

DRAFT

Markham Transportation Strategic Plan (MTSP)

Presentation of Draft Final Plan

Community Meetings
Fall 2011

Presentation Overview

Purpose and Scope of MTSP

Process and Timelines

Strategic Policy Directions

Strategic Plan Elements

Area Specific Issues

Implementation and Phasing

Closing Remarks



Why a Strategic Plan?

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 the Town implements its future growth plan

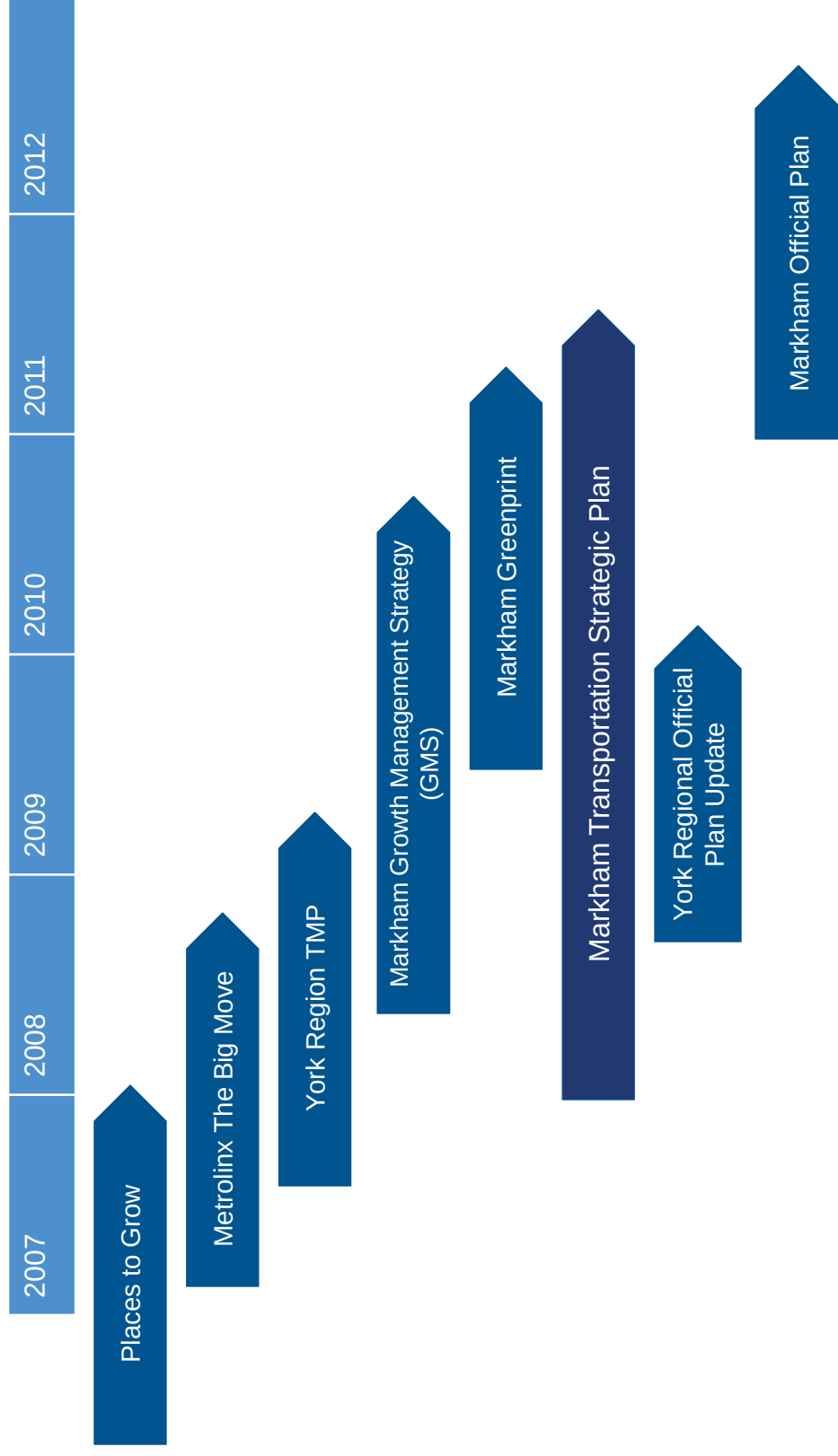
Define priorities and meet requirements for funding by Metrolinx, York Region

