

Transportation Master Plan Advisory Task Force



Your community, your say.



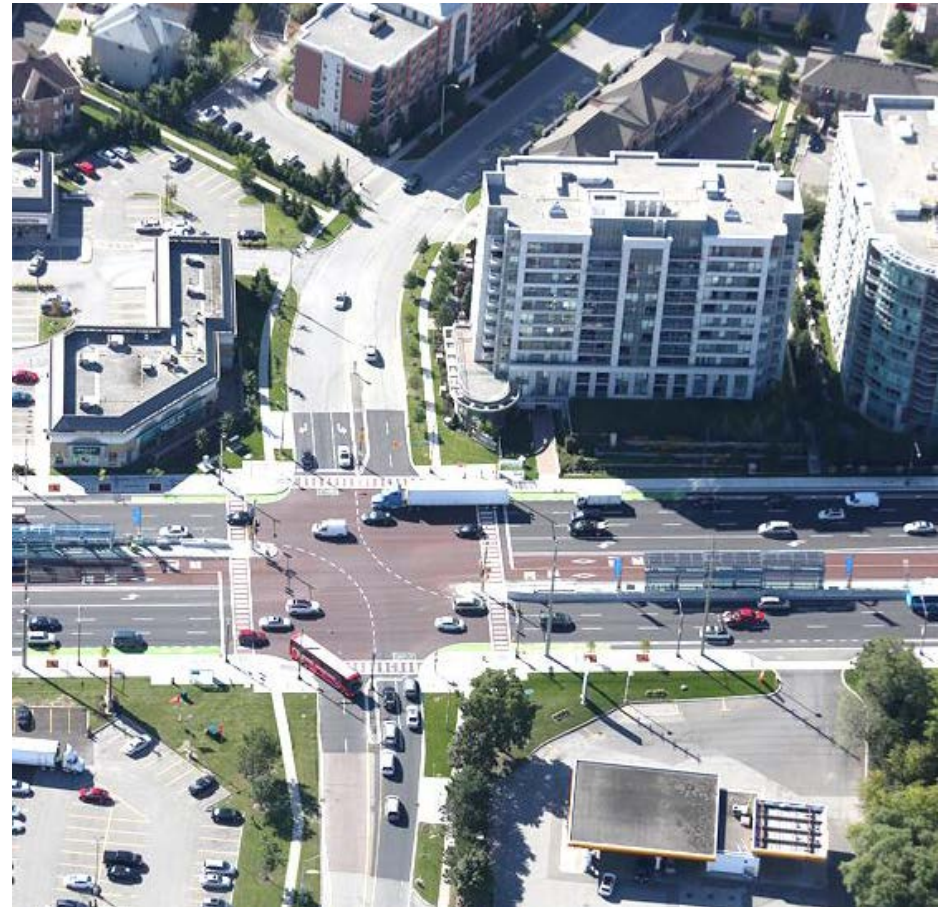
Network Phasing and Costs

Stephen Collins

Wednesday, April 13, 2016



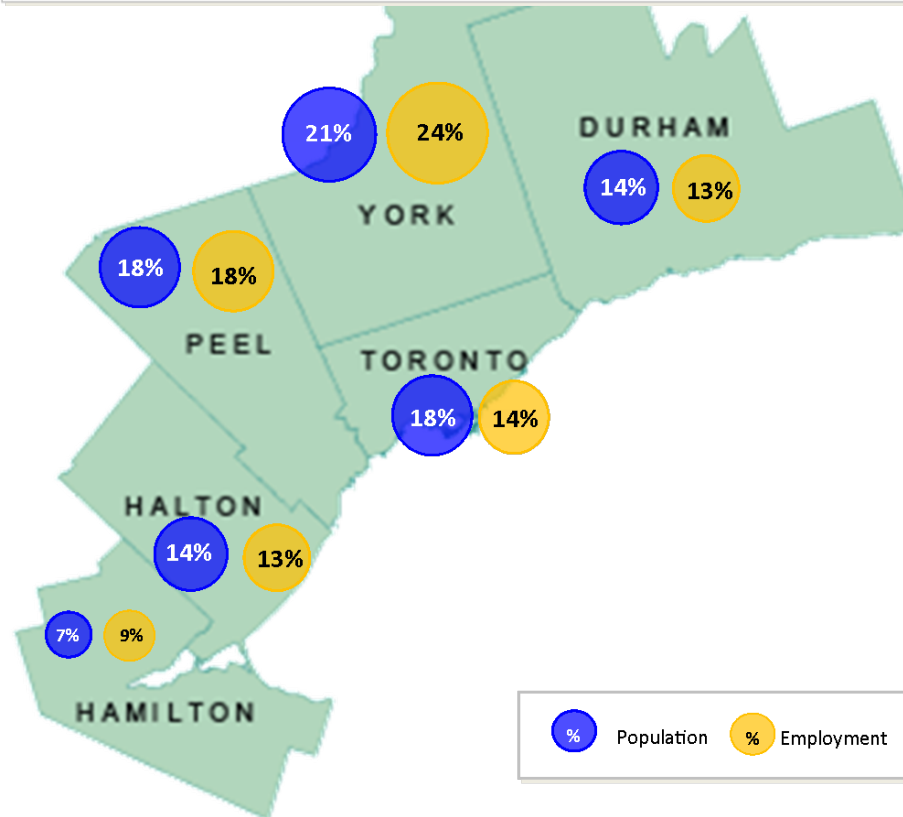
York Region is Growing Up...



