

*Niagara to GTA Corridor
Planning and EA Study*

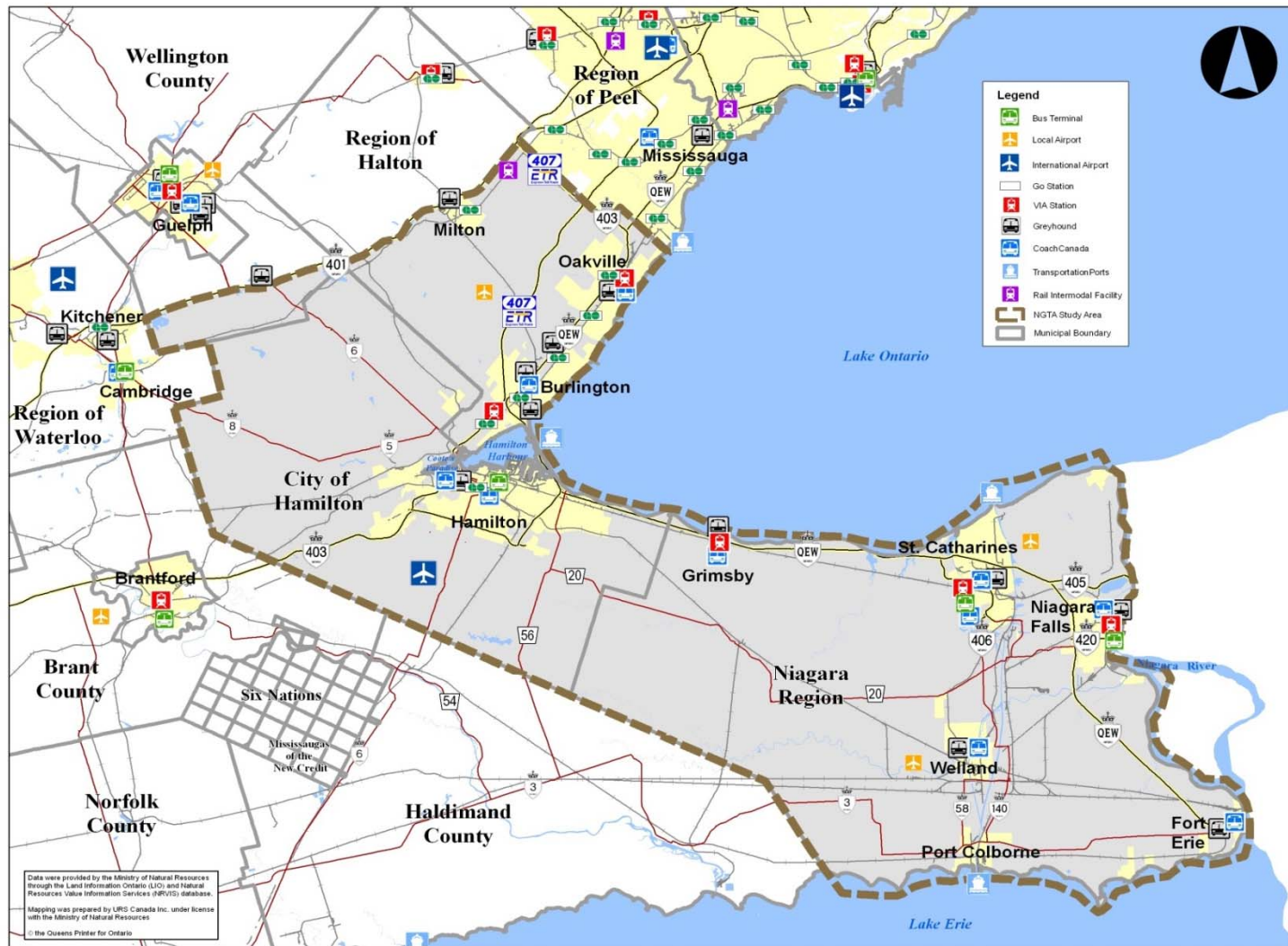
Status and Recommendations

***Niagara BiNational Transportation Coordinating Group
August 29, 2011***

Contents

1. Approach
2. Status
3. Draft Transportation Development Strategy
Recommendations
4. Next Steps

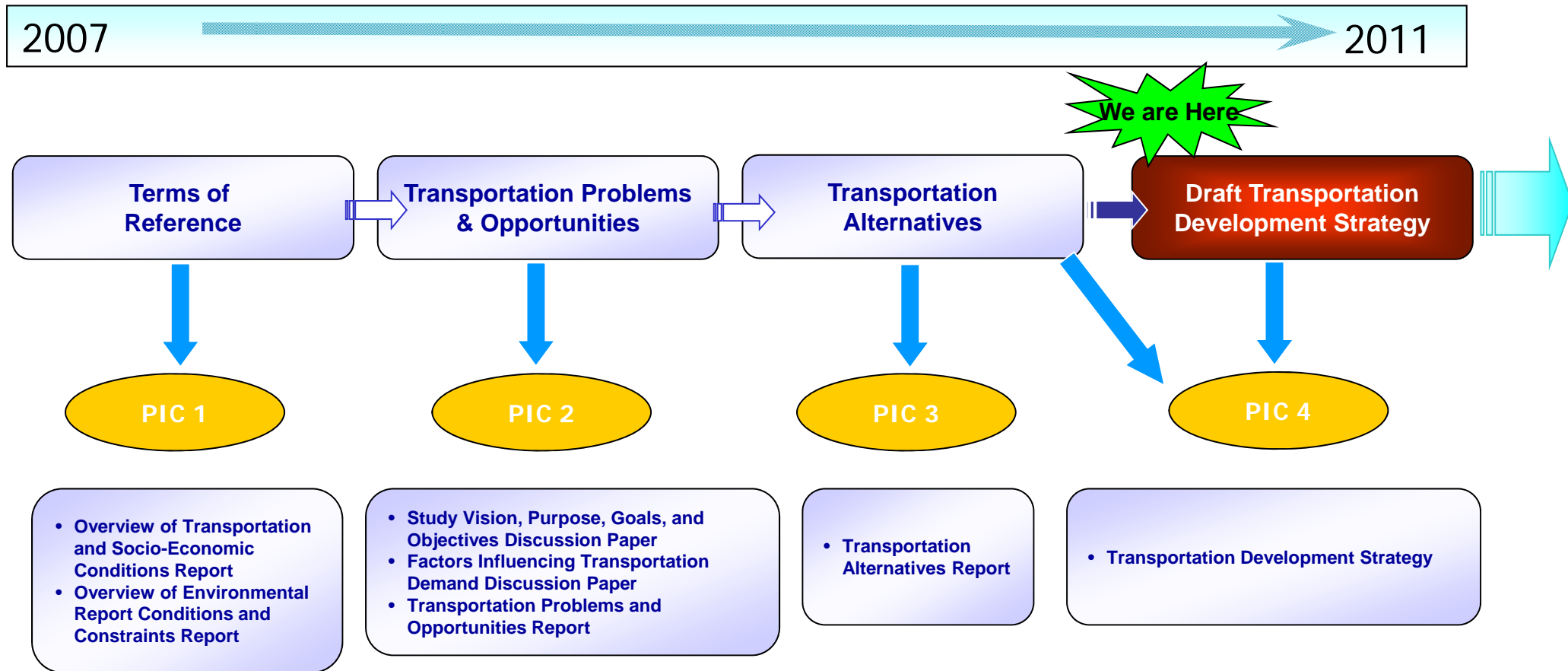
Niagara to GTA Study Area



Building Block Approach



Project Status



PIC — **Public Information Centre**

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