Meet sustainability objectives

Markham Transportation Strategic Plan

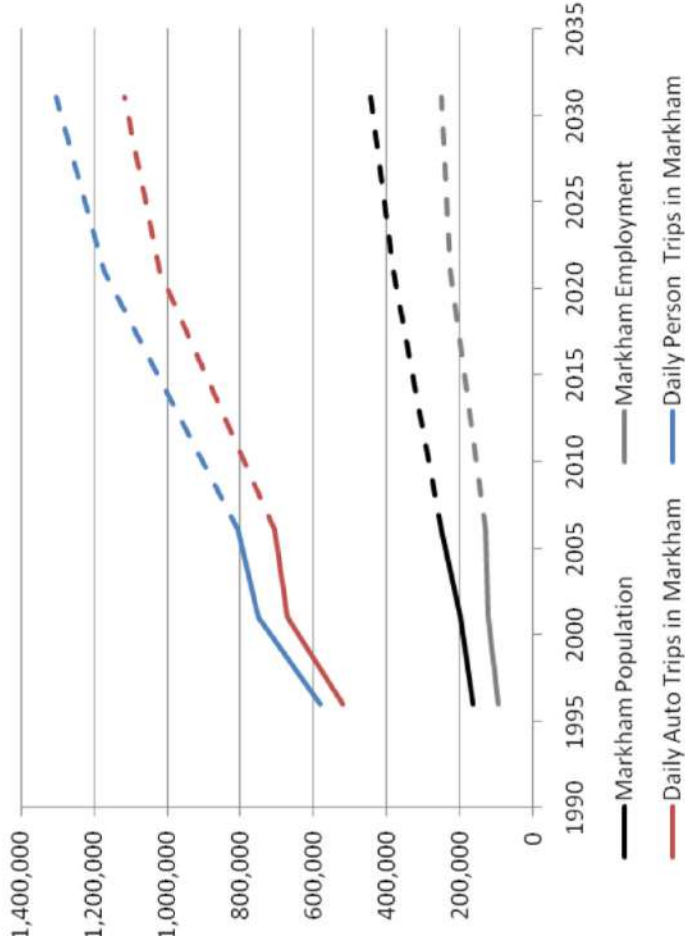
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Evolution of MTSP and Related Planning Initiatives



Key Needs and Opportunities

Historical and Projected Travel Demand - Daily Trips



Up to 150,000 new residents and 100,000 jobs

Daily auto trips are projected to increase by 60% compared to today, if existing trends continue

Transit trips projected to triple

* Includes trips to, from and within Markham, but not “through trips”

Changing How We Move

We must change to keep Markham moving – but how?

- Manage Congestion and improve “person” carrying capacity
 - Increased travel choices, car ownership attitudes, alternative travel times, trip reduction, accepting congestion, exploring different modes
- Build transit-oriented communities and a transit culture
 - Recognize that Markham’s growth will be increasingly reliant on transit access and use, invest in improved service and infrastructure, encourage supportive land uses

Strategic Directions

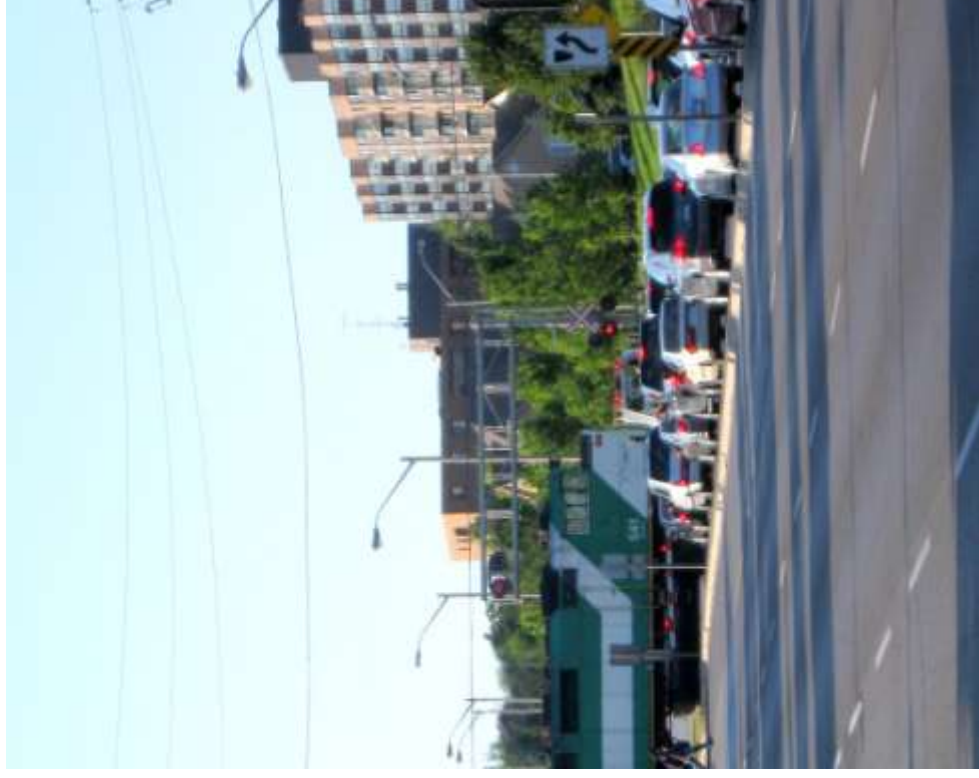
Enhance lifestyle and transportation choices by developing more pedestrian and transit-oriented uses

Ensure a physically , socially and economically equitable and accessible transportation system

Improve the efficiency and utilization of the existing transportation system

Establish local policies and plans that take advantage of regional initiatives and investments

Re-prioritize investments in the transportation system



Overview of Draft MTSP



- Articulates high-level vision, but also action-oriented
- Builds on York Region and Metrolinx plans
- Integrated with land use
- Includes pilot projects which aim to test new and innovative transportation initiatives
- Builds on Greenprint objectives
- Implementation plan incorporates financial assessment and other stakeholder involvement

Strategic Plan Elements

-  Transit and Pedestrian-Oriented Development
- Transit
- Cycling
- Roads
- Parking
- Transportation Demand Management (TDM)
- Goods Movement
- Road Safety
- Intelligent Transportation Systems
- Funding Strategy
- Phasing/Implementation

