

Attachment 6: Evaluation Summary of the Transportation Master Plan's Conceptual Preferred Network Solution Improvements

Finch West Goods Movement TMP - Recommended Improvements																				
Improvement Number	Infrastructure Improvement	Description	Evaluation Criteria																	Overall Result
			User Experience		Choice		Shaping the City		Public Health, Environment and Culture		Social Equity		Healthy Neighbourhoods		Affordability		Support Growth			
			Reduce freight travel time, improve reliability, and make the journey safe and more enjoyable		Improve the variety of routes available to freight drivers. Reduce reliance on Finch Avenue W.		Support the development of the City through the transportation network. Support the Provincially Significant Employment Zones.		Support and preserve natural areas, culture, and encourage alternate modes of transportation		Allow/improve access for all users to reach their destination through multiple modes of travel		Promote safe walking and cycling, and enhance connectivity between neighbourhoods. Protecting residential areas.		Improvements should be affordable to build, maintain, and operate		Support local businesses by allowing goods to move more efficiently.			
2	Apollo Place/ The Pond Road Extension	Extend The Pond Road East over the railway to connect with Supertest Road/Flint Road	Extending The Pond Rd. to Flint Rd. gives freight drivers additional routes to cross the rail corridor, providing an improved travel time. Improvement 60 offers a similar solution, only one of the two would likely be required.		The improvement creates an additional E-W connection north of Finch and enhances connectivity between industrial areas.		The proposed improvement would directly support the future of industrial land uses in the area.		Given that the existing rail corridor would still be maintained, any improvement will not likely impact the environmental or cultural features of the area.		The proposed improvement would facilitate access for all road users, although focused primarily on serving heavy vehicles.		The proposed improvement may not have a direct impact on walking and cycling activity in the area, but through a reduction in freight activity at Keele/Finch, the improvement may have an indirect benefit for the area.		The improvement will be an expensive capital cost due to a required railroad crossing and property acquisition.		The improvement would directly enhance the movement of goods for industrial land uses in the area.		25	
3	York University Busway Re-Use	Permitting truck use on the York University Busway	Given that the corridor would be used almost exclusively for heavy vehicles, it is expected to provide a strong improvement to travel time compared to Finch Ave between Dufferin and Keele.		The improvement creates an additional E-W connection north of Finch and provides a truck/bus only option, removing truck traffic from Finch Ave.		The improvement would directly benefit industrial land uses north of Finch Ave, and to a lesser extent, those south of Finch Ave.		The proposed improvement would have no impact on natural areas as it uses existing infrastructure. It would however, still remain offlimits for non-heavy vehicles.		The proposed improvement would likely be restricted to heavy vehicles only.		The proposed improvement mostly facilitates access from the industrial lands. It does provide some relief to heavy vehicle activity at Keele/Finch, and may have an indirect benefit to walking and cycling in the area.		The improvement will have minimal expenses, most notably an agreement with Hydro One is required to use the roadway		The improvement would directly enhance the movement of goods for industrial land uses in the area.		26	
6	Intersection of Alness Street and Steeles Avenue West	Signal timing improvements and a second NB right turn lane on Alness Street.	Implementing signal timing improvements and creating an additional turn lane will reduce freight travel time		The improvement will improve N-E connectivity from Alness St onto Steeles Ave W. As an improvement to an existing route, there is minimal benefit to overall route choice.		The proposed improvement would support the future of industrial land uses in the area.		The proposed improvement would have some impact on the southeast property.		There would be minimal change to the existing access conditions.		The proposed improvement mostly facilitates access from the industrial lands. Improvements to pedestrian and cycling activities may occur during intersection improvements.		The improvement has low reasonable expenses for capital costs as it is mainly a signal timing improvement. Some reasonable cost may be associated with intersection improvements.		The improvement provides enhanced access to existing industrial land uses		26	
11	Rivalda Road to Deerhide Crescent Extension	Eastern portion	Extending Rivalda Rd to Deerhide Crescent gives freight drivers additional route options, helping to improve reliability and improve travel times as a result. Ultimately reduces dependency on Weston Rd.		The improvement creates a new E-W connection south of Finch Ave. and reduces reliance on Weston and Sheppard Ave.		The improvement would reduce use of the intersection at Weston Rd and Finch Ave. and directly benefit industrial land uses south of Finch as well as Weston Rd residents.		The proposed improvement would impact undisturbed lands north of Rivalda Rd. It will also likely indirectly improve conditions for alternate modes of transportation on Weston Rd.		The proposed improvement would facilitate access for all road users, although focused primarily on serving heavy vehicles.		The proposed improvement may not have a direct impact on walking and cycling activity in the area, but through a reduction in freight activity on Weston Rd, the improvement may have an indirect benefit for the area.		The improvement would be an expensive capital cost due to a required railroad crossing and property acquisition.		The improvement would directly enhance the movement of goods for industrial land uses in the area.		24	
