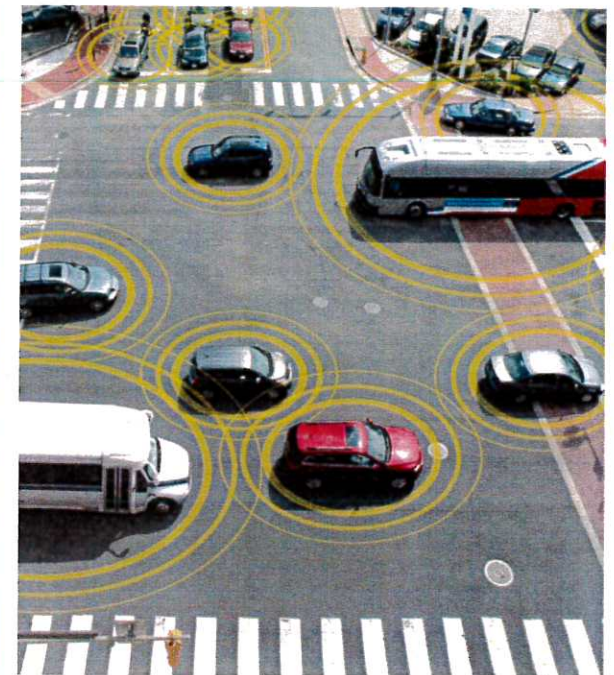


C3 - CW(ws) - February
9/16
Item 2.

Transportation Master Plan



Your community, your say.



Tuesday February 9, 2016

Update Context

- Drivers for updating York Regional Official Plan and infrastructure Master Plans:
 - Planning Act requirement
 - Amendment 2 to the Growth Plan
 - Provincial Investments in infrastructure
 - Good planning practice



TMP Update is required to meet growth and regulation requirements

York Region Population and Employment Growth

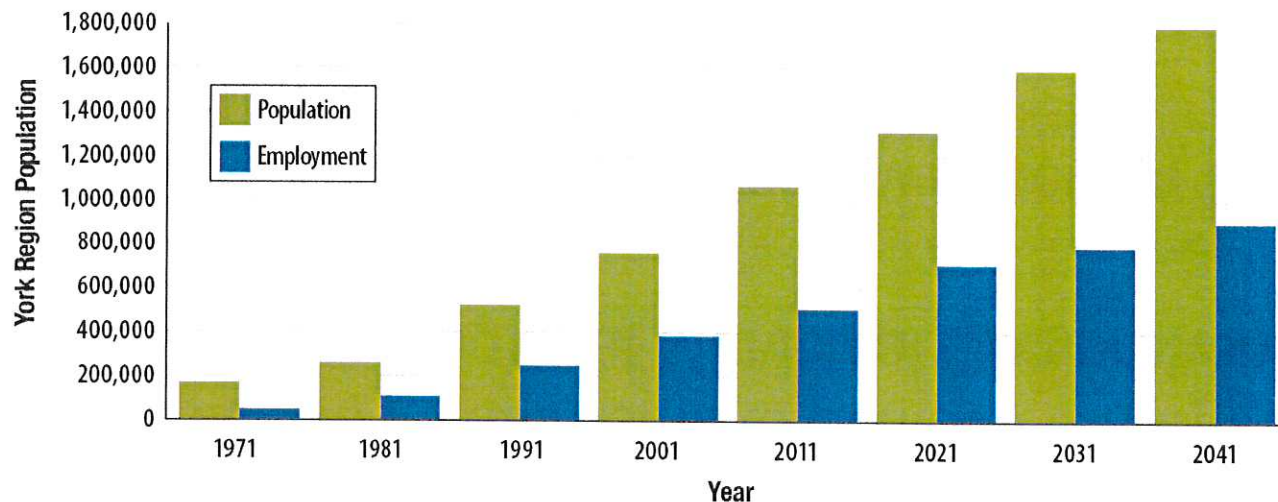
Population

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 Growth Plan and new forecasts for 2031, 2036 and 2041