Transit and Pedestrian-Oriented Development

- Continue to integrate land use planning into transportation planning process
- Update zoning by-laws to address MTSP recommendations (e.g. TDM, Parking)
- Encourage high level of pedestrian priorities and amenities
- Implement built-in traffic calming in new neighbourhoods to support walkable environments (e.g. roundabouts, narrower streets, etc.) and review needs for existing neighbourhoods
- Conduct community walkability audits
- Review standards for the provision and maintenance of pedestrian infrastructure



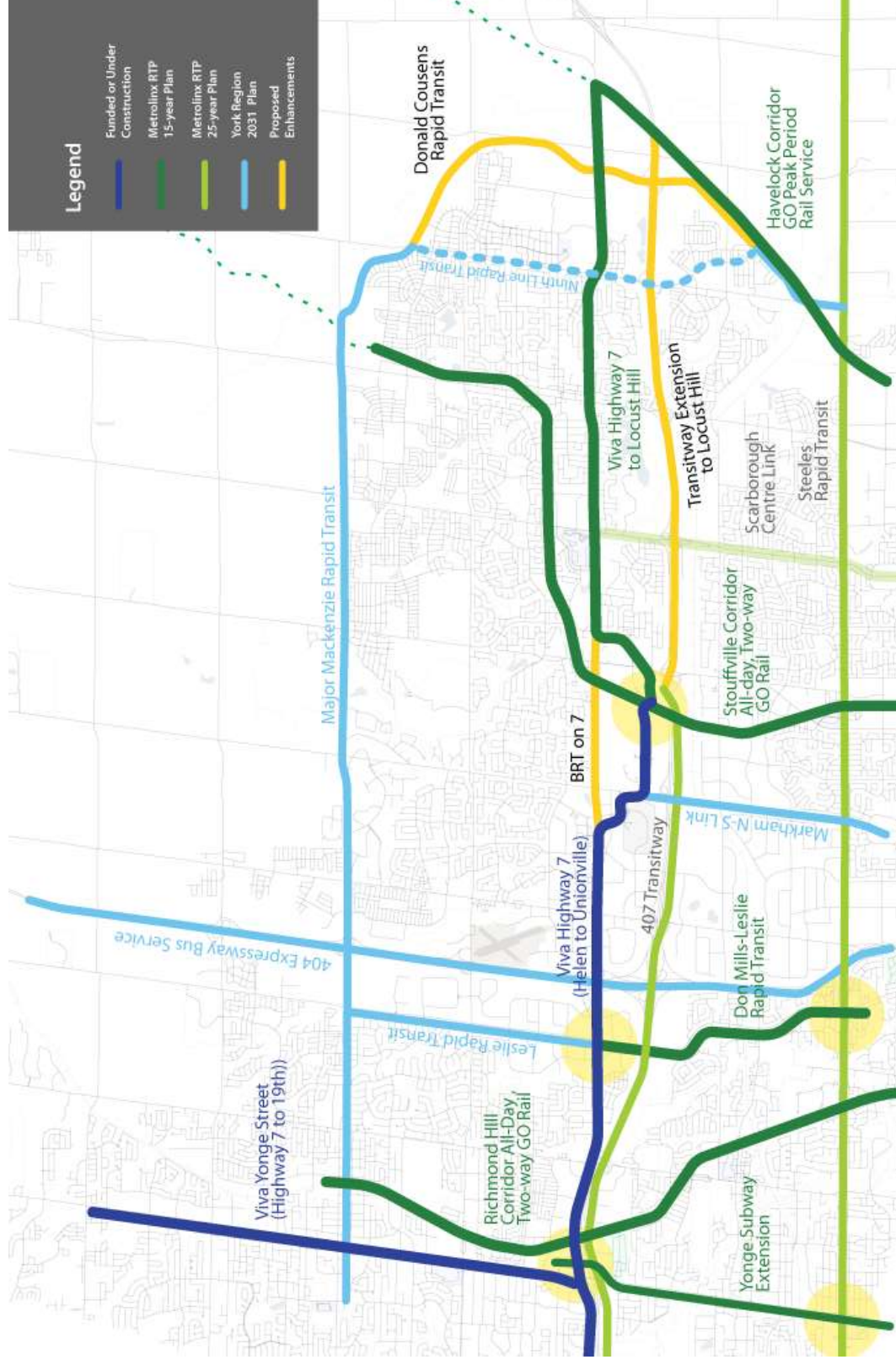
Transit

- Adopt a transit first approach to all municipal initiatives
- Demonstrate leadership by implementing bold measures to support transit
- Advocate for prioritization and funding of rapid transit projects
- Advocate for all-day GO Rail service and electrification lines
- Explore feasibility of smart shuttles to serve Langstaff, Markham Centre and existing communities without good transit
- Work with GO Transit, YRT/Viva and TTC to address regional fare integration and elimination of double fare at Steeles



