

407 TRANSITWAY

KENNEDY ROAD TO BROCK ROAD

TRANSIT PROJECT ASSESSMENT PROCESS



MARKHAM DSC PRESENTATION

PROJECT WEBSITE: 407Transitway.com

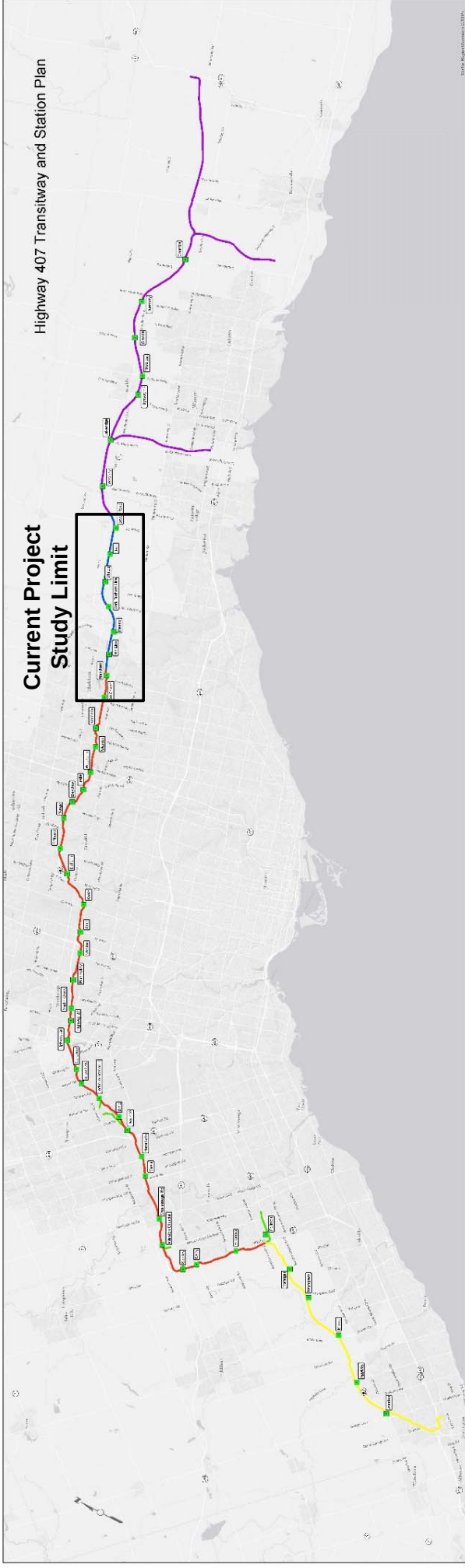


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General Description of the 407 Transitway



- Exclusive fully grade separated rapid transit (BRT or LRT) parallel to HWY 407
- Burlington to Oshawa – 150 km, up to 50 surface stations
- Current Project – East of Kennedy Road to East of Brock Road – 19 km, 5 stations

- Study re-examines runningway alignment and the station locations based on 407 Transitway Design Guidelines and ridership forecasts