12		Western portion	Extending Rivalda Rd to Deerhide Crescent gives freight drivers additional route options, helping to improve reliability and improve travel times as a result. Ultimately reduces dependency on Weston Rd.		The improvement creates a new E-W connection south of Finch Ave. and reduces reliance on Weston and Sheppard Ave.		The improvement would reduce use of the intersection at Weston Rd and Finch Ave. and directly benefit industrial land uses south of Finch as well as Weston Rd residents.		The proposed improvement would impact undisturbed lands north of Rivalda Rd. It will also likely indirectly improve conditions for alternate modes of transportation on Weston Rd.		The proposed improvement would facilitate access for all road users, although focused primarily on serving heavy vehicles.		The proposed improvement may not have a direct impact on walking and cycling activity in the area, but through a reduction in freight activity on Weston Rd, the improvement may have an indirect benefit for the area.		The improvement would be an expensive capital cost due to a required railroad crossing and property acquisition.		The improvement would directly enhance the movement of goods for industrial land uses in the area.		24	
18	New Intersection at Arrow Road and Deerhide Crescent	Required to support improvement 11																		
20	Arrow-Oakdale Rd. Connection (south) & Interchange with 400	Interchange options	Connecting Arrow Rd to Oakdale Rd provides freight drivers additional route options, helping to improve reliability and travel times as a result. Improving connections to Hwy 400 will reduce dependency on Finch Ave. Other alternatives may exist for a partial interchange or a non-interchange connection.		The improvement creates a new E-W connection south of Finch Ave. and reduced reliance on Finch Ave to cross the highway.		The improvement will reduce the use of turning movements at the intersection at Finch and Arrow, as well as Finch and Oakdale. This improvement will directly benefit industrial land uses south of Finch Ave and east of Hwy 400, but may impact non-commercial / industrial land uses between Oakdale and Jane.		Given the already developed property in the area, the impact to natural and cultural heritage is likely limited. The improvement will likely accommodate active transportation, but might not be a popular route choice if interchange options are included.		The proposed improvement would facilitate access for all road users, although focused primarily on serving heavy vehicles.		The proposed improvement may not have a direct impact on walking and cycling activity in the area, but through a reduction in freight activity on Finch Ave, the improvement may have an indirect benefit for the area.		The improvement will require a significant capital cost due to a required highway crossing and property acquisition. Cost sharing with MTO may be available.		The improvement would directly enhance the movement of goods for industrial land uses in the area.		23	
24	Steeles Avenue Interchange with 400	Interchange options	The move to incorporate a full interchange at Steeles and Hwy 400 significantly improves access north of the study area, as well as access from the north. Coupled with other improvements, this may provide an improved connection into the heart of the industrial area west of Hwy 400.		The improvement expands upon the existing connection at Steeles and Hwy 400 by facilitating a northbound on ramp and southbound off ramp. This directly reduces reliance on the interchange at Finch and 400.		This improvement would reduce the use of the off-ramps at Finch Ave and consequently, traffic on Finch. This improvement will directly benefit industrial land uses north of Finch Ave.		The proposed improvement will impact undisturbed lands near the interchanges. It is not expected to impact environmentally or culturally sensitive lands, given the extensive highway facilities in the area.		The proposed improvement would facilitate access for vehicle traffic only. It may indirectly improve conditions for other road users elsewhere.		The proposed full interchange may improve walking and cycling activity elsewhere in the study area, but would have to be carefully managed at this location given the likely increase in overall traffic (not just heavy vehicles).		The improvement would have an expensive capital cost due to property acquisition north of the existing interchanges. Cost sharing with MTO, Vaughan and York Region may be possible.		The improvement would directly enhance the movement of goods for industrial land uses in the area.		27	
28	To Be Determined	Poor Road Pavement Markings at Fenmar and Steeles	An improvement to road markings may provide a small enhancement to travel times through smoother operations.		The improvement does not offer a new connection, but may make the existing connection more attractive.		The industrial land uses in the area may benefit from improved capacity. There is not likely to be a negative impact.		The proposed improvement would not likely have any noticeable impacts on natural or cultural heritage. There may be an improvement to active transportation modes through a more effective intersection design.		The proposed improvement would facilitate access for all road users.		The proposed improvement does not directly enhance active transportation facilities, but may make for a more comfortable area by providing smoother operations in the area.		The proposed improvement will have minor costs associated with restriping the road.		There may be an increase in overall goods movement efficiency.		23	