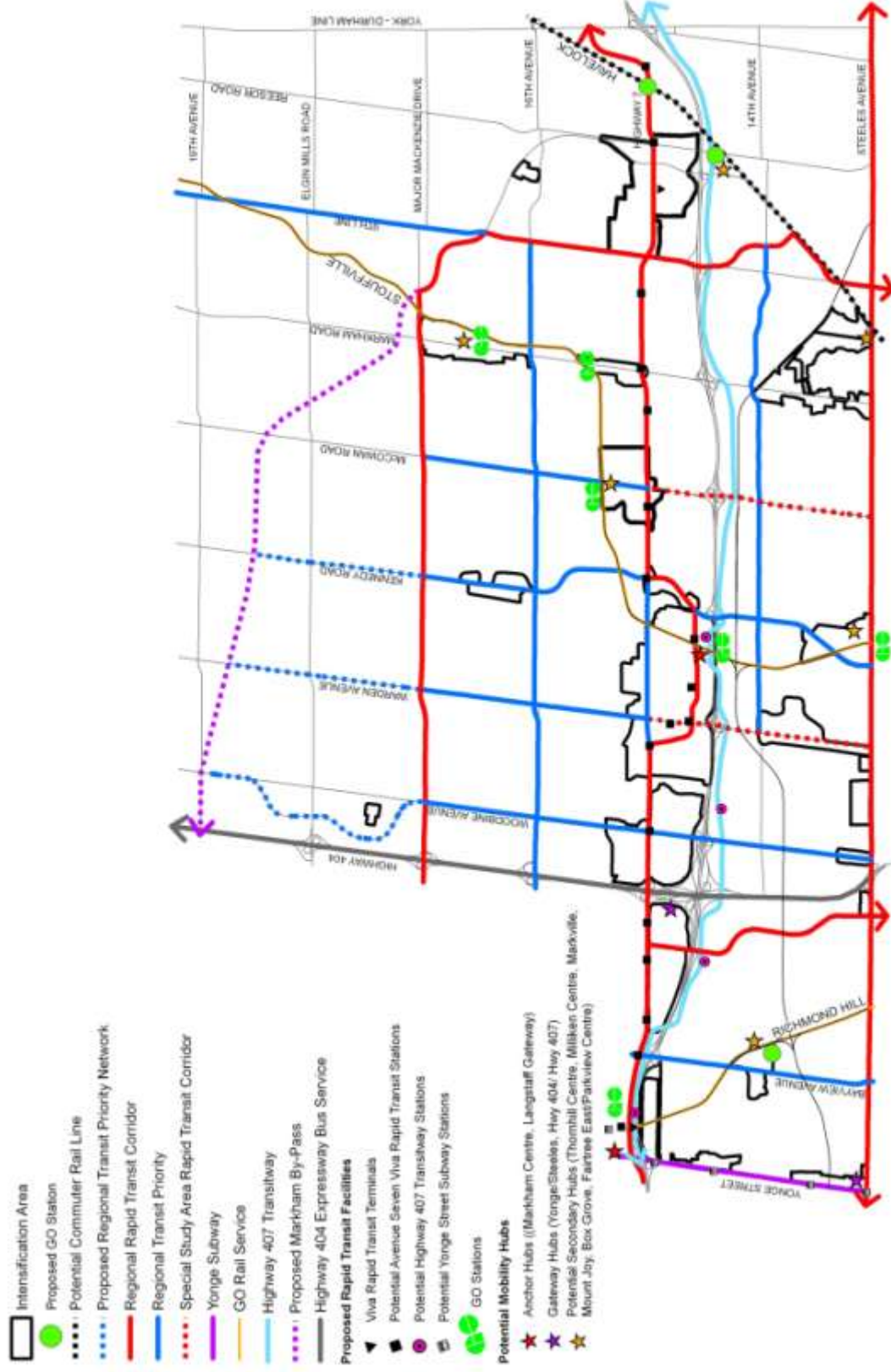
Markham Transportation Strategic Plan

Future Rapid Transit Network (to 2031)



Markham Transportation Strategic Plan

Future Rapid Transit Network with Urban Structure



Building Markham's Future Together
Towards a Sustainable Community



Cycling

- Implement Town's Cycling Master Plan
- Provide greater priority to cycling on Regional and Town roads
- Develop bicycle priority routes to GO Rail Stations and future subway stations and transit hubs
- Address gaps between urban cycling network and pathways network
- Adopt bicycle parking and amenity standards in zoning by-laws
- Review road maintenance and snow clearing to provide greater priority for cycling routes
- Establish and enforce parking restrictions in bike lanes