Moving Forward: 2016 TMP Update

- Build on the sustainability principles of the 2009 TMP
- Align infrastructure investments to achieve emerging objectives from the Regional Municipal Comprehensive Review
- Integrate transformative transit initiatives across the Region
- Fill gaps within the policy framework
- Respond to emerging and changing technologies

TMP Update builds on previous policies responding to growth and emerging issues





TMP Update Progress

Transportation Master Plan (TMP) Study Stages







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)

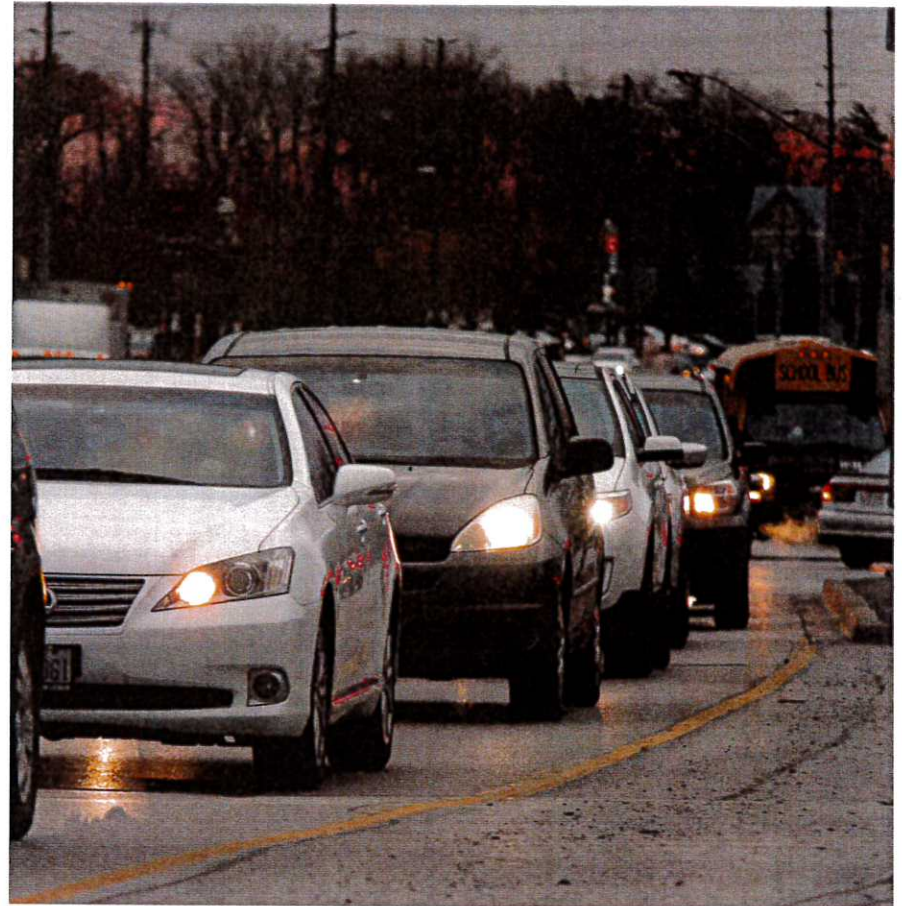
1,944		Online Survey
107		Open House Vision Board Posts
68		Open House Comment Sheets
33		Accessible Online Survey

* Numbers approximate

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

Current Reality

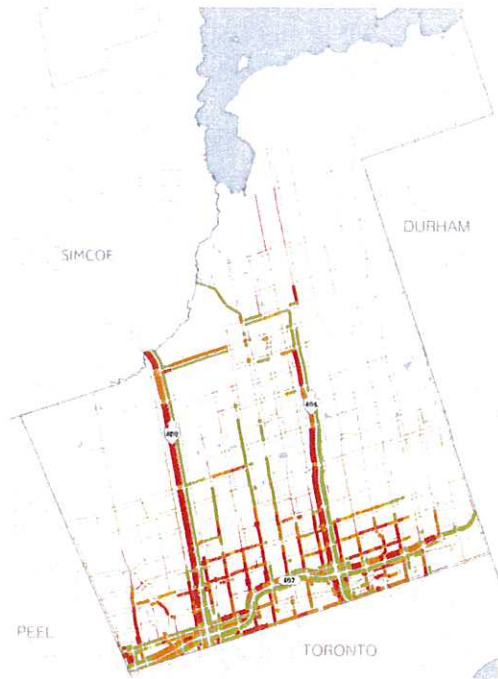
- 81% of AM peak work trips made by car
- 96% of trips less than 5 km are made by car
- 13% of AM peak work trips made by public transit
- Less than 4 % of trips within York Region are made using transit



