

Transportation Master Plan



Your community, your say.



March 1, 2016

York Region Population and Employment Growth

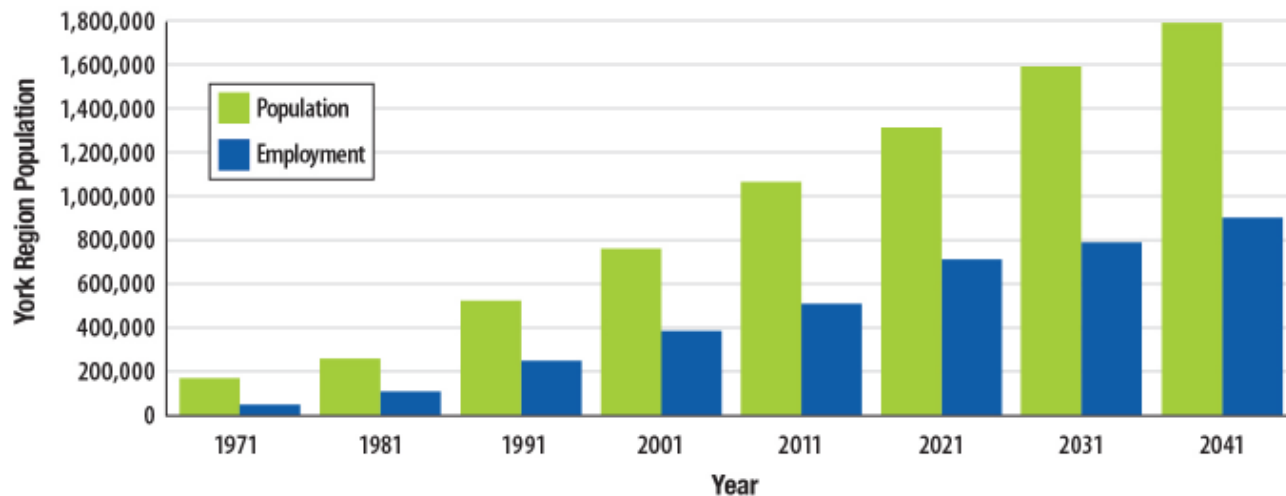
Population

1.1 million
2014 **to** **1.8** million
2041

Employment

565 thousand
2014 **to** **900** thousand
2041

York Region Population Growth - 1971 to 2041



York Region needs to comply with *The Provincial Growth Plan* and new forecasts introduced to 2036 and 2041

