

Transportation Master Plan



Your community, your say.



March 1, 2016

York Region Population and Employment Growth

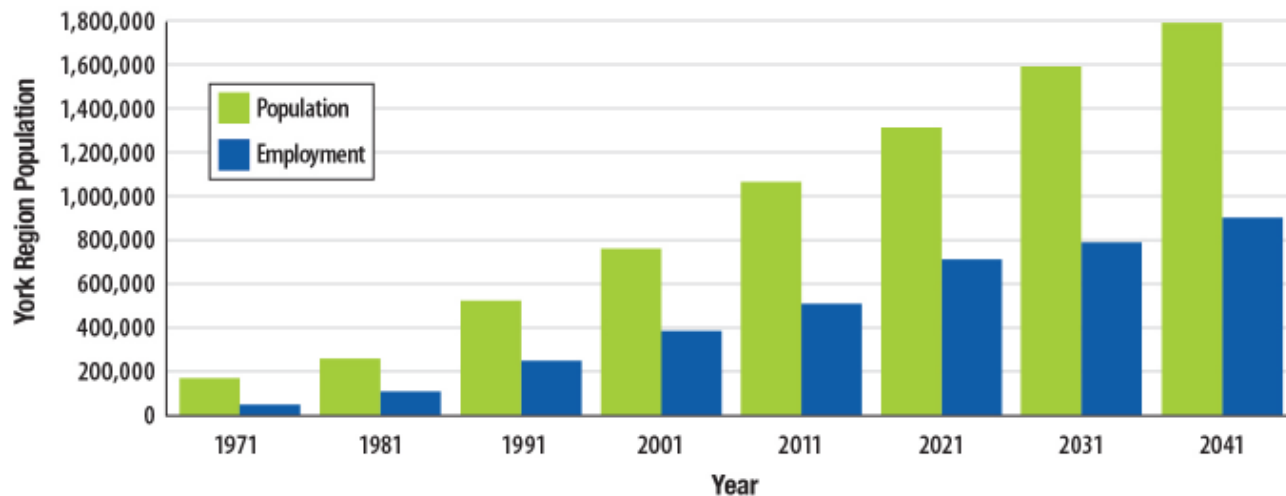
Population

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

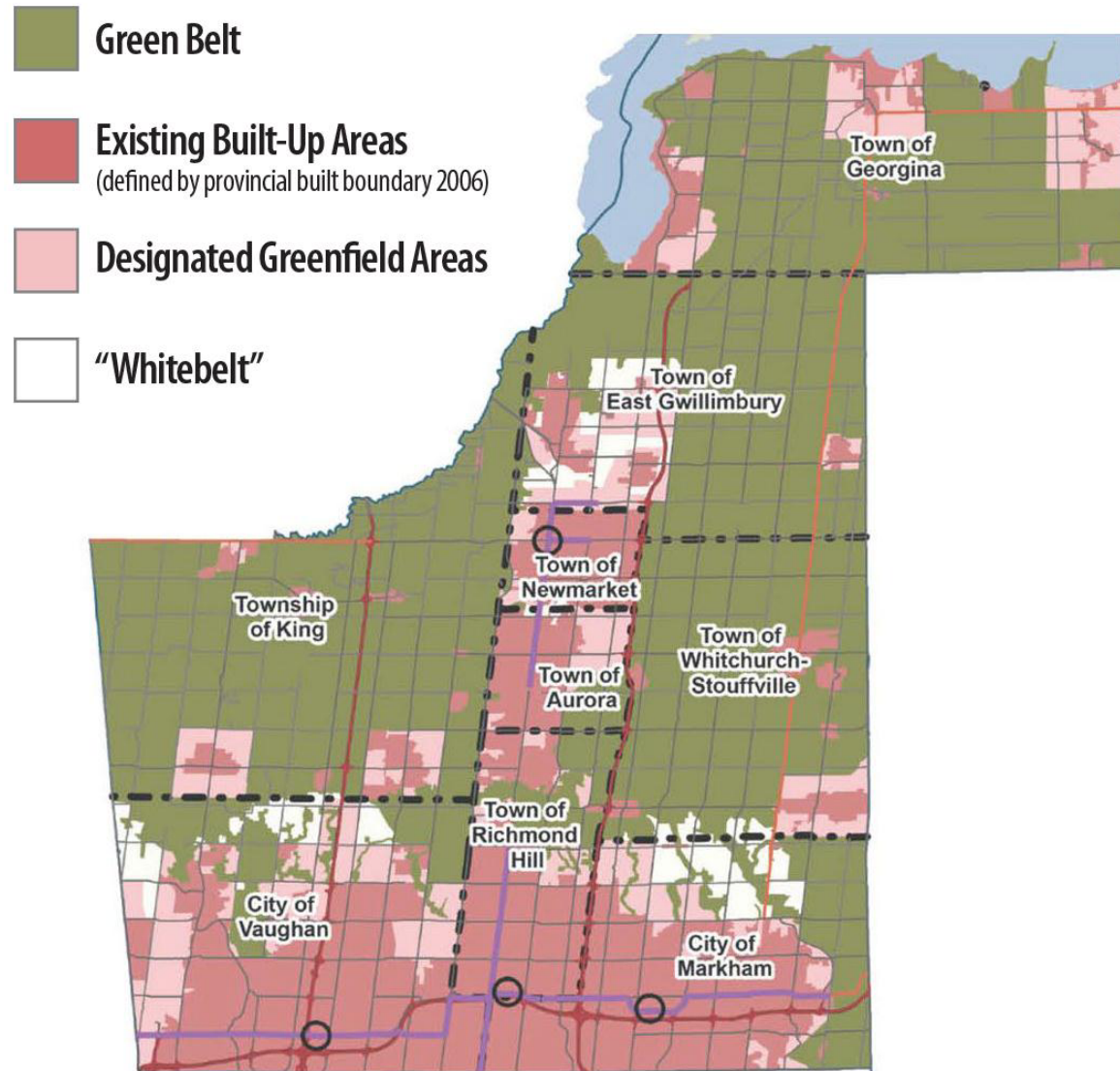
Regional Official Plan Review

- 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



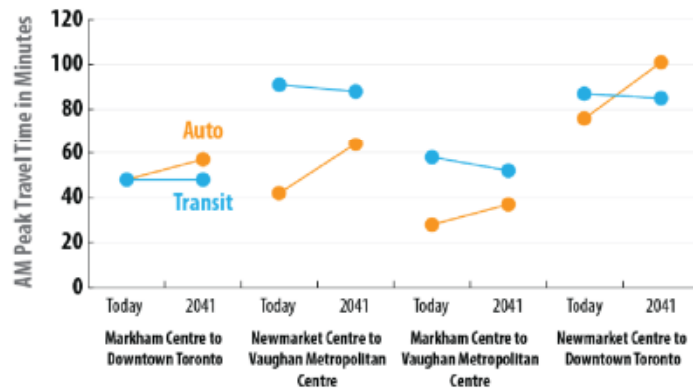
TMP Update Progress

Transportation Master Plan (TMP) Study Stages



Focus on Transit

Despite expanding road capacity, travel times by car will worsen



Source: Google, York Region Travel Demand Model

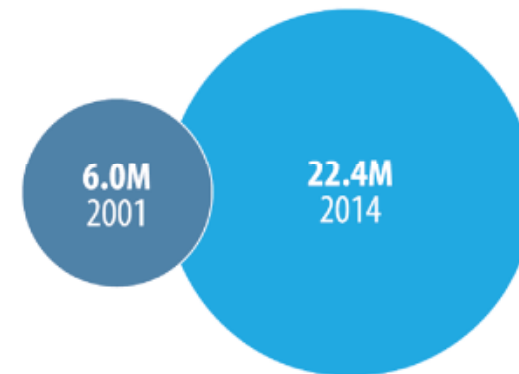
Auto travel times between major centres are projected to increase, even with planned roadway improvements.

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

TMP Update Consultation Summary

TMP Exposure (users/visitors)

92,279		Facebook Reach
42,614		LinkedIn Impressions
8,096		TMP Website
3,000*		GO Station Pop Ups
1,800*		Outreach Booths
454		Open House
196		Twitter Retweets
95		Instagram Likes
10		Rounds of Newspaper and E-mail Ads

TMP Feedback (respondents)

1,944		Online Survey
107		Open House Vision Board Posts
68		Open House Comment Sheets
33		Accessible Online Survey

