

Markham Transportation Strategic Plan (MTSP)

Follow-up Presentation

September 25, 2012

Presentation Overview

Purpose:

- To provide additional information and clarifications in response to May 29, 2012 Transportation Committee Workshop

Outline of Presentation:

- Recap of MTSP timelines and scope
- Consultation summary
- Clarifications
 - Network Issues
 - Design issues
 - Supporting initiatives
- Next Steps

Comments/Questions from May 2012 Workshop

Key Comments

- Clarify extend of road improvements
- Don Cousens Parkway extension timing and alignment
- East Markham congestion
- Widening of Markham Road (407 to Steeles)
- Clarification on design features for regional corridors (e.g. medians, bike facilities, etc.)
- Details regarding supporting strategies and short term initiatives

Purpose and Scope of MTSP

The MTSP is intended to:

Respond to Provincial requirement for long-term land use projections and transportation policies

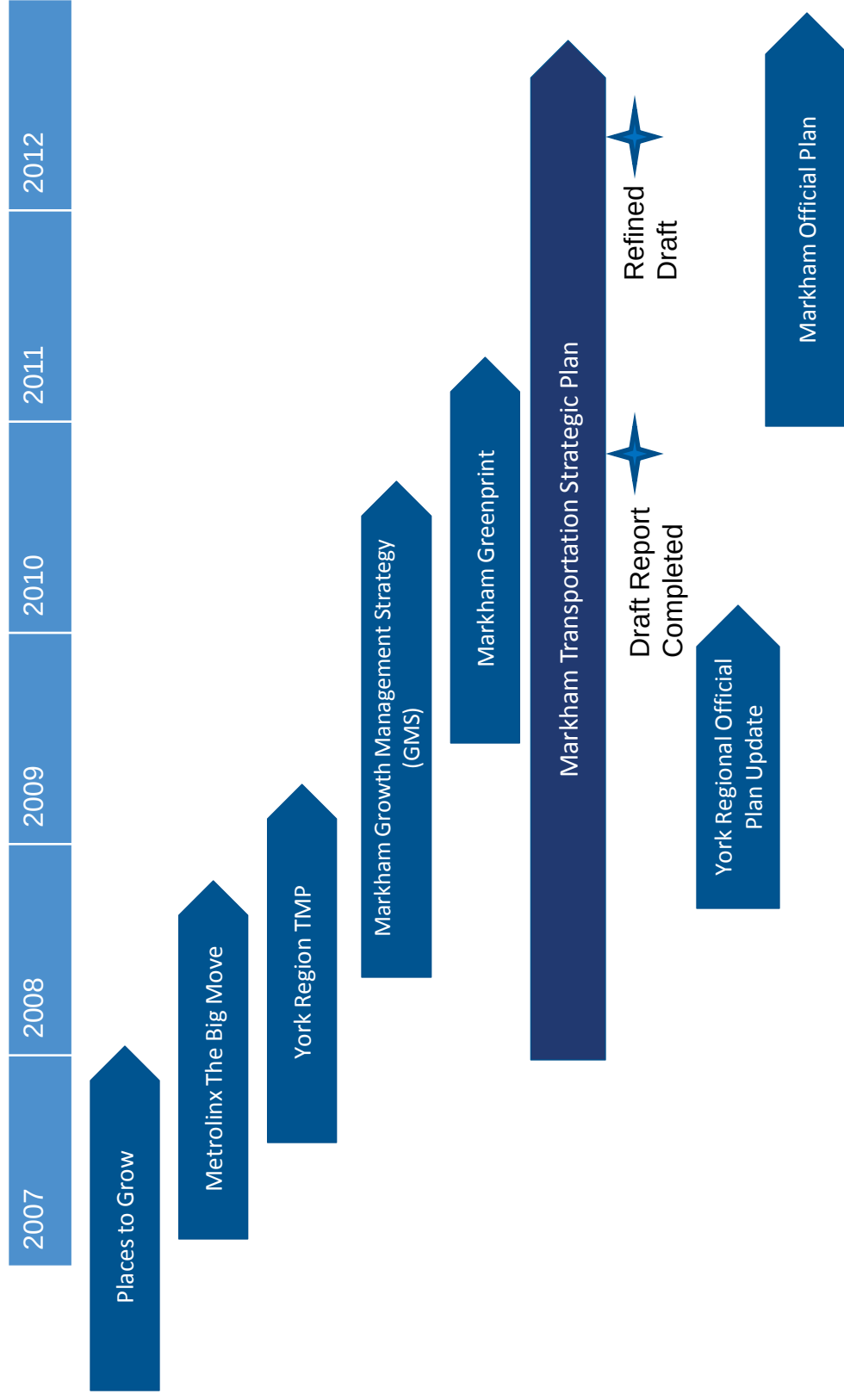
Set out a vision for transportation in Markham

