

Finch West Goods Movement Transportation Master Plan

Finch West Goods Movement
Transportation Master Plan
Stakeholders Workshop
April 11th, 2019

Julius Banquet Hall

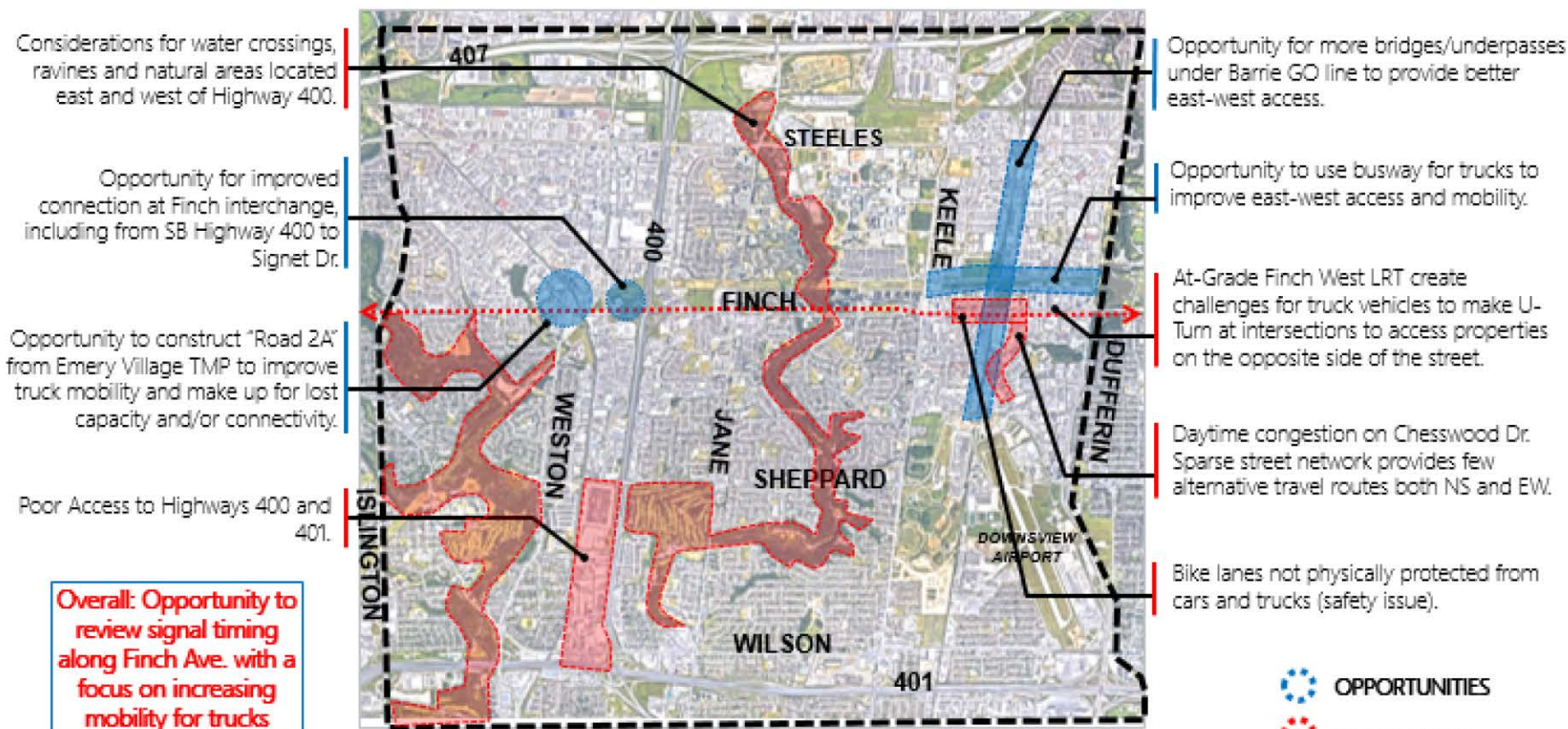


Introductions and Study Background

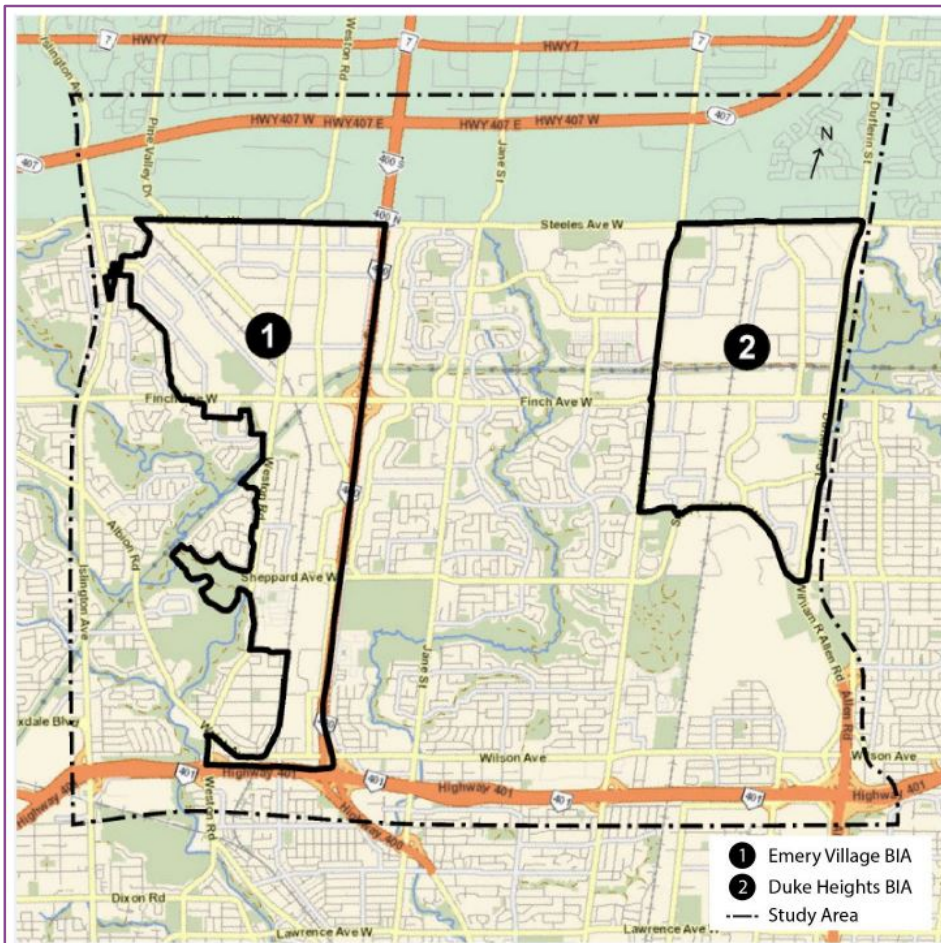
- Team and Audience Introductions
 - Sign in and Check Board
- Study purpose:
 - Comprehensive review of existing and future truck operations related to goods movement
 - Focus on goods originating to and from study area
 - Develop opportunities for improvements to road network
 - » Quick wins (0-3 years)
 - » Medium Term (greater than 5 years)
 - » Long Term (greater than 10 years)
 - Stakeholder assistance from freight carriers to understand issues and opportunities

