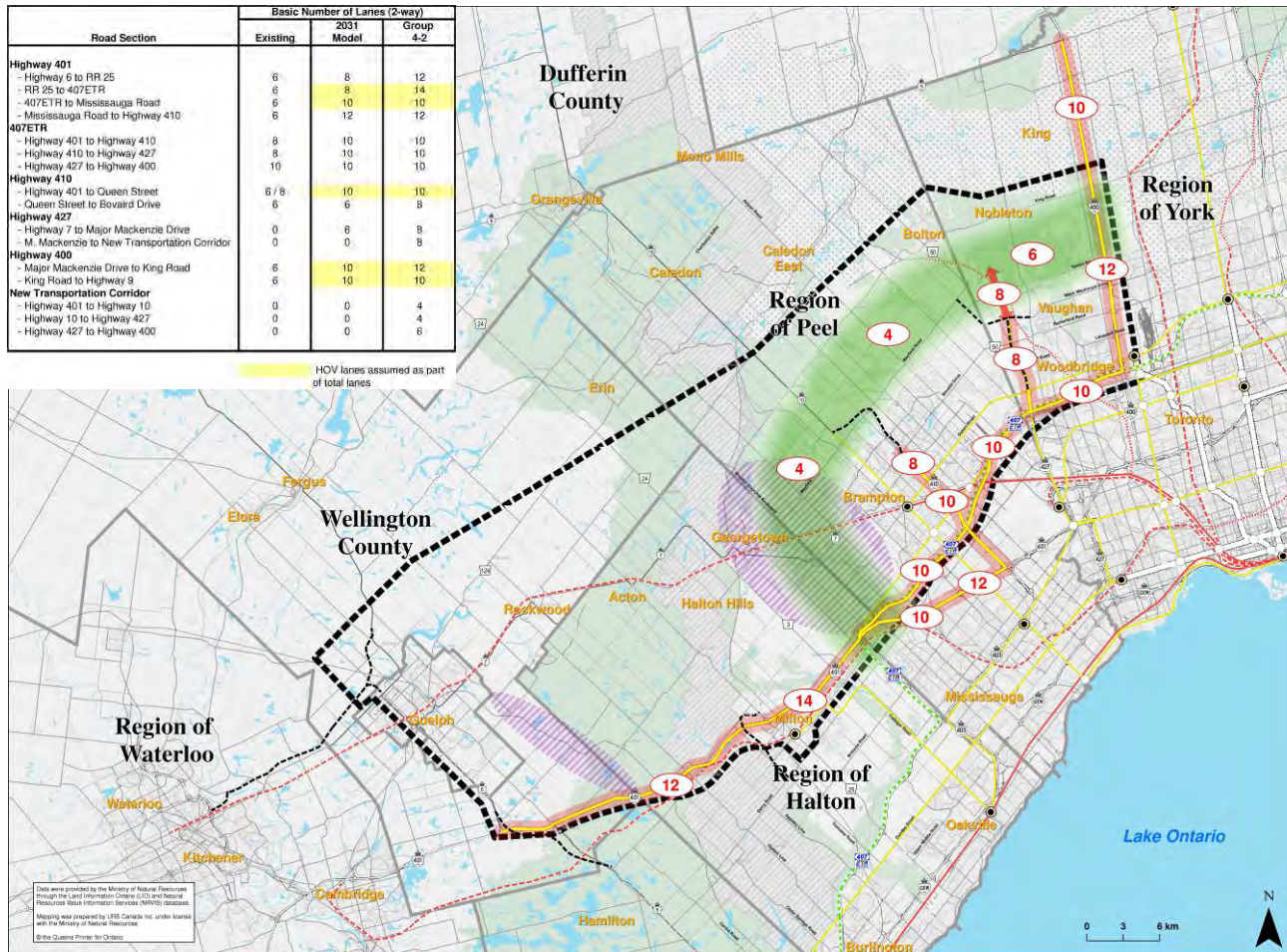
GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-2

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 4-2
Highway 401			
- Highway 6 to RR 25	6	8	12
- RR 25 to 407ETR	6	8	14
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	10
- Highway 427 to Highway 400	10	10	10
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Bovard Drive	6	6	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- M. Mackenzie to New Transportation Corridor	0	0	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	12
- King Road to Highway 9	6	10	10
New Transportation Corridor			
- Highway 401 to Highway 10	0	0	4
- Highway 10 to Highway 427	0	0	4
- Highway 427 to Highway 400	0	0	6

HOV lanes assumed as part of total lanes



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)
- 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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities

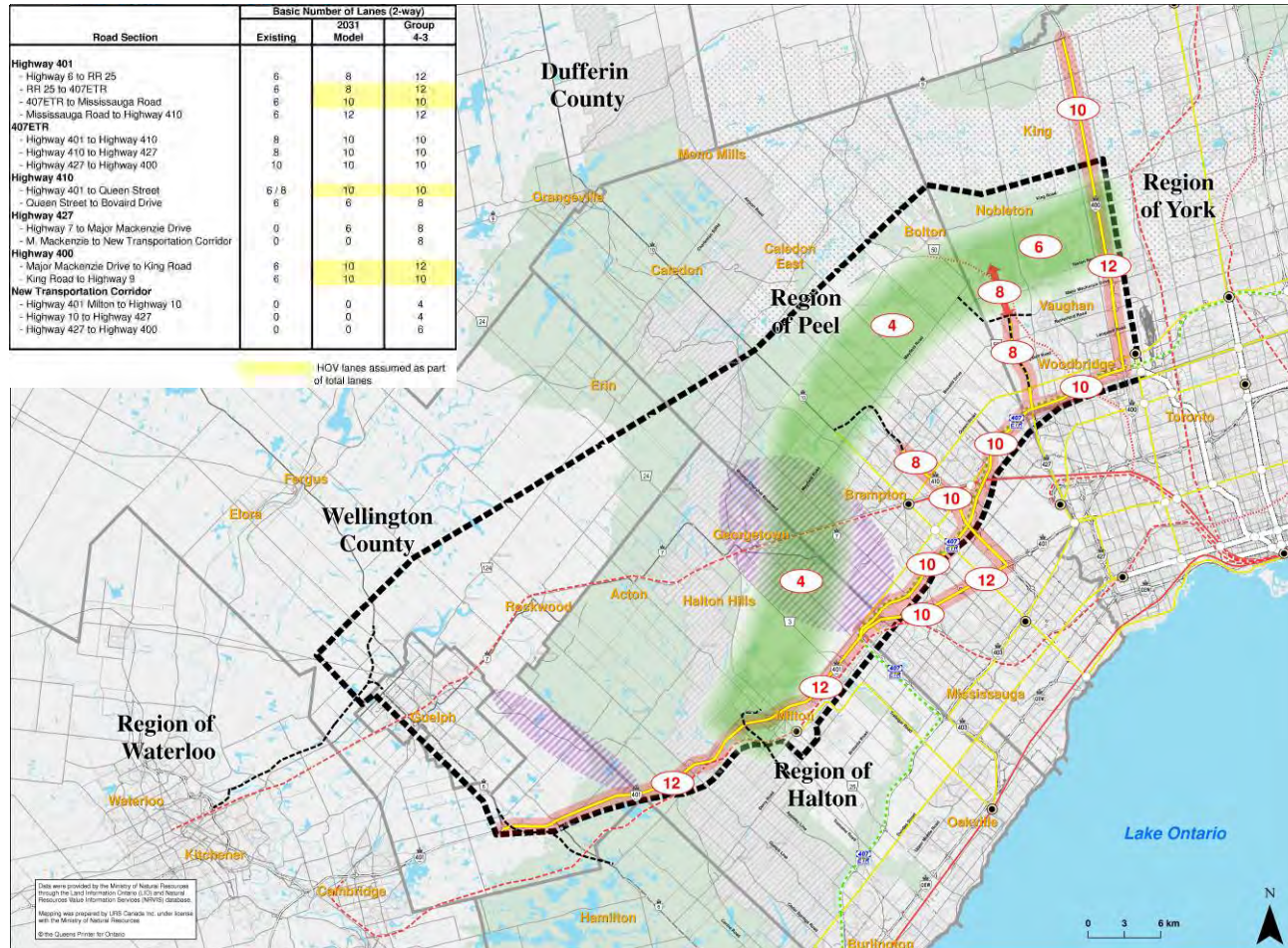
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GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-3



This alternative includes initiatives by others including Metrolinx, MTO and municipalities

The representative alternative shown here is intended to show the end points and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-4

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 4-4
Highway 401			
- Highway 6 to RR 25	6	8	10
- RR 25 to 407ETR	6	8	12
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	10
- Highway 427 to Highway 403	10	10	10
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Bovaird Drive	6	6	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- M. Mackenzie to New Transportation Corridor	0	0	8
Highway 403			
- Major Mackenzie Drive to King Road	6	10	12
- King Road to Highway 9	6	10	10
New Transportation Corridor			
- Highway 6 North Guelph to Highway 10	0	0	4
- Highway 10 to Highway 427	0	0	4
- Highway 427 to Highway 403	0	0	6

HOV lanes assumed as part of total lanes



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)
- 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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities

The representative alternative shown here is intended to show the end points and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



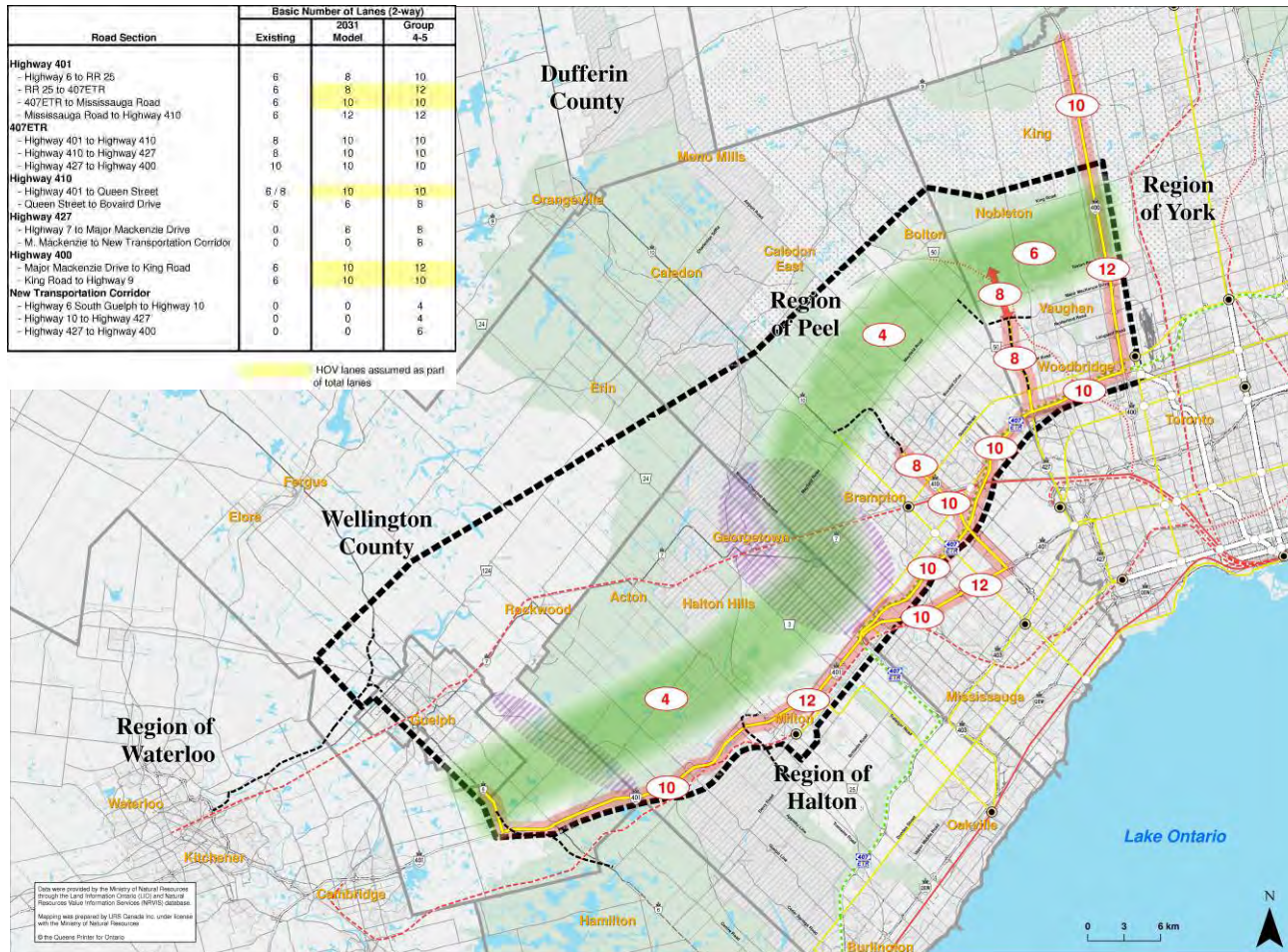
GTA West

Group 4: Includes New Transportation Corridor

Alternative 4-5

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 4-5
Highway 401			
- Highway 6 to RR 25	6	8	10
- RR 25 to 407ETR	6	8	12
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	10
- Highway 427 to Highway 400	10	10	10
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Eglavard Drive	6	6	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- M. Mackenzie to New Transportation Corridor	0	0	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	12
- King Road to Highway 9	6	10	10
New Transportation Corridor			
- Highway 6 South Guelph to Highway 10	0	0	4
- Highway 10 to Highway 427	0	0	4
- Highway 427 to Highway 400	0	0	6

