The planned GTA West Corridor on Highway 401 near Milton would provide added east-west capacity connecting Highway 400 in Vaughan to Highway 401 near Milton. The largest goods movement cluster in Canada is located on the Milton-Mississauga-Brampton-Vaughan axis – an 8-km stretch in which the highway width drops from 16 to 10 lanes. Super Express would complete the express lane network on Highway 401, between Highways 409 and 427 – near Pearson Airport. The project would improve east-west and north-south connections, reduce travel times, reduce greenhouse gas emissions, and provide additional capacity and improved safety for drivers.

PROPOSED INFRASTRUCTURE OPTIONS

To Improve Goods Movement

**NEW BAIL FREDERICT CORRIDOR & EXPANSION OF RER**

To help meet the growth in demand for freight and passenger rail, the new GTA West Corridor would enable CN and/or CP freight trains to re-route away from Richmond Hill corridors. The proposed new 15-km freight rail link in Halton Region would enable CN and/or CP freight trains to re-route away from Richmond Hill corridors. The proposed new 15-km freight rail link in Halton Region would enable CN and/or CP freight trains to re-route away from Richmond Hill corridors.

**GTA WEST CORRIDOR**

Under Metrolinx’s Regional Express Rail (RER) plan, the GO train network service, although not on the Milton, Kitchener (past Bramalea station) and Richmond Hill corridors. A new rail freight corridor will be transformed with train electrification and 15-min two-way, all-day service, although not on the Milton, Kitchener (past Bramalea station) and Richmond Hill corridors. The proposed new 15-km freight rail link in Halton Region would enable CN and/or CP freight trains to re-route away from Richmond Hill corridors. The proposed new 15-km freight rail link in Halton Region would enable CN and/or CP freight trains to re-route away from Richmond Hill corridors.

**SMART SIGNALS ROLLOUT**

Modern smart project. Curruntly at pilot stage with the City of Toronto.

Two large-scale rollouts of smart traffic lights across the arterial and collector road network throughout municipalities in the Corridor. Modern smart project. Curruntly at pilot stage with the City of Toronto.

**TRUCK PARKING ROLLOUT**

Medium-term project. Currenty under study by the Province.

Truck parking rollouts will provide added capacity to current parking facilities to meet the growing needs of the province’s growing trucking industry. Medium-term project. Currenty under study by the Province.

**SUPER EXPRESS**

Medium-term project. Currently under study by the Province.

Super Express is a 19-km stretch of the Highway 401, between Highways 11 and 10 in Barrie. The existing Highway 401 by double deacking and/or expansion, providing an express lane for Super Express will improve congestion and save travel time by more than 40%. Assuming at least 25% time savings, the project would save 15 minutes for every hour in traffic. Medium-term project. Currently under study by the Province.

**HIGHWAY 7 EXTENSION**

Medium-term project. Currently under study by the Province.

Highway 7 extension is a 10-km stretch of the Highway 7, from Highway 400 to Highway 401. The project would provide added capacity to current parking facilities to meet the growing needs of the province’s growing trucking industry. Medium-term project. Currently under study by the Province.

**IMPACT ON REDUCING TIME TO IMPLEMENT**

Highway 8 in Kitchener/Cambridge. IMPACT ON REDUCING TIME TO IMPLEMENT

Highway 401, which has pockets of regular congestion such as near existing Highway 7 in this area only has two lanes, is undivided and has no access control. IMPACT ON REDUCING TIME TO IMPLEMENT

The planned GTA West Corridor on Highway 401 near Milton would provide added east-west capacity connecting Highway 400 in Vaughan to Highway 401 near Milton. The largest goods movement cluster in Canada is located on the Milton-Mississauga-Brampton-Vaughan axis – an 8-km stretch in which the highway width drops from 16 to 10 lanes. Super Express would complete the express lane network on Highway 401, between Highways 409 and 427 – near Pearson Airport. The project would improve east-west and north-south connections, reduce travel times, reduce greenhouse gas emissions, and provide additional capacity and improved safety for drivers.
Why These Projects?

Embracing a Multimodal Lens

Many of the top capacity constraints in the Corridor are on the highway network which is critical not only for the moving industries but also for the 2.3 million people who commute daily in the Corridor, and 19 million people who visit the Corridor each year. Addressing these issues will require significant public and private sector investment, and will be critical to maintaining goods movement and economic growth in the Corridor. These projects will improve the competitiveness of the Corridor, and Canada, and will position the Corridor as a global hub for goods movement.

But the new transportation needs in the Corridor are so large that they cannot be met solely by public funding. We also need the role of the private sector for these types of projects as a supplement to public funding.

Tying it All Together

Two priority transport projects recognize the importance of innovation in goods movement, taking a wide view of technologies to make these projects happen.

Bringing in the Public and Private Sectors

The projects on this list can be implemented, or at least prioritized, with significant public and private sector funding.

Two priority transit projects recognize the importance of innovation in goods movement, taking a wide view of technologies to make these projects happen.

Proposed Infrastructure Options

Taking a Wide View

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Proposed Infrastructure Options

Recent data and analysis highlight the need for innovation in goods movement in the Corridor, as well as an opportunity to seize regional and national scale opportunities for growth.

This project is driven by the growing demand for containerized goods in Canada’s Innovation Corridor – with a view that large, high-impact projects that would supplement public funding. The projects on this list can be implemented, or at least prioritized, with significant public and private sector funding.

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