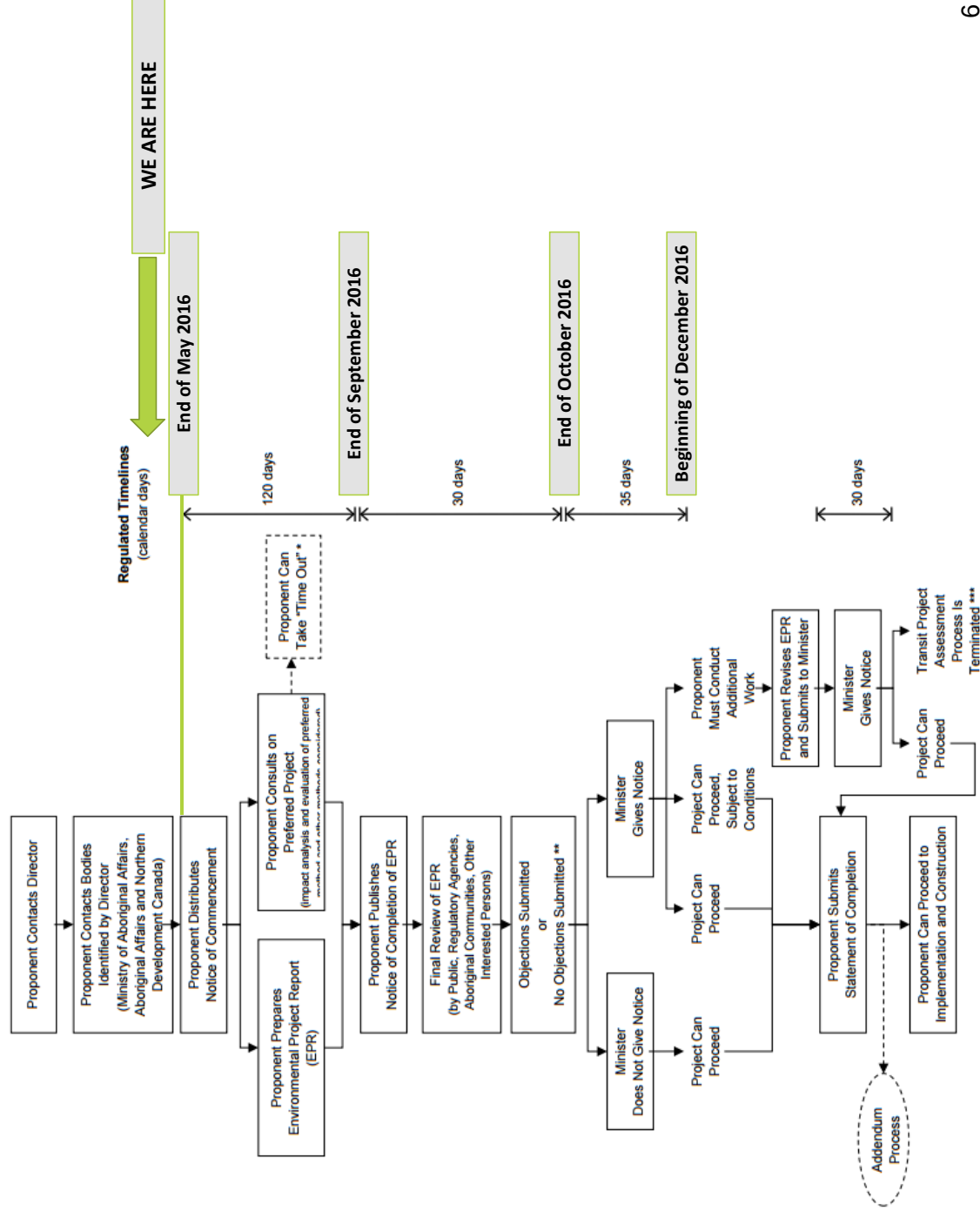
407 Transitway Objectives



- Enhance east-west cross-regional mobility (fast, safe, cost effective transportation mode along the GTA north corridor)
- Connects future regional express rail
- Improve transit accessibility to major nodes (City Centres; Universities/Colleges)
- Offer transit transfer, park and ride, passenger pick up and drop off, and opportunities along the 407 Corridor
- Reduce automobile dependence and GHG emissions



TPAP – Fast Track Environmental Assessment for Provincial Transit Projects



Project Schedule



Milestone	Date
Study Initiation	May, 2014
Ridership Study and Existing Conditions Reports	August, 2014
Development of Planning Alternatives	December, 2014
TRG 1 – Project Introduction; Initial Findings	February, 2015
PIC 1 - Project Introduction; Initial Findings	April, 2015
Detailed Field Investigations	Summer and Fall, 2015
Confirmation of Technically Preferred Alternative	December, 2015
Preliminary Design	February, 2016
Environmental Assessment of Preferred Alternative	February, 2016
Draft EPR to MTO	March, 2016
TRG 2 – Presentation of Draft EPR	April, 2016
Draft EPR to MOECC and Stakeholders	April, 2016
TPAP Notice of Commencement	Early June, 2016
PIC 2 - Findings and Conclusions of TPAP	Mid June, 2016
Final EPR; TPAP Notice of Completion	October, 2016
TPAP Statement of Completion	December, 2016

Consultation



- Consultation To Date
 - Agency Consultation
 - Initial contact letters sent to agencies and Aboriginal communities
 - Meetings with Agencies to introduce the project and contact requesting for background information
 - Presentation of Existing Conditions and Planning Alternatives to Technical Resource Group (TRG)
 - Meetings with Municipalities and Parks Canada during preparation of Draft EPR
 - Aboriginal Communities
 - 15 Aboriginal Communities were contacted.
 - Public Information Centre #1 held in April 2015
 - Future Consultation
 - Technical Resource Group (TRG) mid April 2016
 - Notice of Commencement of Transit Project Assessment Process end of May 2016
 - Public Information Centre #2 mid June 2016
 - Notice of Completion of Environmental Project Report in September 2016

2031 AM Peak Ridership Forecast

Ridership Forecasts (excluding Kennedy Station)

- **2031 AM Peak Period Riders (3 hours)**

Total Boardings	7,110
Total Station Boardings	3,760
- **2031 AM Peak Period Ridership at Peak Load Point (3 hours)**

Westbound, East of Kennedy Station	5,000
Westbound, East of Yonge Station (Central Section)	14,500
- Higher reliance on park and ride and interlining access than the Central Section
 - Riders are flexible as long as speeds are competitive.