HOV lanes assumed as part of total lanes



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)
- 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

This alternative includes initiatives by others including Metrolinx, MTO and municipalities

The representative alternative shown here is intended to show the end points and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



Group 4: Includes New Transportation Corridor

Summary of Assessment

- **Community**

- Support planned future land use and growth as identified in the Growth Plan
- Improve connections between Urban Growth Centres
- Address development pressures in Peel and York Regions
- Less impacts on community features, land uses and built-up areas
- Less impacts on built heritage features in communities throughout study area
- Cross varying portions of NEC and Greenbelt designated areas. Alternatives 4-4 and 4-5 cross the largest sections of NEC and Greenbelt lands
- Potential to change or affect the “rural” character of some communities
- Potential increased nuisance impacts (i.e., noise, illumination etc.) in areas closest to new facility
- Potential fragmentation of agricultural operations and loss of Class 1 lands
- New crossing of Humber River has potential to impact Canadian Heritage River and trails (including Toronto Carrying Place Trail) – although impacts can be minimized through design and span of new structures
- Potential impacts to archaeological resources in previously undisturbed areas
- Potential to impact cultural features near Norval (Alternatives 4-2 and 4-3), Ballinafad and Cheltenham (Alternative 4-4) and Speyside, Scotch Block and Brookville (Alternative 4-5)
- Alternatives 4-1 and 4-2 have limited ability to serve Milton/Halton Hills growth areas

- **Economy**

- New corridors provide economic opportunities for industry and improved trade
- Provide improved access to CP inter-modal terminal in Vaughan and CN inter-modal terminal in Brampton
- Connect major existing and emerging nodes that are the focus of the logistics/wholesale trade sectors for growth in Halton and provide improved access to these areas for the labour force.
- Alternative 4-4 provides significantly improved access to eco-recreational areas many of which are located along the Niagara Escarpment
- Alternative 4-5 would enhance the area's economic competitiveness by improving access to existing and planned industrial areas and inter-modal facilities, taking pressure off municipal roads, reducing the cost of congestion, and enhancing transportation system efficiency and reliability/redundancy for growth centres throughout the study area, from Vaughan to Guelph and on to Kitchener-Waterloo
- Provide service to existing and future industry
- Support improved connections for intra-provincial and international tourism, including to/from Lester B. Pearson International Airport
- Improve connections between Urban Growth Centres through network redundancy
- Potential impacts on linked agricultural operations although route selection process and mitigation could reduce impacts



GTA West

Group 4: Includes New Transportation Corridor

Summary of Assessment (contd.)

• Environment

- Potential for significant impacts to previously undisturbed Greenbelts lands
- New corridors offer some opportunities to increase separation distance between built-up areas and transportation corridor
- New corridors offer some opportunities to minimize impacts at environmentally sensitive features through route selection phases and design of new crossings, structures, etc.
- Potential to impact, result in loss of and fragment lands designated by Greenbelt and NEC Plans
- Alternatives 4-4 and 4-5 have the most potential to impact, result in loss of and fragment lands designated by Greenbelt and NEC Plans
- Potential to impact many significant ESAs, ANSIs, wetlands, groundwater recharge areas etc. especially those west of Georgetown, although some features can be avoided through route selection process and design of crossings
- New corridor alternatives have most potential to impact surface water conditions
- Alternatives 4-4 and 4-5 have potential for major resource consumption, based on their length
- Alternative 4-5 impacts Halton shale

• Transportation

- Address people and goods movement transportation problems and opportunities in the GTA West study area
- Major improvement to efficiency of people and goods movement, with improved inter-regional transportation system operations
- Major improvement to transportation system operations and safety
- Major improvement to transportation system reliability and redundancy with new transportation corridor
- Major potential to improve modal integration for people and goods movement
- Major potential to improve linkages and accessibility between Urban Growth Centres
- Major improvement to recreation and tourism travel and directness of routes to tourist/ recreation destinations in the GTA and northern Ontario
- Allows for higher order transit on new higher order roadway
- Significant constructability and staging issues
- Alternatives 4-1, 4-2 and 4-3 provide limited roadway redundancy improvements in the western portion of the study area
- Alternatives 4-1, 4-2 and 4-3 provide limited roadway improvements to Guelph

Outcome of Group 4 High Level Assessment:

- *Generally addresses transportation service / congestion issues, longer term capacity requirement, accessibility to employment centres, redundancy and reliability*
- *Has potential for further environmental impacts*
- *Carried forward for further consideration*



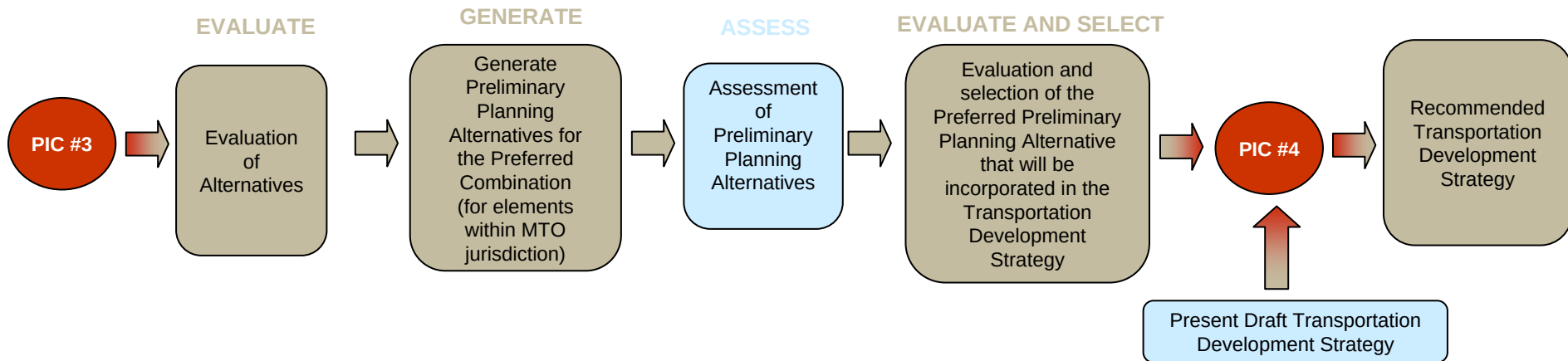
What's Next

- Public Information Centre #3
 - November 30th – Guelph PIC, River Run Centre
 - December 3rd – Georgetown PIC, Mold Master Sportsplex
 - December 8th – Caledon PIC, Brampton Fairgrounds
 - December 10th – Woodbridge PIC, Le Jardin Conference & Events Centre



What's Next

- Following PIC #3 an evaluation will be completed using a range of factors and criteria to determine which alternative(s) should be carried forward into Preliminary Planning.
- During preliminary planning the alternative(s) carried forward will be considered in the following process



NOTES OF REGULATORY AGENCY ADVISORY GROUP MEETING #4

PROJECT: GTA West Corridor Environmental Assessment
MEETING NO: Regulatory Agency Advisory Group Meeting #4
FILE NO.: 06-3184
DATE: November 10, 2009 **TIME:** 1:30 p.m.
PLACE: Caledon West Ballroom, Holiday Inn Select Brampton, Brampton, ON
PRESENT:

Agencies

Jorin Browning	OPP
Malcolm Mackay	Metrolinx / GO Transit
Sharon Lithwicke	Hydro One Networks
Rami Migally	Ontario Power Authority
Paul Kerry	CPR
Liam Marray	Credit Valley Conservation
Rizwan Haq	Credit Valley Conservation

MTO

Jin Wang	MTO Provincial and Environmental Planning
Frank Pravitz	MTO Provincial and Environmental Planning
Heide Garbot	MTO Provincial and Environmental Planning

**Consultant Joint Venture
(CJV)**

Karin Wall	AECOM
Steve Jacobs	URS
Catherine Christiani	Ecoplans Limited

PURPOSE: The purpose of Regulatory Agency Advisory Group (RAAG) Meeting #4 is to gain feedback on the generated alternatives and the assessment process used.

ITEM	PROCEEDINGS:	ACTION BY:
1.0	Welcome and Introductions	
1.1	S. Jacobs welcomed attendees to the meeting. The project team, presenters and attendees introduced themselves. The meeting purpose and agenda were reviewed.	
2.0	Project Team Presentation	
2.1	K. Wall presented a study update, an overview of the study background, reviewed recent and upcoming consultation events and the three-stage process for generating and evaluating alternatives.	

ITEM PROCEEDINGS:

ACTION BY:

S. Jacobs then presented the individual mode alternatives, the modal alternative groups, and the activities to take place after Public Information Centre (PIC) #3.

3.0 Question Period

3.1 The following questions / comments were raised:

3.1.1 The project team was complemented on its plan to analyze intermodal logistics hubs near airports/ports/rail yards/industrial parks, and were requested to add that idea to the list of freight rail ideas. The project team acknowledged that this would be added. Project Team

3.1.2 The project team was asked if the Group 2 alternative includes a freight rail component. The project team clarified that the Group 2 alternative includes both transit rail and freight rail components.

3.1.3 A question was asked regarding how the individual mode of marine was analyzed. The project team explained that the marine mode was looked at in a broader sense since a marine port does not exist within the preliminary study area. It was determined by the project team marine expert that truck/rail goods movement in the corridor could be reduced if the St. Lawrence Seaway was better utilized.

3.1.4 A comment was made regarding the map of Group 2 on Slide 21. The legend is mislabelled – black dashed lines are meant to represent roads/planned projects not subways. The project team will revise the legend. Project Team

3.1.5 The project team was asked how they determined the regional bus transportation routes shown on the map of Group 2 on Slide 21. The project team explained that the routes include typical GO Transit bus routes and private bus company routes. The project team will consider incorporating bus/train schedules in the PIC display material as a useful reference.

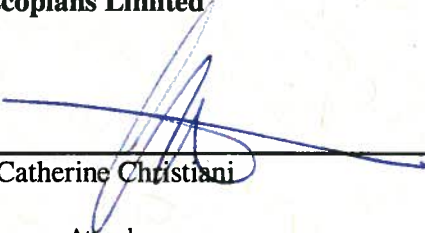
4.0 What's Next

4.1 S. Jacobs thanked attendees for their participation. Any further comments or questions on the presentation material were encouraged to be submitted to the Project Team.

The meeting adjourned at 2:45 p.m.

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-4988).

Minutes Prepared by:
Ecoplans Limited



Catherine Christiani

cc: Attendees
Project Team Members
Regulatory Agency Advisory Group Contact List

APPENDIX L
UPPER-TIER MUNICIPAL AND COMMITTEE
MEETING SUMMARY NOTES

**GTA West Corridor Planning and EA Study
Niagara to GTA Corridor Planning and EA Study**

**Summary of Joint Presentation to the Halton Region Planning and
Public Works Committee
November 12, 2009**

Attendees:

Regional Chair	Gary Carr
Commissioner	Mitch Zamojc
Clerk	Kathy Kielte
Staff	Andrew Head, Manager of Transportation Services

Burlington

Jack Dennison

Halton Hills

Mayor Rick Bonnette

Milton

Barry Lee

Oakville

Tom Adams
Alan Johnston

MTO

Jin Wang
Roger Ward
Will Mackenzie

Consultant

Neil Ahmed
Paul Hudspith
Catherine Christiani

Media

Metroland Halton Newspaper Group (includes Burlington Post, Oakville Beaver, Milton Champion, Georgetown Independent)

Notes:

Paul and Neil made a 30-minute joint presentation that included: Overall Study Process, Policy Context, Process for Developing and Assessing Transportation Alternatives, Recent Consultation, Individual Alternatives, Group 1, 2, 3 and 4 Alternatives and What's Next. Following the presentation, Committee members asked questions and provided comments. Jin Wang assisted in the responses to some questions.

