

Clause 6 in Report No. 17 of Committee of the Whole and Revised Attachment 1 were adopted by the Council of The Regional Municipality of York at its meeting held on November 19, 2015.

6

York Region's Comments on Ontario Ministry of Transportation's
Class Environmental Assessment and Preliminary Design Study
Highway 404 from 407 ETR to Green Lane

Committee of the Whole recommends:

1. Receipt of the presentation by Steven Collins, Director, Infrastructure Management and PMO.
2. Adoption of the following recommendations contained in the report dated October 23, 2015 from the Commissioner of Transportation Services:

1. Recommendations

It is recommended that:

1. Council endorse the recommendations contained in this report for improvements to Highway 404 as York Region's input into Ontario Ministry of Transportation's Highway 404 Class Environmental Assessment and Preliminary Design Study from 407 ETR to Green Lane.
2. The Regional Clerk circulate a copy of this report to the Minister of Transportation, the Minister of Municipal Affairs and Housing, Members of Provincial Parliament within York Region, and the Clerks of the local municipalities.

2. Purpose

This report provides Council with an update on Ontario Ministry of Transportation's (MTO) planned improvements to Highway 404 from 407 ETR to Green Lane and seeks Council endorsement of staff recommendations to be provided as York Region's formal input into MTO's Class Environmental Assessment (EA).

3. Background

MTO initiated a Class EA in 2014 for improvements to Highway 404 from 407 ETR to Green Lane

MTO initiated a Class EA and Preliminary Design Study (Study) for the 26 km section of Highway 404 from 407 ETR to Green Lane (Richmond Hill to East Gwillimbury). Attachment 1 shows the study area.

MTO has stated the objectives of the Study are to assess and identify rehabilitation, operational and safety improvements throughout the study area and develop a plan that includes contract staging and sequencing for future construction projects. In addition, expansion of high occupancy vehicle (HOV) lanes is in MTO's Southern Highway Program. The extension of HOV lanes on Highway 404 is included as a major component within the scope of this Study.

The Study was initiated in April 2014, with completion anticipated by the end of 2015. The Notice of Study Commencement is shown in Attachment 2.

Consultation was undertaken in June 2015, including York Region and local municipal staff

The Study included one round of Public Information Centres (PIC's). The Notice of PIC is shown in Attachment 3. The PIC's were held at two locations on:

- June 16, 2015, at Bayview Hill Community Centre, Richmond Hill
- June 24, 2015, at Aurora Community Centre Auditorium, Aurora

A Technical Advisory Committee (TAC) meeting was held on June 9, 2015, and included York Region and local municipal staff.

The Study overview and recommended plan for improvements to Highway 404 from 407 ETR to Green Lane were presented at both PIC's and the TAC meeting.

Staff appreciate and thank MTO for consulting York Region during this Study and recommend MTO continue to consult York Region and local municipalities during the design and construction phase.

MTO recommended improvements to primarily address existing operational and asset management issues along Highway 404

Recommended Plan from MTO TAC presentation (June 2015) includes:

- Highway widening to include the addition of one HOV lane (3.75m) and associated buffer (1.25m) in both directions from existing terminus at 407 ETR to Green Lane within the existing median
- Addition of missing ramps at Mulock Drive (to and from the north)
- Reconfiguration of northbound oriented ramps at 16th Avenue (to a standard interchange configuration)
- Replacement or rehabilitation of some existing bridges and culverts
- Introduction of a carpool lot at Major Mackenzie Drive
- Extension of full illumination from Major Mackenzie Drive to Green Lane
- Stormwater management and drainage improvements by enhancing existing grass swales and wet ponds

York Region appreciates MTO including these elements in their Study and we encourage implementation of these projects at the earliest opportunity.

4. Analysis and Options

Staff provided input to the Study to align the MTO plan with York Region's Transportation Master Plan

York Region recognizes the importance of aligning transportation network plans at all levels of government. Ensuring alignment of the integrated transportation network maximizes the effectiveness and efficiency of the infrastructure in meeting the transportation demands.

Staff provided written comments on the Study to MTO in July 2015. The comments highlighted the importance of expanding capacity on 400-series highways to accommodate population and employment growth required in the

York Region's Comments on Ontario Ministry of Transportation's
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Provincial Growth Plan. Staff supports the planned widening of Highway 404 and the operational improvement to address existing issues.

Although the Region supports the planned improvements identified by MTO, the plan does not represent all of the improvements needed along Highway 404 to accommodate growth to 2041. Staff recommend MTO expand the scope of the Study to incorporate all improvements required to accommodate the full Growth Plan. This will eliminate the additional time and expense required to undertake future studies for improvements not already identified in the current Study.

Input for the Study is based on the existing York Region Transportation Master Plan (2009) (TMP) and significant analysis completed to date in preparation of the update to the TMP to accommodate growth to 2041

The TMP identifies a comprehensive mobility strategy to address our population and employment growth to 2031. Staff are currently updating the TMP to capture emerging trends and opportunities, as well as extend the TMP's horizon to 2041 to include additional population and employment growth mandated by Amendment 2 of the Provincial Growth Plan for Greater Golden Horseshoe (Growth Plan).

There are a number of planned network elements within the 407 ETR to Green Lane study limits, which are identified in the 2009 TMP, as well as emerging issues from our TMP Update.

Elements from the TMP process identified by staff for inclusion in MTO's Study are identified below and were communicated to MTO in July 2015.

