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

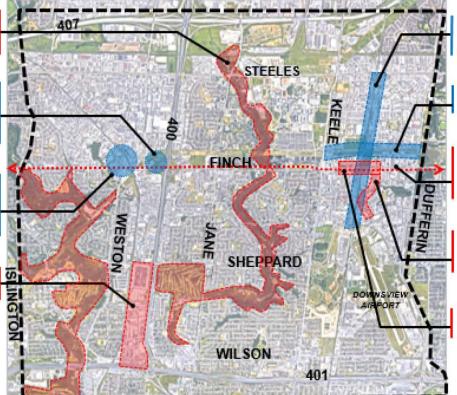
Considerations for water crossings, ravines and natural areas located east and west of Highway 400.

Opportunity for improved connection at Finch interchange, including from SB Highway 400 to Signet Dr.

Opportunity to construct "Road 2A" from Emery Village TMP to improve truck mobility and make up for lost capacity and/or connectivity.

Poor Access to Highways 400 and

Overall: Opportunity to review signal timing along Finch Ave. with a focus on increasing mobility for trucks



Opportunity for more bridges/underpasses under Barrie GO line to provide better east-west access.

Opportunity to use busway for trucks to improve east-west access and mobility.

At-Grade Finch West LRT create challenges for truck vehicles to make U-Turn at intersections to access properties on the opposite side of the street.

Daytime congestion on Chesswood Dr. Sparse street network provides few alternative travel routes both NS and EW.

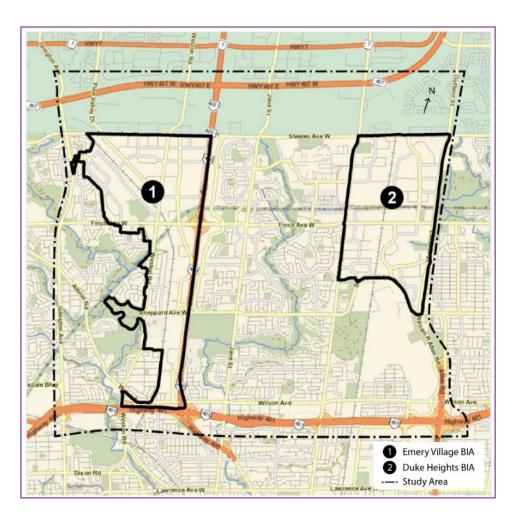
Bike lanes not physically protected from cars and trucks (safety issue).







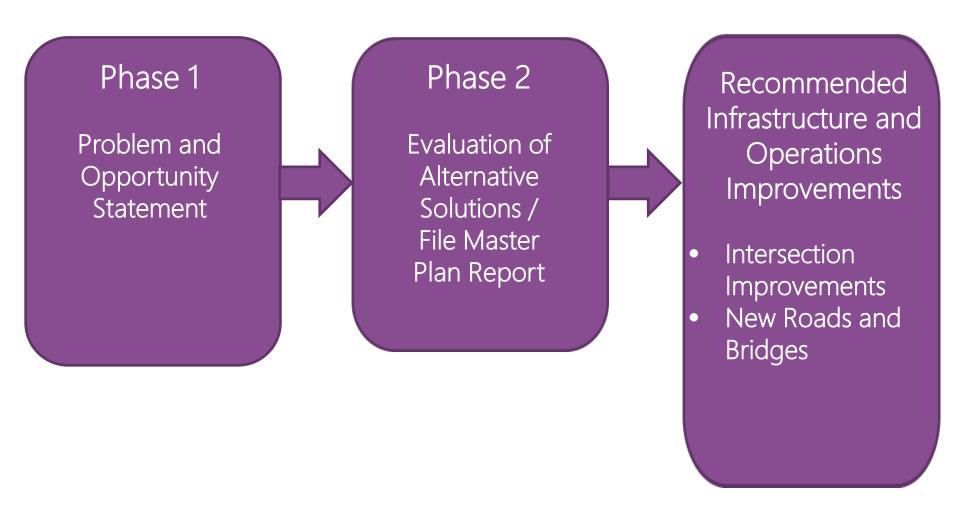
Study Area Stakeholders



- 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.

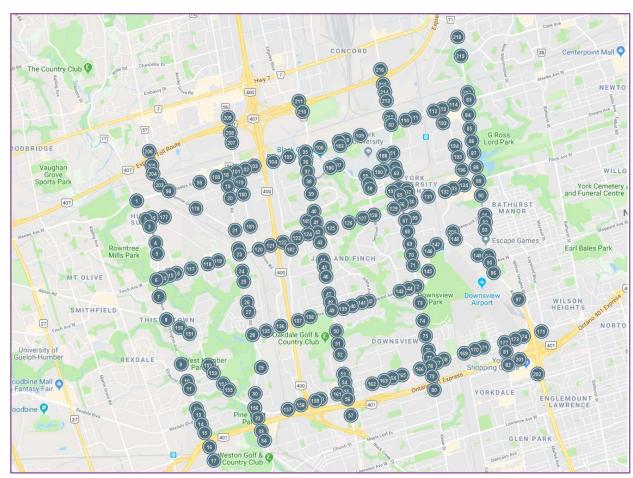
The efficient movement of goods traversing this community is integral to ensuring that its economic viability is sustained long-term. The addition of light rail transit service on Finch Avenue West potentially changes the movement of goods within the area, as well as access to adjacent ramps and highways, 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

