

GTA West Transportation Corridor Planning and EA Study – Stage 2

Introductory Community Advisory Group
Meeting
October 28, 2014



AGENDA

- Opening Remarks and Introductions
- About the Community Advisory Group (CAG)
- Study Overview and Status Update
- Feedback on the Preliminary Short List of Route Alternatives
- Upcoming Public Information Centre: Anticipating Public Reaction
- Next Steps
- Open Forum
- Closing Remarks



GETTING AND GIVING THE MOST

- It's OUR meeting...participate enthusiastically
- Focus on the future
- Terminology expertise is secondary
- There is such a thing as a bad idea!
- Build, don't duplicate
- Respect (for each other and the process)
- Voices without titles
- Consensus on no consensus
- Informal style, structured approach
- No dissertations (rather, 'rap and roll')



ABOUT THE COMMUNITY ADVISORY GROUP

- The Community Advisory Group (CAG) comprises members of the public who have an active interest in the project
- The CAG is a volunteer group that provides advice to the GTA West Project Team
- The CAG will:
 - **Act as a sounding board – it is a forum for discussing options and sharing ideas**
 - **Provide input on the direction and findings of the study from a community perspective**
 - **Provide a sense of broader community reactions and concerns, and how these might be addressed**



CAG OPERATING PROCEDURES

- Terms of membership
- Meetings and attendance expectations
- Meeting times and locations
- Roles and responsibilities of CAG members, project team, and Independent Facilitator
- Meeting management, agendas, and reporting



CAG ROLES AND RESPONSIBILITIES

- Membership in the CAG is for the duration of the Stage 2 Study
- Members should try to attend all meetings to ensure consistency in discussions
- One seat, one person approach (can appoint an alternate)
- Members must be prepared to accept differences of opinions within the CAG
- Help the CAG operate effectively by offering suggestions and alternatives to issues
- No designated public spokesperson
- Open to the public as **observers**
- Members should prepare for meetings in advance
- Declare a conflict of interest in a matter under consideration