Topics of questions and comments included:

QUESTIONS/COMMENTS	RESPONSE
• Costing – Is there any indication of what the proposed alternatives will cost to implement?	• Not at this time. Cost will be estimated during Stage 3 of the evaluation of alternatives.
• Proposed regional transit initiatives – Who is expected to operate and pay for the proposed regional transit initiatives?	• Metrolinx and GO Transit are the proponents for many of the proposed projects in the study areas and they would be responsible for their implementation and operation. Municipalities may also be responsible for

QUESTIONS/COMMENTS	RESPONSE
	some regional transit initiatives.
• Banning trucks – Have the project teams looked at the possibility of banning trucks during the peak hours?	• Yes, trucking restrictions have been considered. . It was determined that this type of initiative would require a significant policy change and is thus outside of the scope of both studies.
• Tolling/Road pricing – Have the project teams looked at the possibility of implementing highway tolls?	• Tolling/Road pricing on existing highways is outside of the scope of both projects as it would require a significant policy change. The current Ontario government direction is not to implement tolls/road pricing on existing highways.
• Organization for Economic Co-operation and Development Report - Have the project teams reviewed the recently released report on transportation and do they agree with the results?	• Yes. The report reiterates the challenges that both project teams have faced in their respective study areas, particularly the multitude of issues associated with congestion. While we have not completed a thorough review of this new report, the project teams largely concur with the work completed.
• Construction timing – Assuming a new corridor is required, when would it be built?	• This is difficult to predict as the outcome of both studies is unknown. Widening recommendations would need to undergo Class Environmental Assessment (EA) approval and new corridors would need to undergo route planning and Individual EA approval. These activities could take 4-5 years to complete Upon approval, design(?) of a new corridor would typically last 5 years. Implementation of projects this size is always subject to political will and adequate funding.
• Growth Plan – What are the Growth Plan projections based on? Due to its age and the current economic situation, aren't the Growth Plan projections outdated?	• The Growth Plan was released in 2006 and projected population and employment levels to 2031. The projections from the Growth Plan were used in the projects modeling, in addition to more current data acquired from municipalities, including that from Sustainable Halton's latest outcomes.
• Lane requirements – Do the ultimate number of lanes predicted in the widening alternatives include what currently exists? In some cases whole service roads will need to be removed to accommodate the new lane requirements.	• We have assumed the existing number of lanes plus the programmed widenings as our starting point in developing the various alternatives. The project teams recognize that some widening options would require additional property and represent a significant challenge; however, these impacts must be understood and compared to the impacts associated with new transportation corridors in order to make recommendations for a final transportation development strategy.
• Would a parallel collector/express road design similar to Highway 401 in Toronto be considered if the lane requirements become so large?	• The project teams are not yet at that level of detail; however, a number of different lane arrangements may be considered during the next stage of this study.
• Build faster – New corridors need to be built faster. Areas could lose their marketability because the Ontario government isn't building required infrastructure fast enough.	• Noted. The project teams recognize that while there can be impacts, there can also be large economic benefits associated with the implementation of a new transportation corridor.
• NGTA – Is the NGTA Project Team hesitant to propose a new corridor due to the history of the study in the area?	• No. There are many alternatives to consider and extraordinary trade-offs to be evaluated before a final transportation development strategy is developed.
• Niagara Escarpment – It is inevitable that over the long term a new corridor will	• Noted.

QUESTIONS/COMMENTS	RESPONSE
eventually cross the Niagara Escarpment.	
• Increased fuel costs – Have the project teams considered the effect that \$5/L of gas would have?	• Increased fuel costs have been included in the project modeling, in addition to increased parking costs, increased auto operating costs and transit costs being maintained at 2006 levels.
• Tolling/Road pricing – Have the project teams examined what would happen if Highway 407ETR -level tolls were implemented on all 400-series highways? Highway 407ETR is currently under-utilized due to the presence of tolls.	• The project modeling results indicate that in 2031 there will be even congestion on Highway 407ETR in the GTA West study area, despite the presence of tolls. Tolling was not considered on any other facilities in the study areas since the current Ontario government direction is not to implement tolls/road pricing on existing highways. • Metrolinx has conducted research on tolling, and ran a scenario assuming that 407-level tolls on all 400-series highways. This research indicated that the diversion from auto to transit was not overly significant compared to the effect of increasing the operating cost of automobiles. • Instead of tolling/road pricing, the model used by the project teams assumed that the cost of operating an automobile would double. • Metrolinx is currently investigating investment strategy to fund the \$50 billion dollar RTP. Tolling/road pricing might be considered as part of that.

Committee approved a motion requesting that both the GTA West and NGTA project teams review the effect that road pricing could have on the projects alternatives. It was indicated by members of the Committee that they would be attending the upcoming Public Information Centres and would report back to Committee in 2010.

GTA West Corridor Planning and EA Study

Summary of Presentation to Caledon Council

November 17, 2009

Town of Caledon, 2:00 pm – 3:00 pm

COUNCILLORS ATTENDED:

Mayor	Marolyn Morrison
Regional Councillors	Richard Paterak (Ward 1) Allan Thompson (Ward 2) Richard Whitehead (Ward 3 & 4) Annette Groves (Ward 5)
Area Councillors	Doug Beffort (Ward 1) Nick deBoer (Ward 3 & 4) Jason Payne (Ward 5)

PROJECT TEAM STAFF

MTO	Jin Wang and Shelley Tapp
Consultant	Neil Ahmed and Katherine Jim, MRC

NOTES:

Jin requested Council extend time allowed from 5 minutes to 20 minutes for the delegation.

Through a 20-minute joint presentation using PowerPoint, Jin and Neil provided an overview of the background, study schedule and progress, alternative generation and evaluation process, groups of planning alternatives, and next steps. Following the presentation, there was an approximately 30-minute period of questions and comments by the Caledon Councillors chaired by Mayor Marolyn Morrison. The following summarizes key comments by the Councillors and responses by Jin and Neil.

Copies of the presentation were provided to the Town for distribution to the Councillors and an electronic copy of the presentation was provided to the Town.

It should be noted that a reporter from the Caledon Enterprise, Matthew Strader, was in attendance of the meeting and obtained a hard copy of the presentation.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Councillor Whitehead	There is a recent Peel Region report about connecting Bolton Bypass to the proposed realignment of Major Mackenzie Drive as part of the Highway 427 extension. Has that been included in the GTA West Study and do you have a copy of the report?	Yes, we are aware of that and will integrate the connection.
	I am glad to see that efforts are being made to look at the conflicts in the area. For example, at-grade road / rail crossing on Bolton Arterial Road is a conflict that should be addressed.	The Project Team has collected a lot of ideas, and not all details are being presented in today's presentation. The conflict between road / rail at-grade crossings in general has been identified as one of the conflicts that could be addressed.
	Will there be a proposed route crossing Caledon and where will it be?	It is premature to determine whether a route will be crossing Caledon. All the alternatives for the proposed new transportation corridor are shown using a wide band to identify potential linkage points. No definite routes

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
		have been identified at this point.
	When will a decision be made?	The Stage 1 EA process is anticipated to be completed by the end of 2010, at which point the need for a new transportation corridor will be determined, as well as the general “band” and connection points will be identified. Thereafter, a route planning study will be carried out which will take approximately 3 years.
	Caledon has to deal with a lot of planning issues and it is important for us to know whether 1) a new corridor is recommended and 2) when it will be constructed.	Comments noted.
Councillor Thompson	Some of the alternatives identified a connection / terminus at Highway 401/407. Brining the corridor to Highways 401/407 will not help the transportation problems in the long term since these roadways are already congested. It is important to look at the long term planning. A north-south connection should also be considered. Also, what about incorporating a new hydro corridor along the transportation corridor (i.e. similar to Highway 407)? Has OPA been contacted?	A meeting is being arranged with OPA and Hydro One. A separate meeting with Hydro One was held a few weeks ago.
	In the US, there are major corridors in the mid-west for truck traffic only. We should also consider something similar (i.e. a corridor dedicated for trucks and buses only), especially for trucks that are travelling over long distance.	We have heard similar suggestions at previous consultation / workshops; however, we have not carried out a feasibility study for a dedicated truck corridor, and will have to consider it in further detail. Research being carried out by the University of Toronto is suggesting to convert some of the lanes on Highway 401 for exclusive truck use.
	Highway 124, and Mayfield Road are under local jurisdiction. However, if these roads are to take on Provincial function to move goods and services, then they should be under the jurisdiction of the Province.	Jurisdictional issues will be reviewed following completion of the study (Stage 1 EA process). At the moment, the study is looking at a system requirement perspective and finding a planning solution. It is possible that the Province may potentially take up the responsibility of these roadways as required.
	Highway 124 and Mayfield Road are being used for a lot of Regional services (e.g. aggregate industries), but they are being repaired using the municipality’s budget.	Comments noted
	We are willing to work with the Province to minimize impact to the agricultural industries.	Comments noted.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
Councillor Groves	It appears that a lot of work is still to be done before a corridor can be identified. Personally, I think it will be a good idea to use rail to move goods and services and take the trucks off the road.	Comments noted.
	The extension of Highway 427 is currently underway and the proposed extension is to terminate at Major Mackenzie Drive. Will Highway 427 be extended beyond Major Mackenzie Drive in the future?	Under the current Highway 427 Extension Study, the proposed extension of Highway 427 is mandated to terminate at Major Mackenzie Drive. As part of the GTA West Study, however, we are looking at the potential to extend Highway 427 to beyond Major Mackenzie Drive. This is included (and as shown) in the new corridor alternatives with a red arrow indicating a potential connection to the new corridor.
	In past presentations, you made reference to a number of pinch point within the study area. How many of those are within the study area?	There are 10 pinch points (Areas of Interest) within the Preliminary Study Area; of which 4 are within the Region of Peel – Bolton, Brampton northeast quadrant, Mayfield west, and BramWest.
Councillor Paterak	I would like a copy of the PowerPoint presentation with full size maps of the alternatives.	This can be provided.
	Some of the alternatives suggest the widening of non-Provincial roadways such as Highway 24, which have numerous direct driveway accesses. Should this type of road be widened from 2 to 4 lanes, it will be difficult for drivers to turn in and out of the driveways. Therefore, they should be widened to 5 lanes to allow for a center turn lane. This is especially true for roads between Erin and Guelph.	Comments noted.
	I understand that some of the comments (from today) may be outside the scope of the current GTA West Study; however, the Project Team should take note of these comments, for example, extending the transportation network connection to Cambridge (i.e. outside of the Preliminary Study Area).	One of the alternatives is to widen Regional Road 24/124 to Cambridge.
	Is it possible to consider GPS tax scheme for trucks where a road toll is collected based on different time of the day and different road segment / congestion level?	Comment noted.
Councillor DeBoer	Regarding the alternative for grade separation, is there going to be a change in the threshold for grade separation warrant or will there be a change in policy to	There will unlikely be a change in policy as a result of this study. The warrant for grade separation will be recommended based on need.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	mandate the construction of grade separation on new roads / road improvements?	
	The alternatives are not complete, for example, Highway 427 will terminate at a local road and let traffic infiltrate into local roads instead of extending north to Highway 9. The municipality has to pay for the road (maintenance) for carrying Provincial services. [Mayor Morrison added that in a meeting with the Minister of Transportation, it was stated that Highway 427 will not be extended into the Oak Ridges Moraine and the Greenbelt].	MTO staff have advised on needs to the policy makers.
Councillor Beffort	In Alternative 3-2, is it proposing that Highway 9 be widened – this is located outside of the study area.	This is one of the many concepts being considered. The reason why it is called the “Preliminary Study Area” is that this will give us flexibility should a solution, which will sufficiently address the problems and opportunities, be identified outside of the study area. The alternatives are not confined to within the Preliminary Study Area.
	The simple solution is to have trucks to and from Alliston to use the 400 series Highways and not local roads, e.g. Highway 9.	Comments noted.
	The Caledon PIC on Dec. 8/09 is in conflict with the Council meeting (budget). Can the PIC be moved to Dec. 9/09	Logistically it is difficult to change the date (publication in the newspapers and notification to various stakeholders.) [Mayor Morrison noted that PICs being held on other dates are located relatively close to Caledon]. [Councillor Payne suggested that Council meeting be moved from Dec. 8 to Dec. 9 – Caledon Clerk will look at the possibility of doing so].
Mayor Morrison	If some of the Regional Roads are being identified as future major east-west connection, then there is a need (for the Ministry) to get involve as soon as possible. For example, Mayfield Road should have controlled access if it is to function as a connection on a Provincial level. However, subdivision approvals from the Region at the moment have not taken into consideration the need for controlled access.	Comments noted.

GTA West Corridor Planning and EA Study

Summary of Presentation to Wellington County Council

November 23, 2009

Council Chamber, Wellington County, 10:00 am – 10:30 am

ATTENDEES:

Warden Joanne Ross-Zuj

C.A.O. Scott Wilson

Towns

Erin	Mayor Rod Finnie
Minto	Mayor David Anderson

Townships

Mapleton	Mayor John Green
Wellington North	Mayor Mike Broomhead
Guelph / Eramosa	Mayor Chris White
Puslinch	Mayor Brad Whitcombe

County Ward Councillors

County Ward 1	Mark MacKenzie
County Ward 2	Carl Hall
County Ward 3	Walter Trachsel
County Ward 4	Lynda White
County Ward 5	Jean Innes
County Ward 6	Robert Wilson
County Ward 7	Barb McKay
County Ward 8	Gordon Tosh
County Ward 9	Lou Maieron

County Staff

County Engineer	Gord Ough
Director, Planning and Development	Gary Cousins

4 members of the Media were present.

MTO	Jin Wang, Will Mackenzie
Consultant	Neil Ahmed, Catherine Christiani

NOTES:

In a 15-minute PowerPoint presentation, Jin and Neil provided an overview of the progress of the GTA West Study. Following the presentation, there was an approximately 5-minute period of questions and comments by members of the Council. The following summarizes key comments by the Councillors and responses by Neil.