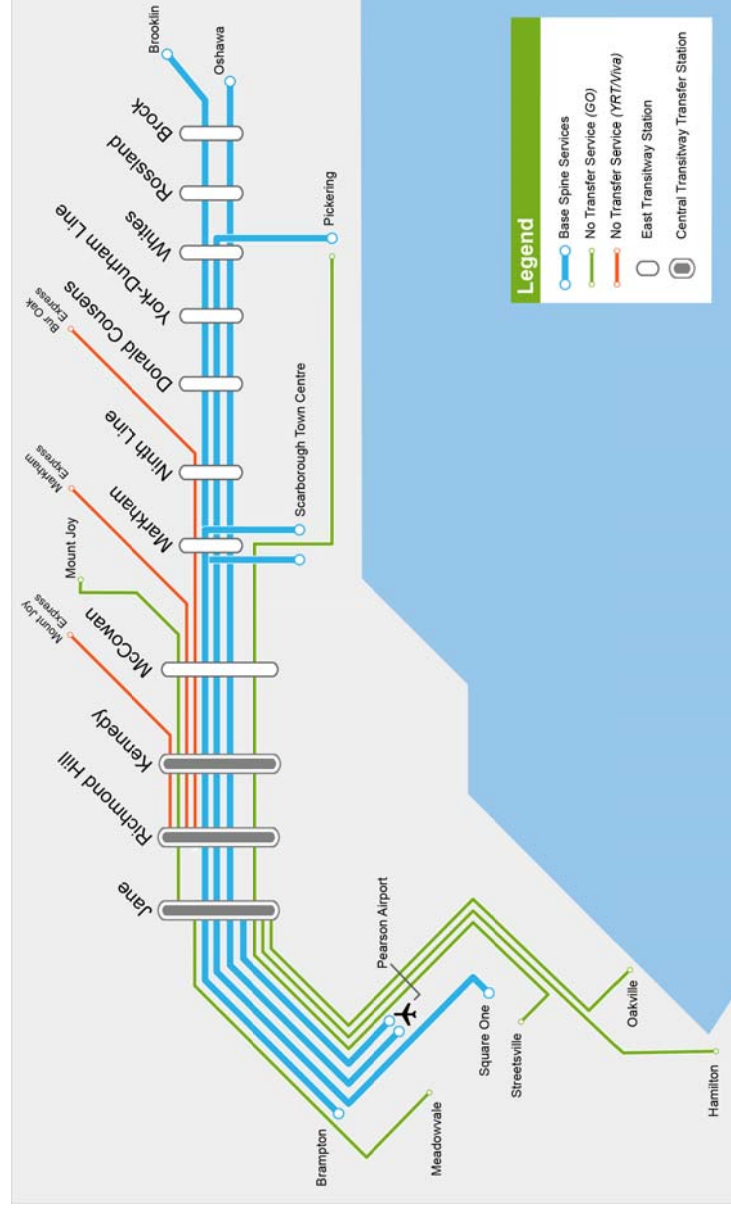


Service Concept

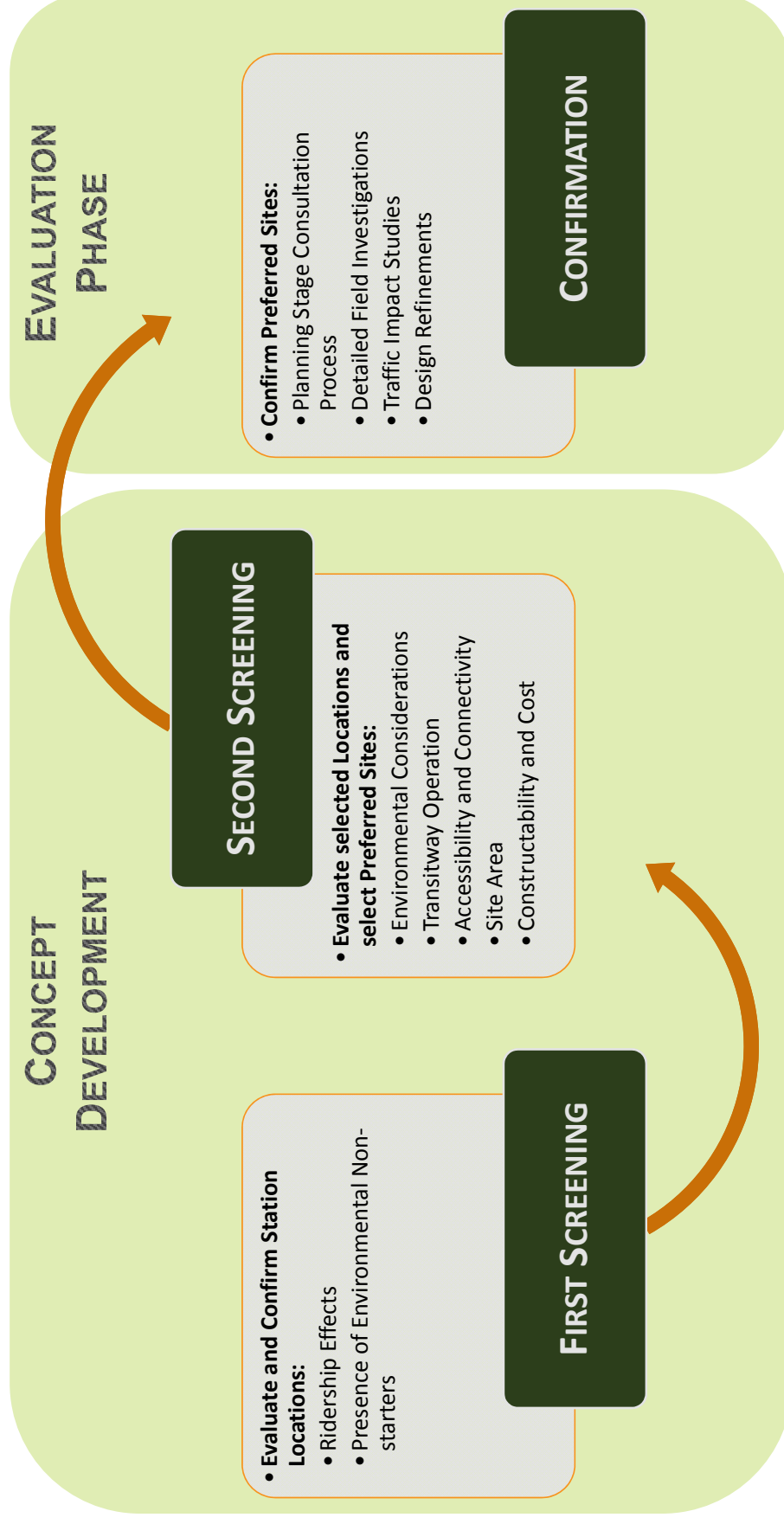
- **Spine services** – line haul services that operates exclusively on the Transitway including some express services
- **No-transfer services** – on-seat rides between major nodes or residential areas. Routes include portions both on and off the Transitway (interlining)