Roads

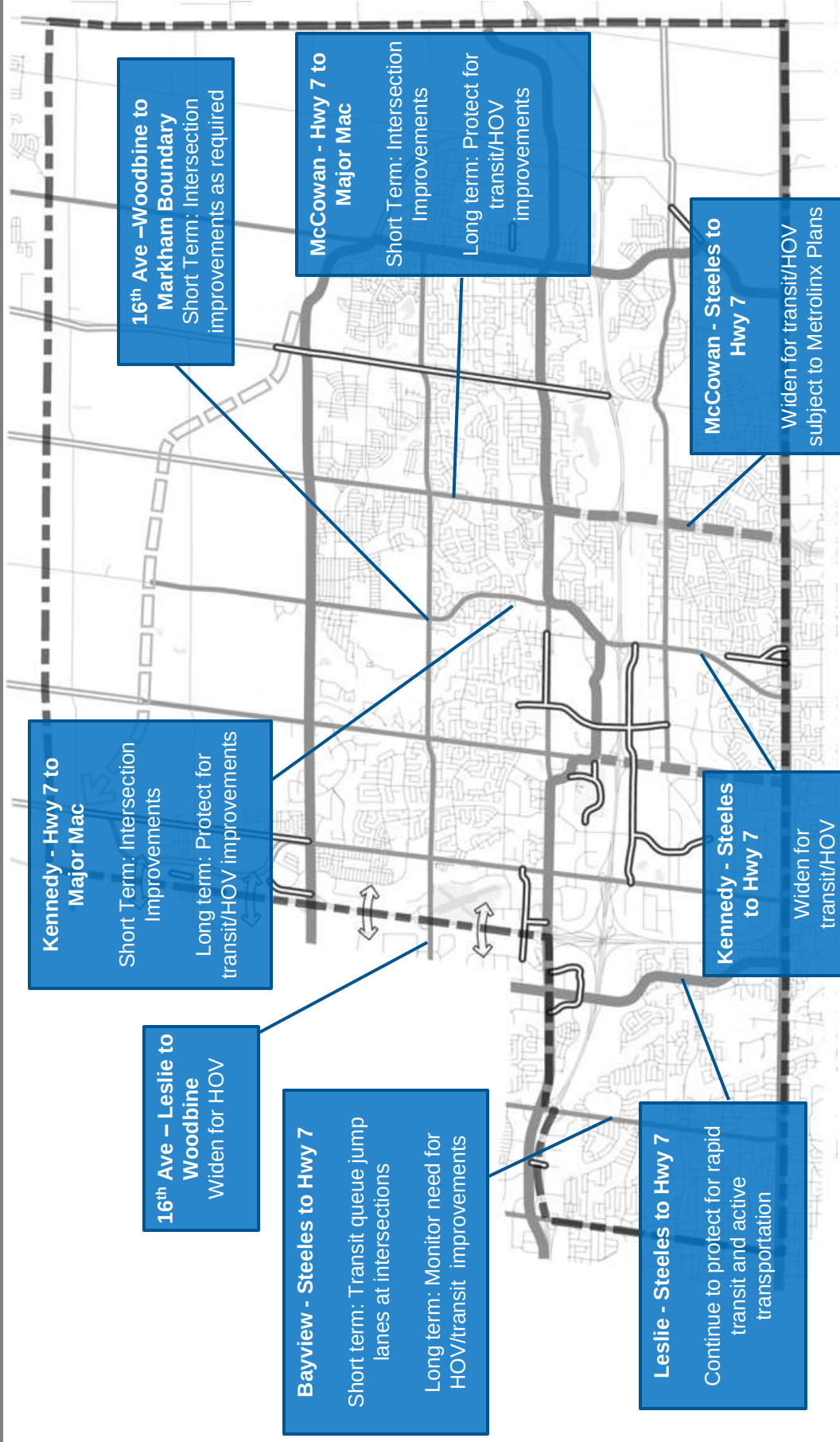
- Implement local road improvements to support development and increased connectivity.
- Support selective road capacity enhancements on regional roads.
- Adopt a **complete streets policy** to balance mobility between modes and increase safety for all users and positioning streets as places within our communities. Update roadway design standards to reflect the policy.
- Manage congestion to obtain an optimal level of service and ensuring mitigation measures are in place



Road Network (Current Plans)



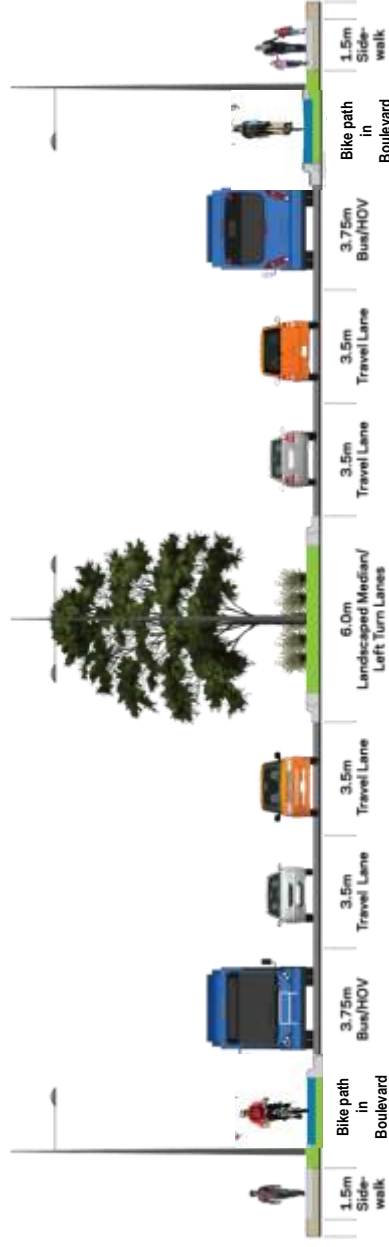
Refining the Road Network Plan



What could road widening look like?

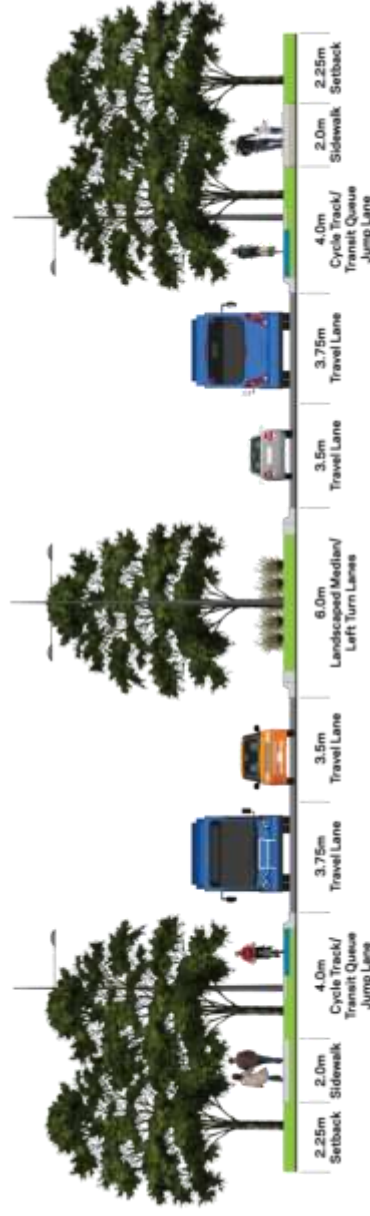
Option 1

Expanding arterial roads to six lanes could provide bus/HOV lanes to encourage mode shift, while retaining sidewalk widths and introducing bike lanes