Ensure future transportation needs are anticipated as Markham implements its future growth plan

Define priorities and meet requirements for funding by Metrolinx, York Region

Meet sustainability objectives, **including Green Print**

Evolution of MTSP and Related Planning Initiatives



Consultation Activities

- Mayor's Transportation Summit– Nov 2008
- Open Houses (5 locations) held in March/April 2009, in conjunction with BMFT launch
- Markham-wide Survey of opinions on road improvements – June 2011
- Meetings with individual Ward councillors – Fall 2011
- Four Community meetings during November 2011
- Nine Steering Committee Meetings
- Periodic presentations to DSC (e.g. April 2010, June 2011, Oct 2011)
- **May 2012 Transportation Committee**



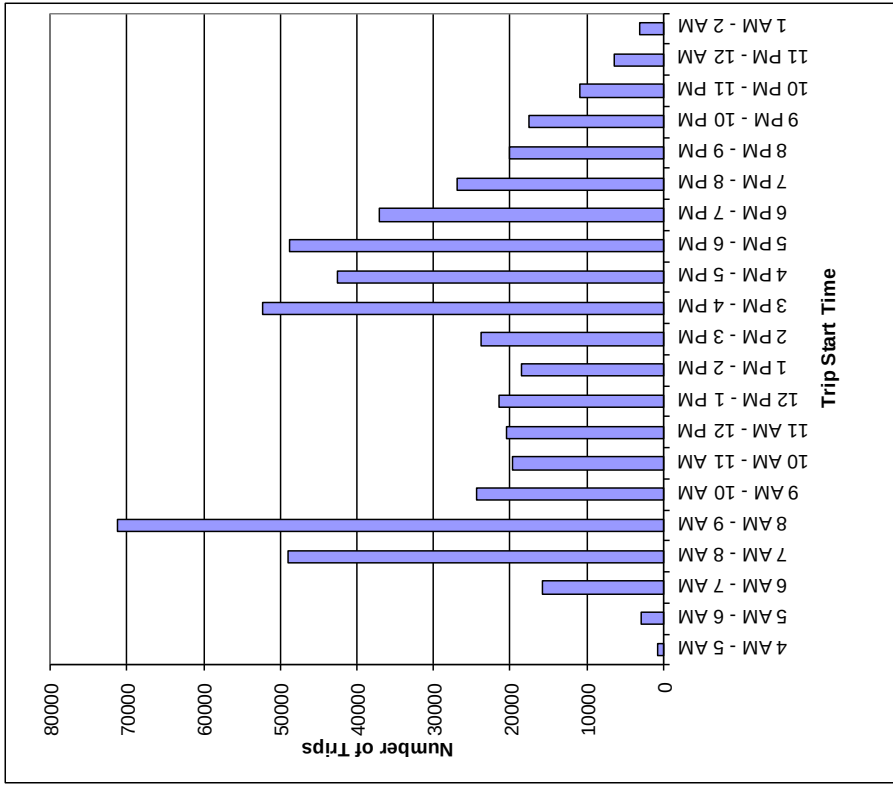
High Level Directions from Steering Committee and May 29 Committee

- **Need to recognize that bold solutions are required to address existing and future transportation needs**
 - Even with committed plans, congestion will increase
 - Future is dependent on transit investments
 - Car-oriented culture needs to change over time
- **Many areas of Markham are experiencing transportation challenges, therefore need to proceed with implementing improvements**
- **Some road capacity improvements will be required**
- **All levels of government need to participate in implementing improvements**