New interchanges

- Planned new interchange at St. John's Sideroad
- Planned new interchange at 19th Avenue

Expanded interchanges

- Construction of missing freeway ramps to/from Highway 404 north at Mulock Drive (identified by the Class EA project team at the June 9, 2015, meeting as part of the Recommended Plan)

Modified interchanges

- Reconstruction of the interchange at 16th Avenue to a Parclo A4 configuration (identified by the Class EA project team at the June 9, 2015, meeting as part of the Recommended Plan following closure of Buttonville Airport)
- A wider bridge opening for the Highway 404 structure to accommodate additional traffic lanes, cycling lanes and sidewalks on 16th Avenue
- Addition of a westbound right-turn lane on 16th Avenue for the existing northbound on-ramp (existing interim interchange configuration)
- Widening of the southbound off-ramps at Elgin Mills Road and 16th Avenue to provide three lanes at the intersection
- Traffic signals at Green Lane southbound off-ramp when warranted

Ramp extensions

- Northbound off-ramp extensions at Highway 7, Major Mackenzie Drive and Elgin Mills Road

Mid-block crossings

- Mid-block crossings north of Highway 7 connecting East Beaver Creek/East Pearce Street to Allstate Parkway/Centurian Drive (EA completed October 2005, construction to start in early 2016)
- Proposed mid-block crossing south of 16th Avenue for the Buttonville redevelopment site (subject to final approval of Buttonville redevelopment plan)
- Mid-block crossings north of 16th Avenue connecting Orlando Avenue to Markland Street (EA completed April 2015, construction to start in 2021)
- Mid-block crossings north of Major Mackenzie Drive connecting Leslie Street to the Woodbine Bypass (commencement of EA is pending, construction start to be determined).
- Mid-block crossings north of Elgin Mills Road connecting Leslie Street to the Woodbine Bypass (EA to be completed by end of 2015, construction to start in 2024)

York Region's Comments on Ontario Ministry of Transportation's
Class Environmental Assessment and Preliminary Design Study
Highway 404 from 407 ETR to Green Lane

Widened crossing roads

- Expanded crossing road structures to accommodate road widening from two to four lanes on St. John's Sideroad and 19th Sideroad

Carpool lots

- New carpool lot at Major Mackenzie Drive (identified by the Class EA project team at the June 9, 2015, meeting as part of the Recommended Plan)
- Protection for a carpool lot at each existing or future interchange where a lot does not already exist

Accommodating transit service

- Design of Highway 404 widening should include shoulder width and pavement design to accommodate bus service running on the shoulders of the freeway
- Carpool lots should include provisions for transit service such as a bus loop, station platform, pedestrian shelter, bike storage as well as selective location with lockers and changing facilities
- Integration of a future Highway 404 bus service (GO Transit/YRT) with the Viva Rapidway at Highway 7 will require a detailed study to identify the extent of capital improvements required to integrate services

HOV lanes and extent of freeway widening

- York Region supports the addition of HOV lanes on 400-series highways. MTO has typically implemented HOV lanes on highways that include a minimum of three general purpose lanes (GPL) in addition to the HOV lane. On Highway 404 from Aurora Road/Wellington Street to Green Lane, the Class EA project team has identified the Recommended Plan as the addition of an HOV lane adjacent to two GPL. MTO has been requested to provide a traffic operational comparison between two GPL and one HOV lane versus standard three GPL and a detailed rationale for the Recommended Plan.

York Region's Comments on Ontario Ministry of Transportation's
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- Given the growth in traffic north of Aurora Road, consideration should be given to a wider cross-section (three GPL and one HOV lane) to at least Davis Drive and potentially as far as Green Lane (subject to further detailed traffic analysis)

Active transportation

- In support of strategic directions identified in #CycleON Ontario's Cycling Strategy, all interchanges should incorporate active transportation facilities to provide safe crossing of Controlled Access Highway (CAH) limits. York Region staff will work with MTO to coordinate walking and cycling linkages beyond CAH limits.

Staff recommend Council endorse these as formal comments for staff to work with MTO to address items. Attachment 4 is MTO's recently received response to these comments.

Responsibilities and next steps

Comments provided as input to MTO for this Study are based on infrastructure needs to accommodate significant growth mandated by the Growth Plan to 2041. The Growth Plan encourages focusing growth and intensification within growth centres. The province has a responsibility to connect growth centres for all modes of travel, including freeway auto and bus service.

To maximize the efficiency of the freeway network, improved access/egress is required and should be a provincial responsibility. York Region is doing its part by reducing the barrier the freeway creates and the capacity constraints at existing interchange locations. This is being done through York Region taking a leadership role in mid-block crossings and ramp extensions.

Staff requested further consultation with the Study team to discuss how to best incorporate York Region's comments into the Study, ranging from identifying and protecting future network elements up to and including fully integrating additional elements within the provincial scope of work for the planned highway improvements.

During the design phase, staff will ensure Regional projects in the area and construction schedules are coordinated. There are a number of water and wastewater infrastructure crossings of the freeway in York Region. Environmental Services' interests, including water and wastewater crossing implications in the vicinity of the highway improvements, will also be considered during the future design process.

Link to key Council-approved plans

This report links to the following Council-approved plans and policies:

Regional Official Plan

- To encourage the planning and implementation of high occupancy vehicle lanes on all 400-series highways within and/or adjacent to York Region
- To plan and coordinate cross-boundary transportation needs with adjacent municipalities and appropriate agencies

2015 to 2019 Strategic Plan

- Manage Environmentally Sustainable Growth – Managing traffic congestion - increasing capacity of road network
- Strengthen the Region's Economy – Focusing on networks and systems that connect people, goods and services – Complete and implement the Transportation Master Plan

5. Financial Implications

There are no direct financial implications as a result of this report.

Provincial investment in the freeway system and specifically connectivity with the arterial road system is important to accommodate planned growth and future travel demand. Staff commend MTO for including some of the highway elements in the Study to help address accessibility and connectivity.

Staff recommend that MTO expand the scope of the current Study to incorporate all improvements required to accommodate the full Growth Plan, including the long term 2041 horizon. At minimum, elements such as shoulder lanes for transit service, new interchanges at St. John's Sideroad and 19th Avenue and new ramp extensions should be incorporated into the Study. This would eliminate the additional time and expense required to undertake a future EA.

In the event the Ministry of Transportation decides not to pursue increased connectivity with the additional elements, the Region may be required to advance new interchange design and construction and consider funding these infrastructure improvements.

6. Local Municipal Impact

Local municipalities were contacted by the Class EA project team and representatives attended the June 2015 Technical Advisory Committee meeting. Local municipalities will continue to be consulted throughout this Class EA.

7. Conclusion

MTO initiated a Class EA and Preliminary Design Study for improvements to Highway 404 from 407 ETR to Green Lane. In June 2015, MTO identified a series of planned improvements for public and agency comment.

Based on the needs identified in the York Region TMP, staff have provided preliminary input to MTO for this Study. This report is seeking Council endorsement of staff comments to be submitted as York Region's formal input into the Study.