STUDY OVERVIEW

Stage 1

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

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

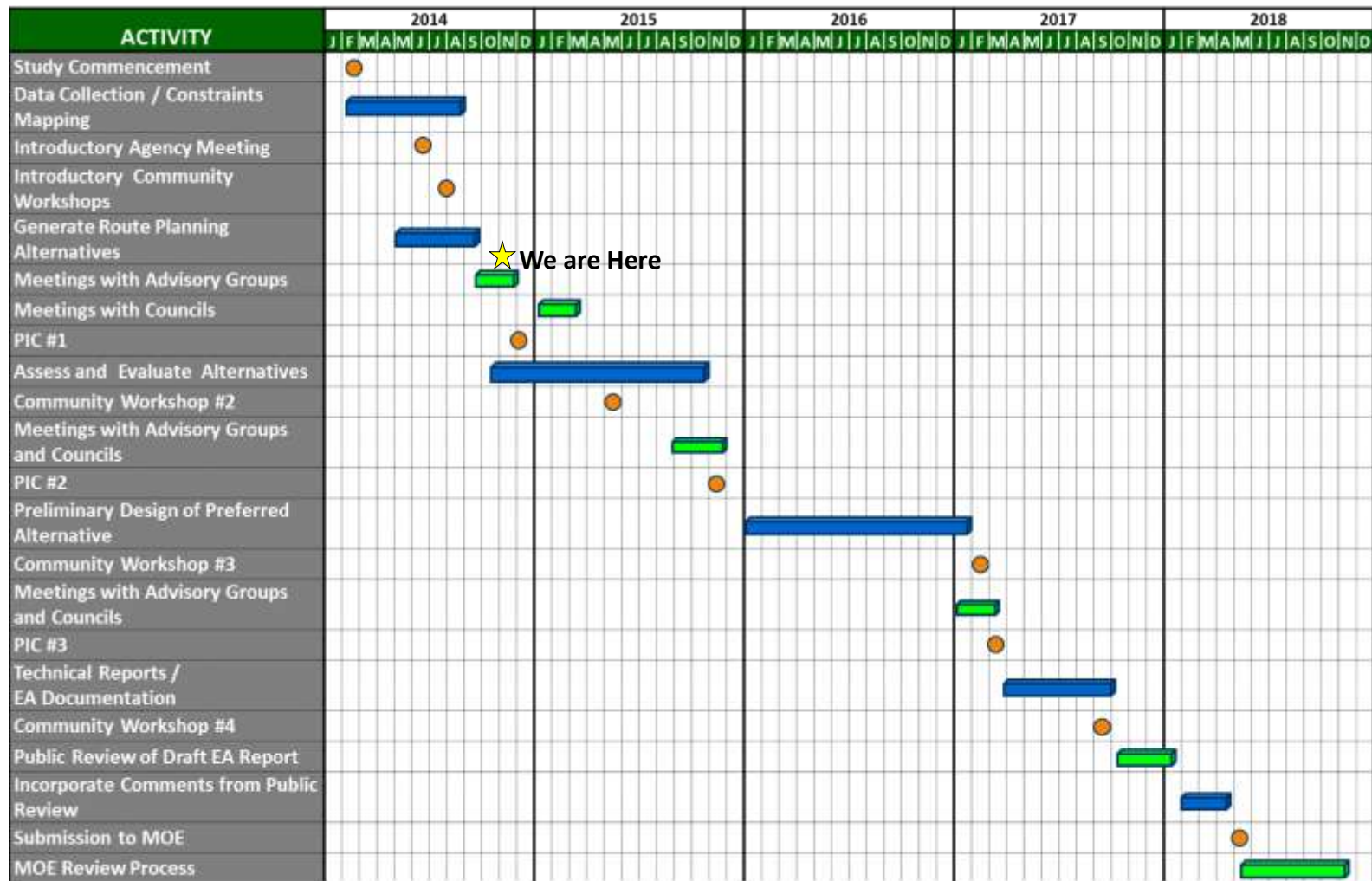
Stage 2

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





SCHEDULE



★ We are Here



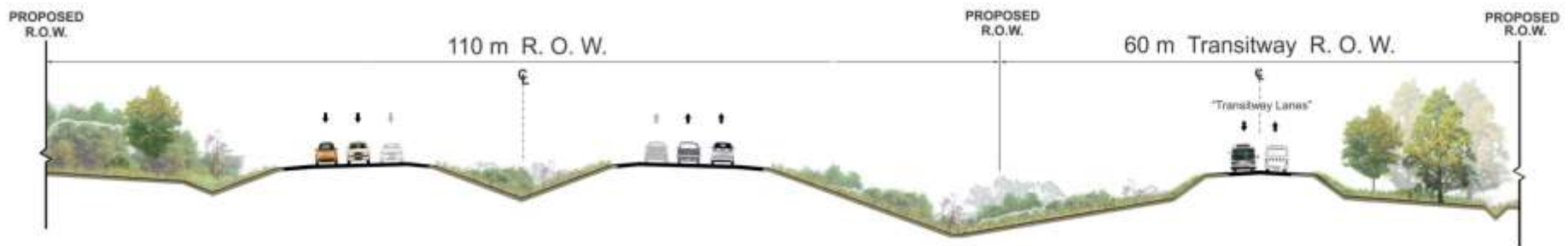
STAGE 2 PLANNING PROCESS

- The planning process has two parallel, connected streams:
 - The Route Planning Alternatives Stream determines the preferred route for the new highway and transitway
 - The Crossing Road Alternatives Stream determines which crossing roads will have interchanges, flyovers, or closures
- The two streams will be combined to create a complete transportation corridor



THE NEW CORRIDOR

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



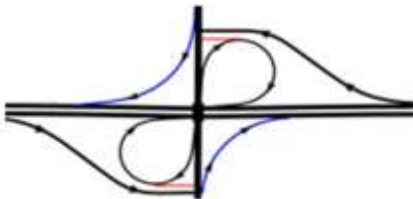
Note: the project team is currently updating the transportation systems forecasting to confirm the number of lanes required



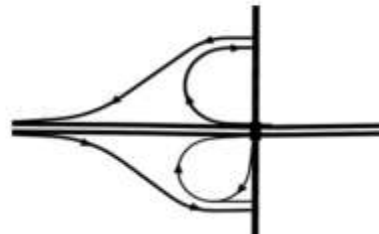
POTENTIAL INTERCHANGES AND CROSSING ROAD TREATMENTS

- Interchanges will be required at existing/planned freeways (e.g. Highway 401, 410, 427, and 400) and at some arterial crossing roads
- Initially all existing/planned crossing roads and provincial freeways were considered as potential interchange locations
- The potential interchange locations were then screened based on the following principles:
 - Minimize impacts to significant natural features, functions, systems and communities
 - Minimize impacts to existing and planned (approved under Official Plans) population and employment areas
 - Efficient and direct and address the transportation problems and opportunities
- Crossing roads not identified for interchanges will be either overpasses, underpasses, or truncated at the corridor, based on transportation benefits and impacts to natural, socio-economic (land use) and cultural features

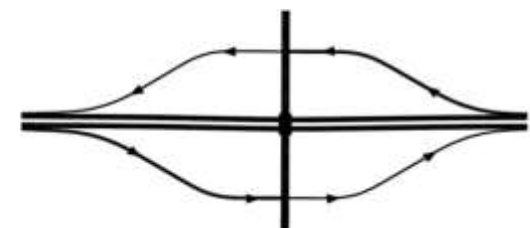
Partial Clover (Parclo) A-4 or A-2



Parclo AB



Diamond



Common
interchange
types:



GOODS MOVEMENT PRIORITY FEATURES

- Stage 1 identified the need for improved goods movement (connections and reliability)
- The following goods movement priority features are being considered:
 - **Truck only lanes**
 - **Combined truck/transit lanes**
 - **Truck use of potential HOV lanes during off-peak hours**
 - **Intelligent Transportation Systems (ITS) features, such as variable message signs and real time traveler information**
 - **Longer speed change lanes**
 - **Enhanced design to accommodate Long Combination Vehicles**
 - **Truck only interchange ramps, where warranted by truck volumes**
 - **Truck parking facilities**
 - **Enforcement features (weigh and inspection stations), including automated weigh stations**