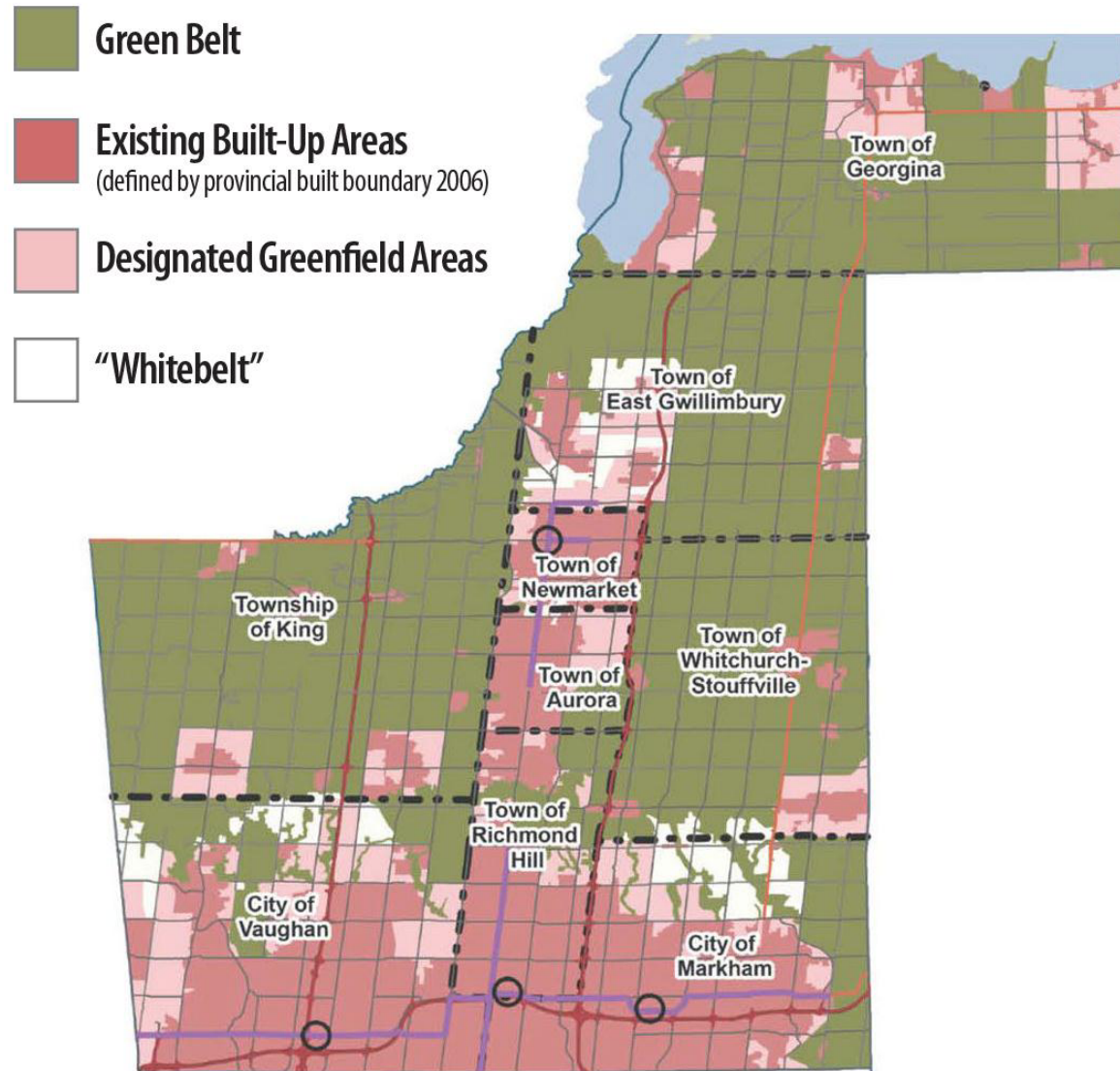
Regional Official Plan Review

- York Region is evaluating growth scenarios
- Recommended Growth Scenario will align with:
 - Provincial Policy Statement 2014
 - Provincial Growth Plan
 - Vision 2051
 - Regional Official Plan goals
- Recommended Growth Scenario will inform local municipal official plans/secondary plans



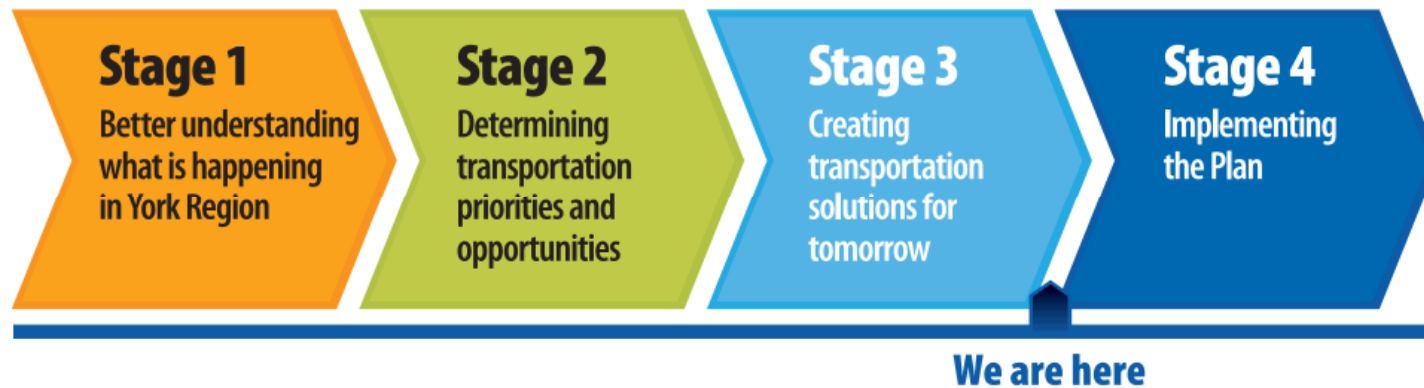
Implementing and responding to growth is a multi-jurisdictional responsibility