* Numbers approximate

Reached approximately 150,000 people and over 2,000 people provided feedback

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



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






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

	<ul style="list-style-type: none">• Implement the Frequent Transit Network• Deliver the YRT/Viva 5-year Service Plan
	<ul style="list-style-type: none">• Extend Yonge Subway to Richmond Hill/Langstaff and study further subway expansion with partners• Complete Viva Network (rapidways and new service corridors)• Develop implementation plan for the expansion of Park N' Ride facilities with transit connections to urban centres
	<ul style="list-style-type: none">• Integrate and connect with Regional Express Rail• Support freeway bus network and future provincial transitway corridors• Improve service and fare integration with partner transit systems (e.g. GO, TTC, Durham, Brampton)



Objective 2: Develop a Road Network Fit for the Future




Major Initiatives

	<ul style="list-style-type: none">• Widen and urbanize roads in new growth areas• Eliminate pinch points and bottlenecks
	<ul style="list-style-type: none">• Build missing links and new roads• Expand high occupancy vehicle network• Develop the finer grid road network
	<ul style="list-style-type: none">• Maximize person carrying capacity through corridor evolution• Build context sensitive multi-modal corridors



Objective 3: Integrate Active Transportation in Urban Areas

Major Initiatives

	<ul style="list-style-type: none">• Fill gaps in sidewalk network in urban areas• Work with Ministry of Transportation to make highway interchanges walk and cycle friendly• Work with neighbouring municipalities to create seamless cross-boundary connections
	<ul style="list-style-type: none">• Adopt a Strategic Ten Year Cycling Network Plan that prioritizes cycling projects that connect to transit spines and Regional centres and accelerates development of Regional trail spines
	<ul style="list-style-type: none">• Increase the use of separated cycling facilities such as cycle tracks, raised bike lanes and multi-use trails to improve comfort for cyclists• Focus infrastructure in urban areas to improve connections to employment and institutional land uses



Objective 4: Maximize the Potential of Employment Areas

Major Initiatives

	<ul style="list-style-type: none">• Designate a strategic goods movement network• Confirm all Regional roads are for all types of vehicles
	<ul style="list-style-type: none">• Support Provincial expansion of 400 series highways/interchanges• Complete Langstaff Road “missing link” across CN MacMillan Yard
	<ul style="list-style-type: none">• Create supportive environment for technology-enabled mobility solutions• Achieve fare integration to increase the convenience of transit use• Increase the connectivity between rapid transit services leading to key employment areas



Objective 5: Make the Last Mile Work

Major Initiatives

	<ul style="list-style-type: none">• Support transit-oriented development
	<ul style="list-style-type: none">• Provide safe and convenient walking/cycling
	<ul style="list-style-type: none">• Manage parking supply and demand with innovation, pricing and technology• Support emerging technologies and the sharing economy