Increased Urbanization, Intensification and Traffic Congestion

York Region is Growing Up

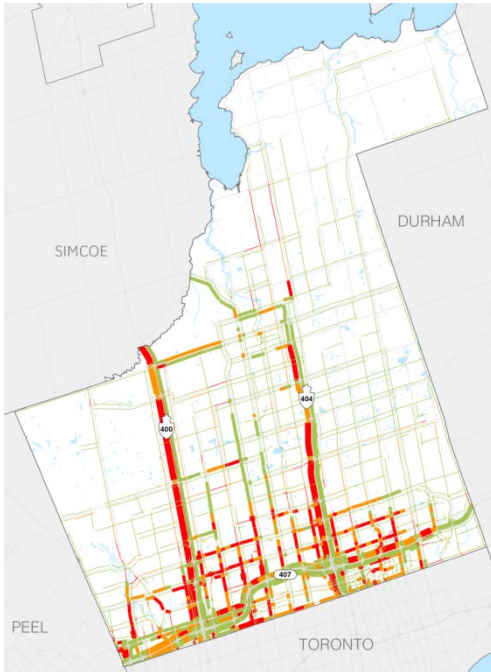
Proportion of Population and Employment Growth accommodated by GTHA Regions



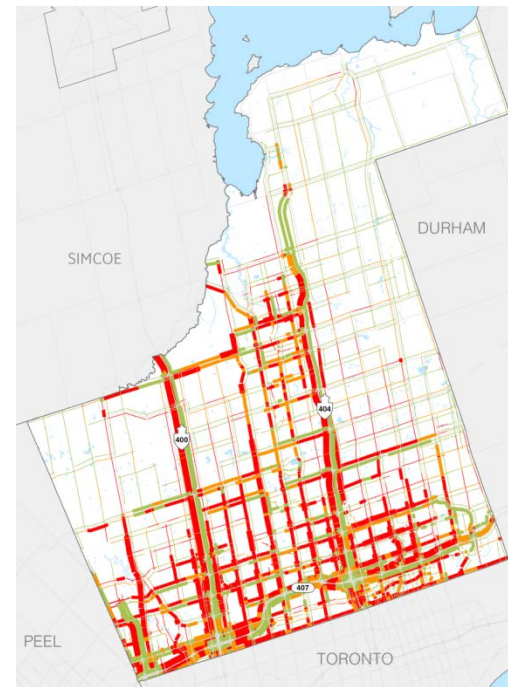
York Region will receive the greatest proportion of growth in the GTHA

Projected Congestion

Existing Situation 2011 AM Peak Hour



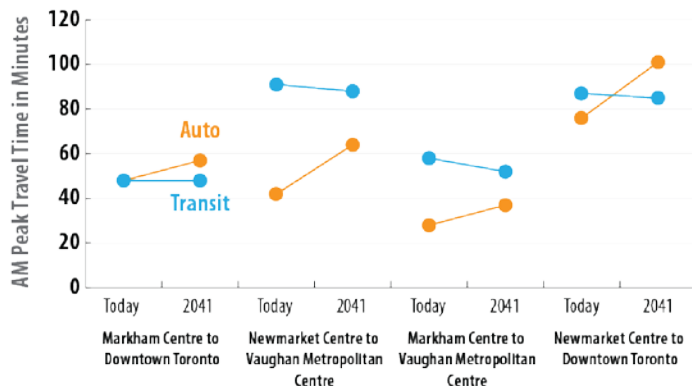
Future Base Case Scenario 2041 AM Peak Hour