Copies of the presentation were provided to the Clerk's Department for distribution to the Councillors and media prior to the presentation.

QUESTIONS/COMMENTS	RESPONSE
The Group 4 alternatives have the potential to impact the Town of Erin negatively by dividing the Town into two; however there could also be benefits to having a new corridor in the area if there is access. If a new	Comment noted.

QUESTIONS/COMMENTS	RESPONSE
corridor is proposed by the Project Team, all efforts should be made to mitigate any negative impacts it could have on the local community.	
The Project Team discussed increasing airport capacity for goods movement however no mention of Hamilton Airport has been made.	- The Hamilton Airport is within the study area of another MTO study – the Niagara to GTA Corridor Study (NGTA). Increased goods movement capacity at Hamilton Airport is being looked at as a part of that study. - The GTA West Project Team is also researching increased goods movement capacity at the Waterloo Airport.
All of the Group 4 alternatives will require major improvements to Highway 6.	Comment noted.
What opportunities will concerned residents have to provide input into the evaluation of the alternatives presented?	- The public can provide input at the upcoming third round of Public Information Centres. - As outlined in the presentation, numerous opportunities for input have been provided throughout the study through advisory groups and public meetings. County staff (Gord Ough and Garry Cousins) have been involved in the Municipal Advisory Group, and David Graham from Guelph is on the Community Advisory Group.
Rural/county roads aren't used by inter-regional traffic due to the presence of stop signs, traffic lights and other traffic calming mechanisms that slow traffic flow. This forces inter-regional traffic trips onto 400 Series Highways. The Project Team should consider converting certain rural/country roads for free-flow traffic.	Comment noted. The Project Team will consider rural/county roads for inter-regional traffic flow.

The Warden thanked Jin and Neil for their presentation and indicated that Council looks forward to subsequent updates.

GTA West Corridor Planning and EA Study

Summary of Presentation to Peel Council – General Committee

December 3, 2009

Council Chamber, Region of Peel, 9:30 am – 10:30 am

ATTENDEES:

Regional Chair	Emil Klob
Deputy Regional Clerk	Jeff Payne

Caledon

Mayor	Marolyn Morrison
Regional Councillors	Richard Paterak (Ward 1) Allan Thompson (Ward 2) Annette Groves (Ward 5)

Brampton

Mayor	Susan Fennell
Regional Councillors	Grant Gibson (Wards 1 & 5) Gael Miles (Wards 7 & 8) Elaine Moore (Wards 1 & 5) John Sprovieri (Wards 9 & 10) John Sanderson (Wards 3 & 4)

Mississauga

Mayor	Hazel McCallion
Regional Councillors	George Carlson (Ward 11) Carmen Corbasson (Ward 1) Frank Dale (Ward 4) Nando Iannicca (Ward 7) Maja Prentice (Ward 3) Katie Mahoney (Ward 8)

Staff	Damian (Peel), Tom AppaRao (Peel), Henrik Zbogor (Brampton)
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Media	Bill Rea (Simcoe-York Group of Newspapers, ie. King Township Sentinel, New Tecumseth Times, Caledon Citizen, Innisfil Scope)
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MTO	Jin Wang
Consultant	Neil Ahmed, Catherine Christiani

NOTES:

Agenda Item D1

In a 15-minute PowerPoint presentation, Jin and Neil provided an overview of the progress of the GTA West Study. Following the presentation, there was an approximately 25-minute period of questions and comments by members of Committee. The following summarizes key comments by Council and the corresponding responses by Jin and Neil.

Copies of the presentation were provided to the Clerks Department for distribution to Council prior to the presentation.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
City of Mississauga Mayor Hazel McCallion	- The GTA West Corridor EA Study is an important study. Transportation solutions are needed in the study area. - The Metrolinx RTP is addressing transit in the area however a road plan is also needed. - The Metrolinx RTP is suffering from a \$30 billion shortfall. Has the province developed a financial plan for the GTA West Corridor study? Will the upcoming study reports address this?	- Comments noted. - There is no financial component to the study outcomes at this time. The study is an EA study, thus the need for improvements must first be established. Funding and implementation will be based on the priority setting of the government.
	What will happen if a development application is approved by a municipality that interferes with the location of a potential future corridor?	The Project Team has developed a process to deal with potential development issues. All local municipalities in the Preliminary Study Area received a letter requesting that they notify the Ministry of Municipal Affairs and Housing of development applications which meet certain criteria. If the application is of concern, the Project Team will work with the municipality to address the application.
City of Brampton Mayor Susan Fennell	In the presentation, it was mentioned that Public Information Centres (PIC) will be held throughout the study area. Is a public meeting being held in Brampton?	- There are 4 regions within the Preliminary Study Area and the Project Team is holding one PIC in each region. - During previous rounds of PICs, the Project Team held 2 public meetings in Peel (Brampton and Caledon) however due to low interest, the Brampton PIC was consolidated into the Caledon PIC. This decision was discussed with Brampton staff.
	The Project Team is invited to present a study update presentation to Brampton City Council.	Request noted. A presentation to council will be arranged.
	- The Project Team has conducted a thorough analysis. - Concerned about the cost of the proposed alternatives. The expectation is that there will be funding available when it is needed. - Brampton had to contribute to the building of Highway 410 in order to accelerate its construction. - Are interested in using some of the slides presented at a speaking engagement in Washington, DC regarding	Comments noted.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	inland port trucking.	
Town of Caledon Regional Councillor Allan Thompson (Ward 2)	• The public are willing to pay in order to build needed infrastructure. • The easy decision isn't always the best decision. The Project Team shouldn't be hesitant to propose potentially unpopular options, such as a new corridor that crosses the Niagara Escarpment, if it is the right thing to do. • A new road is needed now. Group alternatives 4-4 and 4-5 are good options, but only if they are built now. • The trucking industry doesn't have enough adequate supporting infrastructure. • A new corridor would provide the opportunity for other infrastructure to be built, such as much-needed high speed internet. • Further written comments on the study will be provided by Councillor Thompson. • The fourth round of PICs should have more specific details.	• Comments noted.
	• The dates for the PICs have been given, but not the times. When will the PICs be held?	• The PICs will be held on the dates given, between 4:00 and 8:00 pm.
City of Brampton Regional Councillor John Sprovieri (Wards 9 & 10)	• The Niagara Escarpment and Greenbelt are treated as though they are untouchable, however sacrifices often need to be made in order to have appropriate infrastructure.	• Comment noted.
	• Why is Mayfield Rd being looked at by the Project Team? The Region has planned improvements for the road. Is the Province interested in making the road a provincial corridor? • Mayfield Rd is already a burdened road. The current improvements are meant to	• From a functional point of view, Mayfield Rd provided the location, connections and necessary capacity to relieve growth. This is why it was considered a candidate for potential widening. • Uploading regional roads is not the focus of the current study.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	improve its regional function. If it is expected to serve a provincial function, it should be uploaded.	
City of Mississauga Mayor Hazel McCallion	• Support Mayor Fennell and Councillor Sprovieri's positions. • Municipal roads are often over burdened. It is hoped that the study will look at the overall effect the alternatives will have on local roads.	• Comment noted.

GTA West Corridor Planning and EA Study

Summary of Presentation to Brampton City Council

January 27, 2010

Council Chamber, 4th Floor, City of Brampton, 1:00pm – 2:30pm

ATTENDEES:

Council

Mayor S. Fennell
Regional Councillor G. Gibson, Wards 1 and 5
Regional Councillor E. Moore, Wards 1 and 5
Regional Councillor P. Palleschi, Wards 2 and 6
Regional Councillor J. Sanderson, Wards 3 and 4
Regional Councillor G. Miles, Wards 7 and 8
Regional Councillor J. Sprovieri, Wards 9 and 10
City Councillor J. Hutton, Wards 2 and 6
City Councillor B. Callahan, Wards 3 and 4
City Councillor S. Hames, Wards 7 and 8
City Councillor V. Dhillon, Wards 9 and 10

Staff

J. Corbett, Commissioner of Planning, Design and Development
M. Lewis, Commissioner of Finance and Treasurer
J. Lowery, Commissioner of Community Services
T. Mulligan, Commissioner of Works and Transportation
J. Patteson, Commissioner of Buildings and Property Management
K. Zammit, Commissioner of Corporate Services
D. Cutajar, Commissioner of Economic Development and Communications
A. MacDonald, Fire Chief, Fire and Emergency Services
P. Fay, City Clerk, Corporate Services
D. Dubenofsky, City Manager

MTO

Jin Wang, Frank Pravitz

Consultant

Neil Ahmed, Catherine Christiani

NOTES:

Agenda Item E6

In a 12-minute PowerPoint presentation using several of the slides in the full package, Jin and Neil provided an overview of the progress of the GTA West Study. Following the presentation, there was an approximately 25-minute period of questions and comments by members of Council. The following summarizes key comments by Council and the corresponding responses by Jin and Neil.

Copies of the full presentation were provided to the Clerks Department for distribution to Council prior to the presentation.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
P. Palleschi, Wards 2 and 6	• The Halton-Peel Boundary Area Study (HP-BATS) should be included in the GTA West Study and the end recommendations of the HP-BATS study should not be changed by GTA West.	• Comment noted.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	- The project team has not appropriately consulted with the City of Brampton. - A Public Information Centre (PIC) should be held in Brampton. Brampton citizens will be interested in any proposed north-south linkages.	The GTA West Project Team has involved the City of Brampton through the Municipal Advisory Group.
	Group 4-2 runs through the BramWest Secondary Plan Area. Is the MTO aware of the BramWest Secondary Plan Area? Representatives from MTO have not been involved at any recent meetings.	MTO and the GTA West Project Team are aware of the BramWest Secondary Plan. A letter was sent to the developer on January 26, 2010 in response to comments submitted by a BramWest development group stating that the subject lands will not be affected by the GTA West Study. A copy of this letter will be forwarded to the City of Brampton.
B. Callahan, Wards 3 and 4	Page 16 of the presentation proposes to, "Widen provincial highways (Highway 401, 410, 427, 400) and 407ETR". Who owns the 407ETR right-of-way and can it be widened by MTO?	- The maximum amount of lanes allowed on 407ETR is outlined in a contract between MTO and the owners of 407ETR. The 407 widening is one alternative and the maximum amount of lanes in the agreement will not be enough to accommodate the transportation capacity needs in the area by 2031. MTO would need to renegotiate this contract in order to achieve the widenings. - We will look into the right-of-way ownership information and relay it to the Councillor.
	- High speed rail needs to be developed within/adjacent to the 407ETR right-of-way. - People are captive to the high rates of 407ETR.	- Comments noted. - The feasibility of all options will be assessed before PIC #4.
J. Hutton, Wards 2 and 6	High speed rail, like that in Japan, is needed here.	Comment noted.
	Is the point of this study to build Highway 413? What is the status of Highway 413? Rumors of a potential Highway 413 through Caledon between Highway 427 and 410 have been around for over 10 years.	- The purpose of the GTA West EA Study is based on the transportation policy direction outlined in the province's Growth Plan. - The concept of Hwy 413 has no provincial status, it is not identified in the Growth Plan and there is no formal process or initiative to pursue it.
E. Moore, Wards 1 and 5	What is the timeline for the study? When will the Transportation Development Strategy be completed?	Stage 1 of the GTA West EA Study will be completed within 2010. The final Transportation Development Strategy will be presented at PIC #4 which will be held before or after the summer.
Mayor Fennell	It should be made clearer that the study is being undertaken by the provincial government. The Government of Ontario logo should be prominently	Comments noted.

COUNCILLOR	QUESTIONS/COMMENTS	RESPONSE
	displayed on all study materials.	
	The City of Brampton is committed to building compact communities. City initiatives such as this should be reflected within the final GTA West plan.	
	- The final transportation development strategy will be expensive and funding mechanism's to finance the plan should be looked into. - The burden to pay for the plan shouldn't be on local property taxes.	
	- A copy of the presentation will be given to City staff for review and a report should be presented to Council Planning Committee. - The possibility of holding a Town Hall Meeting with regards to this project will also be discussed at Council Committee, to include MTO but also other provincial ministries.	

APPENDIX M
YORK REGION PLANNING AND ECONOMIC
DEVELOPMENT COMMITTEE LETTER

November 25, 2009

Mr. Denis Kelly
Regional Clerk
Region of York
Corporate Services Department
17250 Yonge Street, 4th Floor
York Region Administrative Building
Newmarket, ON L3Y 6Z1

**RE: GTA West Corridor Environmental Assessment
Study Progress Update Presentation**

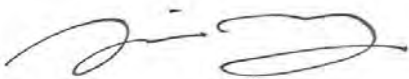
Due to a scheduling conflict, York Region staff has requested that a planned presentation by the GTA West Corridor Environmental Assessment Study Progress Update delegation at the December 2, 2009 York Region Planning and Development Services Committee instead be received as a communication item. This request is also based on the understanding that another opportunity will be available later for the Ministry of Transportation to present the recommended transportation development strategy to this same Committee.