York nodes serviced by Transitway

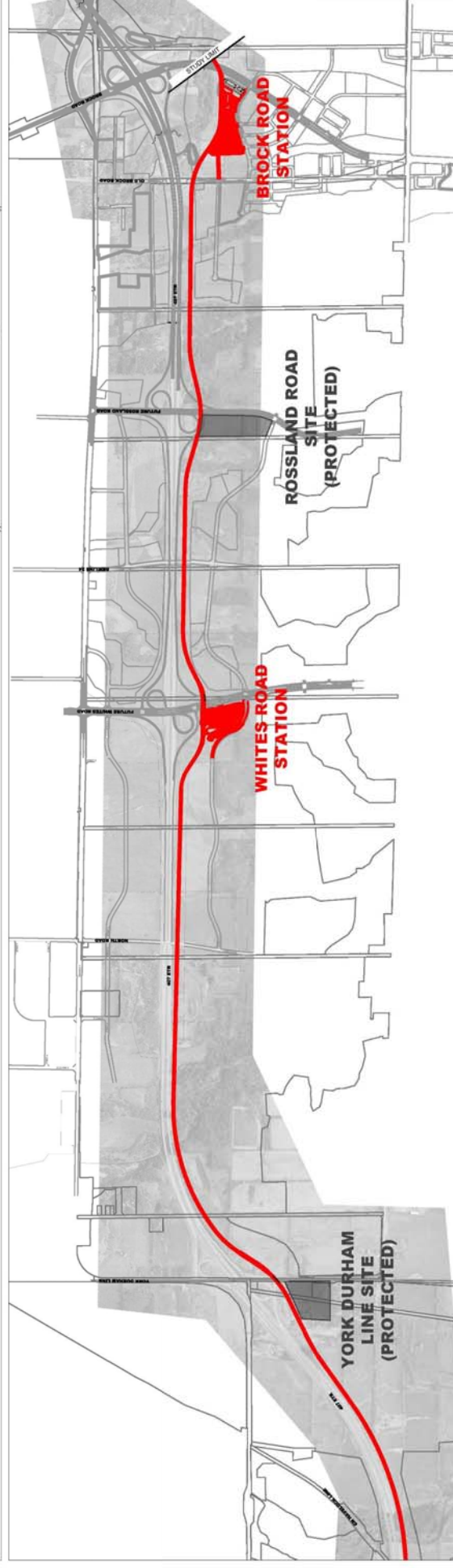
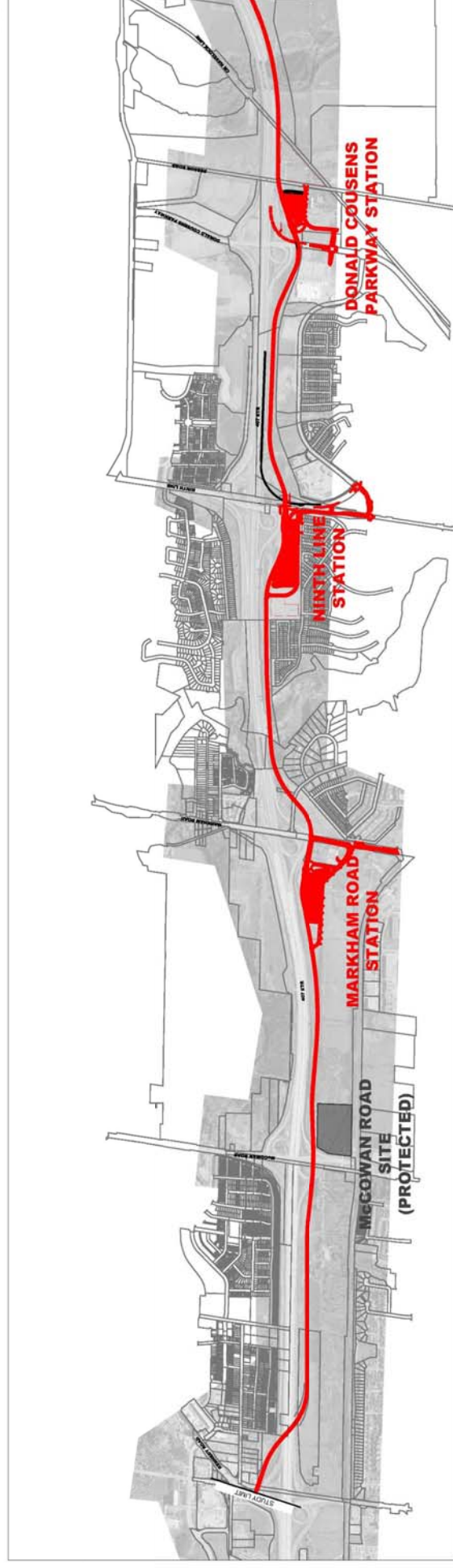
- Urban Growth Centre (Markham)
- Employment Centres (Markham Centre, Main Street Markham BIA, south of the 407 in Scarborough)
- Residential Areas of Markham (Mount Joy, Quantztown, Unionville, Milliken)

