

Agenda

Transportation Master Plan Advisory Task Force

May 21, 2015

1:00 p.m.

Committee Room A

York Region Administrative Centre

17250 Yonge Street

Newmarket, Ontario

Quorum: 5

Page No.

A. Election of Chair

B. Disclosures of Interest

C. Deputations

(Subject to the Task Force granting deputant status)

C.1 Truck Restrictions on Langstaff Road and Pine Valley

C.1.1 Rose Savage, Resident

C.1.2 John Vizzini, Resident

D. Presentations

D.1 What the Public Thinks about Transportation

Video Presentation

D.2 Overview of the Future of Transportation in York Region

Daniel Kostopoulos, Commissioner of Transportation Services and
Mary-Frances Turner, President of York Region Rapid Transit
Corporation

D.3 Transportation Realities

Brian Hollingworth, Director, IBI Group

D.4 Policy Considerations and Network Alternatives

Stephen Collins, Director, Infrastructure Management and PMO

D.5 Next Steps

Stephen Collins, Director, Infrastructure Management and PMO

E. Discussion Items

E.1 Review of Terms of Reference

1

E.2 Schedule of Future Meetings

September 30, 2015

November 26, 2015

Quarter 1, 2016

Quarter 2, 2016

F. Communications

F.1 Request to Restrict Trucks on Langstaff Road

13

Referred for consideration by the Transportation Master Plan Advisory Task Force by Regional Council at its meeting held on April 23, 2015

Recommendation: Receive

G. Other Business

H. Adjournment

Transportation Master Plan Advisory Task Force



Your community, your say.



The Future of Transportation

Daniel Kostopoulos and
Mary-Frances Turner

May 21, 2015



York Region is Growing Up...



Increased Urbanization and Intensification and Traffic Congestion



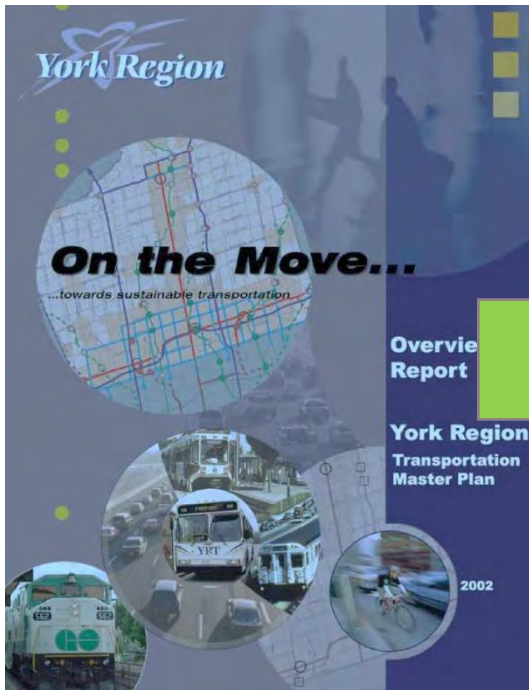
Changing the way we do things



..... then >>> >>> now



We have been changing: Evolution of the TMP



2002



2009



2016

TMP is a long -term strategic document to support growth over 25 years



We will Experience More Growth

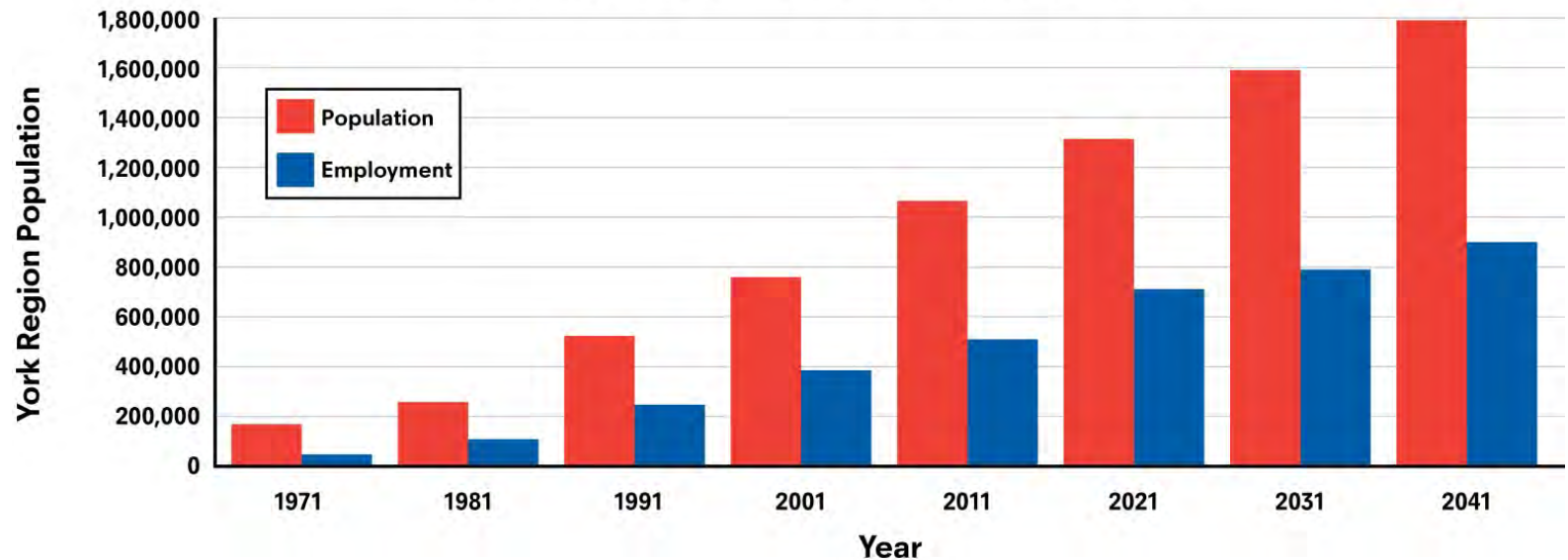
York Region's population is expected to grow from