Truck Only Lane – I-15 California



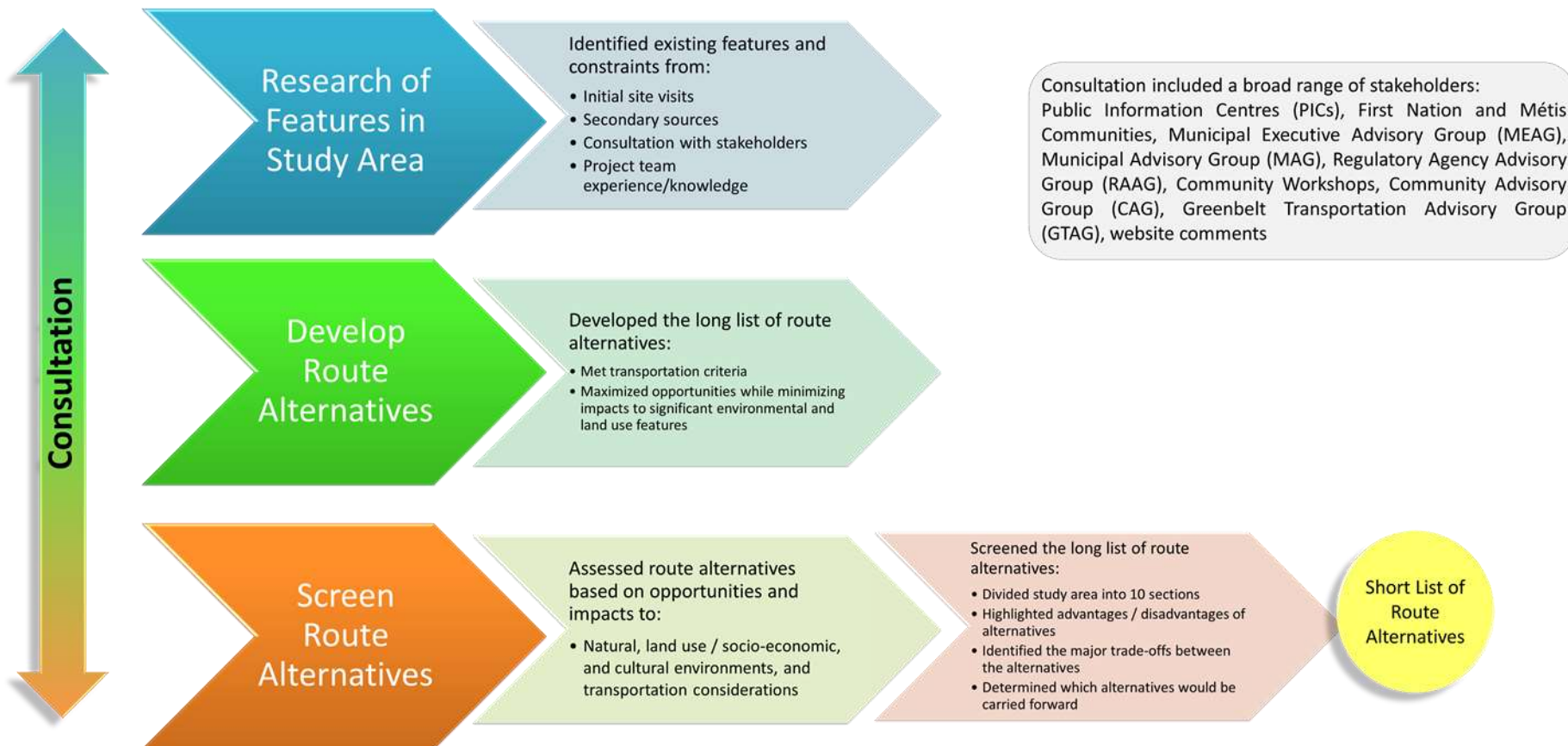
Long Combination Vehicle



Truck Parking Facilities



ROUTE ALTERNATIVES DEVELOPMENT PROCESS

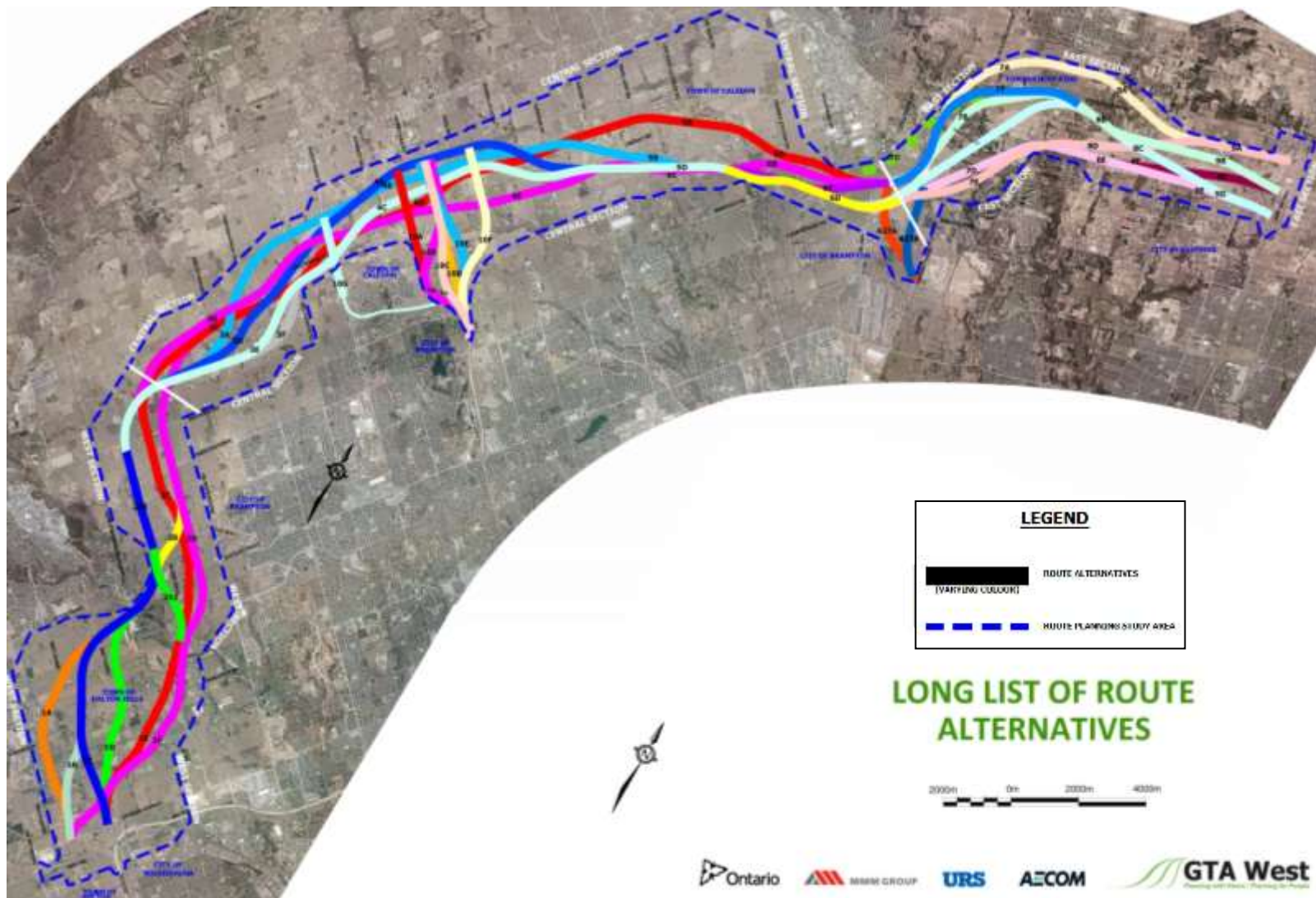




SCREENING CRITERIA – LONG LIST OF ROUTE ALTERNATIVES

FACTOR	CRITERIA
NATURAL ENVIRONMENT	
Fisheries & Aquatic Ecosystems	<ul style="list-style-type: none"> Number of sensitive watercourse crossings (watercourses with Species at Risk, coldwater crossings, critical/specialized habitat) Siting considerations (meandering crossing, complex valley crossing)
Terrestrial Ecosystems	<ul style="list-style-type: none"> Area of wetlands impacted (provincially and locally significant, non-significant)
Woodlands / Vegetation	<ul style="list-style-type: none"> Area of woodlands impacted (significant woodlands, intact habitat blocks, wildlife habitat)
Designated / Special / Natural Areas	<ul style="list-style-type: none"> Numbers of areas impacted (Greenbelt, Environmentally Sensitive Areas, Areas of Natural & Scientific Interest)
TRANSPORTATION	
Network Compatibility	<ul style="list-style-type: none"> Compatibility with municipal/regional existing/planned key transportation corridors and potential interchange locations Compatibility and proximity to municipal/regional existing/planned transit initiatives
Constructability	<ul style="list-style-type: none"> Route length Number/length of bridges Crossing of/proximity to utilities
Compliance with Design Criteria	<ul style="list-style-type: none"> Ability of route to meet the geometric design standards