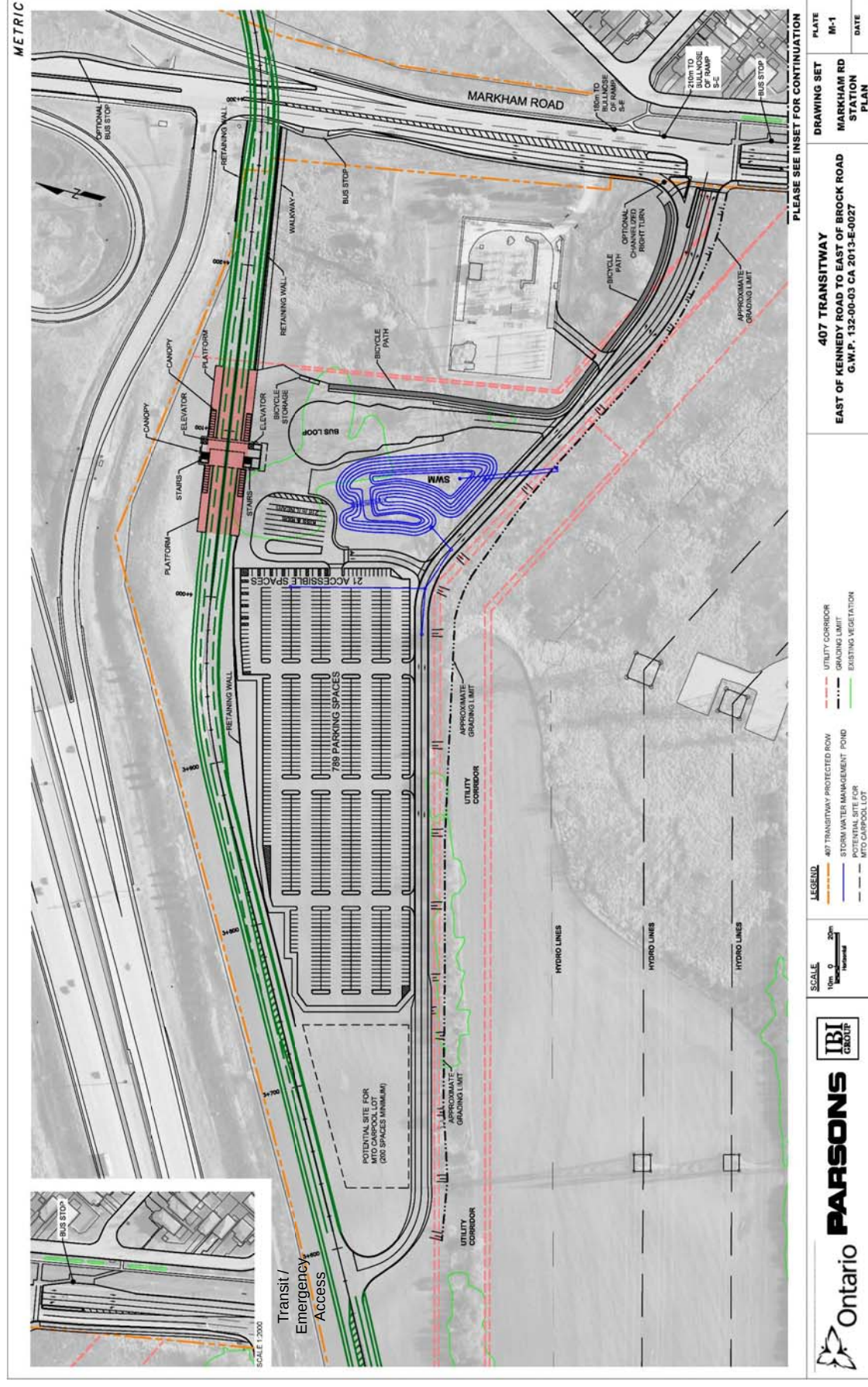


Identification and Evaluation of Alternatives

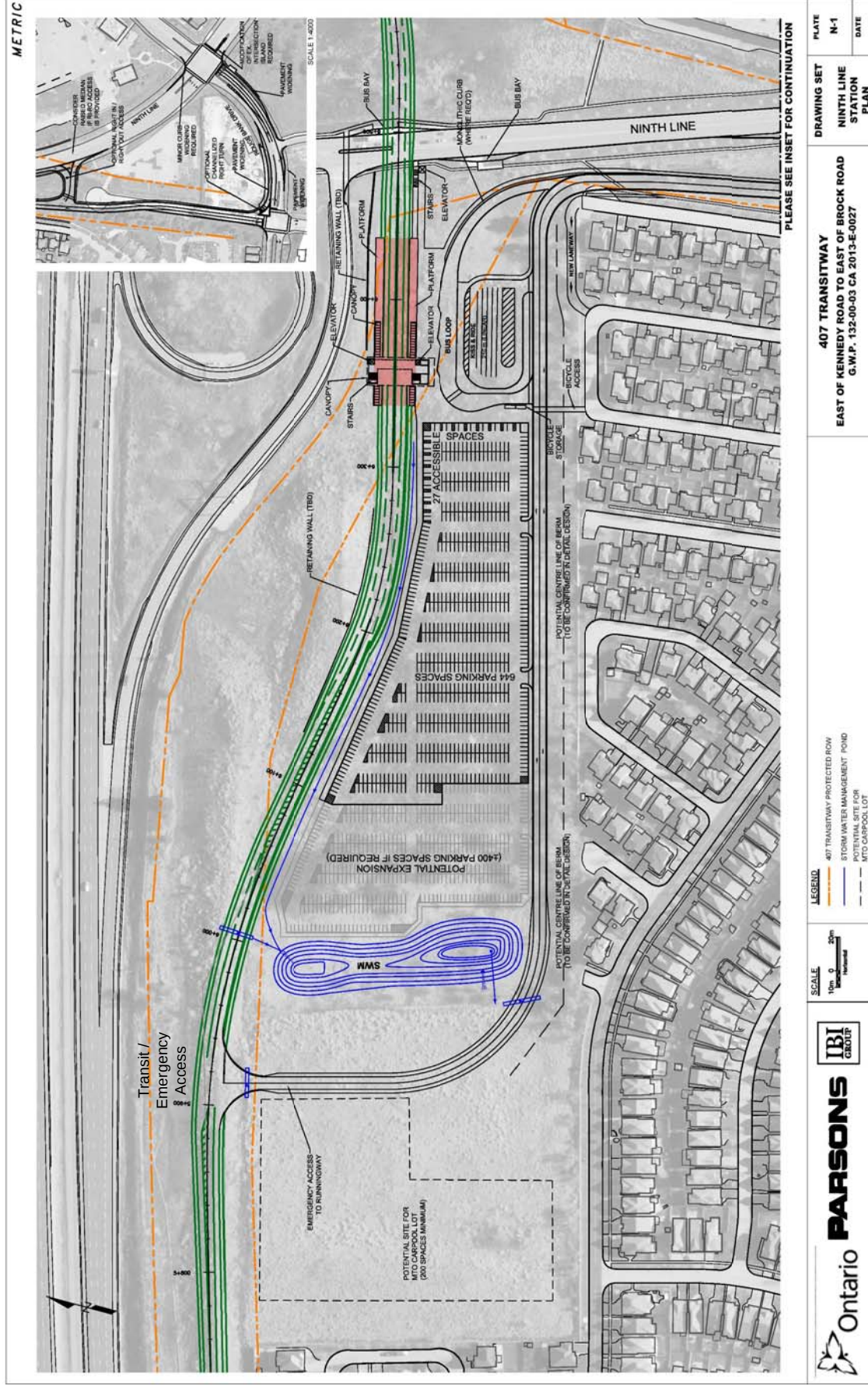


Preferred Alternative

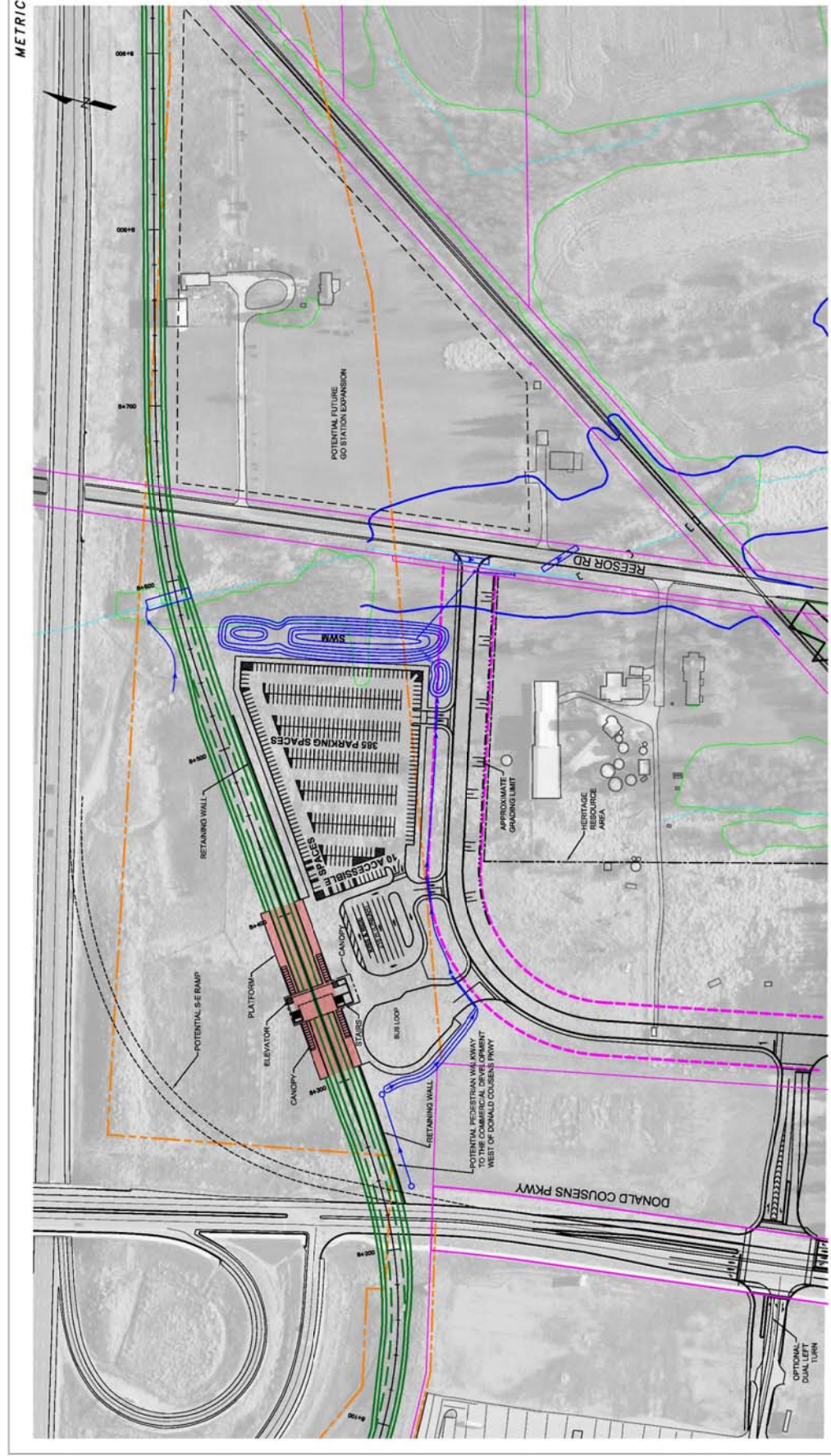




Preferred Alternatives Ninth Line Station