1.1 million in 2013 **to** **1.8** million in 2041

York Region's employment is expected to grow from

550 thousand in 2013 **to** **900** thousand in 2041

York Region Population Growth - 1971 to 2041



Vision 2051: Council has set the course for the Future



Vision and Policies support seamless network of mobility with transportation options



Advancing an Integrated Transportation Network



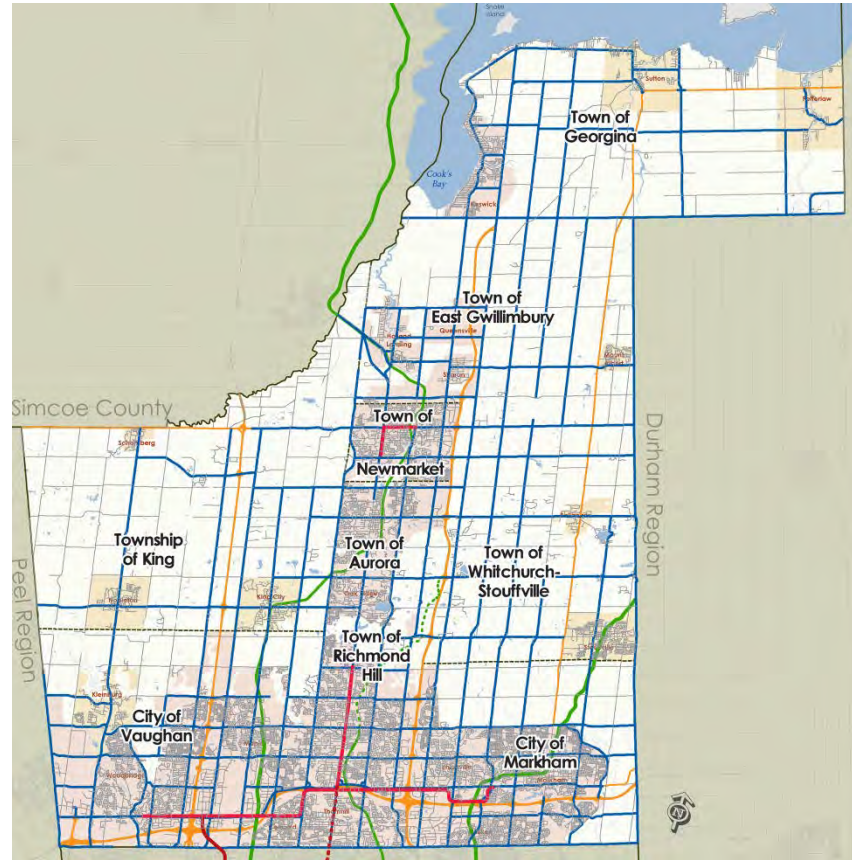
— Provincial Highways



— GO Transit Lines



— Regional Roads



— Rapidways



— Subway



— Local Roads

An integrated network is key to meeting Vision 2051

Advancing an Integrated Transit Network



An integrated transit network will support transportation network

Why Update the TMP?

OPTIMIZE



EXPAND



TRANSFORM



Moving Forward



Transportation Master Plan Advisory Task Force



Your community, your say.