Growth in Markham



Study Progress

Transportation Master Plan (TMP) Study Stages

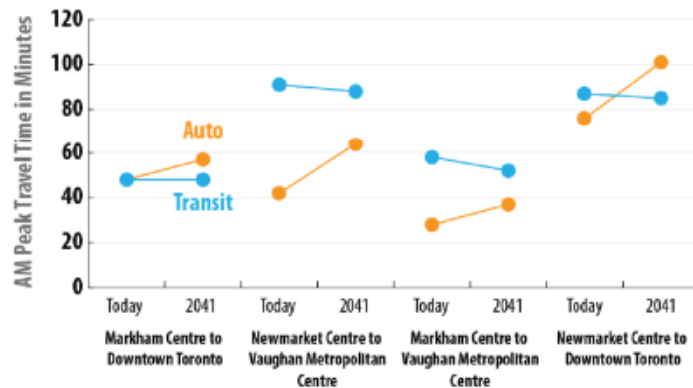


Municipal Class Environmental Assessment Phases



Focus on Transit

Despite expanding road capacity, travel times by car will worsen



Source: Google, York Region Travel Demand Model

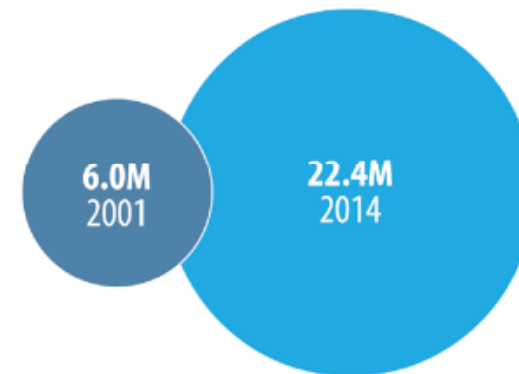
Auto travel times between major centres are projected to increase, even with planned roadway improvements.

Investment in transit, including rapidways and expanded GO Transit service, is projected to either **maintain or improve transit travel times in the future.**

Transit use is increasing

Transit is becoming a more attractive option for York Region residents with annual ridership on YRT/Viva outpacing population growth.

YRT/VIVA ANNUAL RIDERSHIP



Source: YRT/Viva

Expanding transportation network capacity will help, however changes in travel habits are also needed

What We Heard from the Public



Transportation is the #1 issue for Markham residents



What has happened since the 2009 TMP

- Construction underway of Toronto-York Spadina Subway Extension
- Opened Viva rapidways on Highway 7 in Markham and Richmond Hill and Davis Drive in Newmarket
 - Transit travel time on Highway 7 from Bayview Avenue to Highway 404 has decreased by 35% since rapidway opening
- Since the last TMP we:
 - Built or resurfaced over 800 lane km of roads
 - Built over 324 km of cycle lanes and paved shoulders
 - Increased YRT/Viva ridership by 20%
 - Launched PRESTO on YRT/Viva



Objectives of the TMP

- ① Create a World Class Transit System
- ② Develop a Road Network fit for the Future
- ③ Integrate Active Transportation in Urban Areas
- ④ Maximize the potential of employment areas
- ⑤ Make the “Last Mile” work



Objective 1: Create a World Class Transit System

Major Initiatives

- Extend Yonge Subway to Town of Richmond Hill
- Complete Viva Network
- Maximize potential of Regional Express Rail with YRT/Viva service
- Enhance YRT/Viva service levels into a Frequent Transit Network



Objective 2: Develop a Road Network Fit for the Future

Major Initiatives

- Implement smart corridors (signal technology, corridor optimization, maximize efficiency of intersections)
- Expand high occupancy vehicle network supported by commuter parking
- Develop a finer grid street network
- Build context sensitive multi-modal corridors