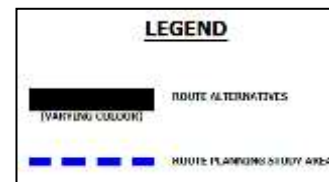
FACTOR	CRITERIA
LAND USE / SOCIO-ECONOMIC ENVIRONMENT	
Land Use Planning Policies, Goals, & Objectives	<ul style="list-style-type: none"> Compatibility with municipal land use planning policies, goals, & objectives
Land Use – Community	<ul style="list-style-type: none"> Number of residential properties impacted Number of commercial/industrial properties impacted Number of tourist areas & attractions impacted Number of community facilities/institutions impacted Number of municipal infrastructure and public service facilities impacted
Noise Sensitive Areas (NSAs)	<ul style="list-style-type: none"> Number of existing and future planned residences within 600 m of route alternatives
Land Use – Resources	<ul style="list-style-type: none"> Area of Class 1-3 soils impacted Number of Future Prime Agricultural Areas Impacted Number of existing and future aggregate resource areas impacted
CULTURAL ENVIRONMENT	
Built Heritage and Cultural Heritage Landscapes	<ul style="list-style-type: none"> Number of built heritage properties impacted Number of cemeteries impacted Number of First Nation burial sites impacted
Archaeology	<ul style="list-style-type: none"> Number of known archaeological sites impacted





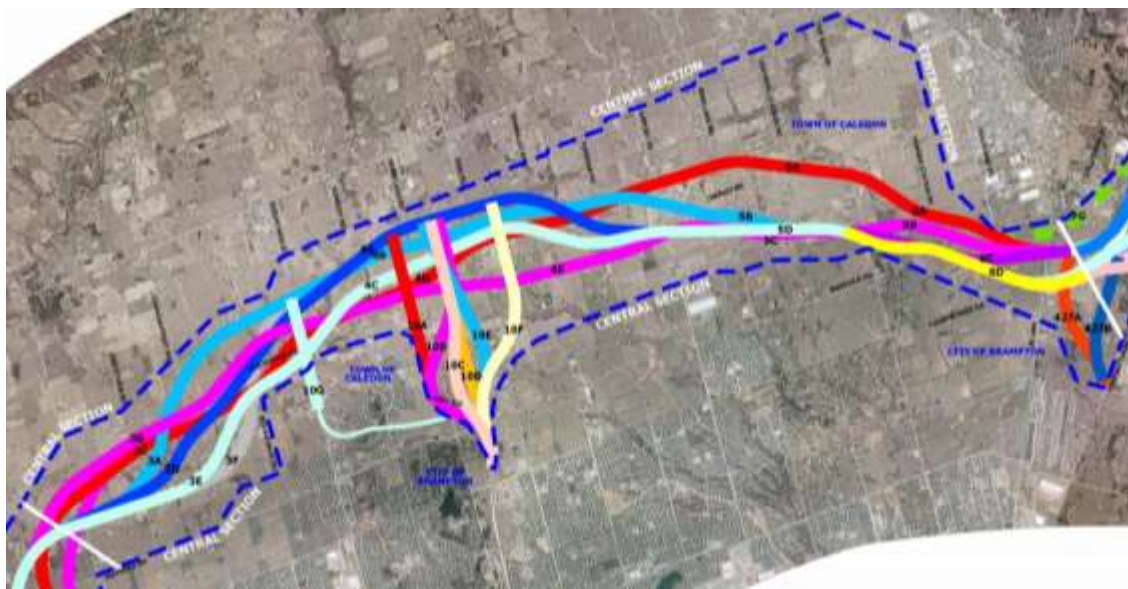
SCREENING OF THE LONG LIST OF ROUTE ALTERNATIVES – WEST SECTION

- Key reasons alternatives were screened out:
 - Large impacts to Species at Risk habitat
 - Complex crossings of Sixteen Mile Creek
 - Large impacts to Class 1-3 soils
 - Large impacts to commercial/industrial features
 - Large impacts to existing and future noise sensitive areas
 - Impacts cemeteries
 - Impacts to significant built heritage resources/cultural heritage landscapes
 - Multiple pipeline crossings





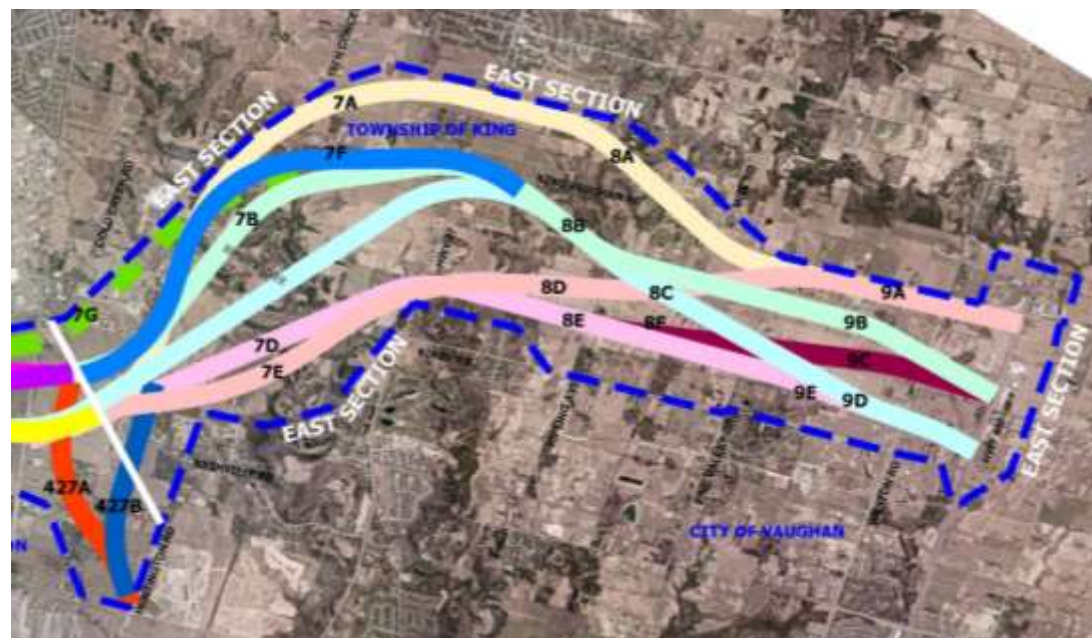
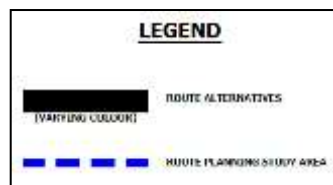
SCREENING OF THE LONG LIST OF ROUTE ALTERNATIVES – CENTRAL SECTION



