

## 5. IDENTIFICATION OF TRANSPORTATION PROBLEMS OUTSIDE THE STUDY AREA

The inter-regional transportation system problems discussed in the previous section focused on the broader transportation system issues adjacent to the defined Study Area as well as specific problems within the Study Area.

Within the area of influence shown in **Exhibit 1-2**, there are specific areas where existing transportation problems impact the NGTA Corridor Planning and Environmental Assessment Study. The Growth Plan designates five Urban Growth Centres at the western portion of the Greater Golden Horseshoe (GGH), including Downtown Brantford, Downtown Cambridge, Downtown Guelph, Downtown Kitchener and Uptown Waterloo. The increasing concentration of population and employment in this area introduces new transportation challenges. It is therefore important that these economic centres have adequate transportation linkages for the continuing needs of commuter travel which provide the economic workforces, and for goods movement between these centres.

The Study Area represents a major trade corridor between the GTA, south western Ontario and the U.S. Approximately 120 million people and major industrial markets in Ontario and the U.S. lie within 500 km of the Study Area. As discussed in **Section 2.2**, initiatives such as the *Ontario-Quebec Continental Gateway and Truck Corridor Study* and the *National Policy Framework for Strategic Gateways and Trade Corridors*, provide focus and direction for strategies that foster further development and exploitation of the transportation systems that are key to opportunities and challenges in international trade.

Planned improvements to border crossing infrastructure at Buffalo/Fort Erie and Windsor/Detroit and potential improvements to Highway 401 (Quebec-Ontario Gateway Study) may increase the attractiveness for long distance truck movements between these locations. Improved inter-regional transportation linkages within and through the Study Area may facilitate this increase in demand.

The Environmental Assessment Terms of Reference (ToR) for the Brantford to Cambridge Transportation Corridor Study (March 2009) indicates that as economic activities in the GGH evolve from a Toronto Central Business District-based condition to an economy of multiple centres, the importance of the western portion of the GGH is increasingly recognized. The ToR provides an overview of the preliminary inter-regional transportation problems associated with the Brantford-Cambridge area. Improvements that may be considered to address these problems may also support the solutions to transportation problems and opportunities in the Study Area.

The principal problems identified in the ToR that may affect the NGTA study include:

- There is inadequate transportation capacity to meet current and projected long-term needs (to 2031) for the efficient inter-regional movement of both people and goods between the Urban Growth Centres of downtown Brantford and downtown Cambridge, and between Highways 403 and 401 in the Brantford-Cambridge

area. Corridors and rights-of-way have not been planned for and protected to meet those needs.

- Connectivity within the provincial highway system is not maintained between Highways 403 and 401 in the Brantford-Cambridge area, as Highway 24 traffic passes through the built-up areas of Brantford and Cambridge on municipal roads. Highway 8 has the same inadequate connection through Cambridge to Highway 401.
- There is no inter-regional transit linking the Urban Growth Centres of Downtown Brantford and Downtown Cambridge. Accordingly, there is no modal choice among transportation modes for moving people between those centres.
- There are no inter-modal facilities or associated linkages to the provincial highway system within the Analysis Area.