Demand Context

- **Not all trips are affected by congestion. Currently,**
 - 27% of all daily trips are less than two kilometres
 - Almost 50% of daily trips by Markham start and end in Markham
 - 11% of peak period trips are made by transit, many of which are on VIVA and GO Rail
 - Traffic volumes after 9 AM are typically much lower than 8-9 AM, providing options for some people to avoid congestion

Profile of trips in Markham by time of day



Source: Transportation Tomorrow Survey

Putting Congestion in Context

- **Perspectives on congestion vary by individual, trip purpose, length of trip and time of day.**



Typical peak hour congestion representing Level of Service F, and volume to capacity ratio of 1.0



Typical off-peak hour congestion representing Level of Service A-C, and volume to capacity ratio of <1.0

MTSP Response

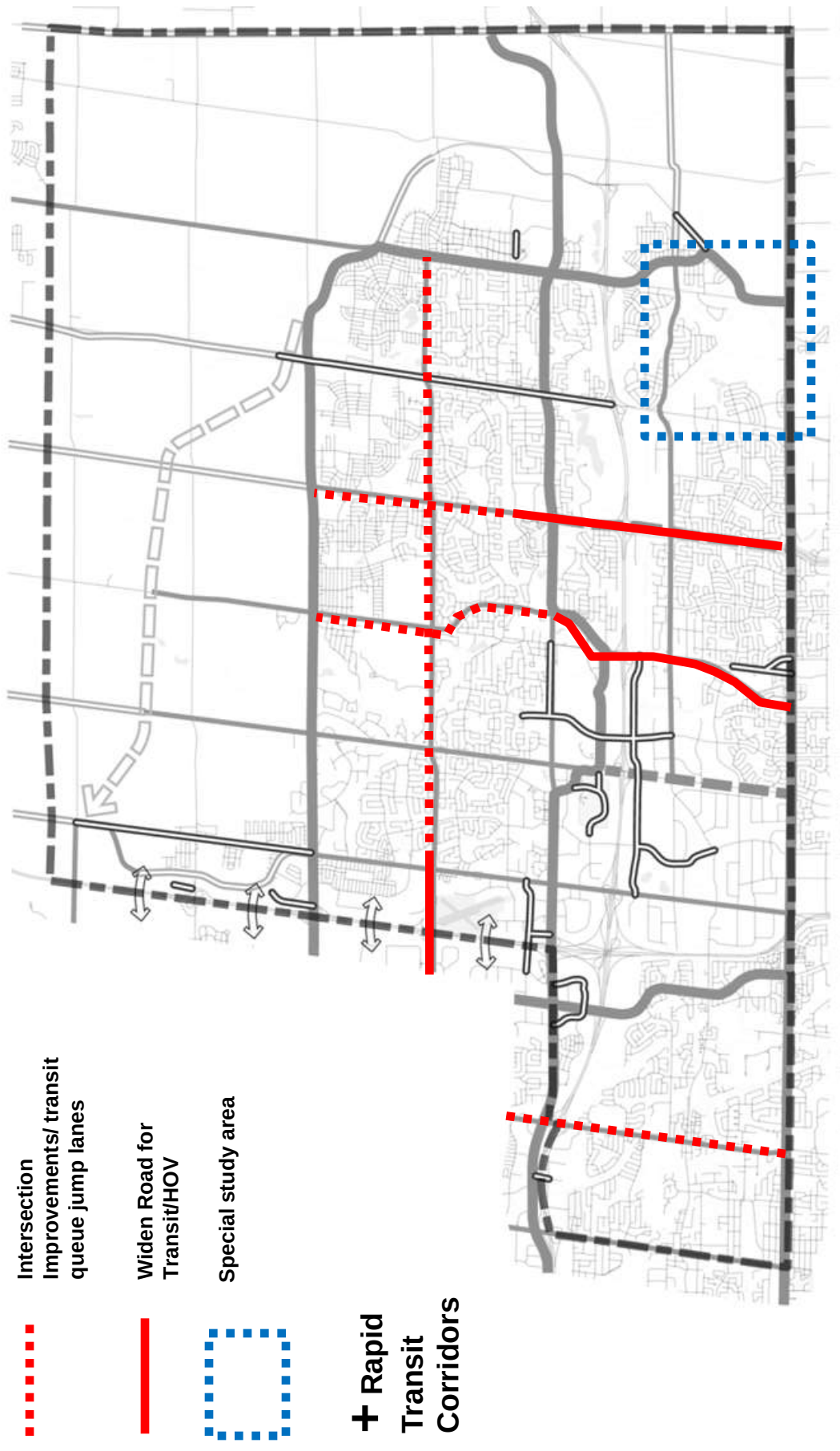


- Focus on “managing” congestion
- Structure land use to maximize opportunities for transit, walking and cycling
- Identify range of actions that Markham can do to achieve transportation vision
- Leverage support from senior levels of government for infrastructure investment
- Work with private sector to maximize potential for TDM and other initiatives

Road Network (Current Plans)

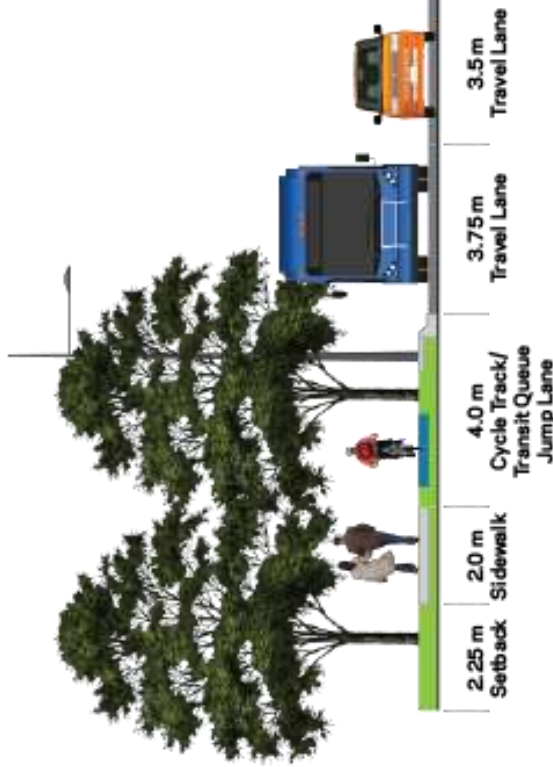


Priorities for Regional Roads (Short-medium term)



Design Considerations – Confirming Markham’s Vision

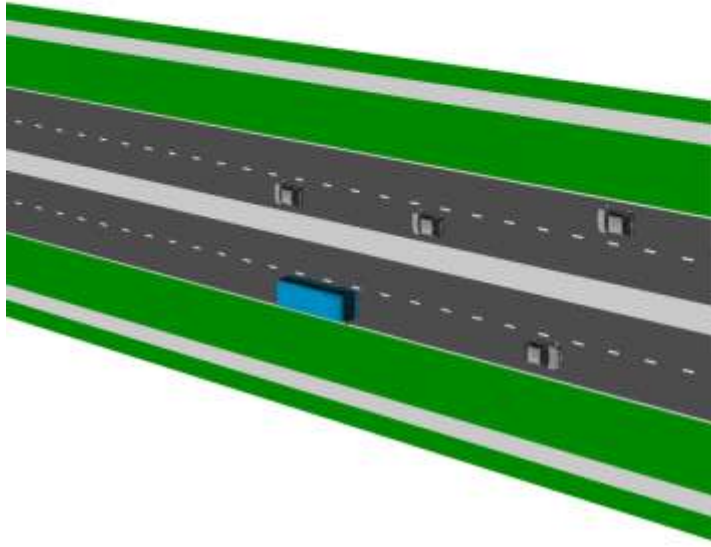
Road cross-sections and plans for regional roads will be refined through further EA studies taking into account transportation needs and local context. Important considerations for Markham are:



