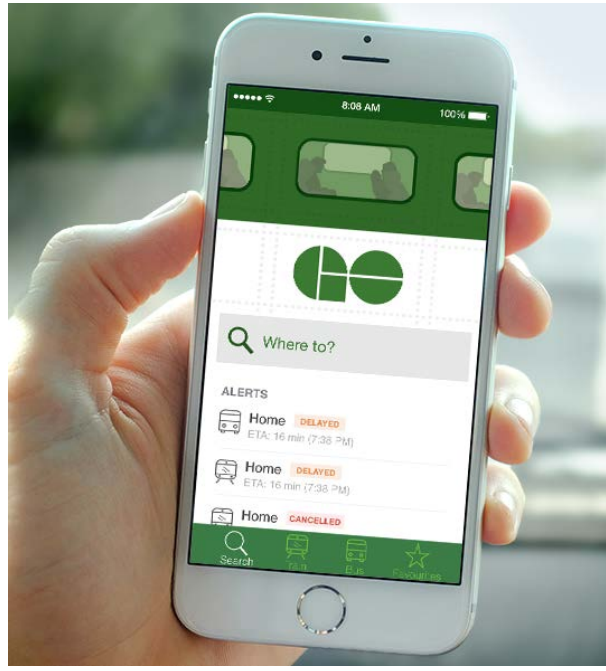


Transportation Master Plan Advisory Task Force



Your community, your say.



Linking the Future with Today's Reality

Presentation Overview

- Objectives of TMP
- Developing an integrated network
- Recommended Policy Principles



TMP Objectives

- Managing traffic congestion
- Increasing transit ridership
- Encouraging Active Transportation
- Supporting employment through goods movement
- Changing travel behaviour

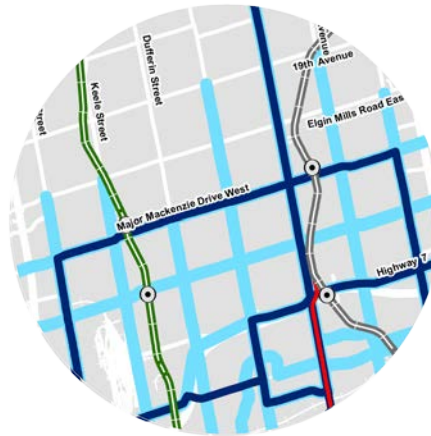


Integrated Network Development

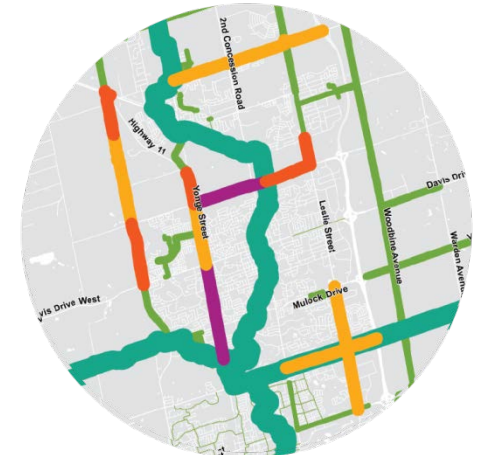
Roads



Transit

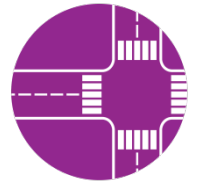
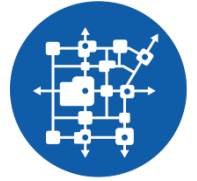


Cycling

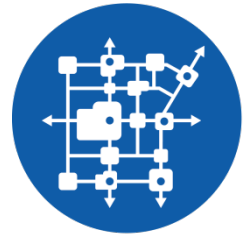


Developing the Policy Areas

- Finer grid street network
- Corridor evolution
- Commuter parking management
- Goods movement
- Boulevard jurisdiction



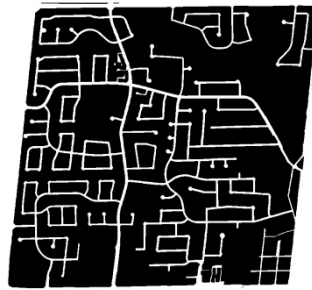
Policy Principle: Finer Grid Street Network



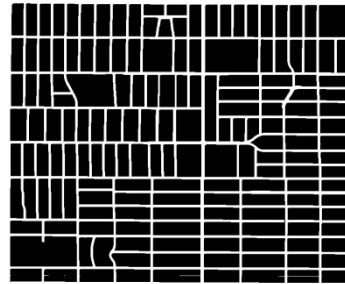
Opportunity:

- Missing or discontinuous links in the network increase congestion
- Majority of concession blocks in York Region lack major collector roads

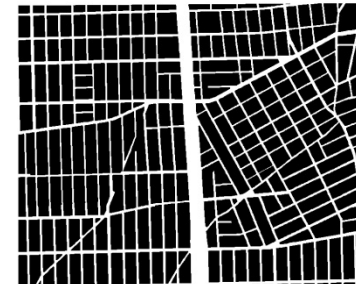
Intersections per 2 square kms



Markham, ON
218 intersections



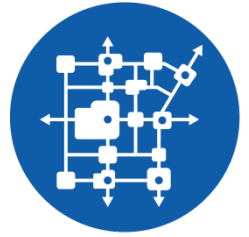
Toronto, ON
316 intersections



New York, NY
500 intersections

Providing missing links in network can improve mobility for all modes including transit, walking and cycling

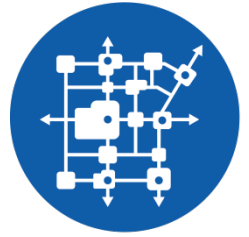
Policy Principle: Finer Grid Street Network



Recommended Policy Principles:

- Develop Arterial Road Classification Study (Option 1a)
- Design, construct and maintain mid-block crossings over 400-series highways (Option 2)
- Design and construct ramp extensions at freeway interchanges (Option 3)

Policy Principle: Finer Grid Street Network

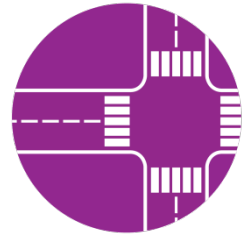


Discussion Questions:

- How will this benefit residents and businesses?
- What are the impacts to residents and businesses?
- What is missing?