Preferred Alternatives Donald Cousens Station



407 TRANSITWAY
EAST OF KENNEDY ROAD TO EAST OF BROCK ROAD
G.W.P. 132-00-03 CA 2013-E-0027

DRAWING SET

DONALD COUSENS PKWY STATION PLAN

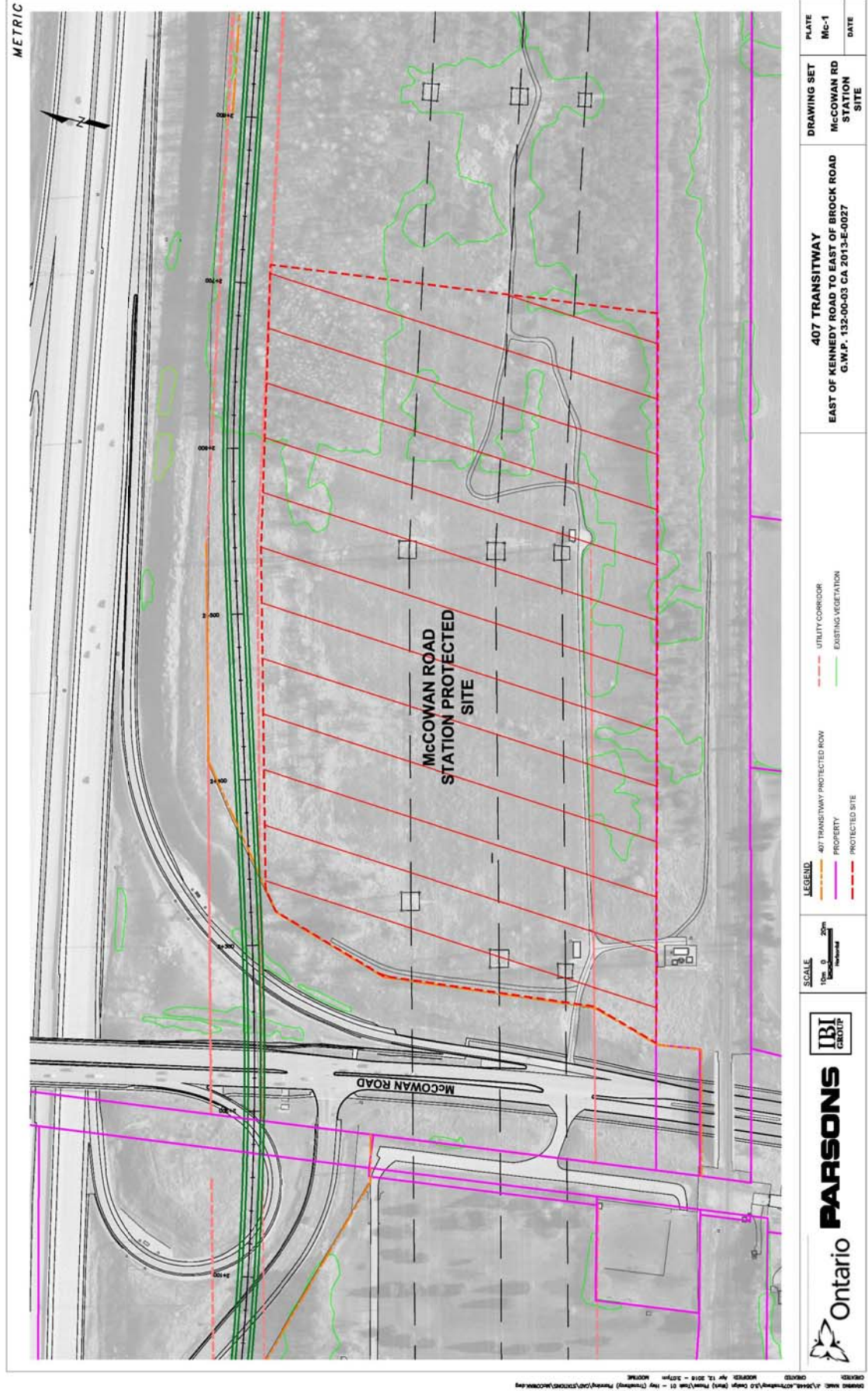
PLATE D-1