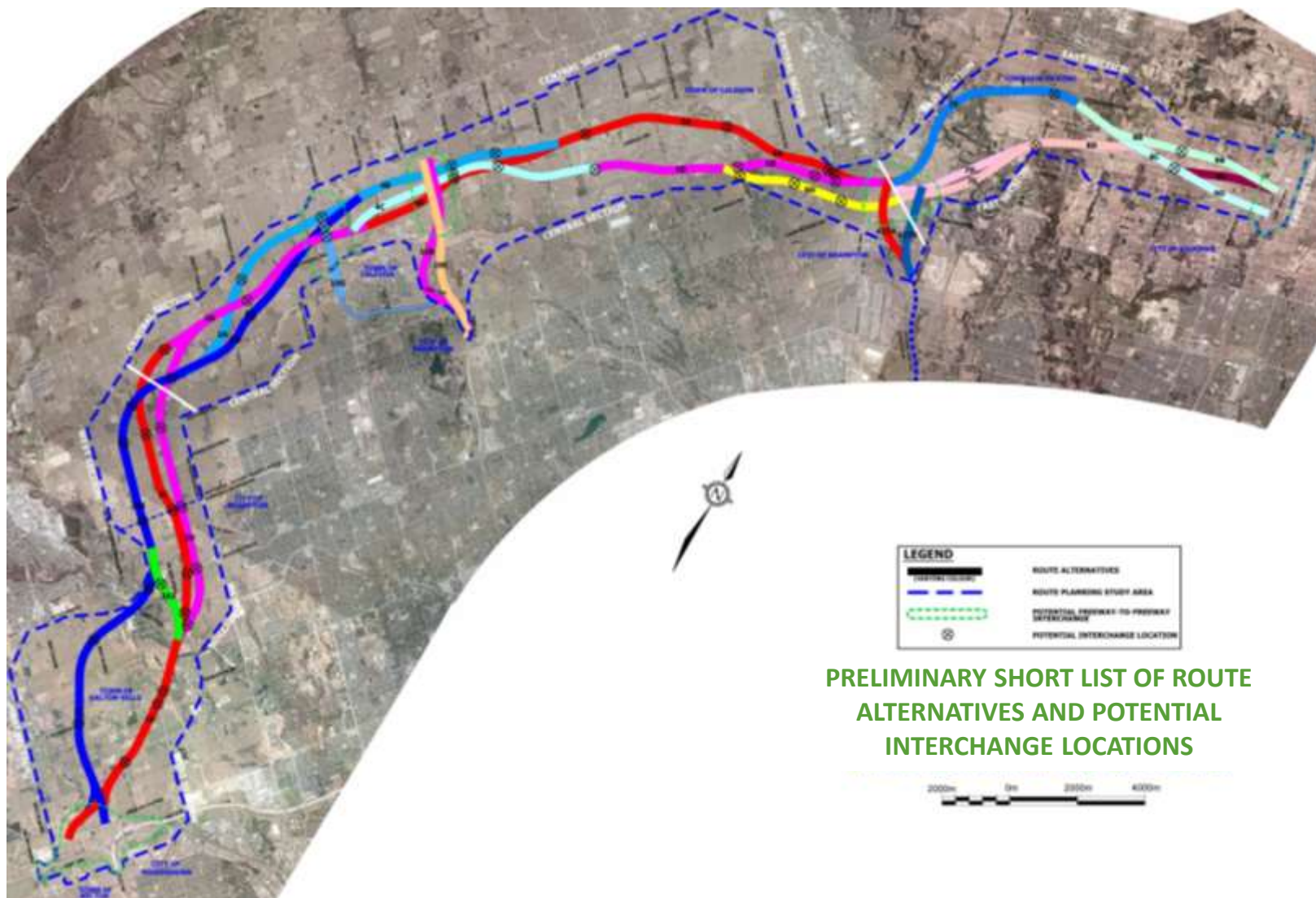
- Key reasons alternatives were screened out:
 - Large impacts to Species at Risk habitat
 - Significant environmental impacts
 - Large impacts to Class 1-3 soils
 - Excessive fragmentation of agricultural properties
 - Large impacts to commercial/industrial properties
 - Large impacts to residential properties
 - Large impacts to existing and future noise sensitive areas (in Mayfield West)
 - Impacts to Brentwood Academy, Banty's Roost Golf and County Club, Brampton Fairgrounds, Mayfield United Church
 - Impacts to significant built heritage resources/cultural heritage landscapes
 - Very constrained (does not allow for design modification in future planning stages)
 - Inability to provide an interchange at Highway 427
 - Impacts to other roads
 - Impacts to a Hydro One facility