Option 2

Expand and improve pedestrian and cycling realms while providing transit queue-jump lanes at congested intersections



Short Term Priorities



Queue-jump Lanes

Expands roadway at intersections only, and with a dedicated transit signal, allows buses to bypass congested intersections



Intelligent Transportation Systems (ITS)

Apply innovation in technology to improve system management and operation and information



Expanded Pedestrian Realm

Provide wider sidewalks and boulevards, more street trees



Introduce Cycling Infrastructure

Provide a safe and connected bikeway network

Parking

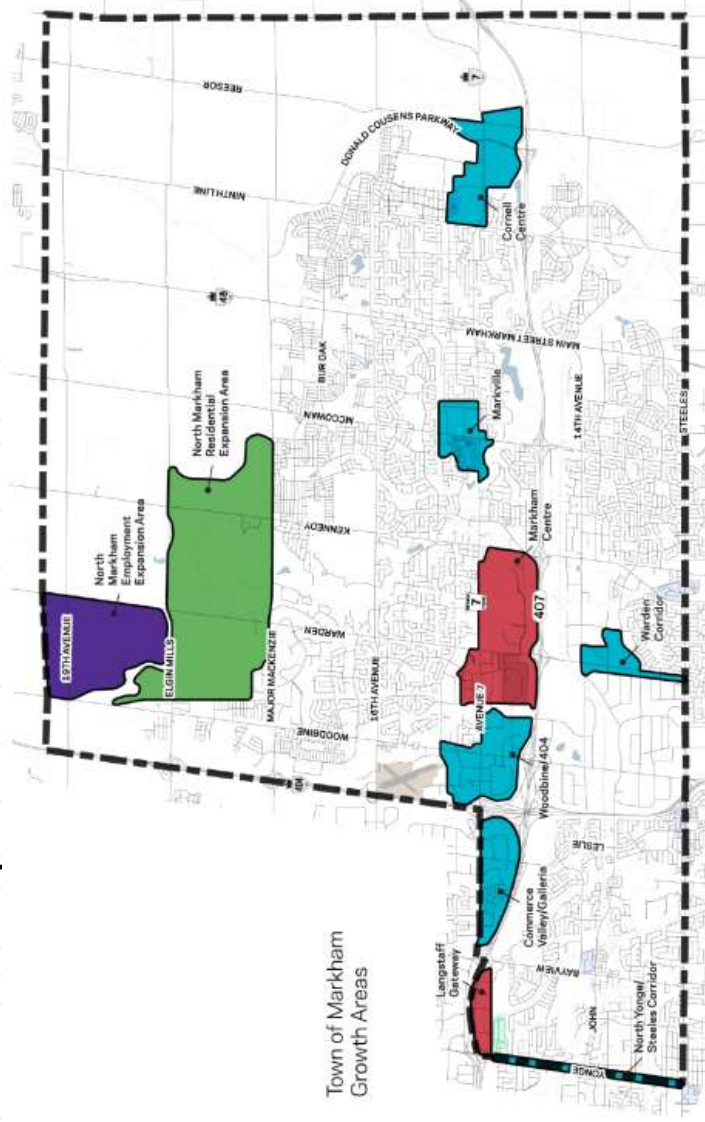
- Parking management is a key council priority
- Revise parking standards and incorporate into zoning by-law
- Expand municipally-owned parking supply
- Optimize supply and use of on-street parking
- Finalize parking governance models, including an option for a Parking Authority
 - Prepare a business plan for municipal parking operation in communities such as Markham Centre, Langstaff and employment centres



Transportation Demand Management (TDM)

- Require travel plans to be integrated into development agreements, including use of shuttle services
- Enhance workplace outreach programs through Smart Commute Markham Richmond Hill - Transportation Management Association
 - Promotion of car-pooling, flexible work hours, emergency ride home
- Work with schools to develop travel plans
- Work with regional and local partners to engage households through individualized marketing programs
 - Pilot project being implemented in Cornell
- Continue public outreach programs at special events

- Provide broad recommendations for new growth areas (e.g. major road improvements, cycling plans, transit connections, key policy directions); Details to be refined through secondary plans
- Continue to enhance multimodal options for intensification areas while protecting stable areas from traffic growth
- Refine collector road plans



Implementation and Phasing Considerations

- Growth Management Plan has capacity for 150,000 new residents and 100,000 jobs to 2031
- Sustainable transportation system to accommodate growth is contingent on planned rapid transit improvements and behaviour shifts
- Proposed approach is to tie development levels in growth areas to transit infrastructure and modal shares
- Staff do not recommend development phasing for employment lands