Congestion is a reality now and under any future scenario

Focus on Transit

Despite expanding road capacity, travel times by car will worsen



Source: Google, York Region Travel Demand Model

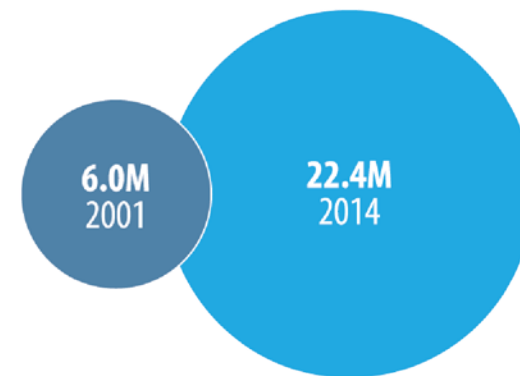
Auto travel times between major centres are projected to increase, even with planned roadway improvements.

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

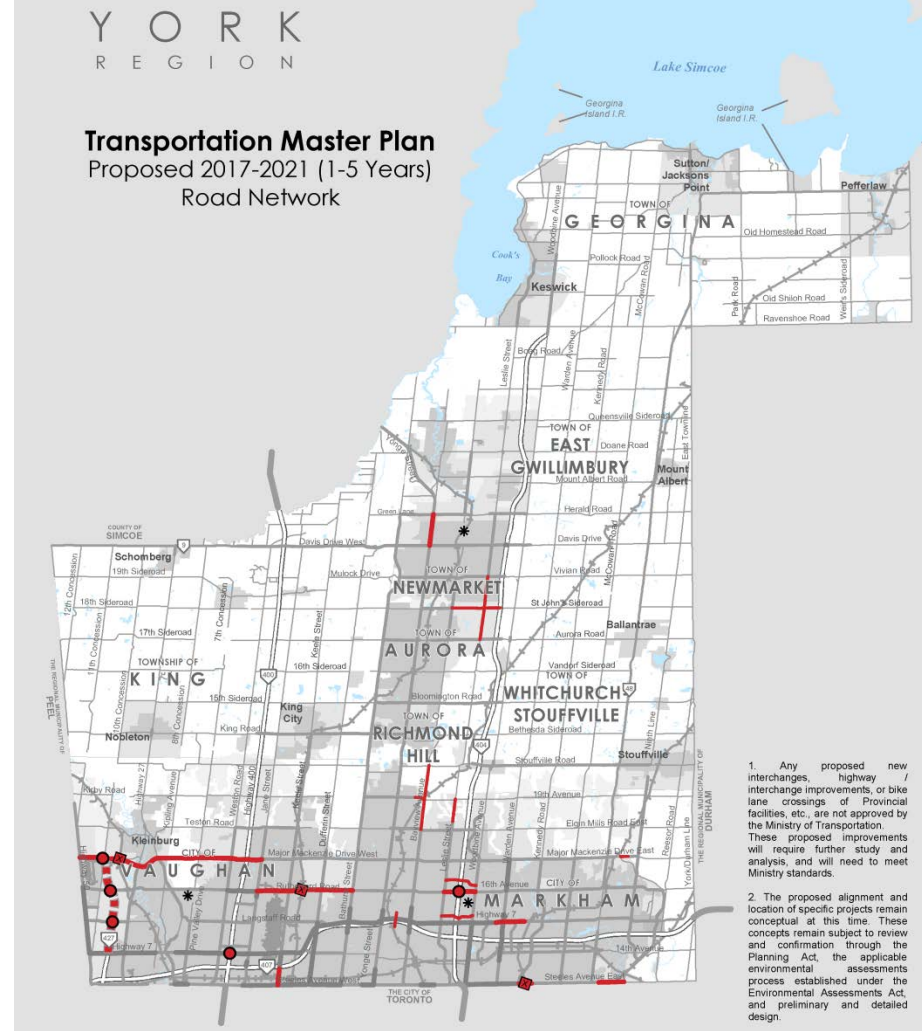
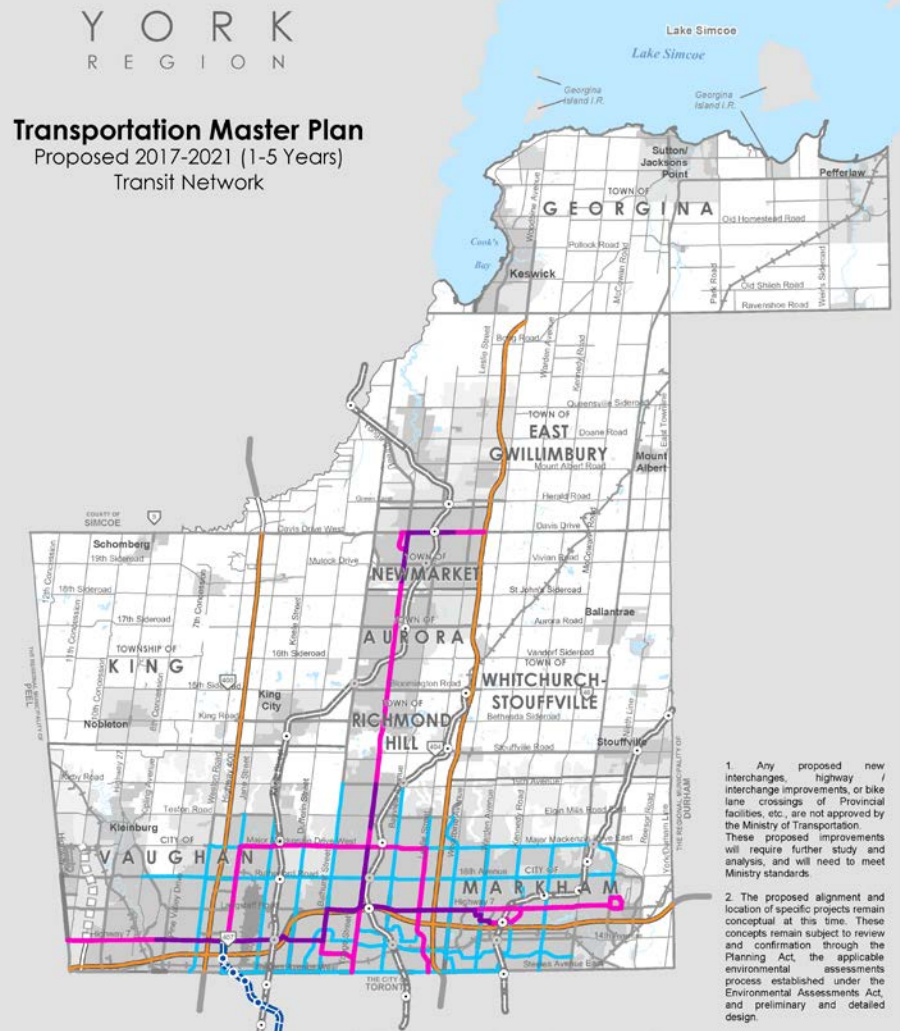
Changes in travel behaviour also needed in addition to expanding transportation capacity