SCREENING OF THE LONG LIST OF ROUTE ALTERNATIVES – EAST SECTION



- Key reasons alternatives were screened out:
 - Large impacts to Species at Risk habitat and a heronry
 - Significant environmental impacts
 - Large impacts to Class 1-3 soils
 - Large impacts to residential properties
 - Large impacts to commercial/industrial properties
 - Impacts to Burlington Outdoor Recreation Facility
 - Impacts to significant built heritage resources/cultural heritage landscapes
 - Large impacts to existing noise sensitive areas
 - Impacts to hydro lines and a Hydro One substation
 - Impacts to future land use
 - Inability to provide a connection between the GTA West transportation corridor and King-Vaughan Road



PRELIMINARY SHORT LIST OF ROUTE ALTERNATIVES AND POTENTIAL INTERCHANGE LOCATIONS



P.O.W.E.R. EXERCISE

P – Positives

O – Objections

W – What Else Do You Want To Share?

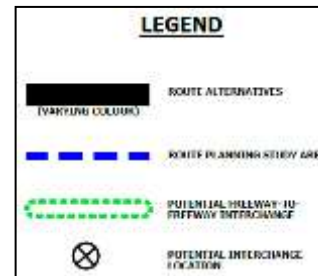
E – Enhancements

R – Remedies



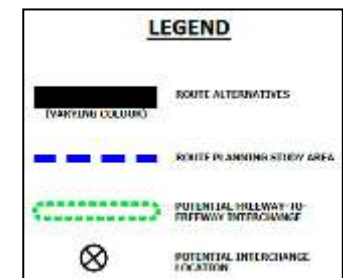
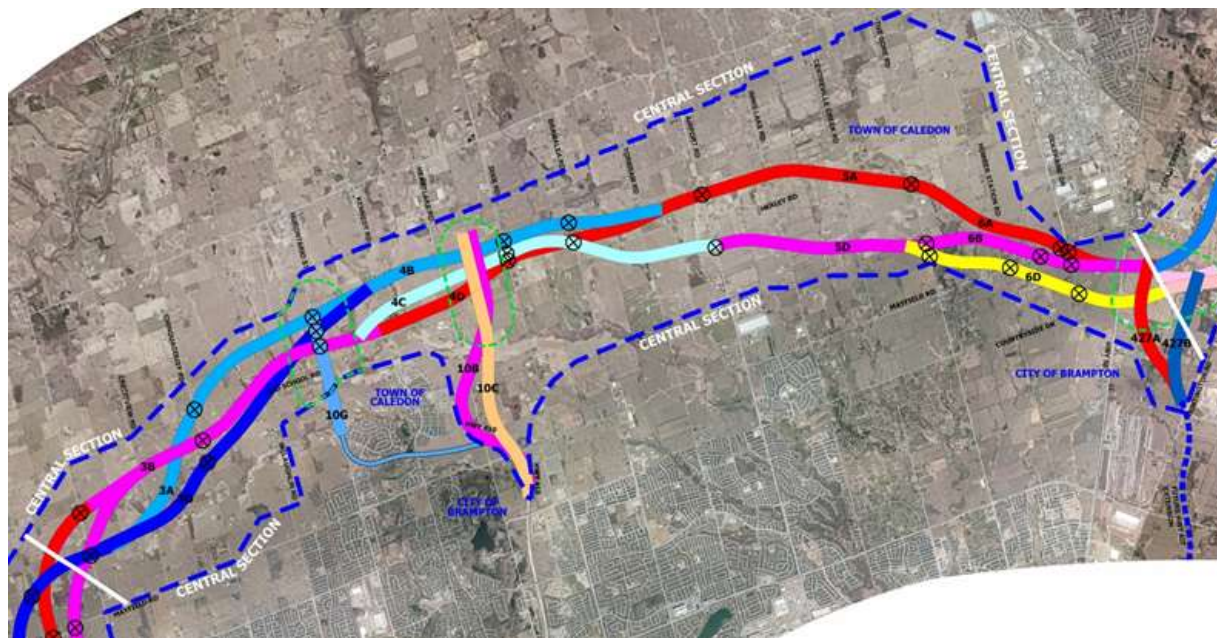
P.O.W.E.R ON THE PRELIMINARY SHORT LIST OF ROUTE ALTERNATIVES AND INTERCHANGE ALTERNATIVES – WEST SECTION

- P** – Positives
- O** – Objections
- W** – What Else Do You Want To Share?
- E** – Enhancements
- R** – Remedies