Funding Strategies

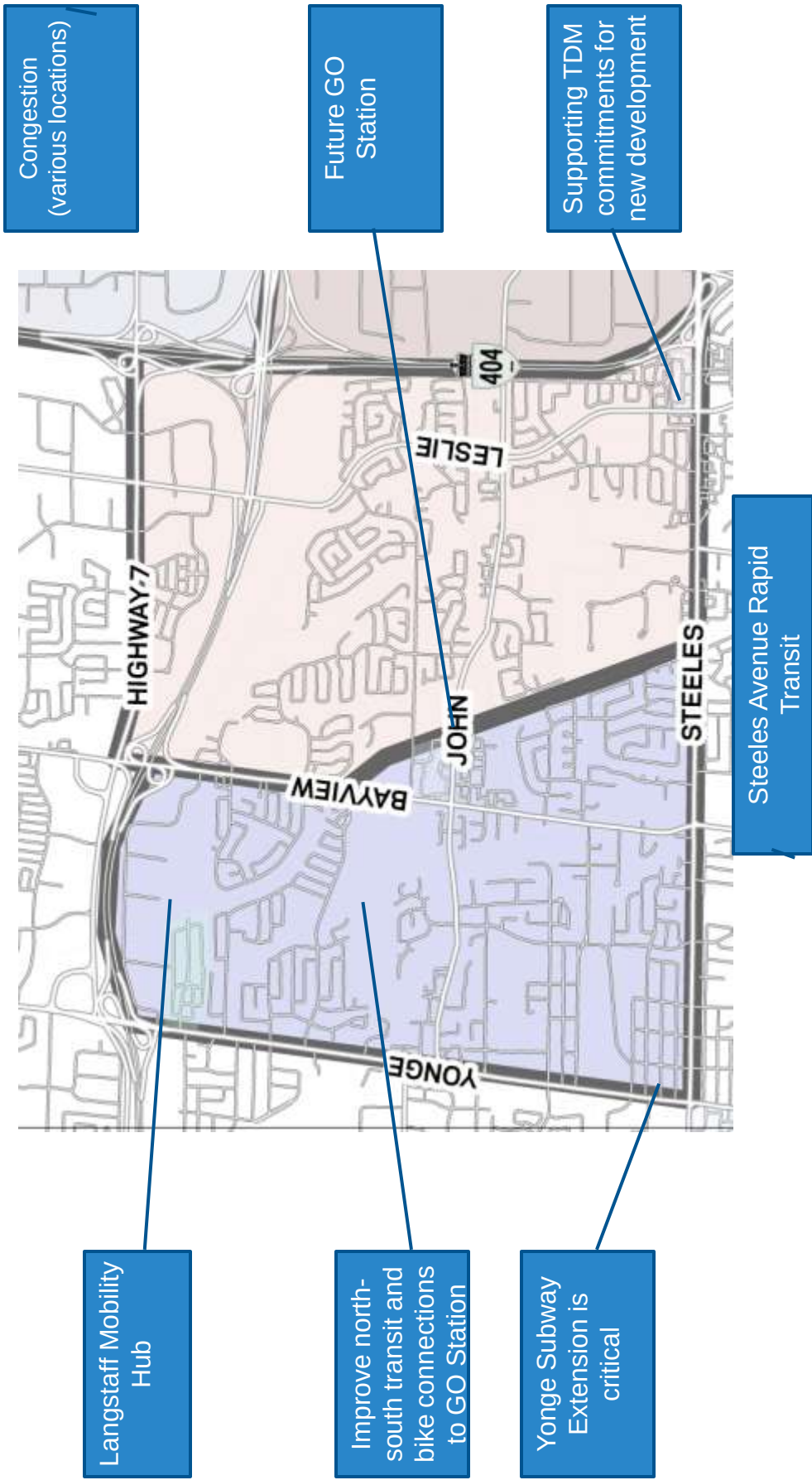
- A funding strategy will be developed to address capital and operating budget implications of the MTSP
- Investigate a suite of tools, programs and frameworks to increase investment in the transportation system
 - **Examples include:** Section 37 funds, gas tax contributions, tax increment financing, development charges, levies
- Work with regional and inter-municipal partners to advocate for increased and sustained transportation funding

Closing Remarks

- Markham is at a critical point in its evolution and needs to take some big steps towards a more sustainable transportation system
- A system that is built around transit and active transportation, while still accommodating cars, provides the most resilience for Markham
- All stakeholders, including the public, need to be part of the solution