Network Integration

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



Transit



Increased
Road Capacity



Pedestrians



Cycling



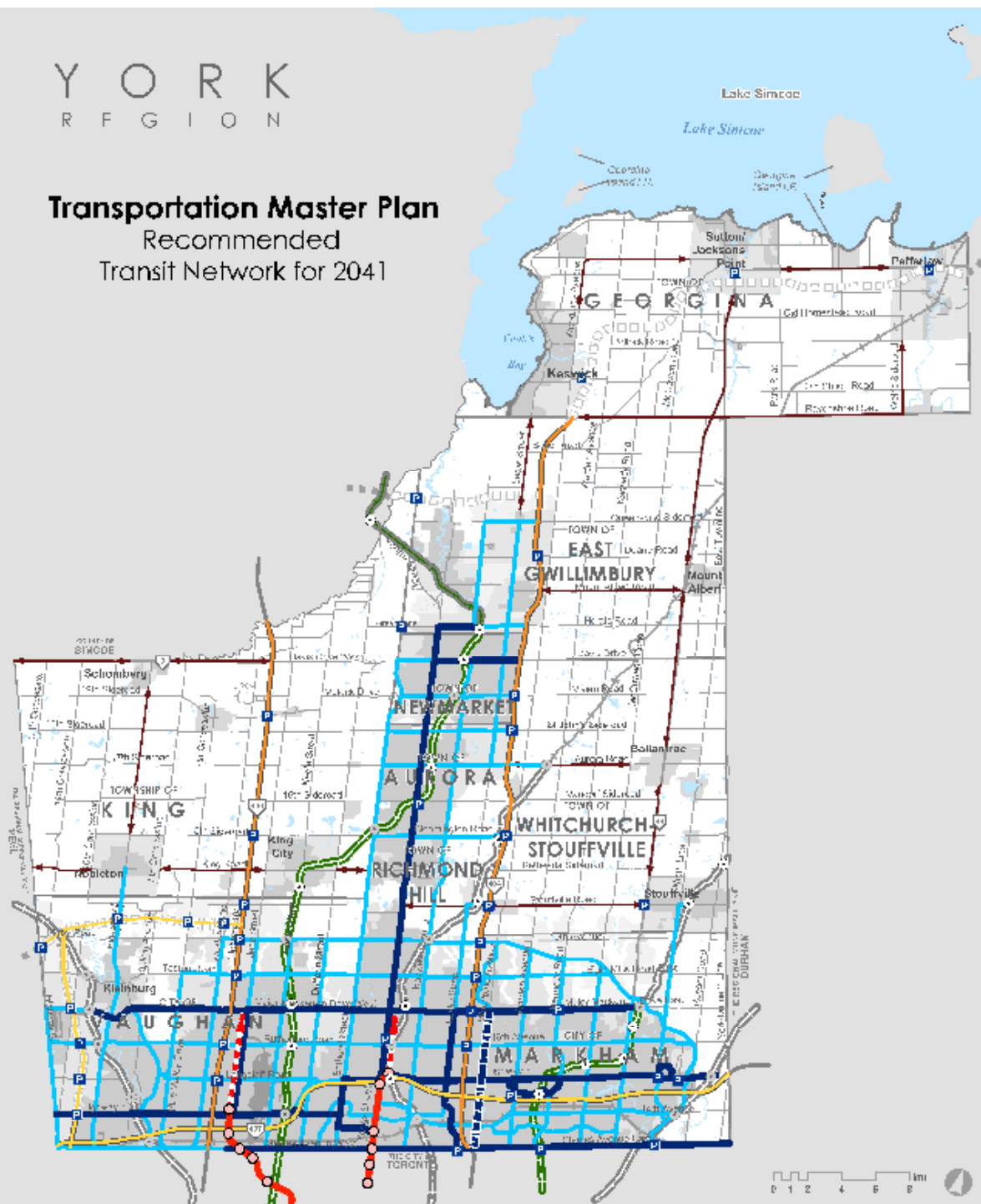
Carpooling










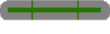



Transportation Master Plan
To learn more, visit york.ca/tmp



YORK REGION

Transportation Master Plan Recommended Transit Network for 2041



-  Rapid Transit Corridor
-  Rapid Transit Alignment Subject to Further Study
-  Frequent Transit Network
-  Highway Bus Service
-  Transitway
-  Rural Bus Connections
-  Subway Extension
-  Potential Subway Extension to be Determined by Future Study
-  Future Subway Station
-  GO Train, 15-min Two Way All Day Service
-  GO Train, Two Way All Day Service
-  GO Train, Rush Hour Service
-  Existing GO Station
-  Potential GO Station
-  Proposed Commuter Lots

BASE MAP INFORMATION

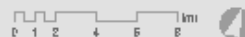
-  Provincial Freeway
-  Provincial Highway
-  Road
-  Railway
-  Municipal Boundary

NOTES:

1. Any proposed new interchanges, highway/interchange improvements, or bike lane crossings of Provincial facilities, etc., are not approved by the Ministry of Transportation.