Transformative changes are needed to change travel behaviour

Projected Congestion

Existing Situation 2011 AM Peak Hour



Future Base Case Scenario 2041 AM Peak Hour



Congestion is today's reality and exists under any future scenario




Objectives of the TMP

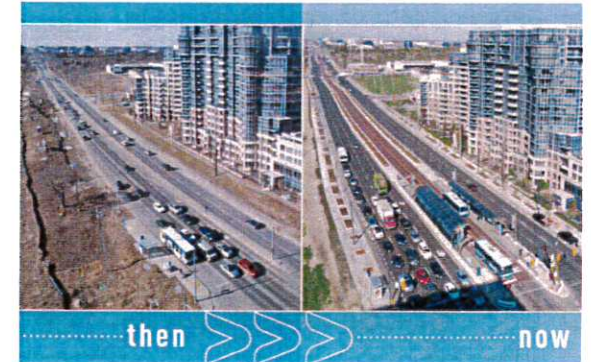
- ① Create a World Class Transit System
- ② Develop a Road Network fit for the Future
- ③ Integrate Active Transportation in Urban Areas
- ④ Maximize the potential of employment areas
- ⑤ Make the “Last Mile” work



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



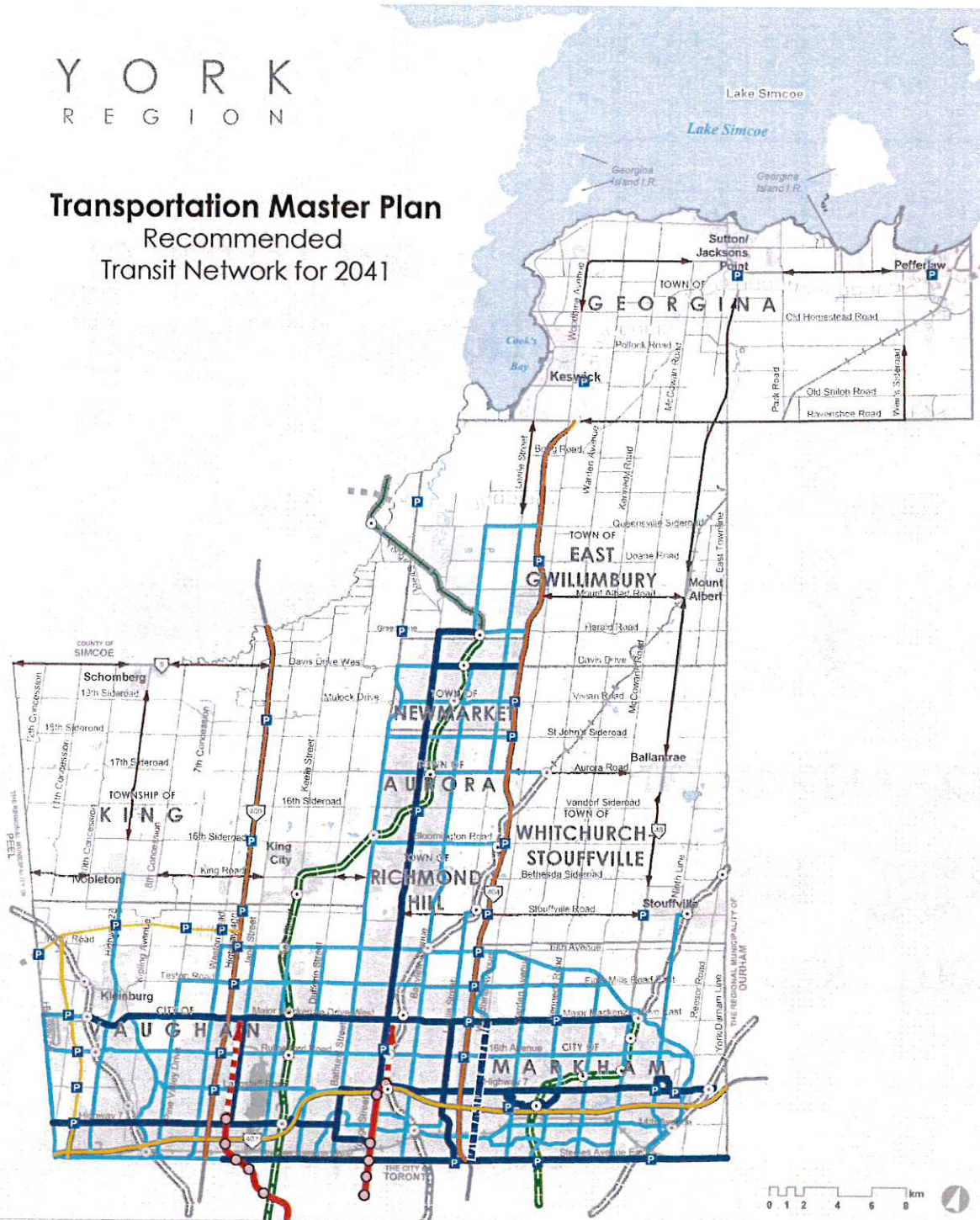
Carpooling

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.

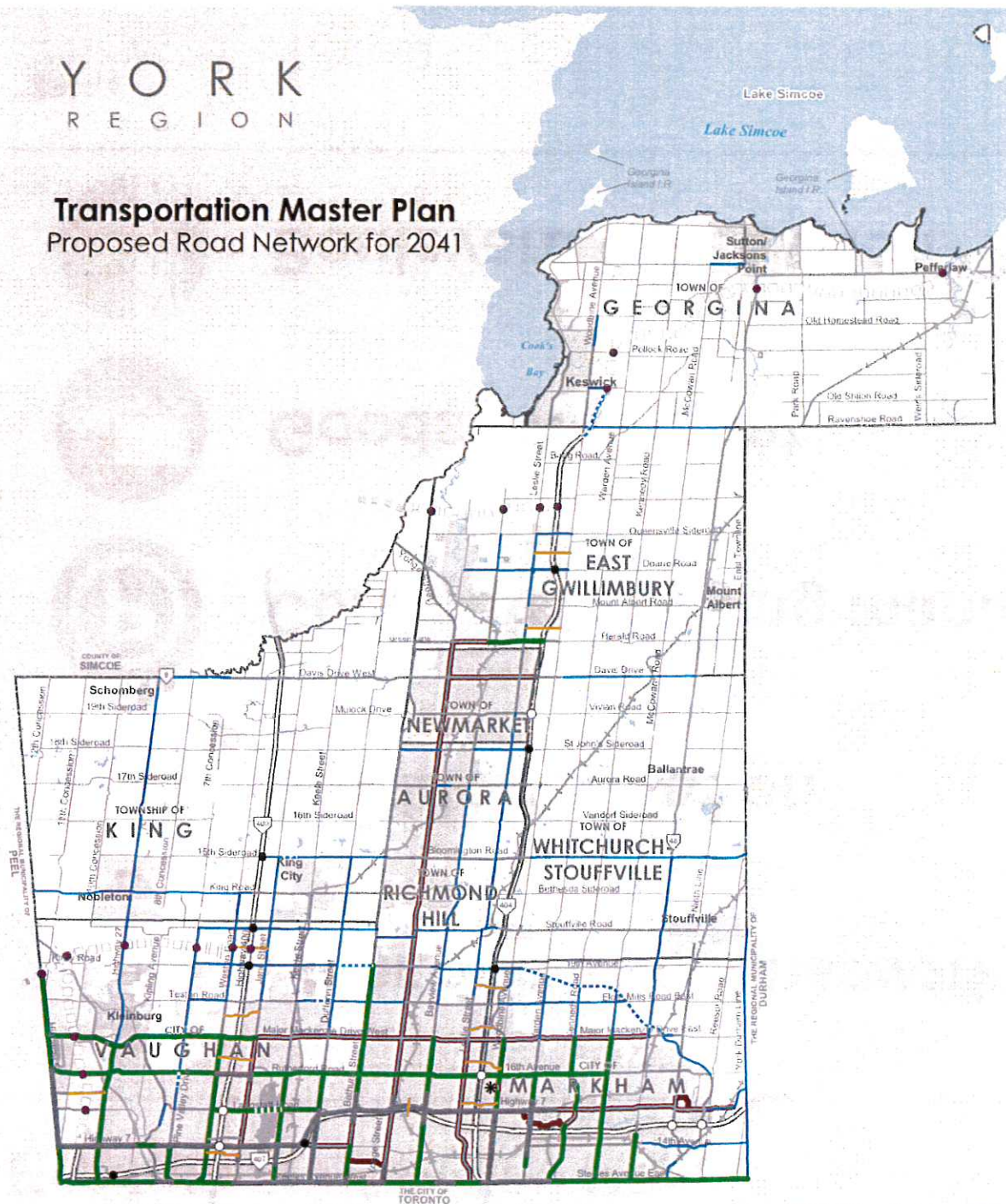
These proposed improvements will require further study and analysis, and will need to meet Ministry standards.