Transportation Realities

Brian Hollingworth

May 21, 2015

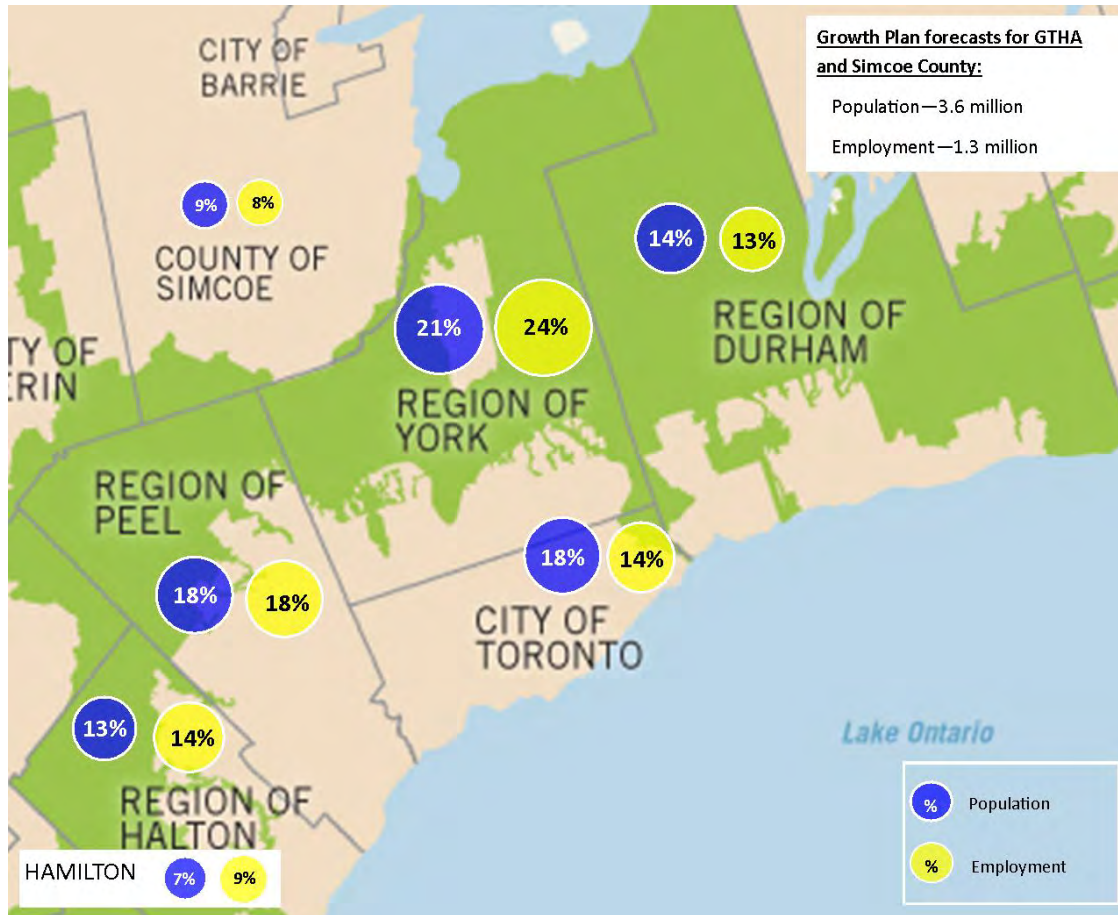


Presentation Overview

- 1. Context – Changing Trends and Current Reality**
- 2. Public Concerns and Aspirations**
- 3. Implications of Trends**
- 4. Discussion**



Context: Changing Trends



Context: Changing Trends

- **More people will be older than 65 years**
- **More people born outside Canada**
- **Fewer licensed drivers**
- **More compact forms of housing**

% >65	9%	12%	↗
% born outside Canada	39%	46%	↗
% of <24 who are licensed	78%	73%	↘
% single detached homes	75%	66%	↘