Study Area

Key Project Opportunities & Constraints

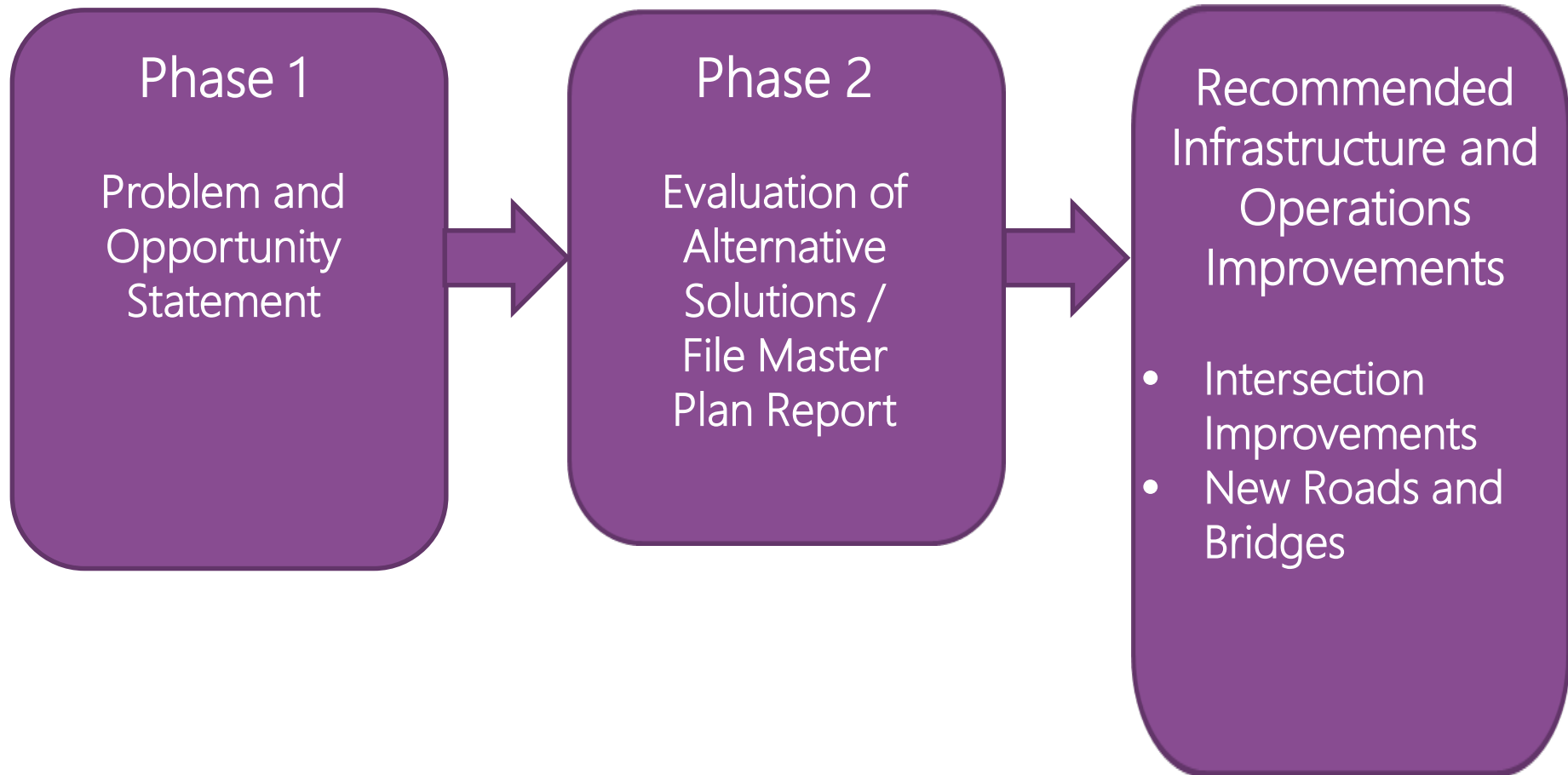


Study Area Stakeholders



1. Emery Village BIA
 2. Duke Heights BIA
- TTC
 - Pembina
 - Metrolinx
 - Vaughan
 - York Region
 - Canadian Fuel Association
 - Universities
 - TRCA
 - 407 ETR
 - CN Rail

Master Plan to Address Class EA Phases 1 and 2