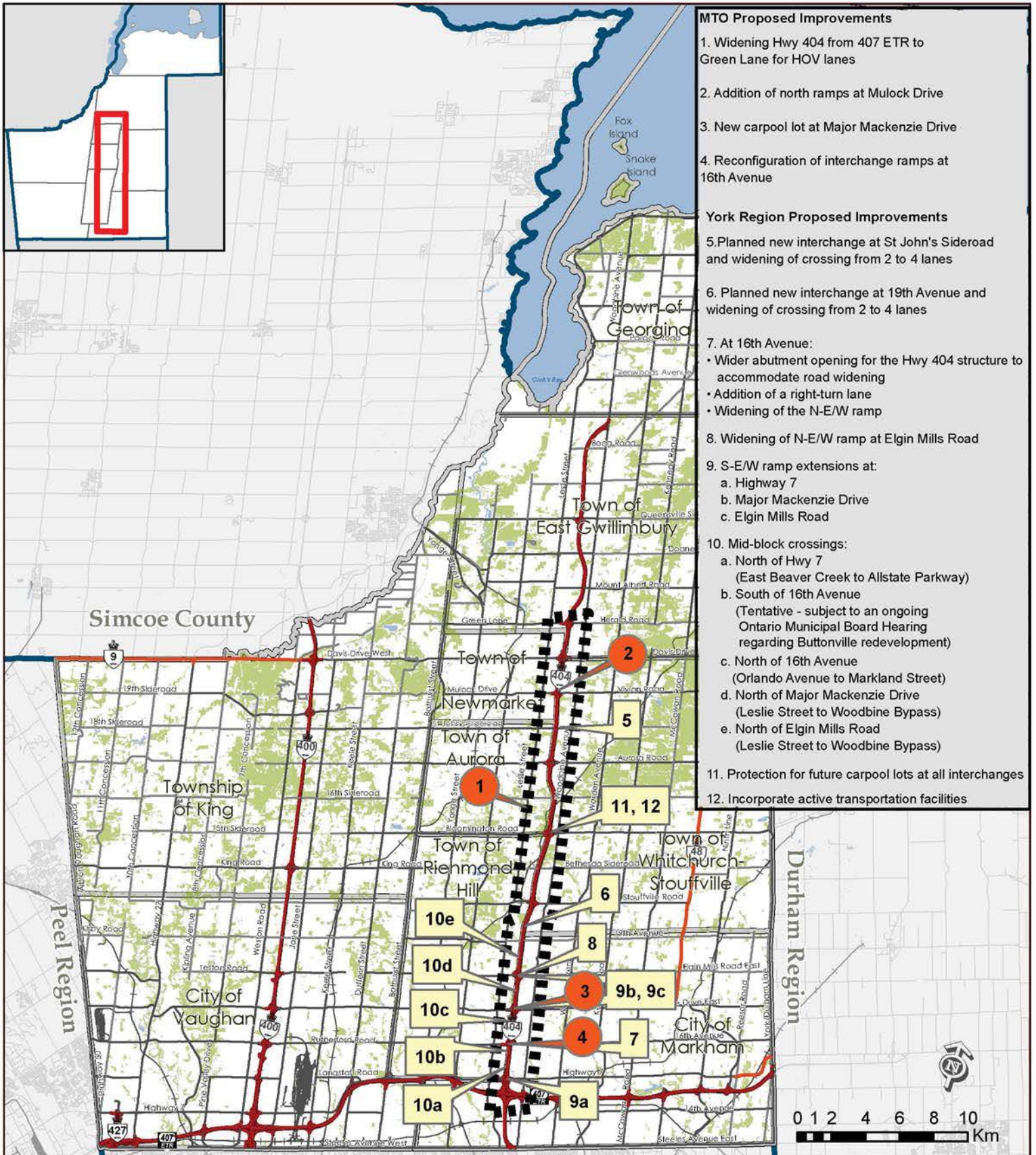
For more information on this report, please contact Stephen Collins, Director of Infrastructure Management and PMO, at ext. 75949.

October 23, 2015

Attachments (4)

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Accessible formats or communication supports are available upon request



- MTO Proposed Improvements**
1. Widening Hwy 404 from 407 ETR to Green Lane for HOV lanes
 2. Addition of north ramps at Mulock Drive
 3. New carpool lot at Major Mackenzie Drive
 4. Reconfiguration of interchange ramps at 16th Avenue
- York Region Proposed Improvements**
5. Planned new interchange at St John's Sideroad and widening of crossing from 2 to 4 lanes
 6. Planned new interchange at 19th Avenue and widening of crossing from 2 to 4 lanes
 7. At 16th Avenue:
 - Wider abutment opening for the Hwy 404 structure to accommodate road widening
 - Addition of a right-turn lane
 - Widening of the N-E/W ramp
 8. Widening of N-E/W ramp at Elgin Mills Road
 9. S-E/W ramp extensions at:
 - a. Highway 7
 - b. Major Mackenzie Drive
 - c. Elgin Mills Road
 10. Mid-block crossings:
 - a. North of Hwy 7 (East Beaver Creek to Allstate Parkway)
 - b. South of 16th Avenue (Tentative - subject to an ongoing Ontario Municipal Board Hearing regarding Buttonville redevelopment)
 - c. North of 16th Avenue (Orlando Avenue to Markland Street)
 - d. North of Major Mackenzie Drive (Leslie Street to Woodbine Bypass)
 - e. North of Elgin Mills Road (Leslie Street to Woodbine Bypass)
 11. Protection for future carpool lots at all interchanges
 12. Incorporate active transportation facilities

MTO's Class EA and Preliminary Design Study, Highway 404 from 407 ETR to Green Lane

Produced by:
The Regional Municipality of York
Infrastructure Management and Project Management Office, Transportation Services
Oct. 2015

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Legend

- Study Area
- MTO Recommended Plan
- York Region Additional Recommended Plan

ONTARIO GOVERNMENT NOTICE NOTICE OF STUDY COMMENCEMENT

Highway 404 from Highway 407 to Green Lane (W.O. 03-20024) Class Environmental Assessment and Preliminary Design Study

STUDY

The Ontario Ministry of Transportation (MTO) has retained **MMM Group Limited** to undertake the Class Environmental Assessment (Class EA) and Preliminary Design Study for the 26 km section of Highway 404 from Highway 407 to Green Lane, in the Regional Municipality of York. The study area is shown on the key plan.

