Niagara to GTA Corridor Planning and EA Study

Status and Recommendations

Niagara BiNational Transportation Coordinating Group
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Niagara to GTA Study Area
Building Block Approach

- **Group 1**: Optimize Existing Networks
  - Transit
  - Rail
  - Roads & Highways
  - Air
  - Marine
  - TDM
  - TSM
  - Inter-modal

- **Group 2**: New/Expanded Non-Road Infrastructure
  - Group 1 plus
  - Transit
  - Rail
  - Air
  - Marine

- **Group 3**: Widen / Improve Roads
  - Group 2 plus
  - Widen / Improve Roads & Highways

- **Group 4**: Decision Trade-offs
  - Environment
  - Community
  - Economy

- **New Transportation Corridors**
  - Elements of Group 3 plus
  - New Transportation Corridors
Project Status

Terms of Reference

Transportation Problems & Opportunities

Transportation Alternatives

Draft Transportation Development Strategy

PIC 1

• Overview of Transportation and Socio-Economic Conditions Report
• Overview of Environmental Report Conditions and Constraints Report

PIC 2

• Study Vision, Purpose, Goals, and Objectives Discussion Paper
• Factors Influencing Transportation Demand Discussion Paper
• Transportation Problems and Opportunities Report

PIC 3

• Transportation Alternatives Report

PIC 4

• Transportation Development Strategy

We are Here

Public Information Centre

Transportation Planning Branch
Draft Transportation Development Strategy - Key Recommendations

• Optimize use of existing transportation network
• New or improved non-road infrastructure
• Widen and improve existing highways
• New highway corridors
Draft Transportation Development Strategy - Optimizing the Existing Transportation Network

• Transportation System Management (TSM) Initiatives
  – MTO to initiate an Active Traffic Management Study to assess potential and viability for
    • Expanded Use Transit Supportive Corridors (reserved bus lanes, HOV lanes, bus bypass shoulders)
    • Enhanced Incident / Congestion Management
    • Expanded Use of Ramp Metering
    • HOV / Transit Bypass Lanes on metered ramps
    • Adjustable Speed Limits
Draft Transportation Development Strategy - New/Improved Non-Road Infrastructure

• Support the implementation of Metrolinx’s RTP and GO 2020 initiatives including
  – GO Transit expanded service to Niagara Falls
  – Improved parking facilities at transit stations
  – Express rail along GO Transit Lakeshore corridor

• Further studies to investigate potential of additional transit initiatives
  – Hamilton focused inter-regional transit service
Draft Transportation Development Strategy - Widen/Improve Existing Highways

* Includes 2 HOV lanes

- Highway 401:
  - Widen from 6 to 10 lanes* from Milton westerly to Highway 6
  - Widen from 6 to 12 lanes* from Milton easterly to Highway 407
- Highway 407:
  - Widen from 6 to 8 lanes from QEW Freeman interchange to Highway 403
  - Widen from 4 to 6 lanes from Highway 403 to Highway 401
- Highway 403:
  - Widen from 4 to 8 lanes* from Highway 407 to QEW
  - Widen from 6 to 8 lanes* from QEW Freeman interchange to Highway 6 (East)
  - Widen from 4 to 6 lanes* from Highway 6 (to Hamilton International Airport) westerly
- Highway 6 (to Hamilton International Airport):
  - Widen from 2 to 4 lanes from Highway 403 to Hamilton International Airport
- QEW:
  - Widen from 6 to 8 lanes* from Freeman interchange to Burlington Skyway
  - Widen from 8 to 10 lanes* across Burlington Skyway to Red Hill Valley Parkway interchange
  - Widen from 6 to 8 lanes* from Red Hill Valley Parkway interchange to Highway 406
  - Widen from 4 to 6 lanes from Highway 405 to Highway 420
Draft Transportation Development Strategy – New Highway / Transitway Corridors

- **East Area – New Corridor Between Highway 406 and QEW:**
  - Avoids need to further widen QEW through St. Catharines and the subsequent community impacts
  - Provides alternate route to the Niagara border crossings
  - Provides direct connection between Gateway Economic Centre (Welland) and Gateway Economic Zone (Niagara border)

- **Central Area – Review Traffic Data and Monitor Growth (Welland to Hamilton):**
  - Projected capacity requirements for 2031 can be accommodated with QEW widening (within existing Right of Way)
  - A new corridor would likely be required shortly after 2031
  - Review of forecasts and/or monitoring is required to prepare final recommendation

- **West Area – Further Study:**
  - MTO to undertake additional focused analysis to further assess and evaluate highway options in the Hamilton-Halton area, given the complexity and inter-relationship of the environmental, social, and economic factors in this area.
Next Steps

• Develop work plan for completing additional analysis – Spring and Summer 2011

• Complete additional analysis – Summer 2011 to Winter 2012
  – Consultation with municipal and agency staff, and stakeholder groups

• Finalize Transportation Development Strategy – 2012