Please find attached a copy of the material that was to be presented. Please distribute to all Committee Members, along with a copy of this letter.

Should you require further information or have any questions with regards to the material attached, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, P. Eng., the Consultant Project Manager with McCormick Rankin Corporation, at 905-823-8500.

Thank you for your interest in this important study.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

Attach.

cc: Steve Mota, Region of York
Loy Cheah, Region of York



GTA WEST CORRIDOR PLANNING AND EA STUDY-STAGE 1

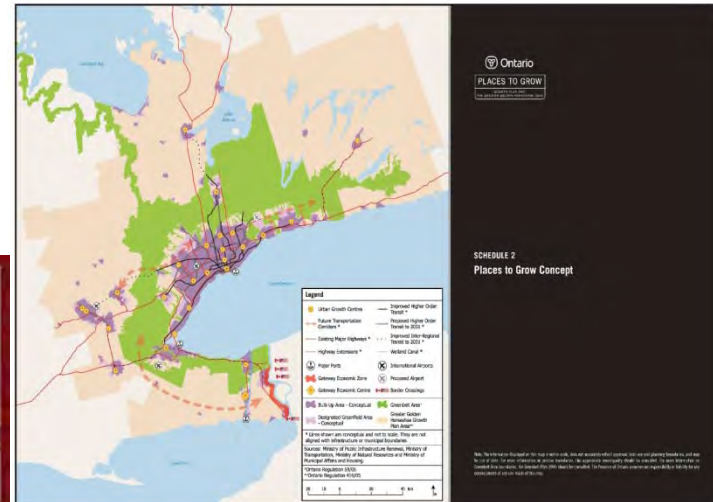
Study Update

York Region
NOVEMBER 2009



Policy Context

- Growth Plan
- Greenbelt Plan
- Niagara Escarpment Plan
- Oak Ridges Moraine Conservation Plan
- Provincial Policy Statement
- Municipal Official Plans





Future Growth

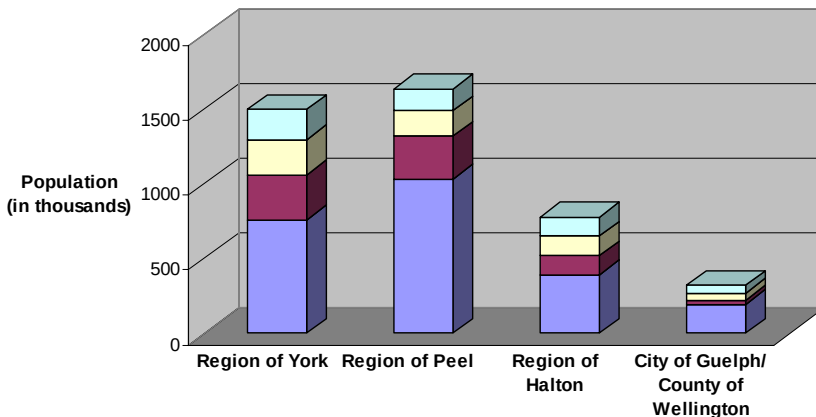
There will be significant growth

- GGH population from 7.8 to 11.5 million by 2031
- GGH employment from 3.8 to 5.6 million jobs by 2031
- Transportation problems expected to become more significant and not easily addressed

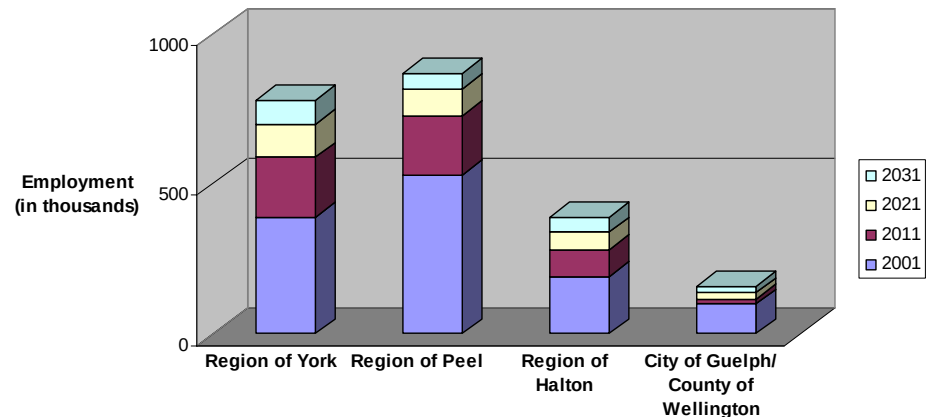
We must plan for the future

- Growth will lead to more commuter, tourism and freight trips
- Planning now is required to accommodate additional trips
- A multi-modal approach is most appropriate

Distribution of Population for the GGH
2001-2031



Distribution of Employment for the GGH
2001-2031

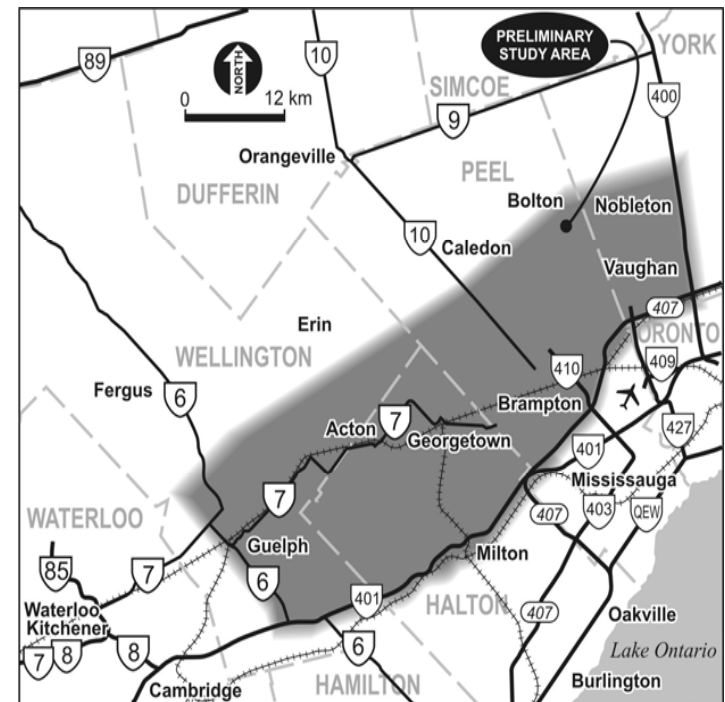




Study Purpose

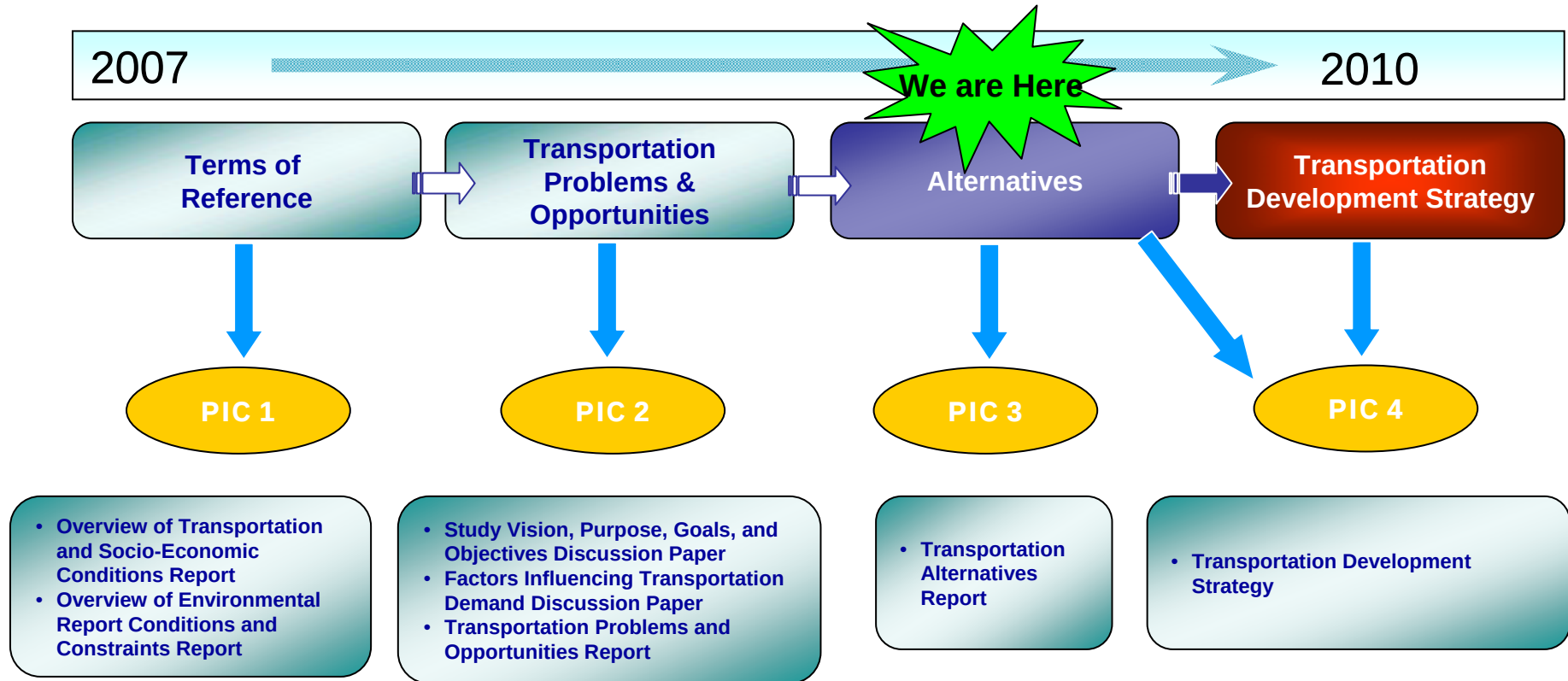
To proactively plan for future transportation needs by:

- 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
 - Brampton City Centre
 - Vaughan Corporate Centre