The objectives of the study are to assess and identify rehabilitation, operational and safety improvements throughout the study corridor and develop a plan that includes contract staging and sequencing for future construction projects.

PROCESS

During this Preliminary Design Study, alternatives will be generated and evaluated, a preferred alternative will be selected, impacts and mitigation measures will be developed and a Transportation Environmental Study Report (TESR) will be prepared and filed.

This study will follow the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). Upon completion of the Preliminary Design, a TESR will be prepared and made available for public review.

CONSULTATION AND COMMENTS

Public consultation is an important part of the Class EA process. The public is encouraged to provide input at any point during the study. Public Information Centres (PICs) will be held at two key milestones during the study.

The PICs will provide agencies, municipalities, business owners, members of the public and other stakeholders with an opportunity to review, comment on, and discuss the study with members of the Project Team.

For additional details, please visit the study website at www.hwy404eastudy.ca. The Project Team will provide regular updates on the study website with information on events such as PICs and study documentation. Notice of the PICs and review of the TESR will also be published in local newspapers and sent to those on the study contact list.

If you wish to be added to our study contact list or submit comments, please contact one of the Project Team members listed below:

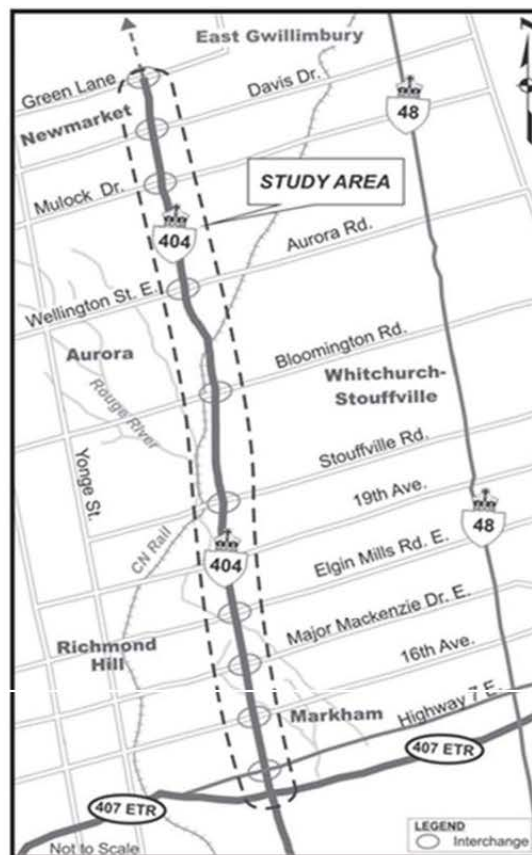
Mr. Neil Ahmed, P.Eng.
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If you have any accessibility requirements to participate in this project, please contact one of the Project Team members listed above.

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.



**ONTARIO GOVERNMENT NOTICE
NOTICE OF PUBLIC INFORMATION CENTRE**

**HIGHWAY 404 FROM 407 ETR TO GREEN LANE (W.O. 03-20024)
CLASS ENVIRONMENTAL ASSESSMENT AND PRELIMINARY DESIGN STUDY**

STUDY

The Ontario Ministry of Transportation (MTO) has retained MMM Group Limited to undertake the Class Environmental Assessment (Class EA) and Preliminary Design Study for the 26 km section of Highway 404 from 407 ETR to Green Lane, in the Regional Municipality of York. The study area is shown on the key plan.

The objectives of the study are to assess and identify rehabilitation, operational and safety improvements throughout the study corridor and develop a plan that includes contract staging and sequencing for future construction projects.

PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). Following the Public Information Centre (PIC), a Transportation Environmental Study Report (TESR) will be prepared and made available for public review for 30-days.

The TESR will document the existing conditions, transportation opportunities, consultation undertaken, generation, assessment and evaluation of alternatives, the recommended plan, a summary of environmental issues and potential mitigation measures. Notice of TESR submission and public review will be advertised in this newspaper and mailed to those on the study mailing list.

PUBLIC INFORMATION CENTRE

A Public Information Centre (PIC) will be held during this study, at two (2) separate locations. The PIC has been arranged to provide agencies, municipalities, business owners, members of the public and other stakeholders an opportunity to review and comment on the Class Environmental Assessment Study completed to date and next steps.

The following key outcomes will be presented at PIC:

- Proposed widening of Highway 404 to accommodate an additional High Occupancy Vehicle (HOV) lane in each direction, and associated storm water improvements. The widening will occur within the existing median between the northbound and southbound lanes.
- Proposed interchange improvements at 16th Avenue and at Mulock Drive and anticipated property impacts.
- Proposed bridge improvements.
- Results of technical analyses including traffic demands and environmental field investigations.
- Anticipated environmental impacts and potential mitigation measures.

The PIC will be held as a drop-in style, open house format. Representatives of the project team will be in attendance to answer questions and receive comments. We encourage interested persons to attend to obtain more information and provide comments, so your concerns can be addressed as the study progresses. The PIC will be held as follows:

Date:	June 16, 2015	June 24, 2015
Location:	Bayview Hill Community Centre Renaissance Room 114 Spadina Road Richmond Hill, ON L4B 2Y9	Aurora Community Centre Auditorium 1 Community Centre Lane Aurora, ON L4G 7B1
Time:	4:00 p.m. to 8:00 p.m.	4:00 p.m. to 8:00 p.m.

COMMENTS

For additional details, please visit the study website at www.hwy404eastudy.ca. If you wish to be added to our study contact list to receive future notifications or submit comments, please contact one of the Project Team members listed below.

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If you have any accessibility requirements to participate in this project please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.





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October 6, 2015

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Program Manager - Transportation Planning
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Email: steve.mota@york.ca

**Re: Highway 404 from 407 ETR to Green Lane (W.O. 03-20024)
Class Environmental Assessment and Preliminary Design Study**

Dear Mr. Mota,

Thank you for your comments received on July 6, 2015 about the Class Environmental Assessment and Preliminary Design Study for Highway 404 from Highway 407 to Green Lane, and support for the planned widening of Highway 404 and interchange improvements at 16th Avenue and Mulock Drive.