Demographics in York Region will continue to change

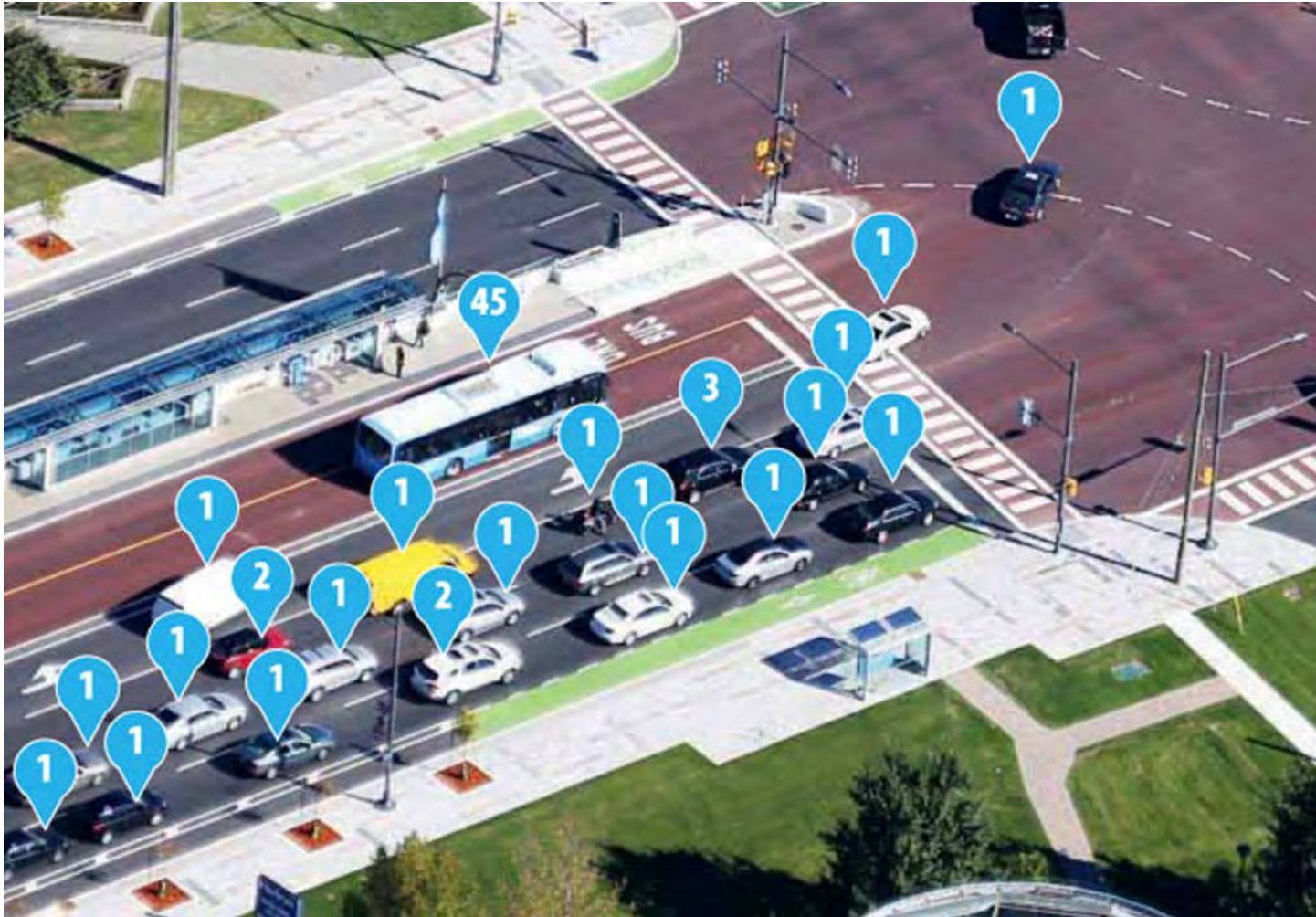
Current Reality

- **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**
 - **<4 % of trips within York are made using transit**
 - **few trips less than 15 km are made using GO Rail**



Improve Mode Choice for Small Trips

Current Reality



Public Concerns and Aspirations

Traffic congestion is top of mind

How can we work with our partners to develop solutions to manage congestion and how will we pay for it?

We need to continue to invest in YRT/Viva and build a connected cycling and walking network to support it

How can we better streamline the implementation of sidewalks and cycling facilities on Regional roads?

The time is right to start discussing a Regional role in public parking

How can the Region use parking to support transit?



Congestion is the number one priority for residents

Technical Advisory Committee Vision

A Region where ...

- ... **Travel on roadways is more reliable:**
 - ... **congestion is managed**
 - ... **the arterial road network functions well**
- ... **Residents will have more transportation choices:**
 - ... **mode share is balanced for all trips**
 - ... **an improved level of service for all modes**
- ... **Travel is seamless across borders and modes:**
 - ... **improved interregional connections**
 - ... **a network to support economic growth**