TMP Objectives

- 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 Making the “Last Mile” work



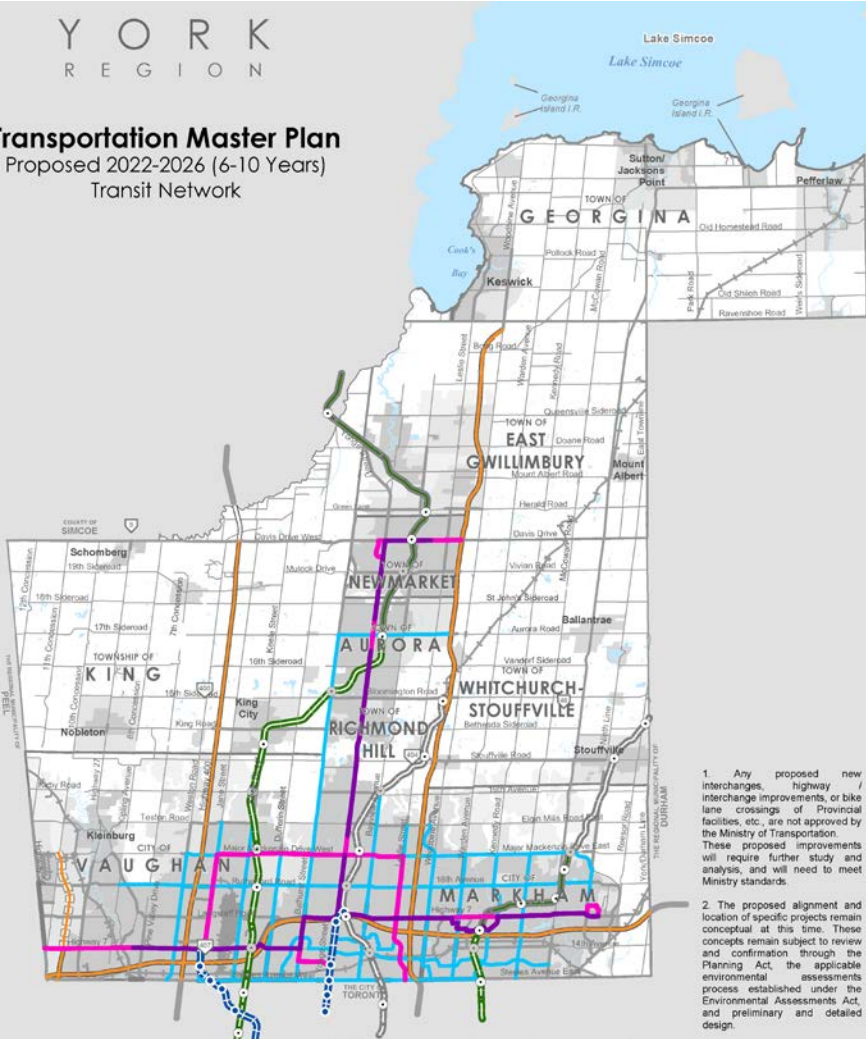
Phasing the Plan: To 2021



Phasing the Plan: 2022 to 2026

YORK
REGION

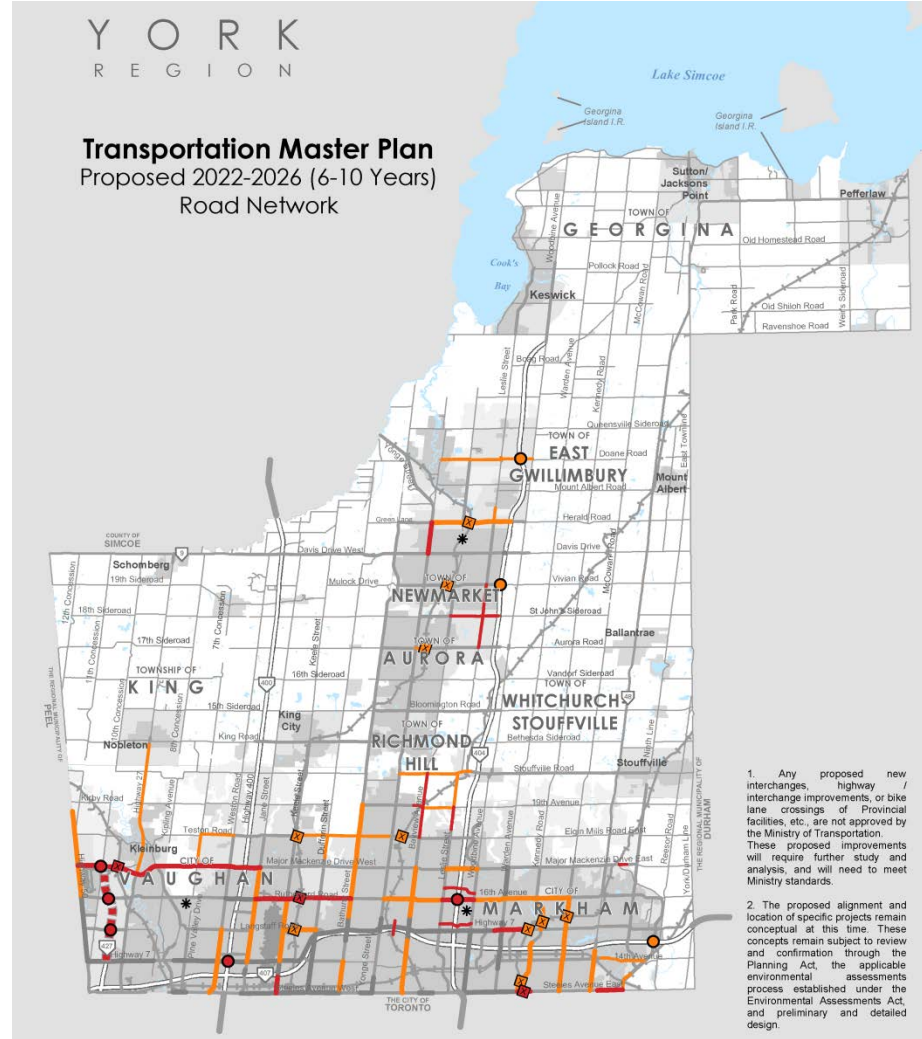
Transportation Master Plan Proposed 2022-2026 (6-10 Years) Transit Network



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.