The subheadings below provide a response to the comments submitted about your planned network elements within the Highway 404 study area, that builds upon the responses provided at the Technical Advisory Committee meeting held in June 2015.

New Interchanges

The Highway 404 Environmental Assessment does not include new interchanges at either 19th Avenue or St. John's Sideroad; however, this study does not preclude future improvements at these locations by York Region or the local municipality.

Expanded Interchanges

Your support for improving access at Mulock Drive interchange to permit moves to and from the north that are currently unavailable has been noted.

Modified Interchanges

To accommodate the additional HOV lanes and the median enforcement shoulders, the 16th Avenue structures will need to be rehabilitated and widened. As you are likely aware, the Ministry is discussing the option to replace these structures with financial participation by York Region to accommodate municipal requirements for 16th Avenue.

Your support for reconfiguring the northbound ramps of the 16th Avenue interchange to a 'Parclo A-4' has been noted. The 'Parclo A-4' interchange configuration has a higher capacity than the existing interchange, and will improve interchange traffic operations and safety; improve traffic operations on 16th Avenue; and, accommodate future traffic growth.

The addition of a right-turn lane on 16th Avenue is not part of the Highway 404 Environmental Assessment Study; however this study does not preclude the Region from implementing an additional right-turn lane at this location.

Suggestions at Elgin Mills Road and Green Lane are noted and these can be monitored and improved as operations dictate. Our forecasting does not highlight a need for these specific improvements as noted.

Ramp Extensions

Ramp extensions at the interchange ramps are not part of the Highway 404 Environmental Assessment Study; however this study does not preclude future ramp extensions proposed by York Region or the local municipality which would be subject to MTO approvals.

Mid-block Crossings

Your comments about the status of the Environmental Assessments and anticipated construction timing for the various mid-block crossings along Highway 404 have been noted. MTO will continue to work with the Region on these initiatives, where feasible, to ensure future highway improvements can be accommodated and ministry requirements are addressed.

The Region's mid-block crossings were identified on the Public Information Centre displays under "Key Transportation Initiatives By Others" and will be included in the Transportation Environmental Study Report.

Widened Crossing Roads

MTO is widening and rehabilitating the overpass structures to accommodate the additional HOV lane and the median enforcement shoulders. Expanded crossing road structures on St. John's Sideroad and 19th Sideroad are not part of this Environmental Assessment Study; however this study does not preclude future improvements at these locations by York Region or the local municipality.

Carpool Lots

In 2007, the MTO completed a Carpool Lots Opportunity Study, which identified desirable locations for new commuter parking lots at interchanges. The new carpool lot at Major Mackenzie Drive was one of the recommended locations from the Carpool Lots Opportunity Study.

MTO will not be protecting for additional carpool lots as a part of this study; however the local municipality or other transit proponents are encouraged to participate in this as property becomes available at key locations.

Accommodating Transit Service

With regard to your comment about designing the shoulder widths and pavements to accommodate bus service on the shoulders, we note that given the proposed works (widening to include an HOV lane) and structural constraints, the study did not assess bus bypass shoulders. Transit vehicles, such as buses will be able to use the HOV lanes and the current transit use in the corridor does not warrant buses on the shoulders.

When designing carpool lots along Highway 404, MTO has been consulting with the local transit authorities (Metrolinx and YRT) to address provisions for transit service.

Your comment regarding a detailed study for the integration of a future 404 bus service (GO/YRT) has been noted. This is not part of the Highway 404 Class Environmental Assessment Study; however this study does not preclude future studies by MTO, or others, for this corridor.

HOV Lanes and extent of Freeway Widening

A traffic study was undertaken to assess the existing traffic conditions, including both operational and safety aspects, within the study area. In conjunction with this assessment, a traffic simulation model was calibrated to existing conditions for use in the assessment of future traffic conditions in the context of improvement alternatives.

The traffic simulation model includes Highway 404 south to Steeles Avenue and north to include the extension to Ravenshoe Road. The Highway 404 extension to the north opened in September 2014, and thus, it was included for future 2021 and 2031 traffic simulation model scenarios.

Our traffic model results indicate that the addition of an HOV lane in each direction in this area will provide an overall benefit to travel in the corridor. The modelling indicated that HOV lanes will address future traffic volumes to the year 2031.

The HOV strategy is intended to encourage commuters to carpool or use transit in this corridor rather than use single occupant vehicles. The Highway 404 corridor already has a section of HOV operation and several carpool lots and transit services and the study recommendations add to this suite of transportation improvements.

Active Transportation

MTO is willing to participate in discussions with the Region about active transportation where opportunities to improve safe and convenient connections across interchange areas are identified by the Region.

As the study progresses into the subsequent design phases, the Ministry will continue to consult with York Region and additional opportunities for meetings will be available during Detail Design.

We have ensured that you are included on the study mailing list and you will be notified of future consultation opportunities including notice of filing of the Transportation Environmental Study Report (TESR) for public review later this fall.

Should you wish to discuss the details of this project further, please feel free to contact the undersigned at (905) 823-8500 ext. 1241 or ahmedn@mmm.ca.

Yours truly,

MMM Group Limited



Neil Ahmed, P.Eng.

Consultant Project Manager

cc: Rebecca Palys, MTO, Senior Project Engineer
Larry Sarris, MTO, Environmental Planner
J.A. (Sandy) Nairn, MMM Group Limited, Consultant Environmental Planner

MTO Class Environmental Assessment Hwy 404 from 407 ETR to Green Lane

Presentation to
Committee of the Whole

Stephen Collins

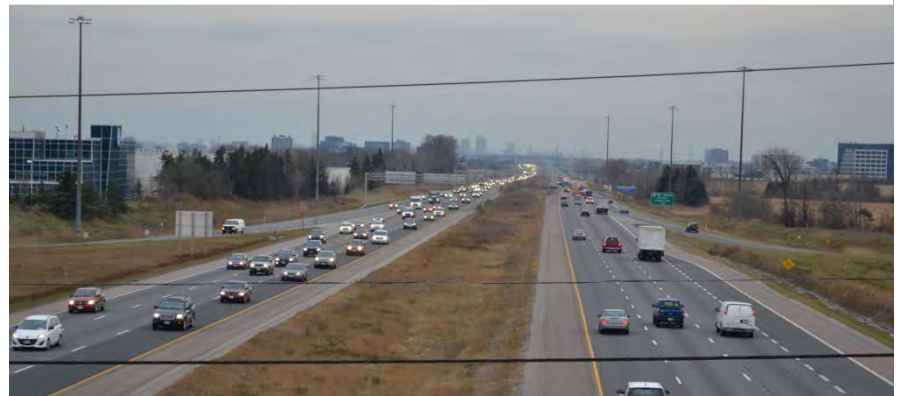
Infrastructure Management and PMO, Transportation Services