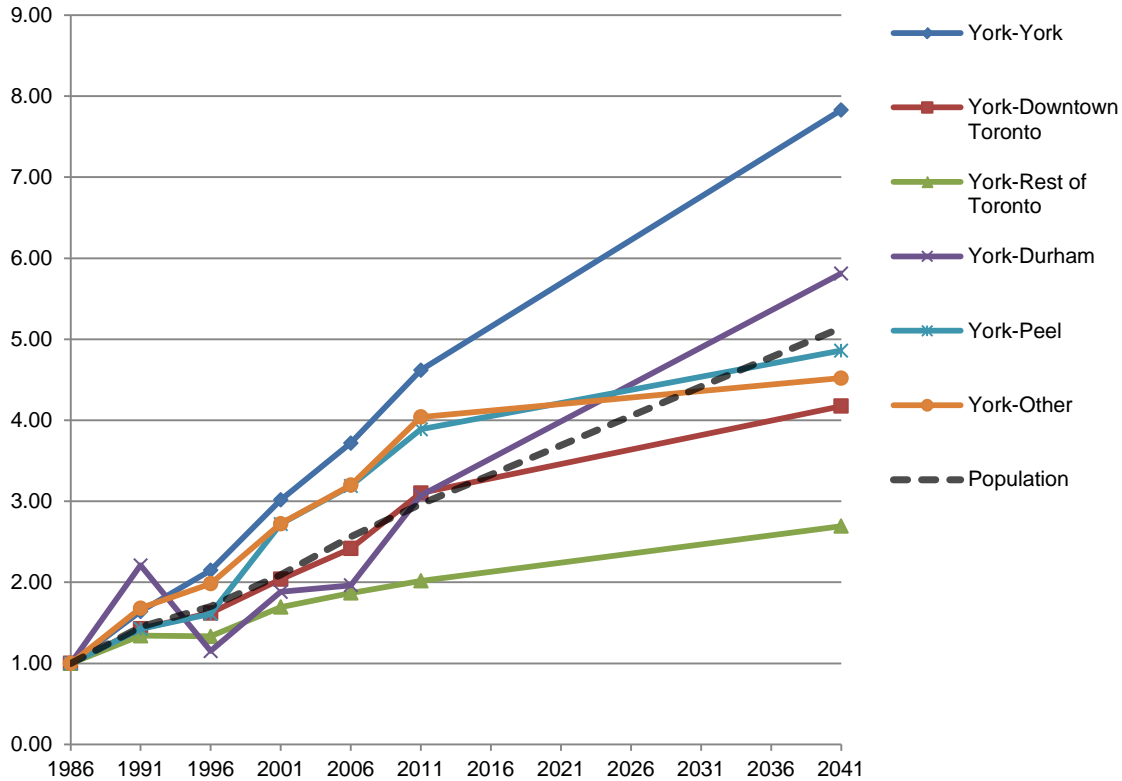


The TMP needs to build and leverage partnerships with all municipalities



Implications of Growth on Travel Patterns

Change in Travel Demand from York Region 1986 to 2041
(1986 = 1.0)