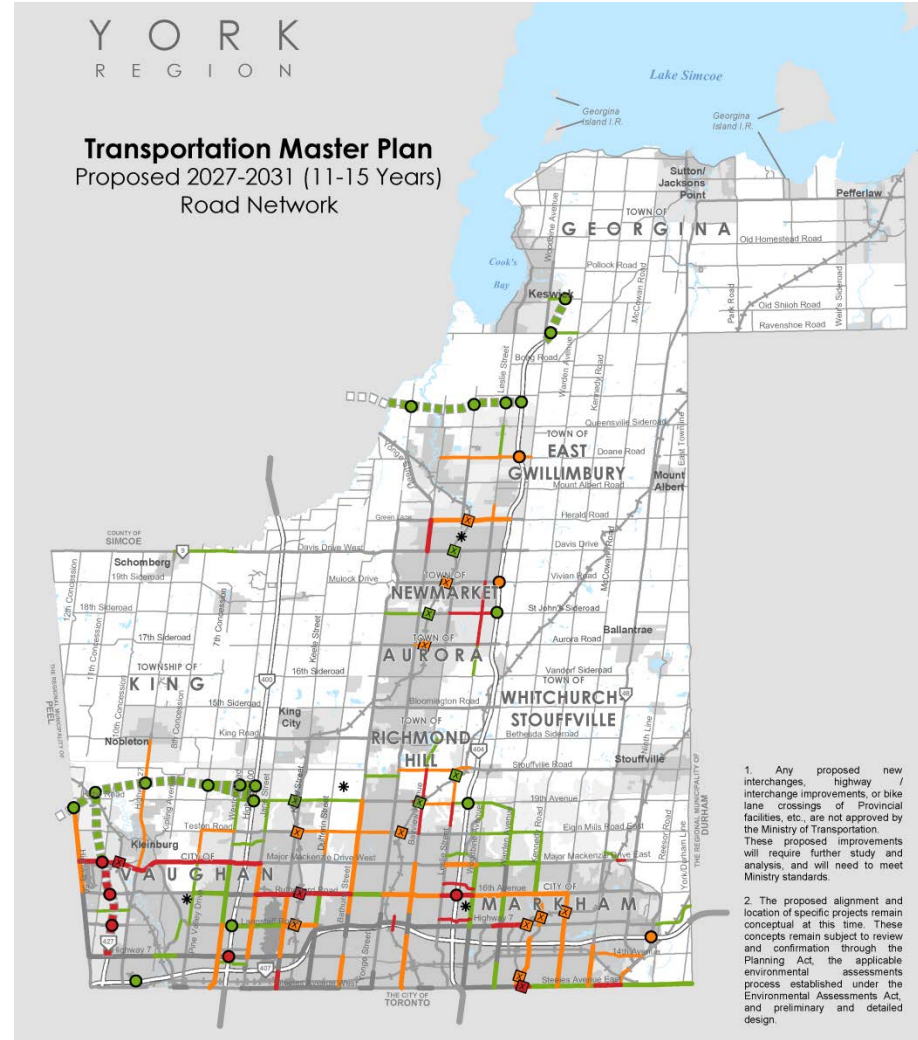
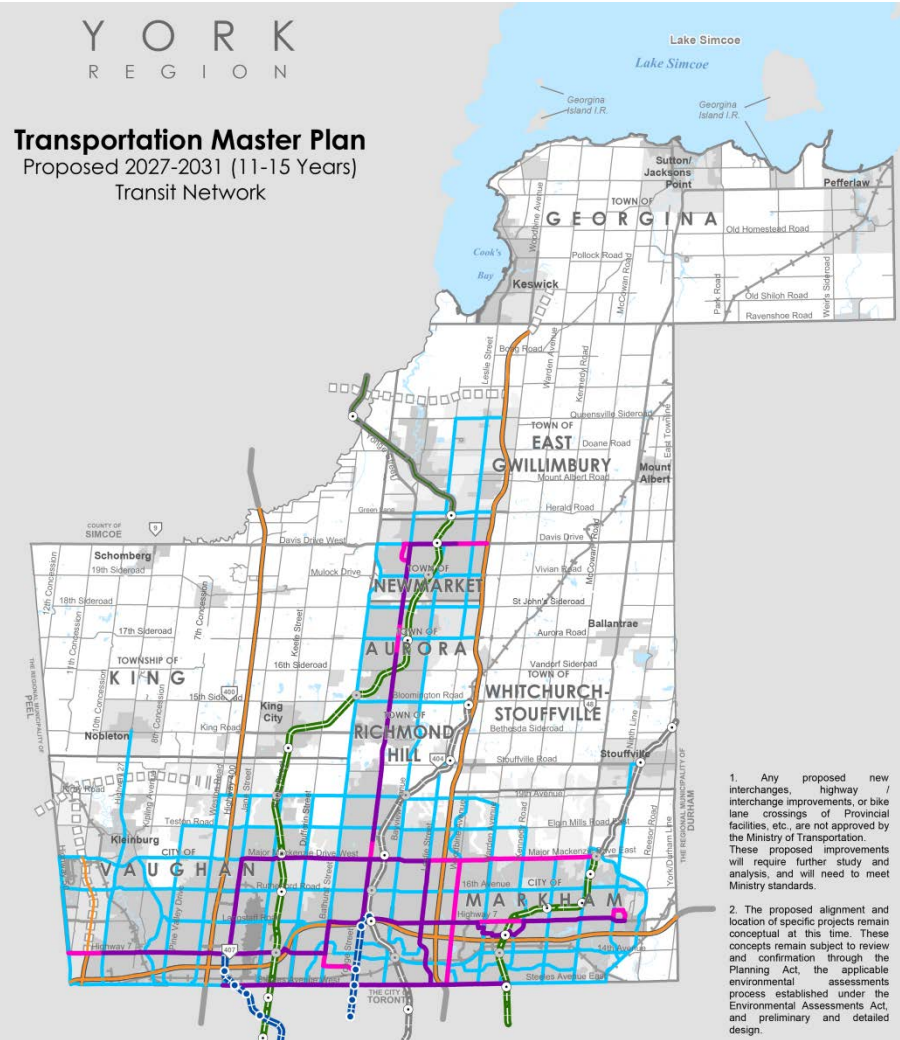
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Transportation Master Plan Proposed 2022-2026 (6-10 Years) Road Network