29	Geometric Improvement	Low clearance at Ormont Drive underpass (east of TorYork Drive)	The improvement would increase the clearance for tall vehicles at the rail underpass on Ormont Drive, providing a significant travel time improvement for vehicles previously unable to use this crossing. Ultimately improves overall safety and reliability.		The improvement creates a brand new connection for those previously unable to use the crossing, but provides no benefit to all other road users. This would reduce reliance on Finch for a limited number of impacted vehicles.		The improvement greatly enhances access to industrial lands for some of the larger vehicles required for some trucking activities. For other smaller vehicles, there is less of a benefit, other than a potential reduction of these large vehicles on Finch Ave.		There would be no change to the existing impacts, given the redesign is primarily vertical.		The proposed improvement would facilitate access for all road users.		The proposed improvement does not directly enhance active transportation facilities, but may make for improvements elsewhere where the large vehicles no longer need to travel.		The improvement will likely have reasonable costs associated with redesigning a rail corridor underpass, but may be able to be achieved without touching the rail assets themselves.		The improvement would enhance access for some of the larger vehicles requiring access to the area, improving overall efficiency.		25	
31	Road Widening	Dedicated left turn lanes at Fenmar at Steeles are not long enough for trucks	Extending the left turn lane is an operational improvement that may not necessarily improve left turn counts, but may unlock improved capacity for through or right turn movements. Ultimately providing a small benefit to travel times.		The improvement does not offer a new connection, but may make the existing connection more attractive.		The industrial land uses in the area may benefit from improved capacity. There is not likely to be a negative impact.		The proposed improvement would not likely have any noticeable impacts on natural or cultural heritage. There may be an improvement to active transportation modes through a more effective intersection design.		The proposed improvement would facilitate access for all road users.		The proposed improvement does not directly enhance active transportation facilities, but may make for a more comfortable area by providing additional capacity for left turns.		The proposed improvement will have minor costs associated with restriping the road. Costs may escalate should the design warrant a minor widening.		The improvement would enhance the movement of goods for industrial land uses in the area.		25	
63	New Road	New road between Ashwarren Rd/Bakersfield St. and Chesswood Dr.	Between Finch Ave and Sheppard Ave, there are no E-W crossings over the rail corridor. This improvement would reduce freight travel times and improve the reliability of moving goods in the area.		This improvement would create a new route that will also minimize reliance on Finch Ave and Sheppard Ave		The redevelopment of land around the Keele/Finch intersection would benefit in a reduction of freight vehicles at the intersection. By creating a connection south of Finch Ave, the area can be bypassed.		Given that the existing rail corridor would still be maintained, any improvement will not likely impact the environmental or cultural features of the area.		The proposed improvement would facilitate access for all road users.		The proposed improvement may not have a direct impact on walking and cycling activity in the area, but through a reduction in freight activity at Keele/Finch, the improvement may have an indirect benefit for the area.		The improvement will likely have significant costs associated with the structure required to successfully cross the rail corridor. It is expected only one of improvement 63, 71 or 72 would be required.		The improvement would directly enhance the movement of goods for industrial land uses in the area.		27	
64	West Side Service Road	Road network adjacent and parallel west of Highway 400	A western service road would greatly enhance the potential for improved freight travel time, particularly in support of a Weston Rd. heavy vehicle complete ban. The improvement will create a reliable connection through the heart of the industrial area.		Portions of the corridor already exist, but would require enhancement to appropriately support the corridor. Overall, the N-S route provides a new connection that would be preferred over other arterial roads in the area for most heavy vehicles.		The significant concentration of industrial land uses in the area makes this improvement all the more important. Combined with a ban on heavy vehicles on Weston Rd, this improvement will be required to ensure the long term relevance of industrial land uses in the area.		There are some areas where natural heritage may be impacted, but will likely be able to be mitigated. Elsewhere, the existing network will be enhanced at a minimal impact to natural and cultural heritage. Alternative modes of transportation are also contemplated, but the focus is primarily for heavy vehicles.		The proposed improvement would facilitate access for all road users, although focused primarily on serving heavy vehicles.		As a preferred route for heavy vehicles, the reduction of heavy vehicles in other areas is an indirect benefit of this improvement. There is consideration for pedestrian and cycling improvements if appropriate in this improvement.		The majority of the corridor already exists, but in general, widenings and operational improvements would be required, as well as other improvements to help support the strengthened corridor. Given the size of the corridor, it is expected to carry a significant cost.		The improvement would directly enhance the movement of goods for industrial land uses in the area.		25	
67	Widen Steeles Avenue	Widen Steeles from the existing 4 lanes to 6 lanes between Fenmar and Jane	Modelling has shown this improvement would provide a significant improvement to travel time and reliability.		This would not provide an additional route, merely an improvement to an existing route.		When combined with other improvements, this could greatly enhance the development of industrial land uses.		The widened road would allow for additional transit and active transportation facilities, whilst minimizing impact to natural and cultural features		The proposed improvement would facilitate access for all road users.		The design for this improvement could incorporate enhanced cycling facilities to match the expected increase in vehicle traffic.		The improvement will have some reasonable expenses for capital costs, but will follow with typical road maintenance costs.		The improvement provides enhanced access to existing industrial land uses, as well as uses south of Steeles Ave		23	