Source: Transportation Tomorrow Survey

Trips within York Region has been the fastest growing of all Regions



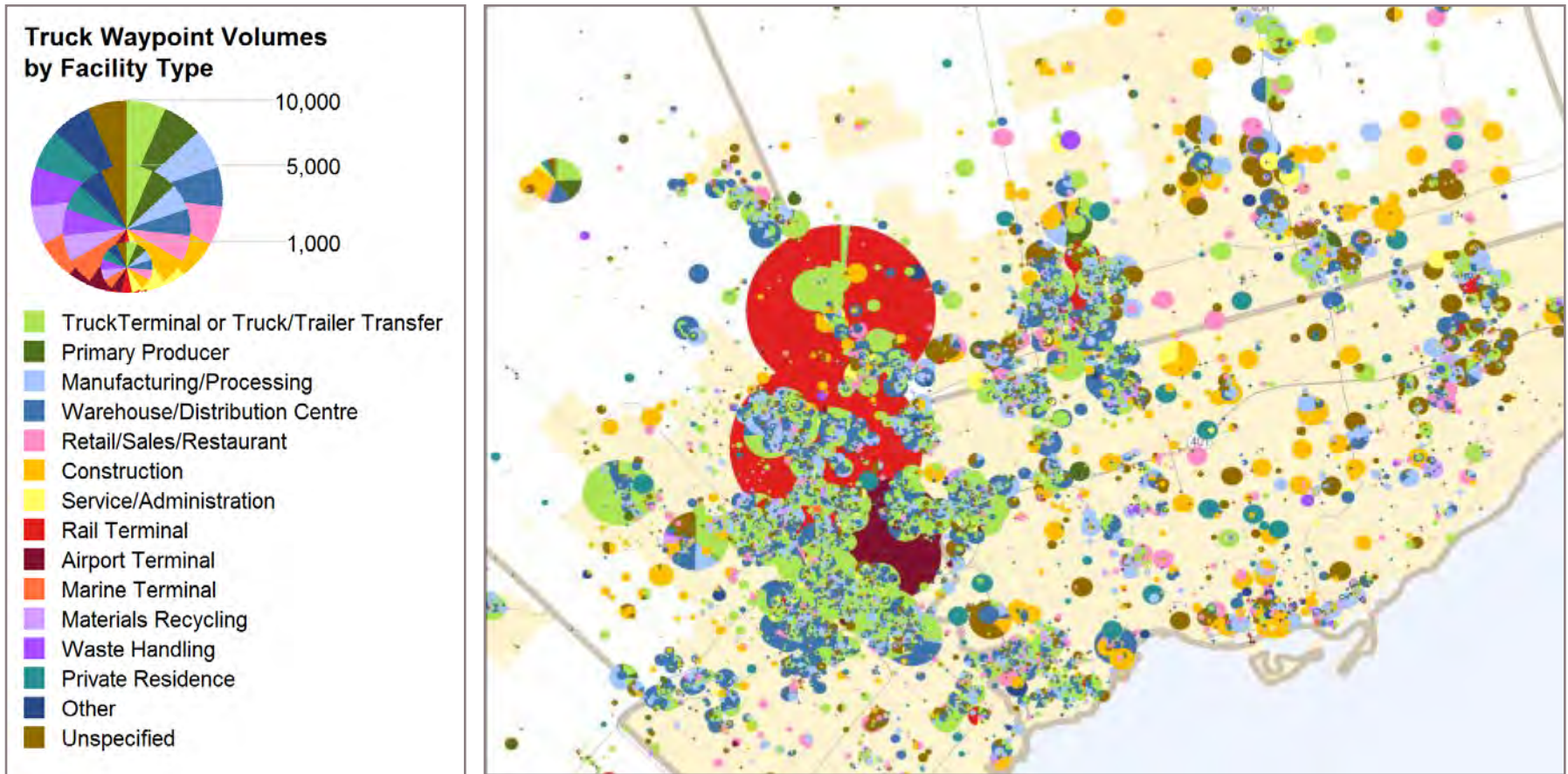
Accommodating Goods Movement



Goods movement also increases with economic activity



Accommodating Goods Movement



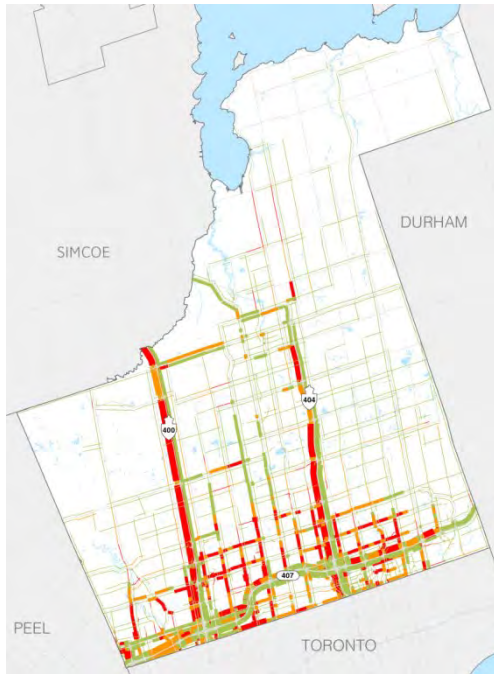
Source: MTO Commercial Vehicle Survey

The movement of goods is an important function of the transportation network

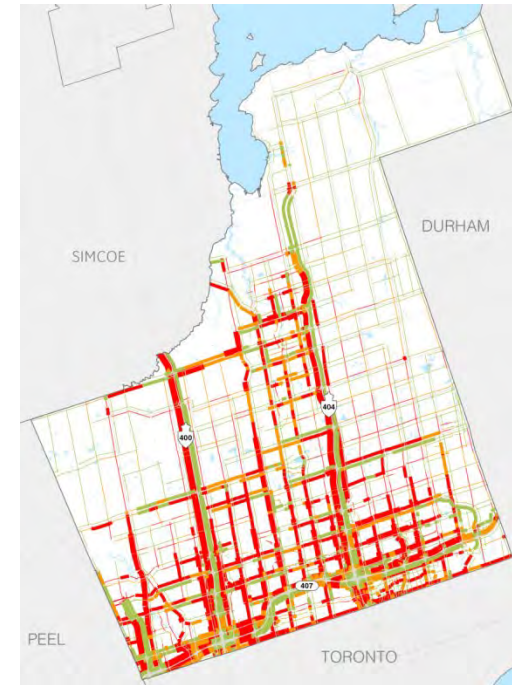


Projected Congestion

Existing Situation 2011 AM Peak Hour



Future Base Case Scenario 2041 AM Peak Hour



Congestion is a reality now and under any future scenario

Discussion



York Region is at a critical point in its growth



Transportation Master Plan Advisory Task Force



Your community, your say.



Policy Considerations and Network Alternatives

Presentation Overview

1. Network Planning Tactics
2. Optimize Alternatives
3. Expand Alternatives
4. Transform Alternatives
5. Key Policy Considerations
6. Financial Considerations



Network Development Tactics



Optimize

**What we are already
planning to do**



Expand

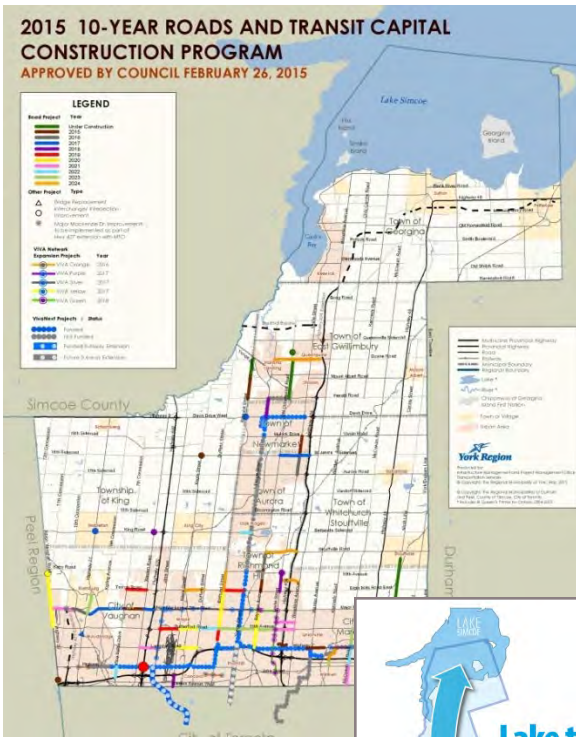
**Our services creating
new ways to get
around**