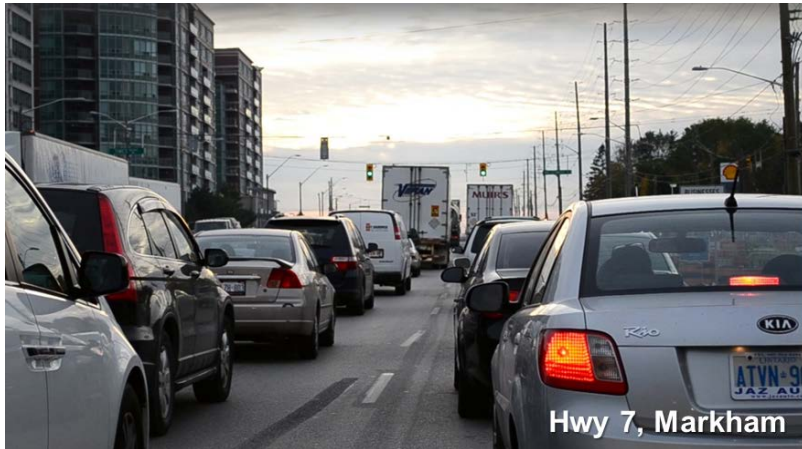


Policy Principle: Corridor Evolution



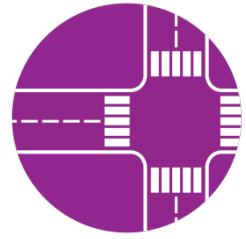
Opportunity:

- A 'one size fits all' approach is challenging
- Corridors need to adapt to changing mobility needs



Opportunities to work with stakeholders will ensure a flexible and adaptable network that responds to future needs

Policy Principle: Corridor Evolution

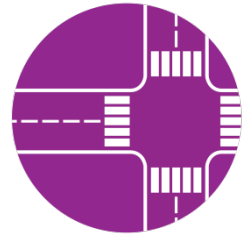


Recommended Policy Principles:

- Ensure that transportation network is designed to be flexible (Option 2)
- Widen roads with ability to be converted for HOV, transit or goods movement (Option 3)



Policy Principle: Corridor Evolution



Discussion Questions:

- How will this benefit residents and businesses?
- What are the impacts to residents and businesses?
- What is missing?

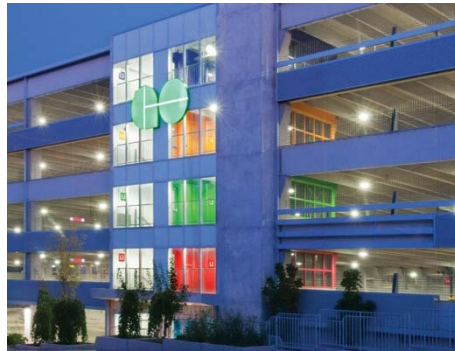


Policy Principle: Commuter Parking Management



Opportunity:

- Market trends lead to oversupply of free parking
- Limited Regional role in coordinating commuter parking



Commuter parking solutions can increase transit ridership





Recommended Policy Principles:

- Complete YRT/Viva Park and Ride Strategy (Option 1)
- Coordinate development of new commuter carpool lots and freeway express transit lanes (Option 2)
- Develop governance and finance models for parking management (Option 3)
- Identify and implement pilot projects for paid parking (Option 4)
- Develop on-street parking policy for Regional roads (Option 5)

Policy Principle: Parking Management



Discussion Questions:

- How will this benefit residents and businesses?
- What are the impacts to residents and businesses?
- What is missing?



Policy Principle: Goods Movement



Opportunity:

- Regional roads must support goods movement
- Conflicts between adjacent land uses and function of Regional roads
- Lack of clarity regarding which corridors are prioritized to facilitate efficient goods movement



Efficient goods movement is key to economic prosperity of the Region

Policy Principle: Goods Movement



Recommended Policy Principles:

- Develop Goods Movement policy (Option 1)
- Develop hierarchy of goods movement corridors (Option 2)
- Support demand management approaches (Option 4)
- Establish Goods Movement Task Force (Option 5)

Policy Principle: Goods Movement



Discussion Questions:

- How will this benefit residents and businesses?
- What are the impacts to residents and businesses?
- What is missing?

Policy Principle: Boulevard Jurisdiction



Opportunity:

- Lack of coordination and delivery of boulevard elements
- Gaps in active transportation network prevents accessibility to transit stops
- Responsibility for off-street bike lanes is unclear



More Regional municipalities are taking a larger role in planning, building, and operating boulevard elements within Regional road right-of-ways

Policy Principle: Boulevard Jurisdiction



Recommended Policy Principle:

- Region to assume full jurisdictional responsibility for all boulevard elements within Regional right-of-way (Option 3)

Policy Principle: Boulevard Jurisdiction



Discussion Questions:

- How will this benefit residents and businesses?
- What are the impacts to residents and businesses?
- What is missing?



Transportation Master Plan Advisory Task Force



Your community, your say.

Thank you!

Stephen Collins, Director
Infrastructure Management and PMO
Transportation Services
stephen.collins@york.ca