DATE

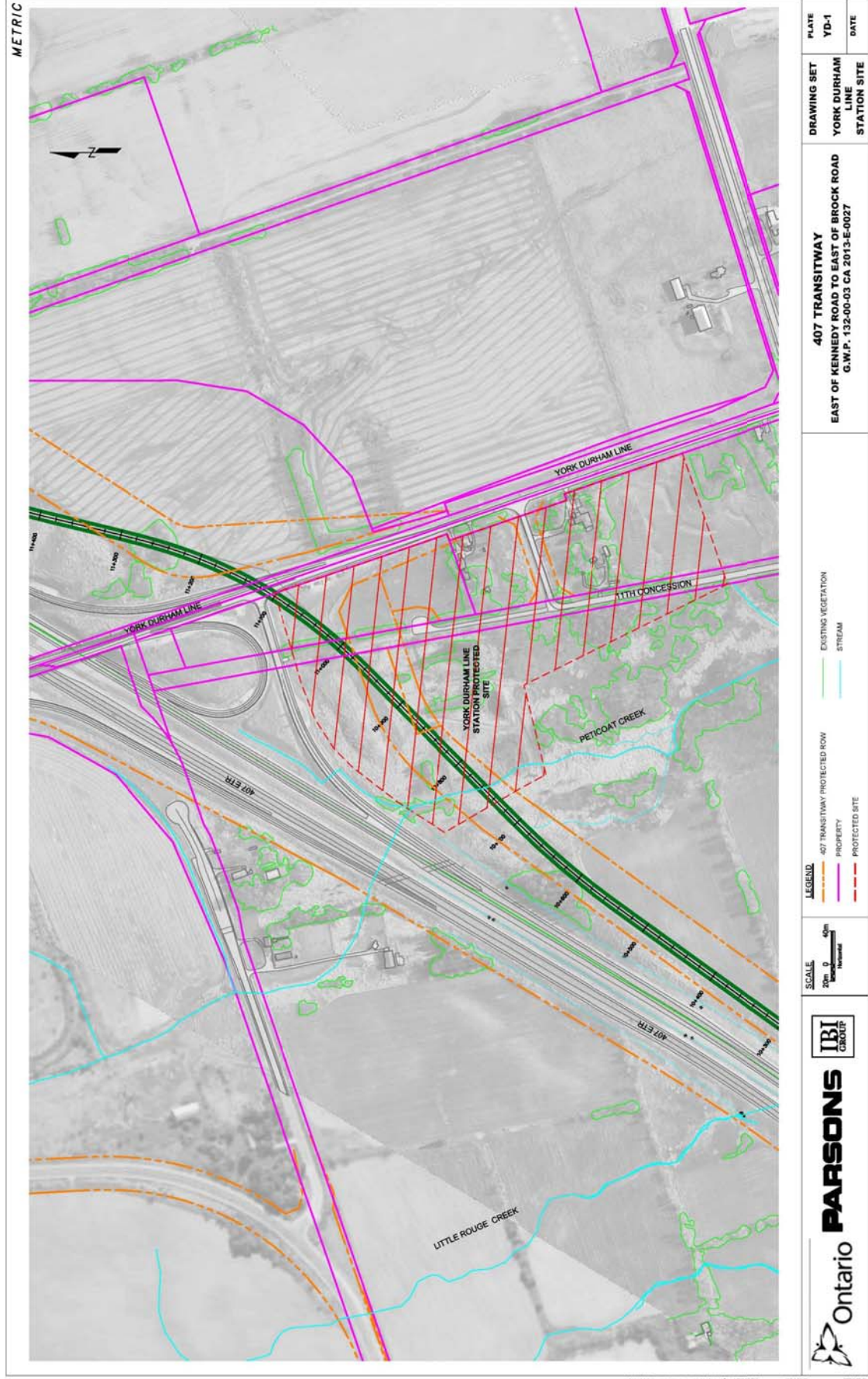
LEGEND

	407 TRANSITWAY PROTECTED ROW		POTENTIAL FUTURE GO STATION EXPANSION
	STORMWATER MANAGEMENT POND		GRADING LIMIT
	FLOOD PLANE AREA		EXISTING VEGETATION
	STREAM		HERITAGE RESOURCE AREA