Transform

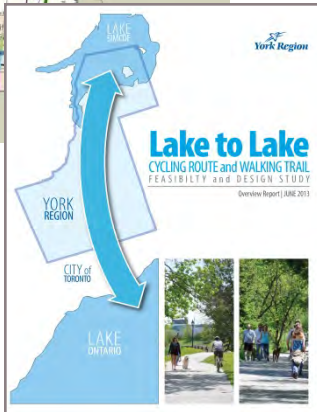
**Our system to manage
demand and leverage
technology**

Tactic 1: Optimize



Prioritize implementation of the:

- 10-year Roads Construction Program
- Committed rapid transit projects
- Regional active transportation network
- Congestion management plan



Tactic 2: Expand



Expand type of infrastructure and services, including:



- **Regional Express Rail**
- **Yonge Street Subway Extension**
- **Provincial Freeway Connections**
- **Commuter Parking**
- **Freeway Express Bus Service**
- **Elimination of unplanned missing links and jurisdiction collaboration for change**

Tactic 3: Transform



Bold steps that reshape transportation and will put transit, walking and cycling first, reducing our reliance on cars



- **Transit fare integration**
- **Paid parking**
- **Congestion fees/Road tolls**
- **New technologies to improve road safety and efficiency**

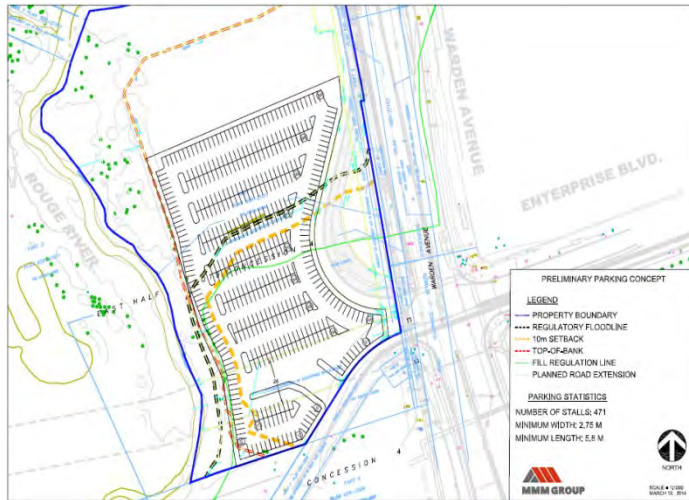
Progress is underway

- Investing \$2.145B in transportation infrastructure to increase capacity
- Developing the frequent transit network to improve local service supporting high demand routes
- Implementing the congestion management plan to improve traffic flow



Progress is underway

- Integrating commuter parking as part of our services
- Managing demand through land use and Transit Oriented Development

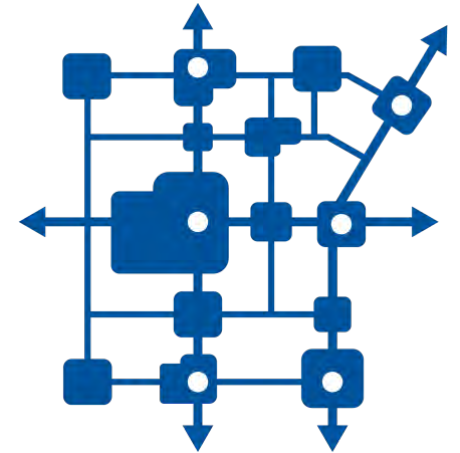


How can we use parking management to influence travel patterns?



Transportation Policy Considerations

- **Boulevard jurisdiction of sidewalks, lighting and cycling**
- **Developing a finer grid road network**
- **Better integration of goods movement**
- **Corridor evolution**
- **Regional commuter parking strategy to support transit**



Task Force and Council to be engaged in developing new Policies

Boulevard Jurisdiction

Issue

- **Connectivity to transit stops**
- **Delay in the implementation of sidewalks and boulevard elements along Regional roads**
- **Increasing Regional interest in boulevard facilities**



Opportunity

1. **Expand Municipal Partnership Program**
2. **Regional implementation and local operation**
3. **Region assume jurisdictional responsibility for specific elements**
4. **Region assume all elements**



Issue

- **Limited progress in mid-block flyovers and ramp extensions**
- **Lack of direct and accessible connections to public transit and active transportation on Regional corridors**
- **Major collector road network provides limited Regional functionality**
- **Restricted turning movements increases delay at major intersections**