November 5, 2015



Overview

1. Summary of MTO projects in York Region
2. MTO preliminary recommendations from the Hwy 404 Class EA (407 ETR to Green Lane)
3. York Region comments and MTO responses
4. Next Steps



Integrated Transportation Network



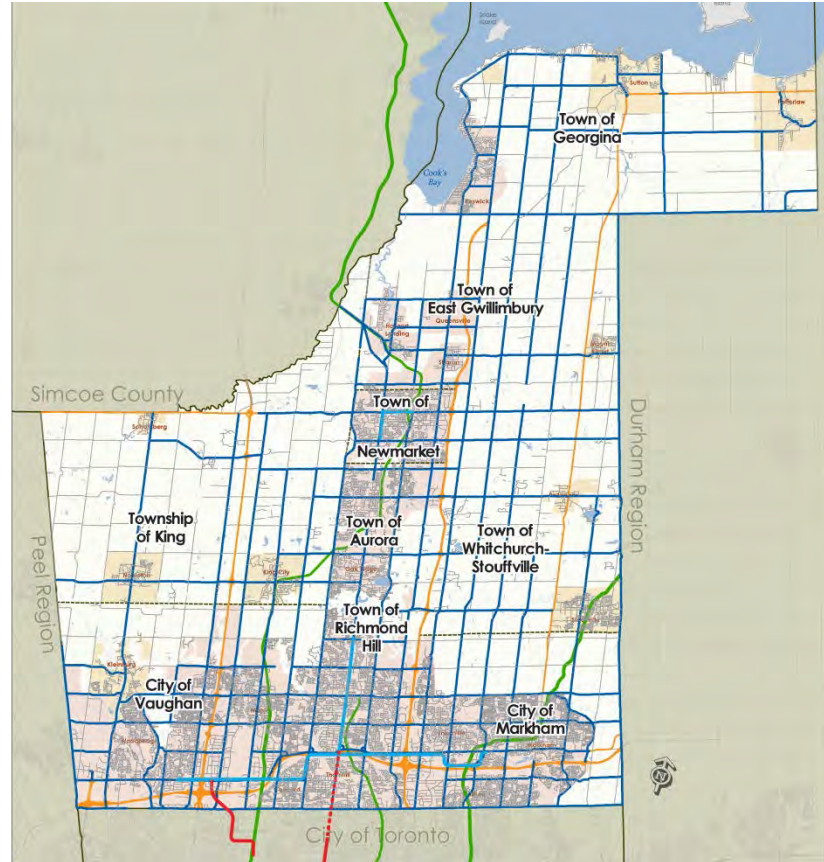
— Provincial Highways



— GO Transit Lines



— Regional Roads



— Rapidways



— Subway

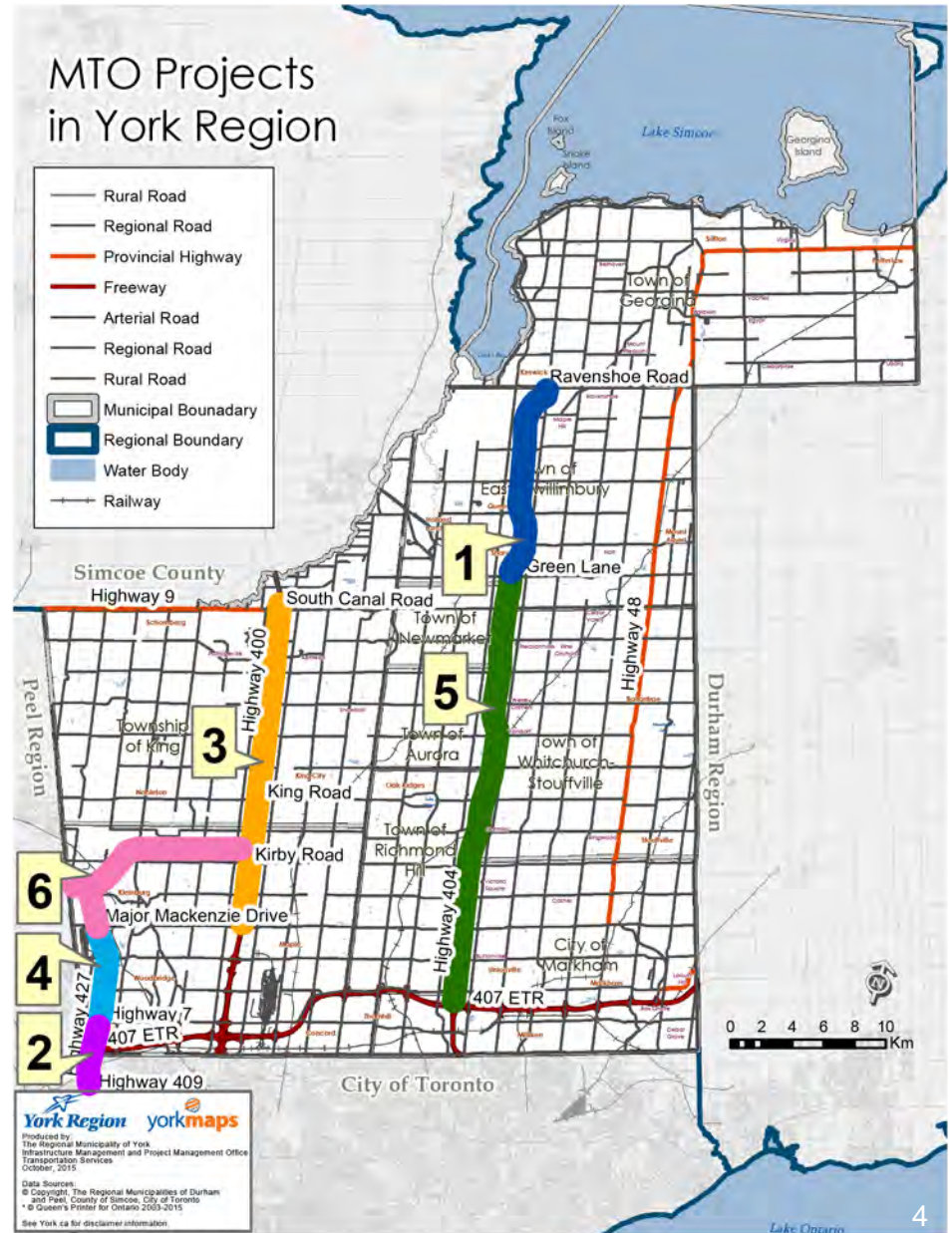


— Local Roads

Meeting our mobility needs is a multi-jurisdictional responsibility

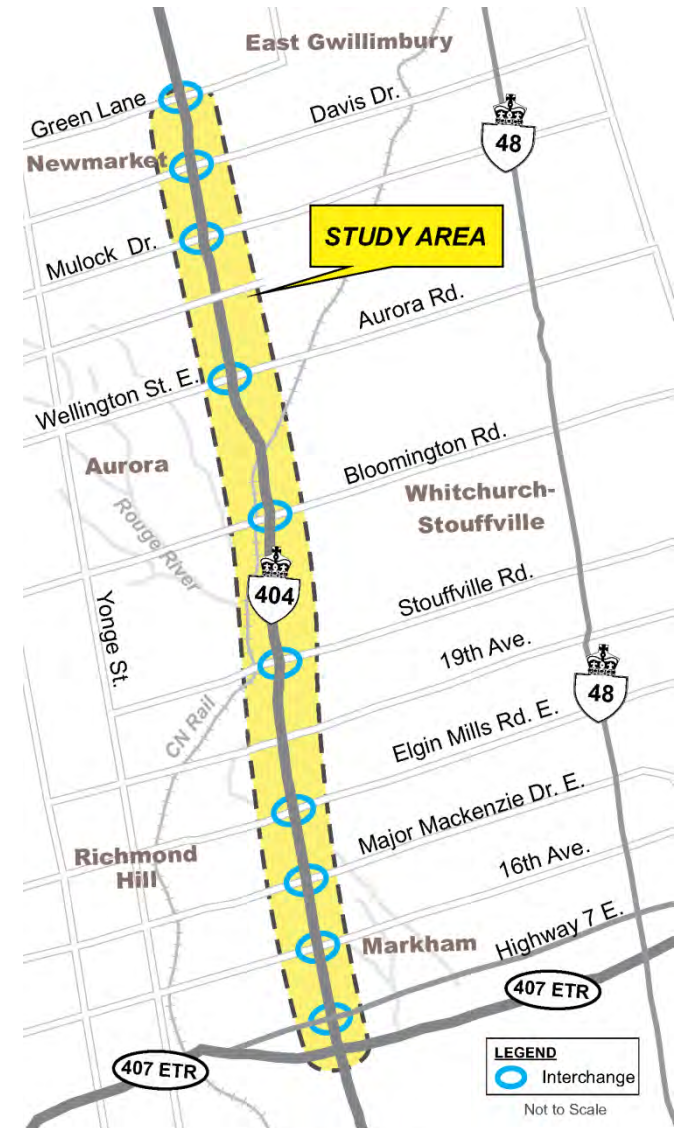
MTO Projects in York Region

1. Highway 404 Extension (Complete)
2. Highway 427 Widening (Under Construction)
3. Highway 400 Widening (pre-construction)
4. Highway 427 Extension (pre-construction)
5. Highway 404 Class EA (Planning)
6. GTA West EA (Planning)



Highway 404 EA from 407 ETR to Green Lane

- Highway 404 is a major inter-regional north-south freeway within the GTA