Objective 3: Integrate Active Transportation in Urban Areas

Major Initiatives

- Accelerate cycling projects that connect to transit spines and Regional centres
- Fill gaps in sidewalk network in urban areas
- Work with Ministry of Transportation to make highway interchanges walk and cycle friendly
- Complete Lake to Lake Cycling Route and Walking Trail



Objective 4: Maximize the Potential of Employment Areas

Major Initiatives

- Connect Langstaff Road across CN MacMillan Yard in Vaughan
- Designate a strategic goods movement network
- Support Provincial expansion of 400 series highways/interchanges



Objective 5: Make the Last Mile Work

Major Initiatives

Work with local municipalities to:

- Provide safe and convenient walking/cycling opportunities to mobility hubs
- Manage parking supply and demand with innovation, pricing and technology
- Support transit-oriented development
- Embrace emerging technologies and sharing economy



Policy Principles



Finer grid street network



Corridor evolution



Commuter parking management



Goods movement



Boulevard jurisdiction

Finer Grid Street Network: Principles



- York Region be responsible for environmental assessments, design, construction, operation and ownership of all future 400-series highway crossings.
- York Region be responsible for environmental assessments, design and construction of future interchange ramp extensions
- York Region provide financial assistance to local municipalities for mitigating/bridging barriers in the major collector road network
- Restrict new turning and vehicle-type restrictions on the Regional road system

Maximize the effectiveness and efficiency of the integrated road network



Finer Grid Street Network: Actions



- Define the infrastructure requirements including 400-series highway crossings and ramp extensions
- Develop an Arterial Road Classification Study
- Consider removal of existing turning and vehicle type restrictions where they are not warranted for network optimization or asset preservation purposes
- Establish a Development Charges funded reserve to support these policy principles

A context sensitive approach will be used in the implementation of these actions



Corridor Evolution: Principles



- York Region operate the Regional road network to move the most people
- Develop a policy to permit conversion of general purpose traffic lanes to HOV/Transit lanes or reserved bus lanes after established thresholds are met

The objective is to maximize people moving capacity of Regional corridors



Corridor Evolution: Actions



- Reaffirm that when widening a road from four-lanes to six-lanes, the additional lanes be designated for HOV/Transit use
- Establish thresholds for converting existing general purpose lanes to HOV/Transit lanes or reserved bus lanes on four-lane and six-lane roads
- Develop a long-term traffic management strategy that incorporates existing and emerging technologies to optimize, expand and transform the people moving capacity of Regional corridors

Emerging technologies can be used to increase the efficiency of our systems



Commuter Parking Management: Actions



Develop a Commuter Parking Management strategy that:

- Identifies new commuter parking lots in strategic areas of the Region
- Establishes Regional governance model for commuter parking management
- Provides direction regarding parking on Regional roads
- Identifies and implements pilot projects, including the use of paid parking

Goods Movement: Actions



Develop a Goods Movement Strategy to:

- Define the Region's role in supporting goods movement
- Identify demand management measures to reduce the impact of goods movement during peak travel periods
- Confirm a hierarchy/network of goods movement corridors, recognizing that all Regional roads are intended to move all types of vehicles

Boulevard Jurisdiction: Actions



- York Region accept responsibility/ownership for boulevard jurisdiction*
- York Region work with local municipalities to transition planning, design, construction, maintenance and responsibility for boulevard elements*
- Establish a Development Charge funded reserve to support this policy principle

* sidewalks, cycling facilities, illumination and streetscaping



Network Integration

The focus for the next
Transportation Master Plan
will be to build a connected network.



Transit



Increased
Road Capacity



Pedestrians



Cycling



Carpooling

Transportation Master Plan
To learn more, visit york.ca/tmp



Next Steps for the TMP

- Refine the plan based on public and stakeholder feedback
- Develop a phasing and financing plan
- Present the Draft Plan to Regional Council and local municipalities
- Public review of Transportation Master Plan
- Finalize the Transportation Master Plan



The Transportation Master Plan will be finalized in 2016

Transportation Master Plan



Your community, your say.

Discussion

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