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

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

6 Lane Network

- Existing 6 Lane Road
- Proposed Future 6 Lane Widening
- Proposed New 6 Lane Road
- Midblock Crossings
- Rapid Transit Corridor

Interchange Improvements (to be confirmed by MTO)

- Future Interchange on Existing Freeway
- Future Interchange on Future Freeway
- Other Interchange Improvement
- * Special Study Area

BASE MAP INFORMATION

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

NOTES:

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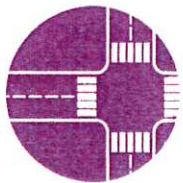
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Evolution of Policy Principles



Finer grid street network



Corridor evolution



Commuter parking management

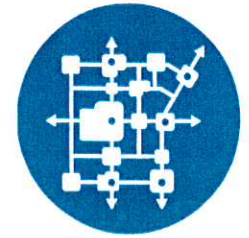


Goods movement



Boulevard jurisdiction

Finer Grid Street Network: Principles

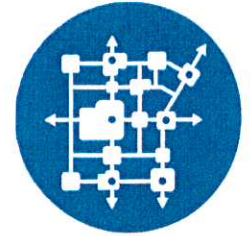


- York Region be responsible for environmental assessments, design, construction, operation and ownership of all future 400-series highway crossings.
- York Region be responsible for environmental assessments, design and construction of future interchange ramp extensions
- York Region provide financial 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



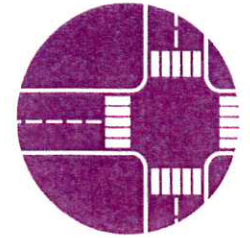
Finer Grid Street Network: Actions



- 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

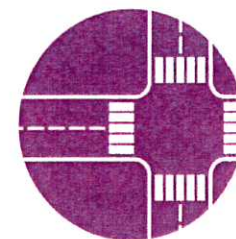
Corridor Evolution: Principles



- 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

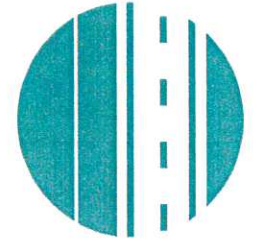
Goods Movement: Actions



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



Next Steps for the TMP

- Present the draft network phasing plan to the TMP Advisory Task Force – Feb 2016
- 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
York Region Transportation Services
stephen.collins@york.ca
1-877-464-9675 ext. 75949