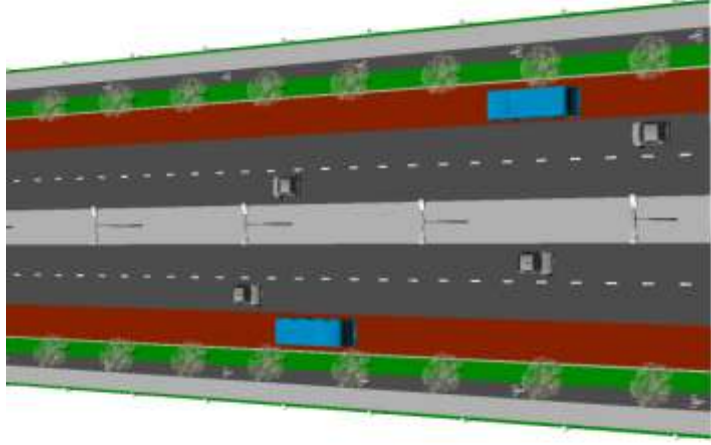
- **Providing safe and protected facilities for cyclists**
- **Providing enhanced pedestrian environment (e.g. through landscaping, trees, medians, etc.)**
- **Prioritizing transit**
- **Balancing vehicle capacity needs with needs of other modes**

Design Considerations – Confirming Markham’s Vision

Options for improving capacity may vary by corridor and segment



Typical Existing 4-lane roadway



Enhancing capacity for transit/HOV/ cycling



Enhancing capacity for all modes

Improving Capacity through Intersection Improvements

Where significant road widening is not planned or desired, options can be pursued to enhancing intersection capacity by:

- **Lengthening or adding turn lanes**
- **Providing traffic responsive control (e.g. up-stream detection loops)**
- **Optimizing cycle lengths and signal phasing**
- **Optimizing bus stop location (near-side vs. far-side)**
- **Innovative left turn options (e.g. jug-handles, median left turn bays)**



Supporting Initiatives – Examples of Progress

- iCANwalk to School program
 - Wismer PS & Donald Cousens PS received awards for progress
- Car-sharing
 - Auto Share in place at Majestic Court
- Unbundling Parking – Times Development
- Developer sponsored transit pass at 7171 Yonge
- Performance based density targets – Langstaff Gateway



Summary and Recommendations – To Metrolinx

Request Metrolinx to:

- A) Incorporate additional transit projects identified by York Region Transportation Master Plan (2009) and by the Markham Transportation Strategic Plan (MTSP) into the Big Move update (2013/2014)**
- B) Develop and identify transit implementation plan and priorities, emphasizing urgency for Yonge Subway**
- C) Advance completion of the 2013 Funding Strategy Study**
- D) Outline fare integration plan as part of the Funding Strategy Study**

Summary and Recommendations – To York Region

Endorse York Region to:

- A) Secure necessary transit funding for EA, design, and property acquisition**
- B) Complete Environmental Assessments for the following Regional Roads:**
 - i) Kennedy Road from Steeles Avenue to Elgin Mills**
 - ii) McCowan Road from Steeles Avenue to Major MacKenzie**
 - iii) 16th Avenue from Leslie Street to Woodbine Avenue**
- C) Finalize negotiations with the City of Toronto for transit and road improvements on Steeles Avenue**
- D) Complete DCP - Major Mackenzie to Highway 48**

Summary and Recommendations – For Staff

Direct staff to:

- A) Initiate a detailed phasing plan for development and transportation, both Markham-wide and for secondary plan areas.**
- B) Undertake feasibility study for Denison Street extension between Markham Road and 9th Line**
- C) Update transportation policies for the Official Plan based on MTSP recommendations**
- D) Implement performance monitoring program based on core transportation indicators**
- E) Implement action items (e.g. walkability audits, bicycle network expansion, revised parking standards)**

Next Steps

- **Formal report of Final MTSP recommendations for Council's Consideration (Fall 2012)**
- **Incorporate MTSP policies into Official Plan (underway)**
- **On-going updates to capital and operating budgets to reflect MTSP policies and projects**

Existing and Future Road Network Performance

LEGEND:

- Roads currently experiencing congestion (LOS>1.0 in am peak hr)
- Roads that will be more congested in 2031 (LOS>1.0 in am peak hr)

Note: Congestion levels are based on AM Peak conditions as estimated by the Markham Transportation Demand Model. Map should be considered approximate and does not reflect localized intersection hotspots.