- Existing congestion common at multiple locations on Highway 404 during peak periods
- MTO initiated a Class EA and Preliminary Design Study for 26 km of Highway 404 from 407 ETR to Green Lane in spring 2014
- The EA is recommending expansion of HOV lanes along the entire study limits along with other rehabilitation, operational and safety improvements
- Planned Highway 404 Improvements will help:
 - Accommodate future growth
 - Help alleviate existing congestion
 - Support HOV and transit



Details of MTO's Recommended Plan

Highway 404 Widening for HOV Lanes

- Addition of median HOV lane in both directions from 407 ETR to Green Lane

Illumination Improvements

- Full illumination from 407 ETR to Green Lane

Expanded Interchanges

- Addition of north ramps at Mulock Drive

Modified Interchanges

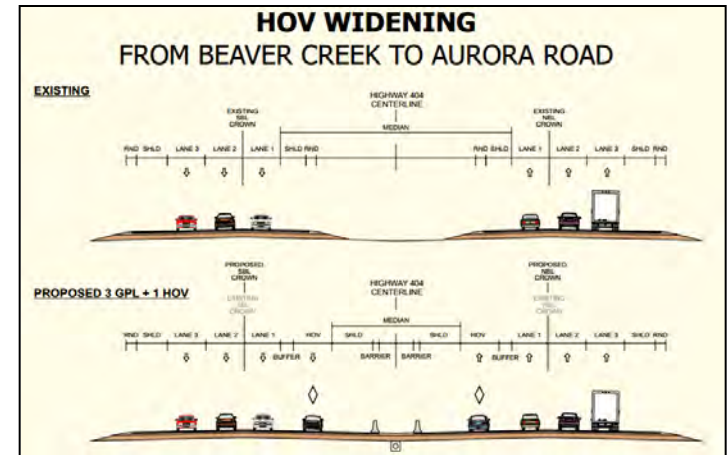
- Reconfiguration of ramps at 16th Avenue to standard interchange configuration