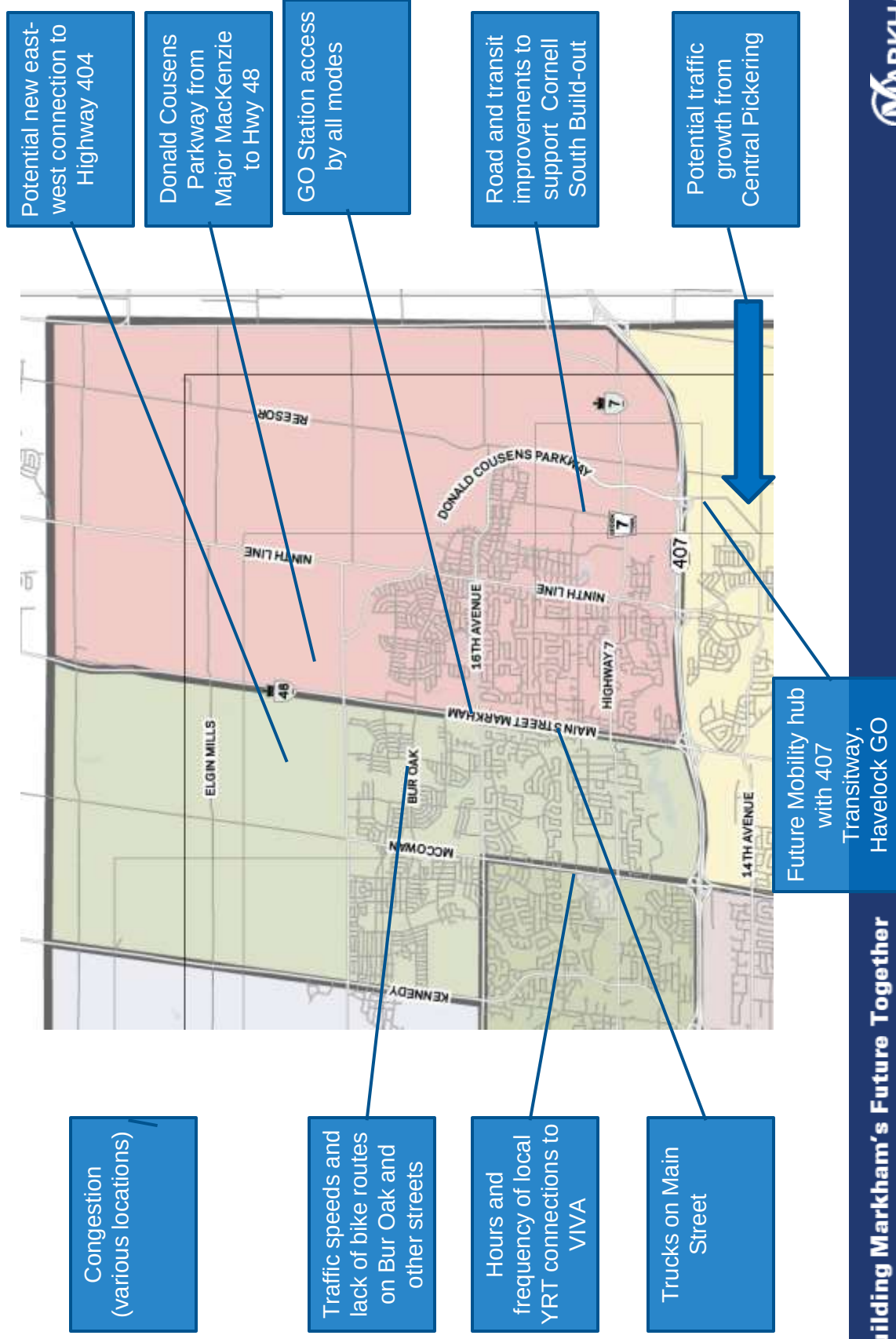
Local Issues - Thornhill (Wards 1 and 2)



Local Issues - Unionville and North Markham (Wards 3 and 6)



Local Issues - Markham/East Markham (Wards 4 and 5)

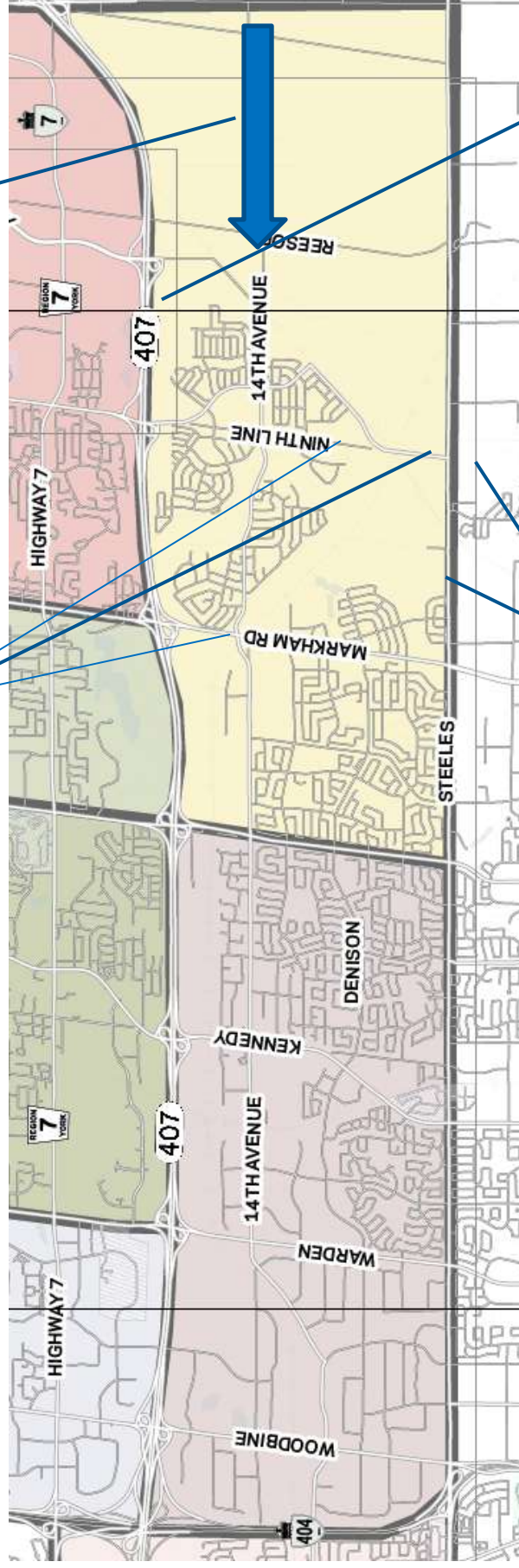


Local Issues - Milliken (Wards 7 and 8)

North-South Transit connectivity

Key Intersection Improvements

Potential traffic growth from Central Pickering



Double-fare is a barrier for short trips

Congestion (various locations)

Steeles Avenue Bottleneck

Missing transit connection

Future Mobility hub with 407 Transitway, Havelock GO