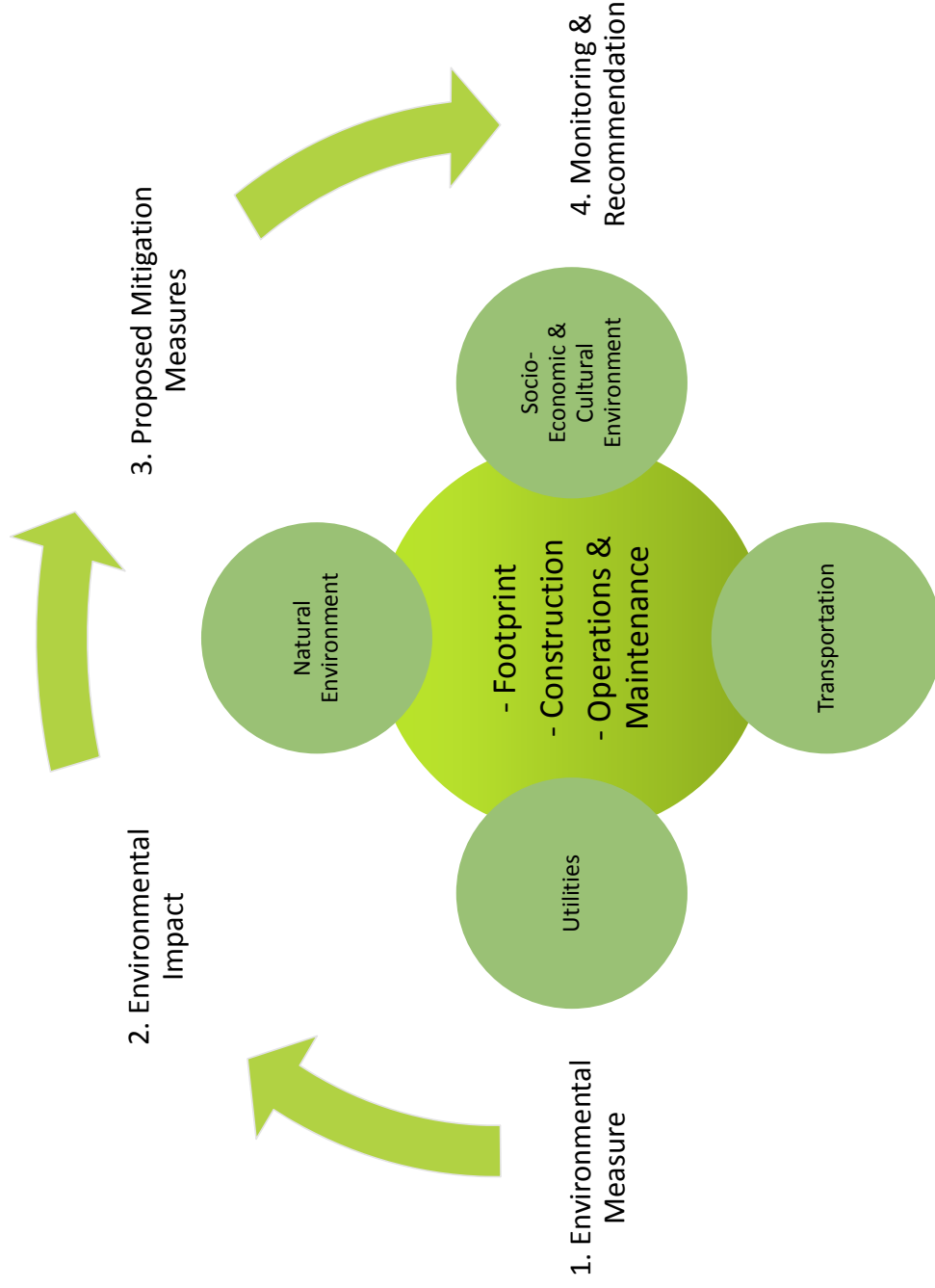
Protected Sites McCowan Road



Protected Sites York Durham Line



Environmental Assessment Approach & Methodology



Environmental Studies and Findings

Environmental Technical Studies on the Preferred Transitway Configuration including field investigations conducted in 2015:

- Natural Sciences (fisheries and terrestrial)
- Archaeology
- Cultural Heritage
- Noise
- Air Quality
- Groundwater
- Contaminated Property and Waste
- Hydrology



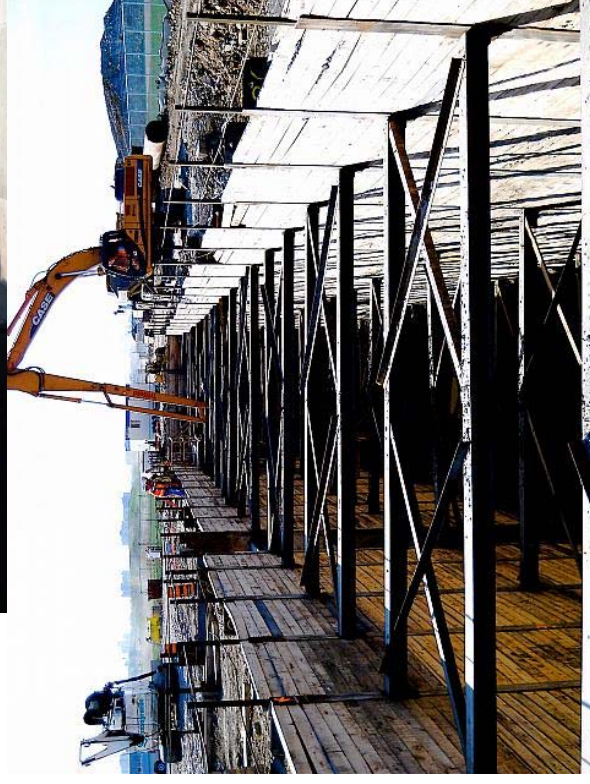
Major Environmental Findings

- Markham Road Station
 - Wetland southwest quadrant of Markham Road and Highway 407 interchange – Avoided.
 - Potential for a Huron-Wendat ossuary to exist – A licensed archaeologist will monitor during construction.
- Donald Cousens Station - Cultural Heritage Features
 - Two properties on Reesor Road are designated under the *Ontario Heritage Act*, Part IV and one property is listed by the City of Markham as cultural heritage resource. – Avoided by preferred alternative.
 - Heritage Impact Assessment was completed for the two properties designated under the *Ontario Heritage Act*.
- Ninth Line Station
 - Traffic concerns of residents of subdivision adjacent to Station. Traffic management measures are being proposed to mitigate station traffic. Station at site protected by IO for Transitway station.

Implementation Potential Implementation Strategy



- Factors: Funding; Congestion on 407 ETR
- 1. Construct stations at key locations. ie: Markham Rd; Donald Cousens Pkway; Brock Rd; while buses operate on 407 ETR.
- 2. Construct runningway along future congested ETR segments. ie: Kennedy Rd. Markham Rd.
- 3. Construct remaining stations and runningway in response to ridership growth and traffic congestion



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