P.O.W.E.R ON THE PRELIMINARY SHORT LIST OF ROUTE ALTERNATIVES AND INTERCHANGE ALTERNATIVES – CENTRAL SECTION

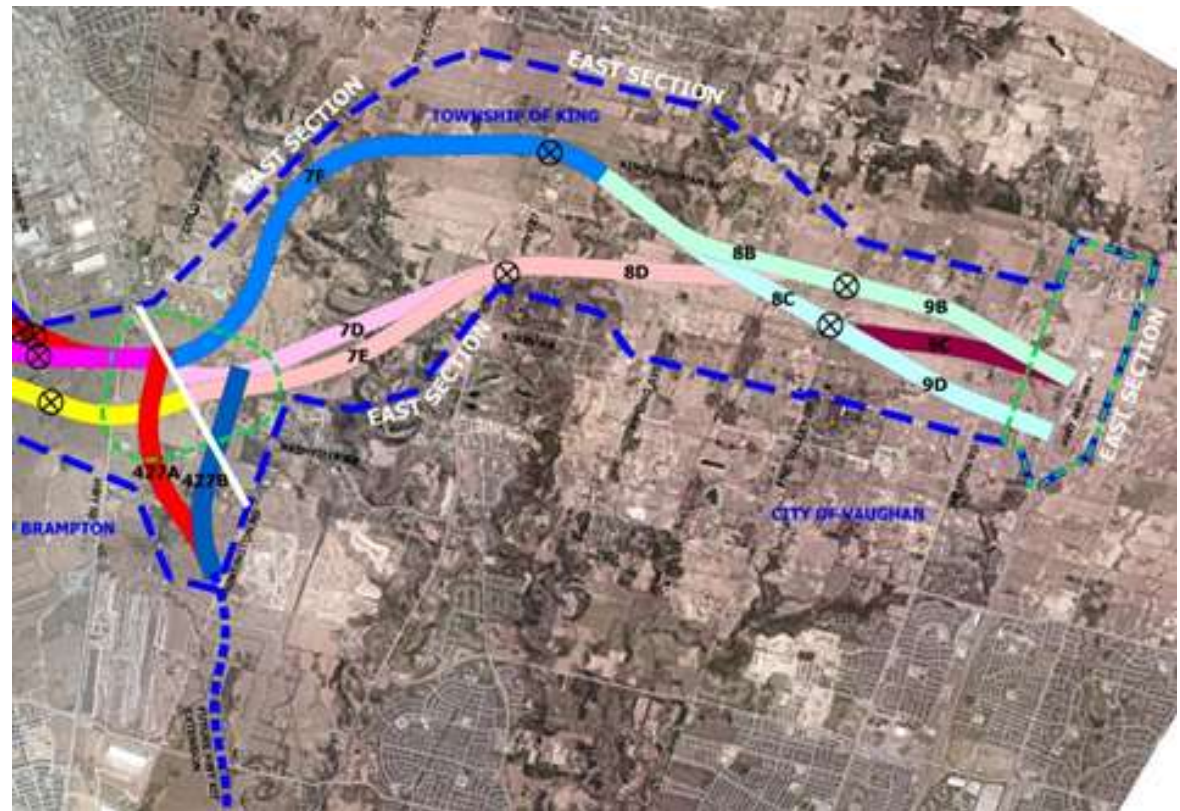
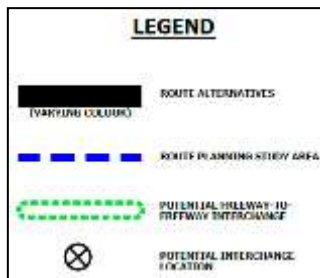


- P** – Positives
- O** – Objections
- W** – What Else Do You Want To Share?
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P.O.W.E.R ON THE PRELIMINARY SHORT LIST OF ROUTE ALTERNATIVES AND INTERCHANGE ALTERNATIVES – EAST SECTION

- P** – Positives
- O** – Objections
- W** – What Else Do You Want To Share?
- E** – Enhancements
- R** – Remedies





UPCOMING PUBLIC INFORMATION CENTRE - ANTICIPATING PUBLIC REACTION

- How will members of the public react to the short list of route alternatives and interchange locations presented at Public Information Centre #1?
- Are there “hot spots” or “hot topics” you foresee?
- What strategies/responses can we provide to address the “hot spots” or “hot topics”?



NEXT STEPS

- Refine the screening of the long list and the identification of the short list of route alternatives
- Meet with the Greenbelt Transportation Advisory Group, the Municipal Advisory Group, and the Regulatory Agency Advisory Group
- Hold Public Information Centre #1 (PIC #1)
 - Review and respond to comments received about the information presented at PIC #1 and incorporate input into the study as required
- Evaluate the short list of route alternatives
 - Community Workshop #2 (Spring 2015)
 - Meetings with Advisory Groups (Fall/Winter 2015)
 - Present the preferred route at PIC #2 (Fall/Winter 2015)



~ Open Forum ~



~ Closing Remarks ~