

Attachment 4: List of the Transportation Master Plan's Conceptual Preferred Network Solution Improvements, Implementation Timeline and MCEA Schedule

Category	Improvement # and Description	Implementation Timeline	MCEA Schedule
"Quick Wins"	<p>28/79/83/88: Pavement markings and signal timing plan changes at various locations.</p> <ul style="list-style-type: none"> • Alness Street and Steeles Avenue West • Keele Street and Steeles Avenue West • Tangiers Road and Keele Street • Bakersfield Road and Sheppard Avenue West 	Near-term	N/A
Enhanced Infrastructure	29: Improvements to the Ormont Drive rail corridor underpass	Medium-term	B
	31: Intersection improvements at Steeles Avenue and Fenmar Drive	Medium-term	A+
	76a: Intersection improvements at Millwick Drive and Islington Avenue to facilitate #76	Near-term	N/A
Traffic Operations	6: Signal timing improvements and intersection improvements at Alness Street and Steeles Avenue	Near-term/Medium-term	N/A
	76: Removal of truck restriction at Islington Avenue and Millwick Drive	Near-term, subject to 76a	N/A
New Infrastructure/ Future Studies	2: GO Barrie Rail Corridor Crossing between Petrolia Road and Flint Road	Long-term, Requires Implementation Partners	C
	3: Proposal to allow heavy vehicles to access the York University Busway (Hydro Corridor Road)	Near-term/Medium-Term, when busway is no longer required for TTC service	N/A

Category	Improvement # and Description	Implementation Timeline	MCEA Schedule
	3a: Extension of Flint Road to York University Busway (Hydro Corridor Road)	Long-term	B
	11/12: Extension of Rivalda Road to Deerhide Crescent with associated intersection improvements	Long-term, Requires Implementation Partners	C
	20: Highway 400 overpass (Arrow Road to Oakdale Road)	Long-term, Requires Implementation Partners	C (or MTO Class EA, Group B)
	24: Highway 400 & Steeles Avenue Interchange Design	Long-term, Requires Implementation Partners	MTO Class EA Group B
	63: Crossing the GO Barrie Rail Corridor from Chesswood Drive and connecting to Ceramic Road	Long-term, Requires Implementation Partners	C
	64: Improvements to the road network adjacent and parallel west of Highway 400 (West-side Service Road)	Near-term/Medium-term	N/A
	67: Widening of Steeles Avenue West between Fenmar Drive and Jane Street	Long-term	C
	73a: West-to-South and West-to-North intersection improvements at Walsh Avenue/Albion Road/Weston Road	Near-term/Medium-term	N/A
	73b: Intersection study for Weston Road and Albion Road	Long-term, Requires Implementation Partners	N/A

Category	Improvement # and Description	Implementation Timeline	MCEA Schedule
	74: 407ETR Subsidy – Business Case Study	Long-term, Requires Implementation Partners	N/A
	91: Connection between Tandem Road and Keele Street (City of Vaughan jurisdiction)	Long-term, Requires Implementation Partners	C
	92-95: Arterial road improvements within Downsview Secondary Plan Area	To be determined by ongoing Downsview EA	To be determined by ongoing Downsview EA
	97: Complete truck restriction on Weston Road (between Albion Road/Walsh Ave and Finch Ave W.)	(Linked to other projects – 11/12, 64, 73)	N/A

Roadway Alignment & Property Requirements

Some of the projects identified in the Transportation Master Plan's Conceptual Preferred Network Solution may extend existing roadways or create new roadway infrastructure. Location of planned rights-of-way would be determined through future Phases 3 & 4 of the MCEA process.

Many recommendations from this study would require further studies to be completed in the future (over an extended time horizon of 20+years) to determine actual road alignments and associated property impacts. None of the near-term studies are expected to require any additional property.

MCEA Schedules

The Minister of the Environment, Conservation and Parks approved an amendment to the MCEA on March 3, 2023, that may impact the MCEA schedules of the recommended improvements. As the Notice of Commencement of this Study was issued prior to 2023, this Study does not reflect a transition to the 2023 MCEA process. The EA schedules for each improvement will need to be individually considered when further phases of the Environmental Assessment process are undertaken.

Implementation Timeframe

- Improvements labelled as “Near-Term” are works that have minimal to low capital costs and can be implemented as part of regular State of Good Repair work. Near-term also includes projects with significant safety improvements, public interest and value-for-money.

- Improvements labelled as “Medium-Term” may have moderate capital costs and complexity and have a variety of operational benefits for freight and other road users. These improvements are expected to be implemented beyond a 10-year horizon, subject to further study and available funding.
- Improvements labelled as “Long-Term” have the potential for significant benefits to the Study area, but these projects would be much more complex and would require significant capital costs, potential property impacts and collaboration with other partners to advance.
- Improvements labelled as “Requires Implementation Partners” require significant collaboration and funding with other jurisdictions and/or area development partners. The projects will be submitted as part of the Transportation Master Plan's Conceptual Preferred Network Solution, but they are not all expected to be realized. Individual improvements should be re-evaluated for appropriateness as the Study area continues to grow and redevelop.