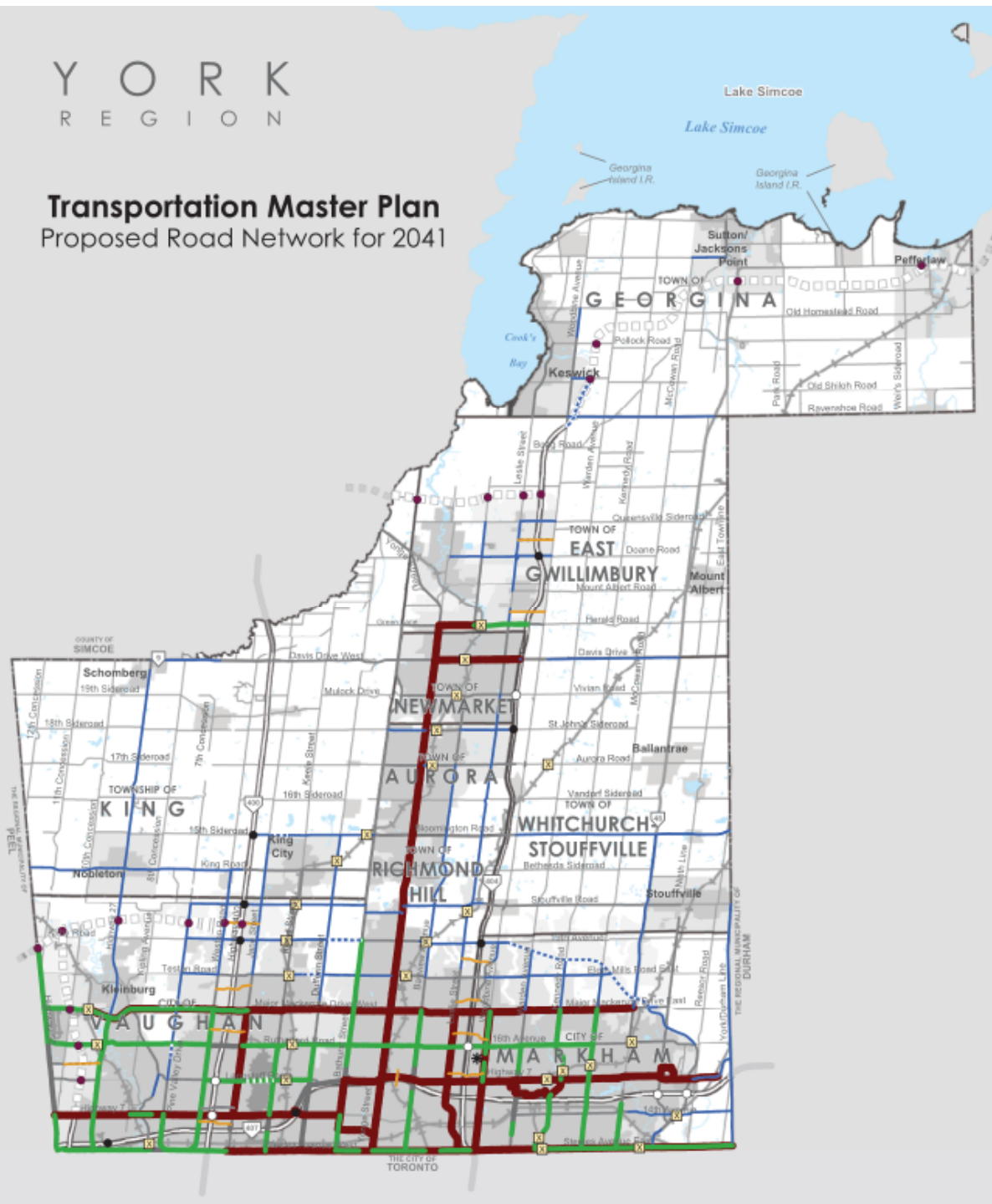
These proposed improvements will require further study and analysis, and will need to meet Ministry standards.

2. The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the Planning Act, the applicable environmental assessments process established under the Environmental Assessments Act, and preliminary and detailed design.



YORK REGION

Transportation Master Plan Proposed Road Network for 2041



4 Lane Network

- Proposed Future 4 Lane Widening
- Existing 4 Lane Road
- Proposed New 4 Lane Road

6 Lane Network

- Proposed Future 6 Lane Widening
- Existing 6 Lane Road
- Proposed New 6 Lane Road

Interchange Improvements (to be confirmed by MTO)

- Future Interchange on Existing Freeway
- Future Interchange on Future Freeway
- Other Interchange Improvement

Other Improvements

- Rapid Transit Corridor
- Midblock Crossing
- X Proposed Grade Separation
- ✱ Special Study Area

BASE MAP INFORMATION

- ▤ Provincial Freeway
- ▤ Provincial Highway
- Road
- Railway
- Municipal Boundary



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© Queen's Printer for Ontario 2003-2010,
Includes Greenbelt and Oak Ridges Moraine Boundaries and Water Features

Next Steps for the TMP

- Present the draft network phasing plan to Regional Council – April 2016
- Present the draft TMP to Regional Council – June 2016
- File the TMP for public review – Summer 2016
- Initiate implementation of the plan – Fall 2016

The Transportation Master Plan will be finalized in 2016



Transportation Master Plan



Your community, your say.

Discussion

Stephen Collins, P.Eng.
Director, Infrastructure Management and PMO
Transportation Services