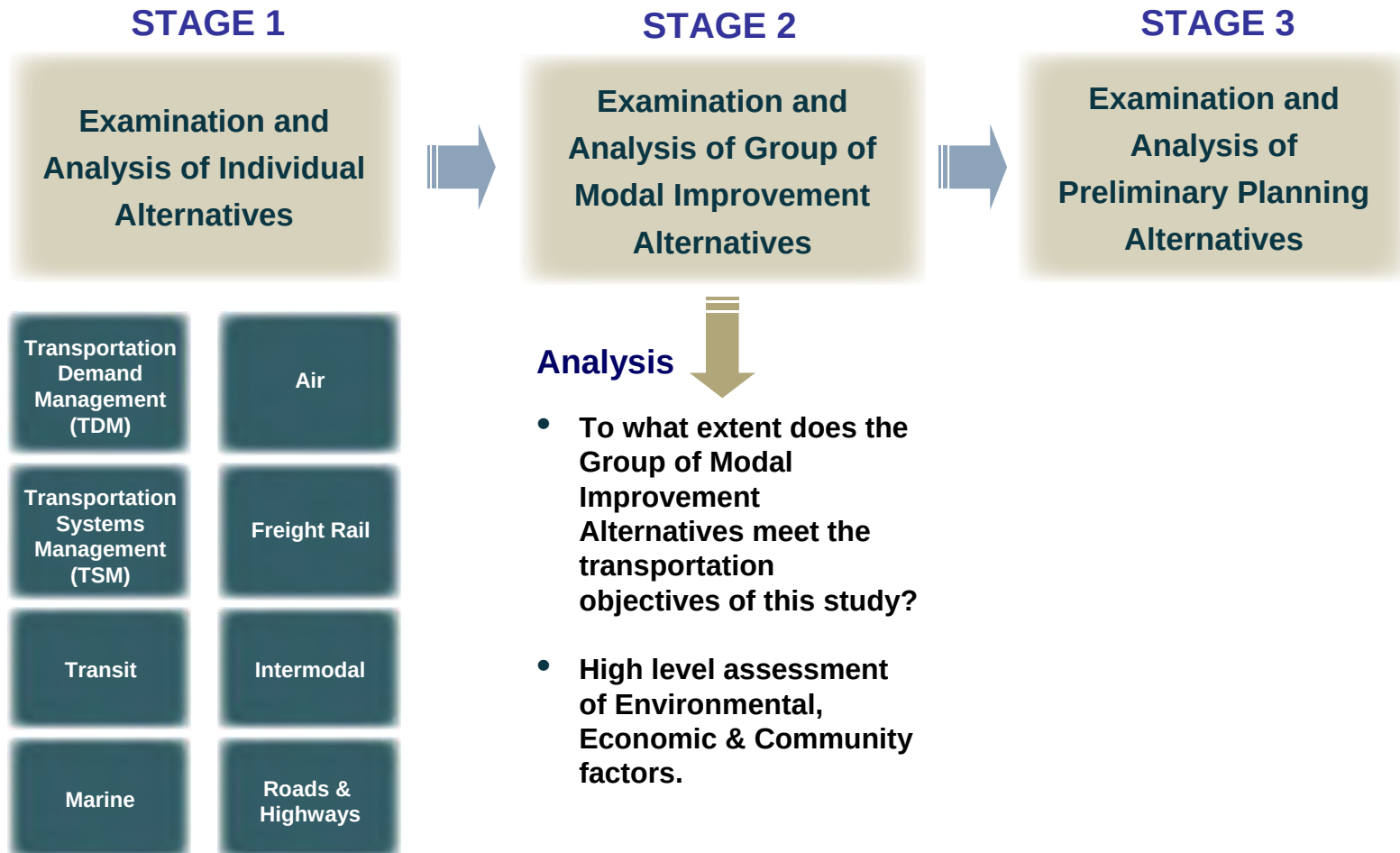


Overall Study Process





Three-Stage Process for Developing and Assessing Alternatives

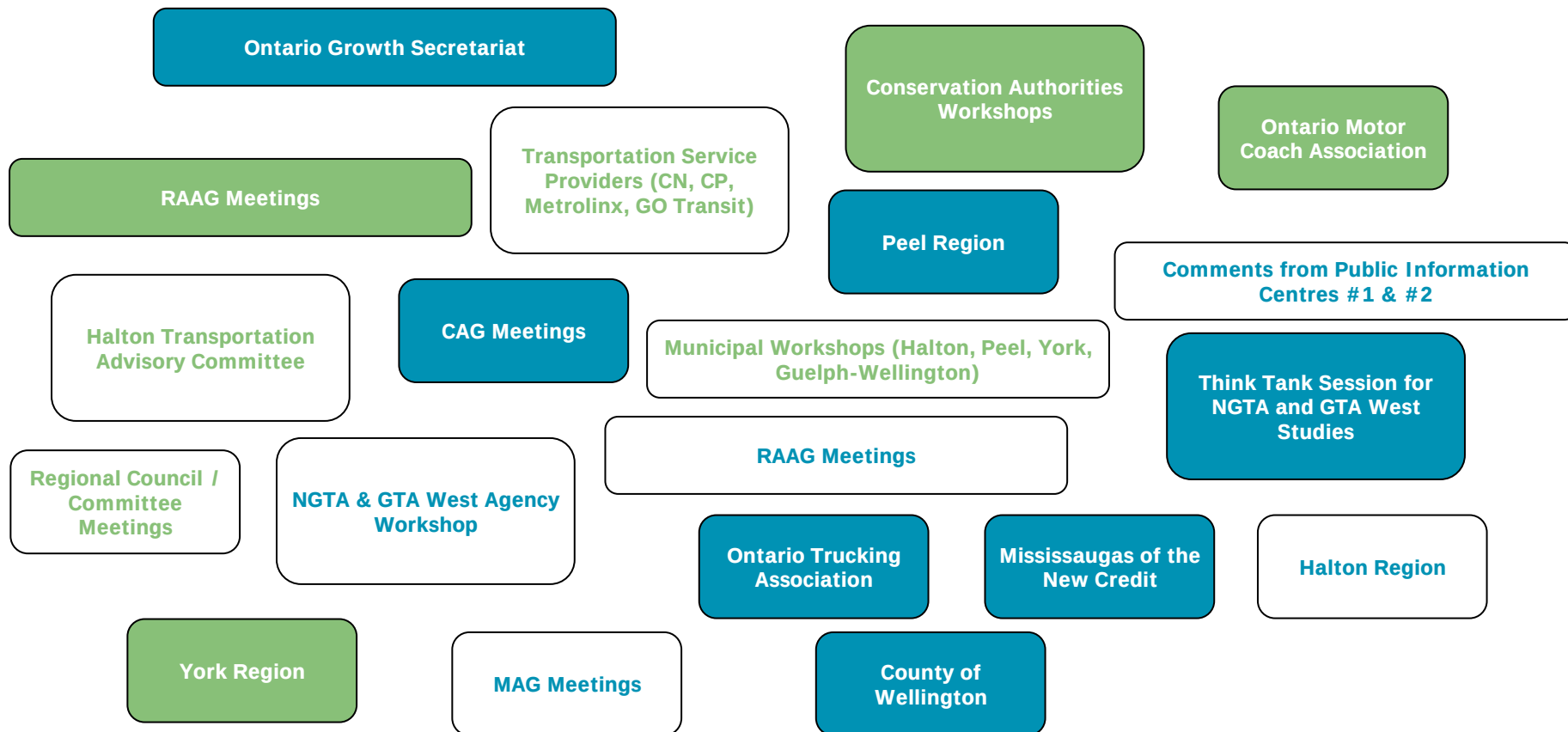




Consultation

The Creative Process

The Project Teams have conducted extensive consultation with a variety of stakeholders to receive ideas on possible alternatives. Consultation has included:





Individual Mode Alternatives

TDM/TSM

- Roadway and TSM / TDM expansion including Variable Message Signs to notify motorists of freeway conditions
- Lane Control Signs (i.e., speed harmonization)
- Ramp Metering Systems
- Incident Management, employee sponsored and provincial TDM programs
- Improved Transit/Rail Services including increased service frequency, fare integration, bus lanes on shoulders during peak periods, improved access to stations and incorporation of active transportation.

Freight Rail

- Grade separate road and rail (i.e. identify bottleneck location)
- National policy targets for modal shift onto rail
- Changes to rail grade separation regulations
- Standardize carrying requirements across jurisdictions
- Improve integration of rail and air transportation modes
- Utilize short haul routes
- Various CN and CP Initiatives

Transit

- Local transit (expand AcceleRide, rapid transit on freeways and major arterial roads),
- BRT (links between Urban Growth Centres)
- Rail Expansion including GO service (new service between Urban Growth Centres, service extension between Milton/Cambridge, Guelph/Waterloo)
- Regional rail service (i.e. new service from Bolton to Union Station and expansion along Georgetown corridor)
- Inter-regional Transit Hubs: Locations where transit and GO connect - expand bike and car parking lots

Intermodal

- Introduce Planning Policies to Promote Nodal (mixed use) Developments;
- Provide Choice and Opportunity to Benefit from Strengths of Each Mode;
- Understand Requirements and Match with Logistics and Economic Realities;
- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;

Air

- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;
- Improvements to “Free Trade Zone” Systems;
- Improve Integration of Rail and Air Transportation Modes;
- High Speed Rail link between Union Station-Toronto Pearson-Kitchener/Waterloo;
- Sixth Runway at Toronto Pearson.

Marine

- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;
- Changes to Ballast Water Regulations;
- Formal Distribution Network to/from Montreal;

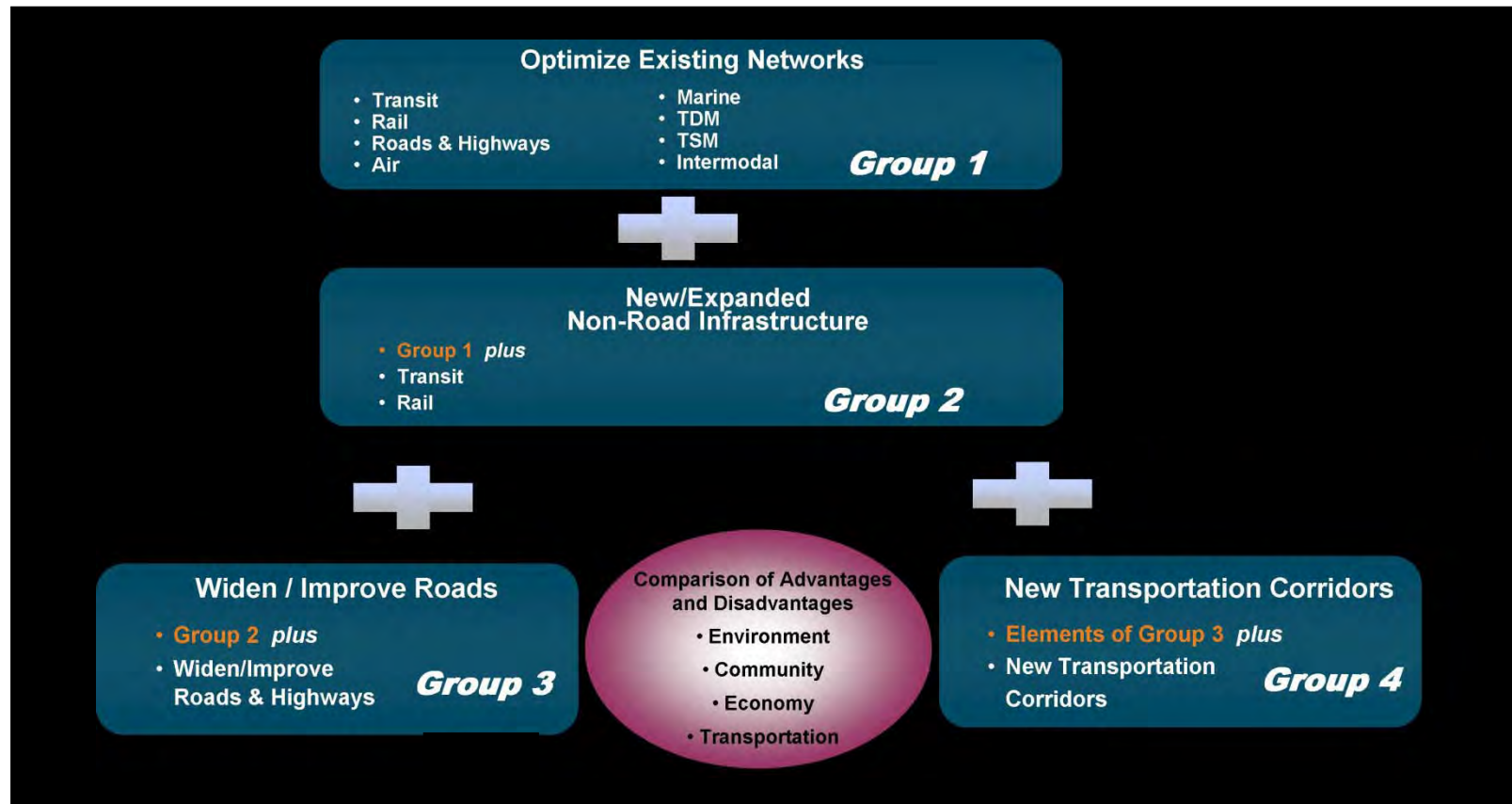


Individual Mode Alternatives

- High level assessment was carried out for single mode transportation alternatives
 - Transit
 - TDM / TSM
 - Rail (Freight Rail)
 - Intermodal
 - Air
 - Marine
- No single mode alternative is able to fully address all of the transportation problems and opportunities
- Elements of individual mode alternatives are carried forward to form Groups of Modal Improvement Alternatives



Groups of Modal Improvement Alternatives





Group 1: Optimize Existing Network

The following individual ideas form the basis for Group #1:

Metrolinx RTP & GO 2020

Strategies

- Improved access to transit stations for pedestrians, cyclists and motorists
- Improved integration of active transportation opportunities and transit (e.g. secure storage facilities at transit stations, bicycle storage on transit vehicles, etc)
- Expanded use of roadway shoulders during peak travel periods
- Improved scheduling and fare integration between inter-regional and local transit providers
- Use of real time trip planning information technologies for transit users and drivers
- Increased / improved transit service frequency



GTAW Study Team

Strategies

- Speed harmonization – reduced speeds during times of congestion facilitate improved traffic flow (e.g. lane control signs)
- TDM programs – provincial co-ordination and employer sponsorship of programs improves the effectiveness of TDM initiatives (e.g. Smart Commute)
- Ramp metering systems – regulated auto access to sections of highway reducing local congestion
- Transit / HOV bypass locations – bypass lanes using metered ramps and direct ramp access to transit stations/carpool lots for HOV and transit vehicles
- Incident management and detection – improved detection and response to emergencies/incidents for more timely clearance
- Operational improvements at localized bottlenecks to ease traffic flow





Group 1: Optimize Existing Network

Outcome of Group 1 High Level Assessment:

- ***Expected benefits***

- Trip reduction
- TDM and TSM have the greatest impact on urban travel patterns in urban centres
- Potential for inter-regional auto travel to decline by 4% in the GTA West Preliminary Study Area
- Potential for maximized efficiency of the transportation system
- Potential for benefits to air quality and climate change through trip reduction and mode shifts
- Potential health benefits with increased active transportation (walking, cycling)

- ***Does not fully address Problems & Opportunities on its own***

- ***Group 1 initiatives are carried forward into Group 2***



Group 2: New / Improved Non-Road Infrastructure

Group #2 Alternatives include Group #1 initiatives plus new / improved non-roadway infrastructure (e.g. related to transit, rail and air). Examples of Group #2 initiatives:

Metrolinx RTP & GO 2020 Strategies

- More buses and stations and dedicated bus lanes for York VIVA BRT
- Rapid transit line for Finch West from Yonge Subway Line to Highway 27 and Humber College and east to Don Mills Station
- York VIVA improvement in West Vaughan Area
- 7 day GO Bus service between Kitchener-Waterloo and Cambridge to Milton and Square One Mississauga Bus Terminal
- Additional expanded and improved parking facilities at transit stations
- New bus storage in Streetsville and Aberfoyle
- Milton Corridor expansion
- Feasibility Study on Bolton to Union Station rail line
- Other Metrolinx RTP and *GO 2020* Strategy initiatives (See display 2: *Many Improvements have already been planned*)
- Freight Rail, Air and Marine initiatives to be pursued by others (see display 4: *Individual Mode Alternatives*)