Problem and Opportunity

Draft Statement

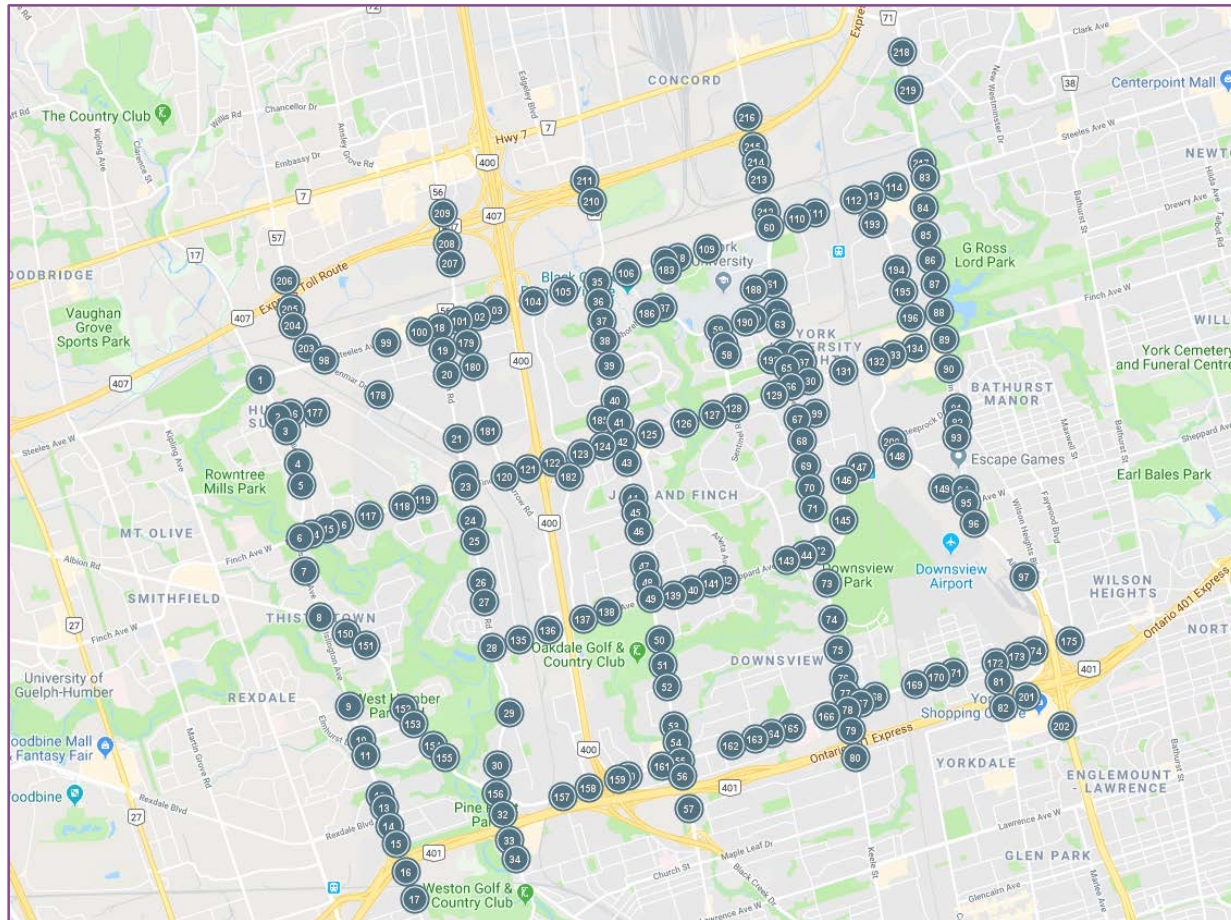
The Finch West area, defined by Islington Ave. on the west, Dufferin Street on the east, Steeles Ave. to the north, and Hwy. 401 to the south, benefits from being near several important transportation corridor and freeway facilities.