Commuter Parking

- New commuter parking lot at Major Mackenzie Drive

Drainage Improvements

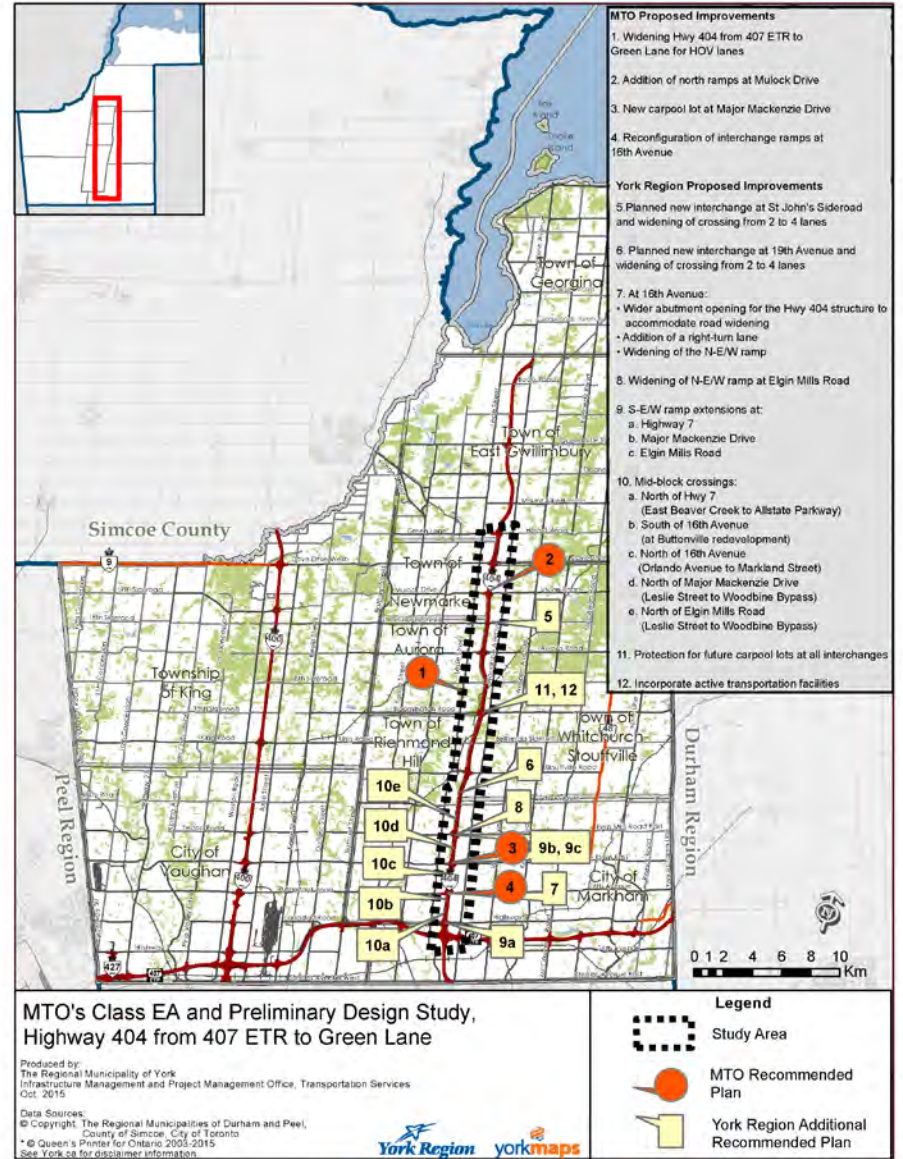
- Enhancements for quantity and quality treatment



York Region Comments

York Region identified network elements within the study area required to address planned growth, including:

- New Interchanges
- Mid-Block Crossings
- Widening Crossing Roads
- Modified Interchanges
- Ramp Extensions
- Commuter Parking
- Active Transportation



MTO Response to York Region Comments

- MTO provided a response letter to York Region staff comments October 2015
- Most infrastructure needs were not identified by MTO including:
 - New interchanges at 19th Avenue and St. John's Sideroad
 - Ramp extensions at Highway 7, Major Mackenzie Drive and Elgin Mills
 - Expansion of crossing road structure at St. John's Sideroad and 19th Avenue
 - Protection for additional commuter parking lots
- MTO is not precluding these improvements by York Region

Not including York Region requirements is missed opportunity for collaboration to meet our mobility needs

Next steps

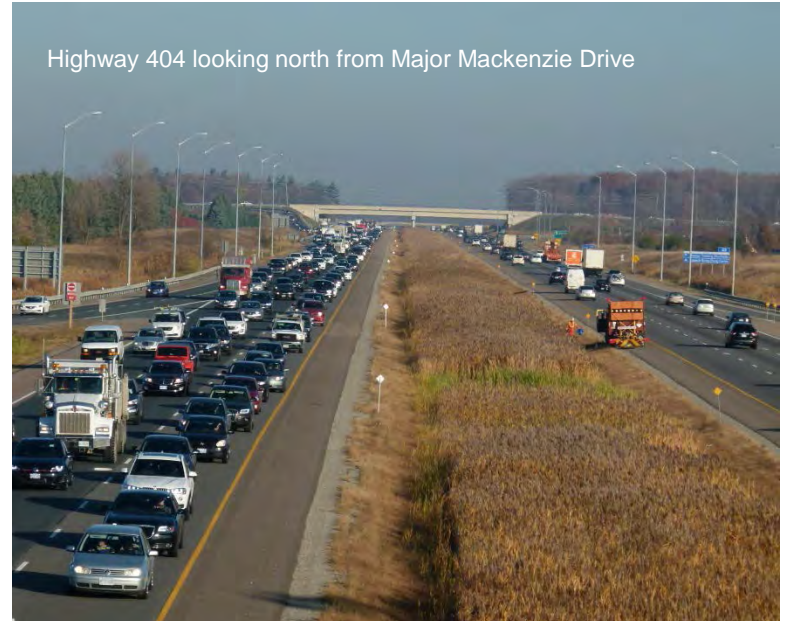
- Filing of Class EA for 30-day public review fall 2015
- Construction schedule between Highway 7 and Stouffville Road scheduled for completion in 2019
- Staff will continue to coordinate with the Highway 404 Project Team to ensure Regional interests are protected, including any planned road, water and wastewater projects



Summary

- MTO has addressed existing rehabilitation, operation, and safety improvement requirements
- HOV widening is required to accommodate existing demand and some growth
- MTO has not identified improvements required to fully meet provincial growth plan requirements
- York Region is taking a leadership role in mid-block crossings and ramp extensions to reduce barriers the MTO freeway creates and the capacity constraints at existing interchange locations

Highway 404 looking north from Major Mackenzie Drive



Highway 404 looking north from 407