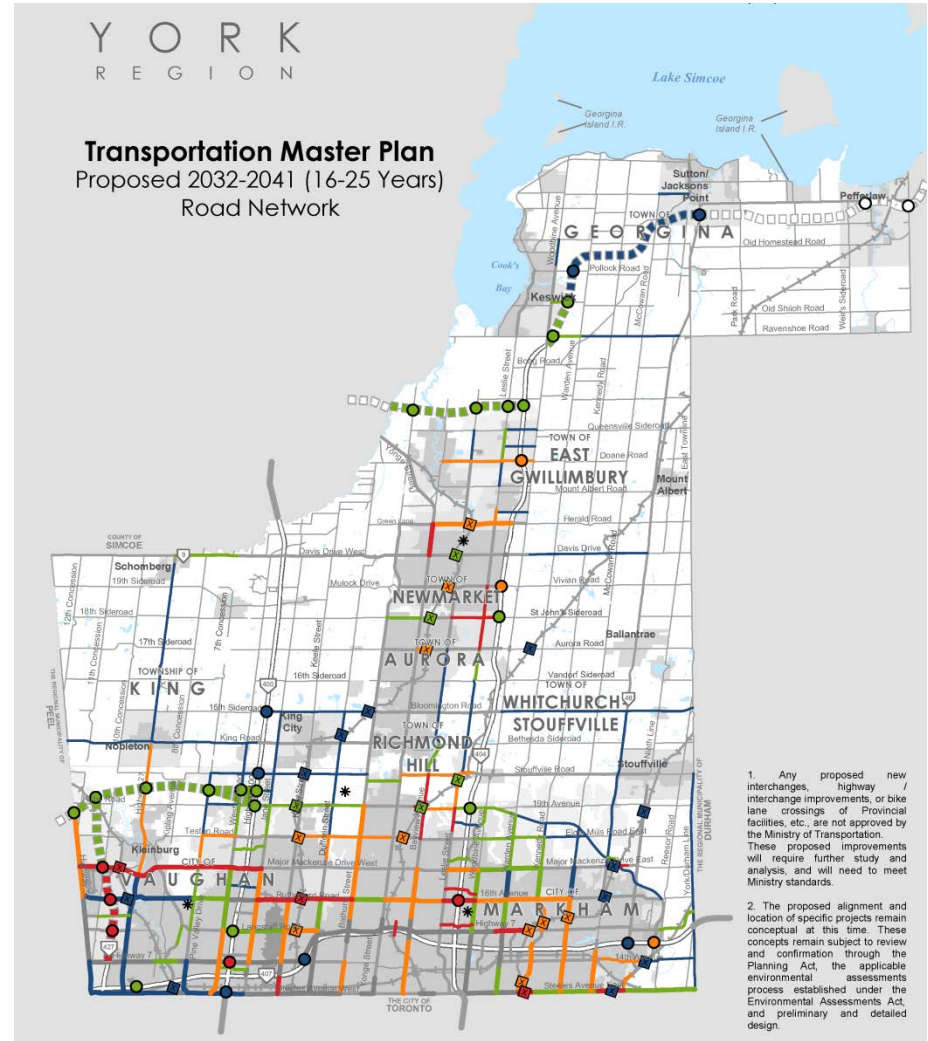
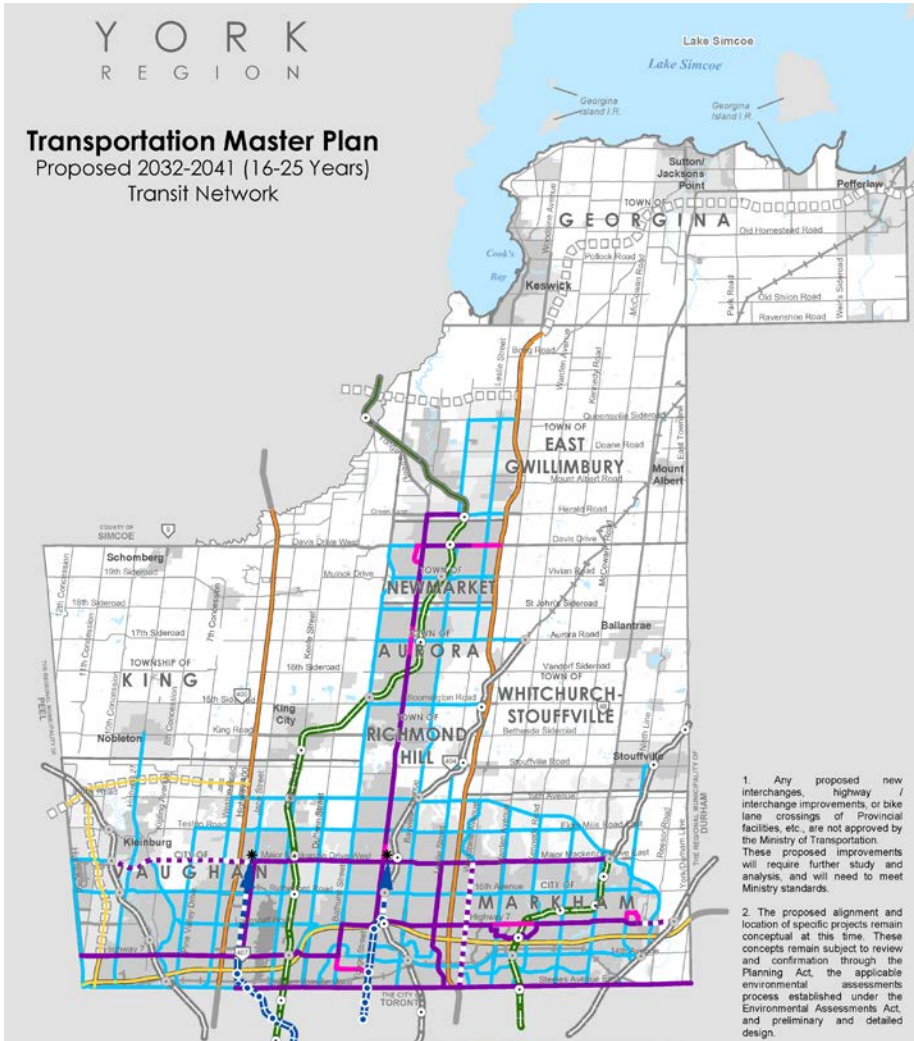


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Phasing the Plan: 2027 to 2031



Phasing the Plan: 2032 to 2041



Total Capital Costs by Phase

\$M	To 2021	2022 to 2026	2027 to 2031	2032 to 2041	Total	York Region
CAPITAL COSTS						
Transit	379	4,203	2,588	1,719	8,888	823
Rapid Transit	205	4,048	2,423	1,389	8,065	-
Conventional	174	155	165	329	823	823
Roads	898	1,901	2,213	2,572	7,585	7,112
TOTAL	\$1,277	\$6,105	\$4,801	\$4,291	\$16,474	\$7,935
STATE OF GOOD REPAIR						
Transit					1,154	1,154
Rapid Transit					735	-
Roads					3,750	3,750
TOTAL STATE OF GOOD REPAIR					\$5,639	\$4,904
TOTAL MASTER PLAN COSTS					\$22,113	\$12,839