The efficient movement of goods traversing this community is integral to ensuring that its economic viability is sustained long-term. The addition of light rail transit service on Finch Avenue West potentially changes the movement of goods within the area, as well as access to adjacent ramps and highways, but also presents the opportunity for significant improvements to the multi-modal transportation network.

To ensure the Duke Heights and Emery Village BIA's experiences a robust economy moving forward, there is a need and opportunity to develop a sustainable transportation infrastructure plan that integrates goods movement, transit, and active transportation in a way that addresses safety, reduces auto dependence, and manages traffic congestion.

Traffic Data Collection

219 Signalized Intersections



Summary of Proposed Infrastructure Improvements

Duke Heights and Emery Village BIAs

- Duke Heights BIA
 - 6 Recommendations from Missing Links Study
 - 5 Recommendations from Tangiers Rd. Extension
 - 2 Key Recommendations from York University Busway
- Emery Village TMP
 - 5 Goods Oriented Recommendations
 - New Road 2A EA
 - 9 Recommendations from City of Toronto Working Group
- Downsview Area Transportation Master Plan
 - 3 Recommendations
- Approximately 20 Proposed Infrastructure Improvements
 - Some Overlaps

Major Milestones and Durations

	Project Start Date	Jan 28, 2019
	Data Collection	Feb. to Mid-March 2019
→	Stakeholder Advisory Group (SAG) Meeting	Feb. 20, 2019
	Base model development/calibration + modelling meetings	Feb. 11 to May 13, 2019
→	Stakeholder Workshop	Early April, 2019
	Existing Conditions Assessment – Tech Memo 1	July 19, 2019
	Long-list of alternatives	May to July, 2019
→	Stakeholders Advisory Group (SAG) Meeting	July to Sept. 2019
	Short-list of alternatives	July to Sept. 2019
→	Stakeholder Advisory Group (SAG) Meeting	Late Nov. 2019
	Public Information Centre #1	Late Nov. 2019
	Identification of Preferred Solution	Dec. to Jan. 2020
	Refinement of Preferred Solution	Jan. to Apr. 2020
→	Stakeholder Advisory Group (SAG) Meeting	Apr. 2020
	Concept / Design	Apr. to July 2020
	Implementation Plan	May 2020
→	Stakeholder Advisory Group (SAG) Meeting	Early Sept. 2020
	Public Information Centre #2	Early Sept. 2020
9	Report (Draft + Review Periods + Final)	Sept. to Dec. 2020

Outcome of Study

- Short, Medium, and Long Term solutions
- Short Term can be implemented immediately
- Medium and Long Term will require further study
- High Level Cost Estimates
- Implementation Plan
- Final Report