Rapid Transit

- Steeles area (Lisgar GO to Highway 427)
- Highway 427 (Toronto Pearson International Airport to Queen Street)
- Hurontario (Port Credit to Downtown Brampton)
- 407ETR (Toronto Pearson International Airport to Highway 427)
- Finch Ave. West (Toronto Pearson International Airport to Finch Station)
- Highway 10 (Mayfield West to Downtown Brampton)
- Highway 7 (Peel-York boundary to Locust Hill/Markham)
- 407ETR (Halton to Durham)
- Trafalgar/Main (Downtown Milton to 407ETR)

GTAW Study Team Strategies

- Expanded inter-regional GO Bus routes feeding GO Rail station
- Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph, Vaughan Corporate Centre, Toronto Pearson International Airport, Milton, Brampton)
- New bus rapid transit links between Urban Growth Centres (Downtown Brampton, Downtown Milton, Vaughan Corporate Centre, Downtown Guelph)

Regional Rail Service

- Bolton from Union Station
- Expansion of the Georgetown north corridor (Downtown Brampton / Milton)
- Toronto Pearson International Airport to Union Station
- Service extension from Milton to Cambridge
- Service extension from Georgetown to Kitchener

Express Rail

- Richmond Hill / Langstaff Gateway to Union Station
- Downtown Brampton to Union Station
- Brampton Züm
- Downtown Brampton to Peel-York Boundary
- Downtown Brampton to Union Station





Group 2: Includes New / Improved Non-Road Infrastructure

Outcome of Group 2 High Level Assessment:

• *Expected benefits*

- Improved mode choice for movement of people and goods
- Improved potential for mode shift from auto/truck travel to other modes (transit/rail/air)
- Potential for benefits to air quality and climate change and decreased congestion through trip reduction and mode shift
- Potential shift of 10% of long distance truck traffic (> 500km) to alternative modes if infrastructure and policy support is provided

• *Does not fully address Problems & Opportunities*

- Serious roadway congestion on Highways 401, 400, 427 and 410 forecast to increase substantially
- Traffic congestion, accidents, pollution and other delays cost businesses and people time and money and other negative impacts

• *Groups 1 & 2 initiatives are carried forward into Groups 3 & 4*



Group 3: Includes Widened / Improved Existing Roads

- Group 3 alternatives include elements from Groups 1 and 2
 - Metrolinx RTP
 - GO 2020 strategies
 - TDM programs
 - Transit supportive corridors between urban growth centres
- Widened provincial highways (Highway 401, 410, 427, 400) and 407ETR

WITH OR WITHOUT

- Widened regional/county roads



This alternative builds on initiatives by Metrolinx, MTO and municipalities

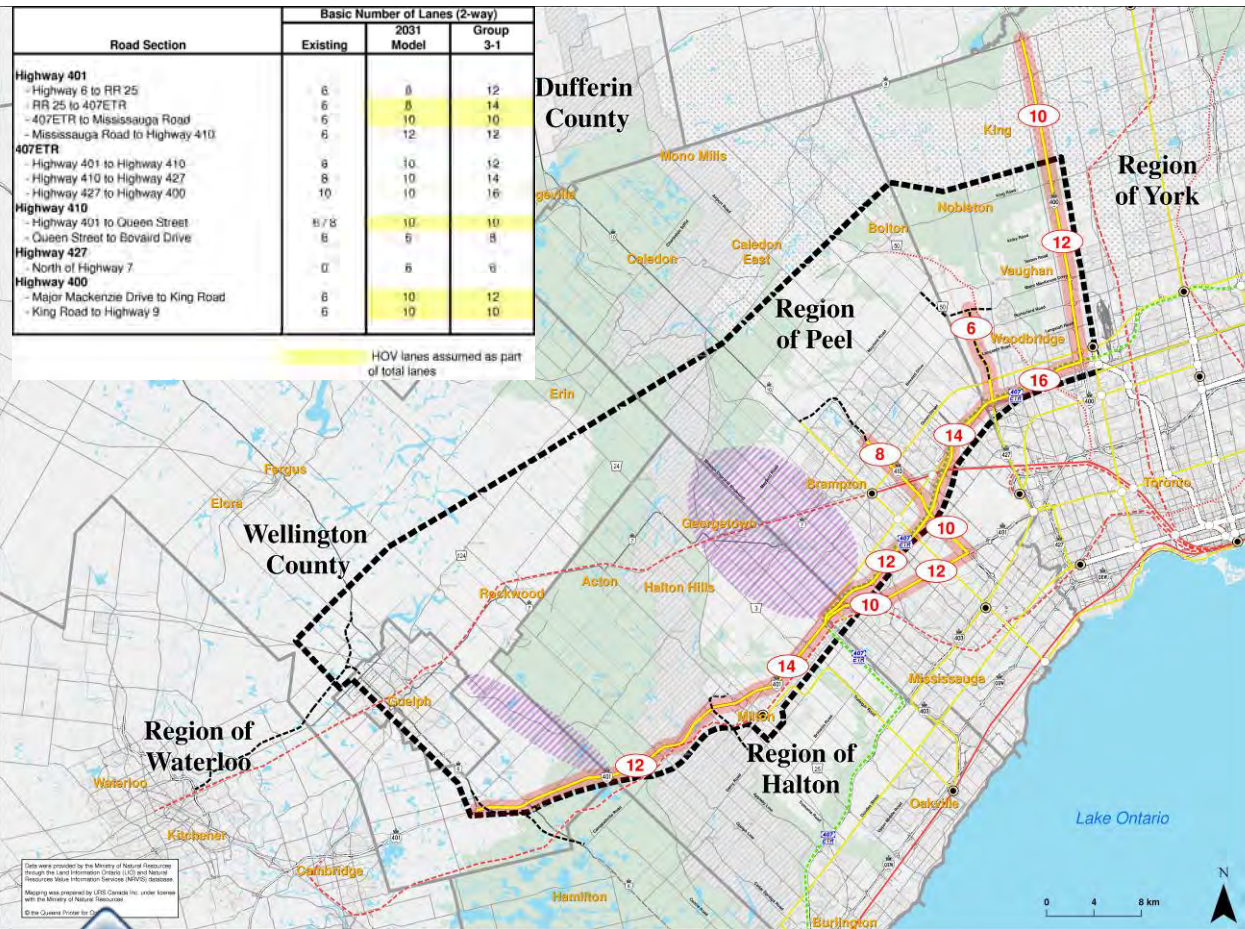


Group 3: Includes Widened / Improved Existing Roads

Alternative 3-1

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 3-1
Highway 401			
- Highway 6 to RR 25	6	8	12
- RR 25 to 407ETR	6	8	14
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	12
- Highway 410 to Highway 427	8	10	14
- Highway 427 to Highway 400	10	10	16
Highway 410			
- Highway 401 to Queen Street	8 / 8	10	10
- Queen Street to Bovard Drive	8	8	8
Highway 427			
- North of Highway 7	10	8	8
Highway 400			
- Major Mackenzie Drive to King Road	8	10	12
- King Road to Highway 9	6	10	10

HOV lanes assumed as part of total lanes



Legend

- 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)
- 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



This alternative builds on initiatives by Metrolinx, MTO and municipalities

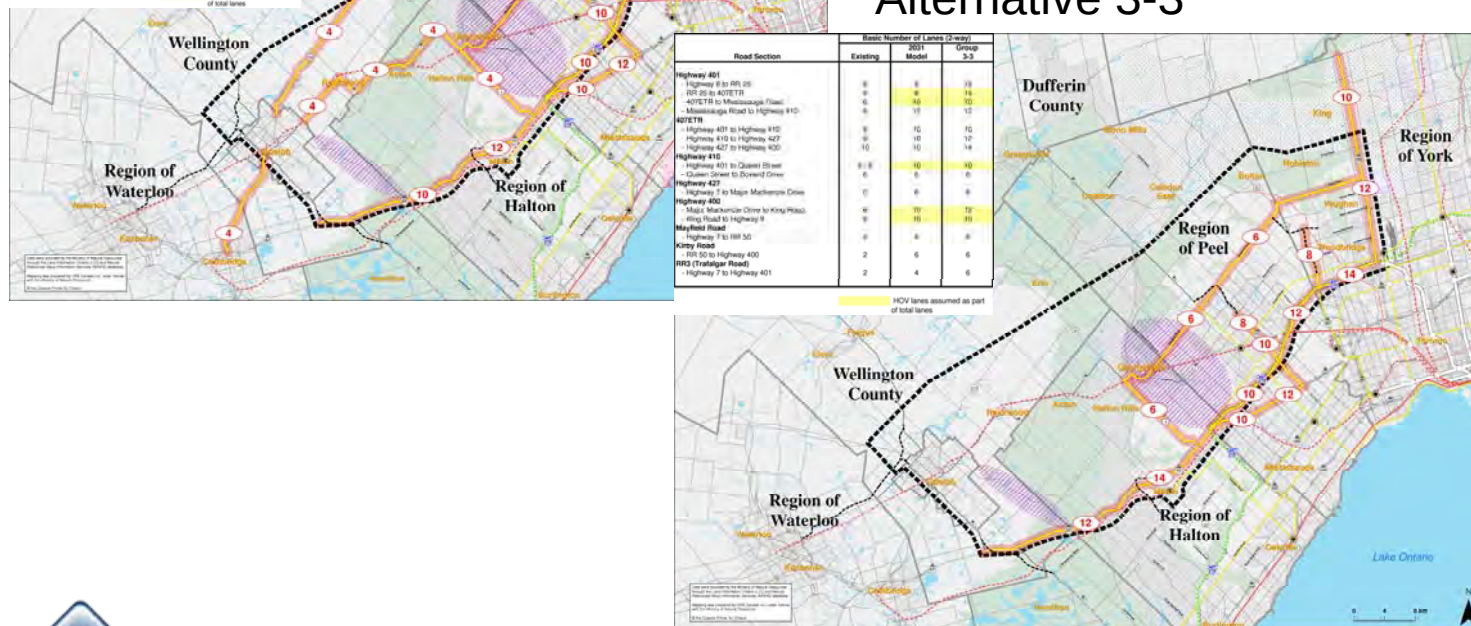


Group 3: Includes Widened / Improved Existing Roads

Alternative 3-2



Alternative 3-3



Legend

- 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)
- 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



This alternative builds on initiatives by Metrolinx, MTO and municipalities



Group 3: Includes Widened / Improved Existing Roads

Outcome of Group 3 High Level Assessment:

- **Generally addresses transportation service / congestion issues**
- **Limited capacity to accommodate growth beyond 2031**
- **Does not provide adequate redundancy and reliability**
- **Has potential for community impacts**
- **Carried forward for further consideration**



Group 4: Includes New Transportation Corridor

- Group 4 alternatives include elements from Groups 1, 2 and 3
 - Metrolinx RTP
 - GO 2020 strategies
 - TDM programs
 - New bus rapid transit link between urban growth centres
- New corridor from Highway 400 to Highway 410, with possible extension to Highway 401 east or west of Milton

OR

- New corridor from Highway 400 to Highway 6 north or south of Georgetown and Guelph



This alternative builds on initiatives by Metrolinx, MTO and municipalities



Group 4: Includes New Transportation Corridor

Alternative 4-1

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 4-1
Highway 401			
- Highway 6 to RR 25	6	8	12
- RR 25 to 407ETR	6	8	14
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	10
- Highway 427 to Highway 400	10	10	10
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Boyaird Drive	6	8	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- M. Mackenzie to New Transportation Corridor	0	0	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	12
- King Road to Highway 9	6	10	10
New Transportation Corridor			
- Highway 410 to Highway 427	0	0	4
- Highway 427 to Highway 400	0	0	6

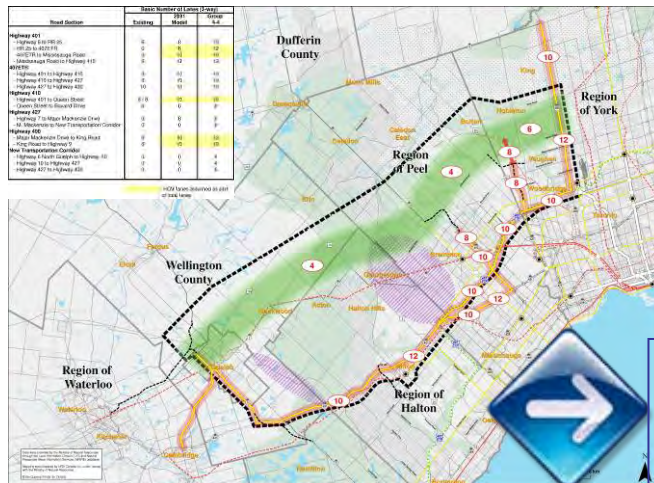


- Legend**
- New Transportation Corridor (approximate location)
 - 12 Ultimate Number of Lanes
 - Potential transportation corridor under study
 - Planned Projects
 - Anchor Hub
 - Gateway Hub
 - BRT on Controlled-Access Expressway
 - Other Rapid Transit
 - Regional Rail (peak)
 - Regional Rail (full-day, 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



This alternative includes initiatives by others including Metrolinx, MTO and municipalities

The representative alternative shown here is intended to show the end points and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



Legend: Bus Stops per 100 km²

Transit Service	Bus Stops per 100 km²
Highway 401	0-10
Highway 404	10-20
Highway 407	20-30
Highway 408	30-40
Highway 410	40-50
Highway 416	0-10
Highway 427	10-20
Highway 428	20-30
Highway 429	30-40
Highway 430	40-50
Highway 431	0-10
Highway 432	10-20
Highway 433	20-30
Highway 434	30-40
Highway 435	40-50
Highway 436	0-10
Highway 437	10-20
Highway 438	20-30
Highway 439	30-40
Highway 440	40-50
Highway 441	0-10
Highway 442	10-20
Highway 443	20-30
Highway 444	30-40
Highway 445	40-50
Highway 446	0-10
Highway 447	10-20
Highway 448	20-30
Highway 449	30-40
Highway 450	40-50
Highway 451	0-10
Highway 452	10-20
Highway 453	20-30
Highway 454	30-40
Highway 455	40-50
Highway 456	0-10
Highway 457	10-20
Highway 458	20-30
Highway 459	30-40
Highway 460	40-50
Highway 461	0-10
Highway 462	10-20
Highway 463	20-30
Highway 464	30-40
Highway 465	40-50
Highway 466	0-10
Highway 467	10-20
Highway 468	20-30
Highway 469	30-40
Highway 470	40-50
Highway 471	0-10
Highway 472	10-20
Highway 473	20-30
Highway 474	30-40
Highway 475	40-50
Highway 476	0-10
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Highway 478	20-30
Highway 479	30-40
Highway 480	40-50
Highway 481	0-10
Highway 482	10-20
Highway 483	20-30
Highway 484	30-40
Highway 485	40-50
Highway 486	0-10
Highway 487	10-20
Highway 488	20-30
Highway 489	30-40
Highway 490	40-50
Highway 491	0-10
Highway 492	10-20
Highway 493	20-30
Highway 494	30-40
Highway 495	40-50
Highway 496	0-10
Highway 497	10-20
Highway 498	20-30
Highway 499	30-40
Highway 500	40-50

22



Group 4: Includes New Transportation Corridor

Outcome of Group 4 High Level Assessment:

- **Generally addresses:**
 - **transportation service / congestion issues,**
 - **longer term capacity requirement,**
 - **accessibility to employment centres,**
 - **redundancy and**
 - **reliability**
- **Has potential for further environmental impacts**
- **Carried forward for further consideration**



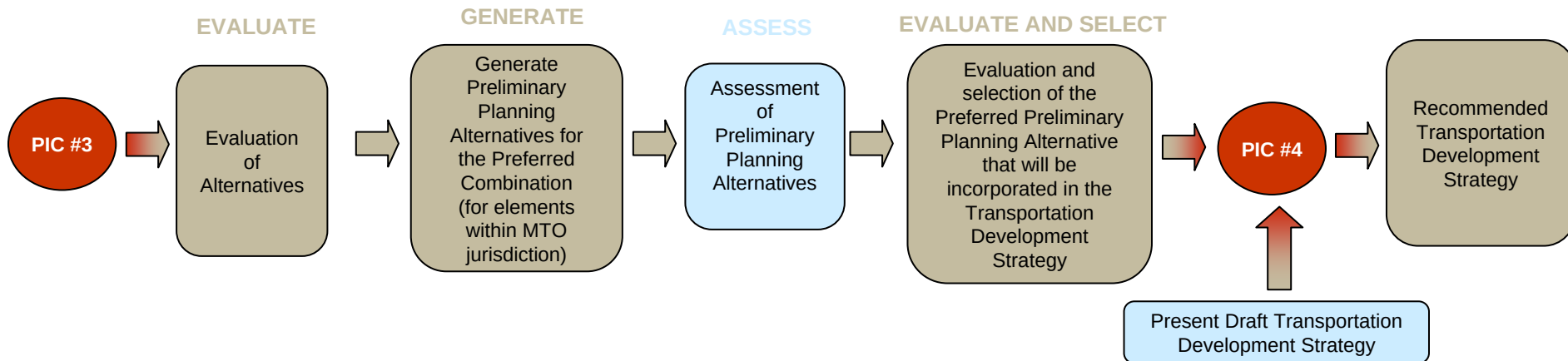
Upcoming Consultation

- GTA West Public Information Centre #3
 - November 30th – Guelph PIC, River Run Centre
 - December 3rd – Georgetown PIC, Mold Master Sportsplex
 - December 8th – Caledon PIC, Brampton Fairgrounds
 - December 10th – Woodbridge PIC, Le Jardin Conference & Events Centre



What's Next

- Following PIC #3 evaluations will be completed using a range of factors and criteria to determine which alternatives should be carried forward into Preliminary Planning.
- During preliminary planning the alternatives carried forward will be considered in the following process



APPENDIX N
FIRST NATIONS PUBLIC INFORMATION
CENTRE #2 NOTIFICATION MATERIALS

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007



November 9, 2009

Chief William Montour
Six Nations of the Grand River Territory
P.O. Box 5000
Ohsweken, Ontario
N0A 1H0

Dear Chief Montour:

**RE: Niagara to GTA and GTA West Corridor Planning and EA Studies
Notice of Public Information Centre #3**

I am pleased to inform you that the third round of Public Information Centres (PICs) for the above-noted studies has been arranged. The focus of this round of PICs is to present the:

- process framework for generating and assessing Transportation System Alternatives;
- long list of potential transportation alternatives;
- key findings from discussion papers on transportation modes in the NGTA and GTAW corridors; and
- development and assessment of Combination Transportation Alternatives.

The dates, time and locations of PIC #3 are:

Niagara to GTA Corridor Planning and EA Study

Tuesday, November 24th, 2009	Thursday, November 26th, 2009	Tuesday, December 1st, 2009
4:00 p.m. to 8:00 p.m. <i>Royal Canadian Legion Upstairs Hall 383 Morningstar Avenue, Welland</i>	4:00 p.m. to 8:00 p.m. <i>Ancaster Fairgrounds Marritt Hall 630 Trinity Road, Jerseyville</i>	4:00 p.m. to 8:00 p.m. <i>Holiday Inn Burlington Halton Hall 3063 South Service Road, Burlington</i>

GTA West Corridor Planning and EA Study:

Mon., November 30, 2009	Thurs., December 3, 2009	Tues., December 8, 2009	Thurs., December 10, 2009
4:00 p.m. to 8:00 p.m. <i>River Run Centre – Canada Company Hall 35 Woolwich St., Guelph</i>	4:00 p.m. to 8:00 p.m. <i>Mold-Mast Sportsplex – Alcott Hall 221 Guelph St., Georgetown,</i>	4:00 p.m. to 8:00 p.m. <i>Brampton Fairgrounds – Hall 12942 Heart Lake Rd., Caledon</i>	4:00 p.m. to 8:00 p.m. <i>Le Jardin Special Events Centre Le Parisien Room 8440 Highway 27, Woodbridge</i>

We would like to offer you, your Council members and your staff the opportunity to view the PIC exhibits before they are open to the public. Project Team members will be available from 3:00 p.m. on at each venue to accompany interested participants around the display material; answer questions; receive comments; and discuss next steps. If anyone would like to take advantage of this opportunity, we would appreciate them contacting Roger Ward for the NGTA or Jin Wang for the GTA West and letting them know which venue might be attended. Of course, all of you will be welcomed at any of the PICs that you are able to attend.

The material presented at the PICs will be available on the study websites (www.niagara-gta.com or www.gta-west.com). The websites may also be used to submit any comments regarding the PICs or the studies in general.

If you, your Council or other members of your community would like to meet with us, or require further information, please feel free to contact me or my staff (Roger Ward, NGTA Project Coordinator at 905 704-2214; Jin Wang, GTA West Project Coordinator at 905-704-2117).

Sincerely,



Shelley Tapp
Manager

Attach.

- c. Roger Ward - MTO
- Jin Wang - MTO
- Paul Hudspith – URS
- Neil Ahmed – MRC
- Lonny Bomberry – Six Nations of the Grand River
- Paul General – Six Nations of the Grand River

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007



November 9, 2009

Leroy Hill
Haudenosaunee Confederacy Council
Haudenosaunee Resource Centre
2634 6th Line, R.R. #2
Ohsweken, Ontario
N0A 1M0

Dear Mr. Hill:

**RE: Niagara to GTA and GTA West Corridor Planning and EA Studies
Notice of Public Information Centre #3**

I am pleased to inform you that the third round of Public Information Centres (PICs) for the above-noted studies has been arranged. The focus of this round of PICs is to present the:

- process framework for generating and assessing Transportation System Alternatives;
- long list of potential transportation alternatives;
- key findings from discussion papers on transportation modes in the NGTA and GTAW corridors; and
- development and assessment of Combination Transportation Alternatives.

The dates, time and locations of PIC #3 are:

Niagara to GTA Corridor Planning and EA Study

Tuesday, November 24th, 2009	Thursday, November 26th, 2009	Tuesday, December 1st, 2009
4:00 p.m. to 8:00 p.m. <i>Royal Canadian Legion Upstairs Hall 383 Morningstar Avenue, Welland</i>	4:00 p.m. to 8:00 p.m. <i>Ancaster Fairgrounds Marritt Hall 630 Trinity Road, Jerseyville</i>	4:00 p.m. to 8:00 p.m. <i>Holiday Inn Burlington Halton Hall 3063 South Service Road, Burlington</i>

GTA West Corridor Planning and EA Study:

Mon., November 30, 2009	Thurs., December 3, 2009	Tues., December 8, 2009	Thurs., December 10, 2009
4:00 p.m. to 8:00 p.m. <i>River Run Centre – Canada Company Hall 35 Woolwich St., Guelph</i>	4:00 p.m. to 8:00 p.m. <i>Mold-Mast Sportsplex – Alcott Hall 221 Guelph St., Georgetown,</i>	4:00 p.m. to 8:00 p.m. <i>Brampton Fairgrounds – Hall 12942 Heart Lake Rd., Caledon</i>	4:00 p.m. to 8:00 p.m. <i>Le Jardin Special Events Centre Le Parisien Room 8440 Highway 27, Woodbridge</i>

We would like to offer you, your Council members and your staff the opportunity to view the PIC exhibits before they are open to the public. Project Team members will be available from 3:00 p.m. on at each venue to accompany interested participants around the display material; answer questions; receive comments; and discuss next steps. If anyone would like to take advantage of this opportunity, we would appreciate them contacting Roger Ward for the NGTA or Jin Wang for the GTA West and letting them know which venue might be attended. Of course, all of you will be welcomed at any of the PICs that you are able to attend.

The material presented at the PICs will be available on the study websites (www.niagara-gta.com or www.gta-west.com). The websites may also be used to submit any comments regarding the PICs or the studies in general.

If you, your Council or other members of your community would like to meet with us, or require further information, please feel free to contact me or my staff (Roger Ward, NGTA Project Coordinator at 905 704-2214; Jin Wang, GTA West Project Coordinator at 905-704-2117).

Sincerely,



Shelley Tapp
Manager

Attach.

- c. Roger Ward - MTO
- Jin Wang - MTO
- Paul Hudspith – URS
- Neil Ahmed – MRC

Provincial and Environmental Planning Office
301 St. Paul Street, 2nd Floor
St. Catharines, Ontario L2R 7R4
Tel. (905) 704-2098
Fax. (905) 704-2007



November 9, 2009

Chief Brian LaForme
Mississaugas of the New Credit First Nation
2789 Mississauga Road
R.R. #6
Hagersville, Ontario
N0A 1H0

Dear Chief LaForme:

**RE: Niagara to GTA and GTA West Corridor Planning and EA Studies
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GTA West Corridor Planning and EA Study:

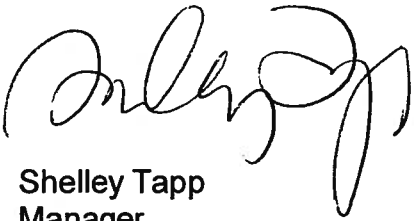
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Sincerely,



Shelley Tapp
Manager

Attach.

- c. Roger Ward - MTO
- Jin Wang - MTO
- Paul Hudspith – URS
- Neil Ahmed – MRC
- Margaret Sault – Mississaugas of the New Credit

November 9, 2009

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
257 Big Cedarlake Road
Burleigh Falls, Ontario
K0L 2H0

Dear Chief Nahrgang:

**RE: GTA West Corridor Planning and EA Studies – Phase 1
Notice of Public Information Centre #3**

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Sincerely,



Shelley Tapp
Manager

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c. Jin Wang - MTO
Neil Ahmed - MRC