Opportunity

1. **Regional Planning, Protection, Local Implementation and Operation**
2. **Regional Planning, Protection, Cost Sharing and Local Operation**
3. **Full Regional Responsibility**

Issue

- **Goods movement is critical to York's economy but trucks cause significant pressures in urban areas**
- **Lack of direct access to provincial highway network**
- **Lack of understanding of role of Regional corridors**



Opportunity

1. **Improved connectivity with highway network**
2. **Accommodate goods movement within existing plans**
3. **Regional goods movement strategy/network**

Issue

- **Current policy states that widening for six lanes is only permitted for HOV and/or reserved bus lanes**
- **Not all roads are the same – HOV may not always be justified**
- **Performance of existing HOV lanes is unclear**
- **Role and function of Regional roads**



Opportunity

1. **Widening for general purpose use with triggers for conversion**
2. **Selective widening based on modal need and priority**
3. **Develop criteria with thresholds to reclassify existing lanes**

Regional Parking

Issue

- **Regional role currently limited to coordinating YRT/Viva park and ride at a handful of sites**
- **Local municipalities relied on to develop parking policies, programs and services that support Regional objectives**



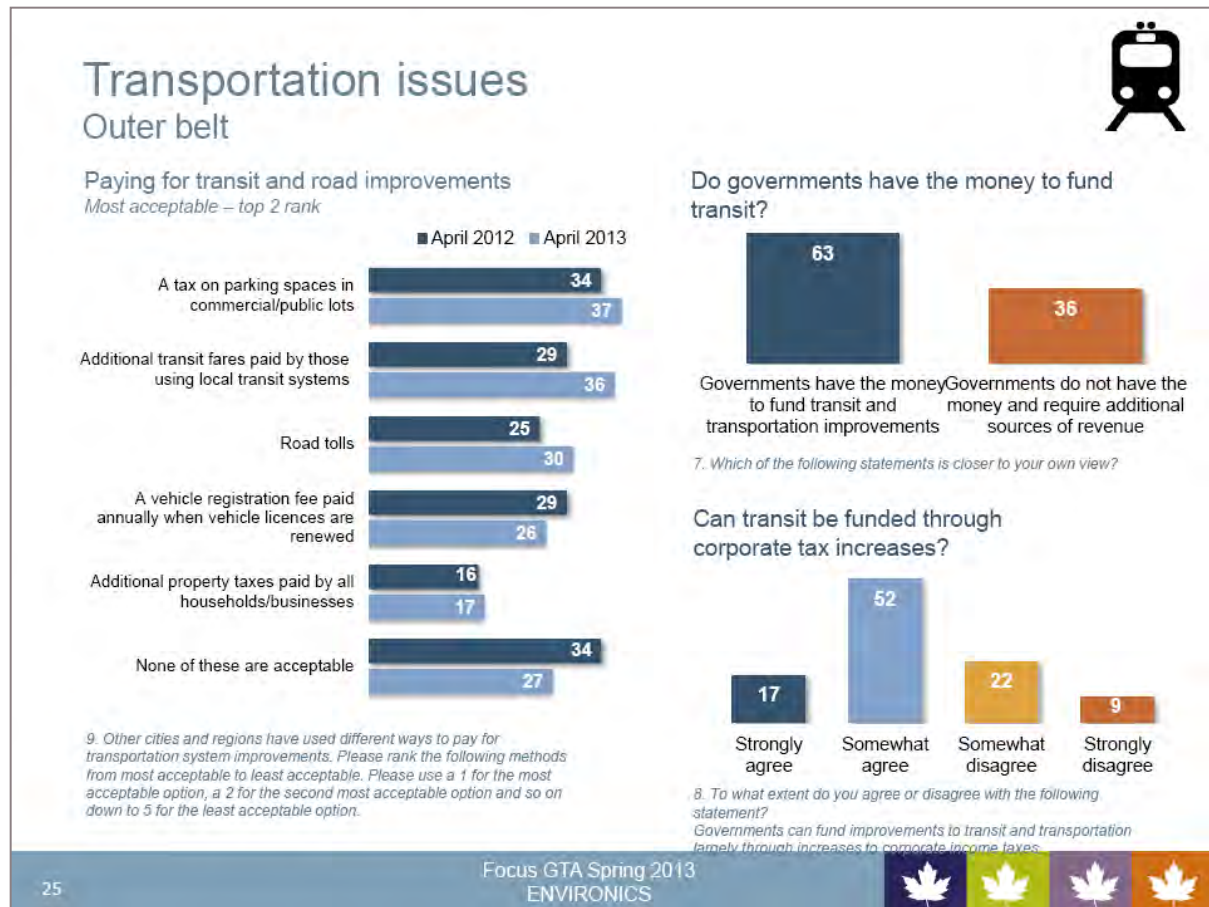
Opportunity

1. **Develop Regional guidelines for commuter parking strategy**
2. **Regional role (e.g. parking authority) in supporting local parking policy and/or parking management**



Financial Considerations

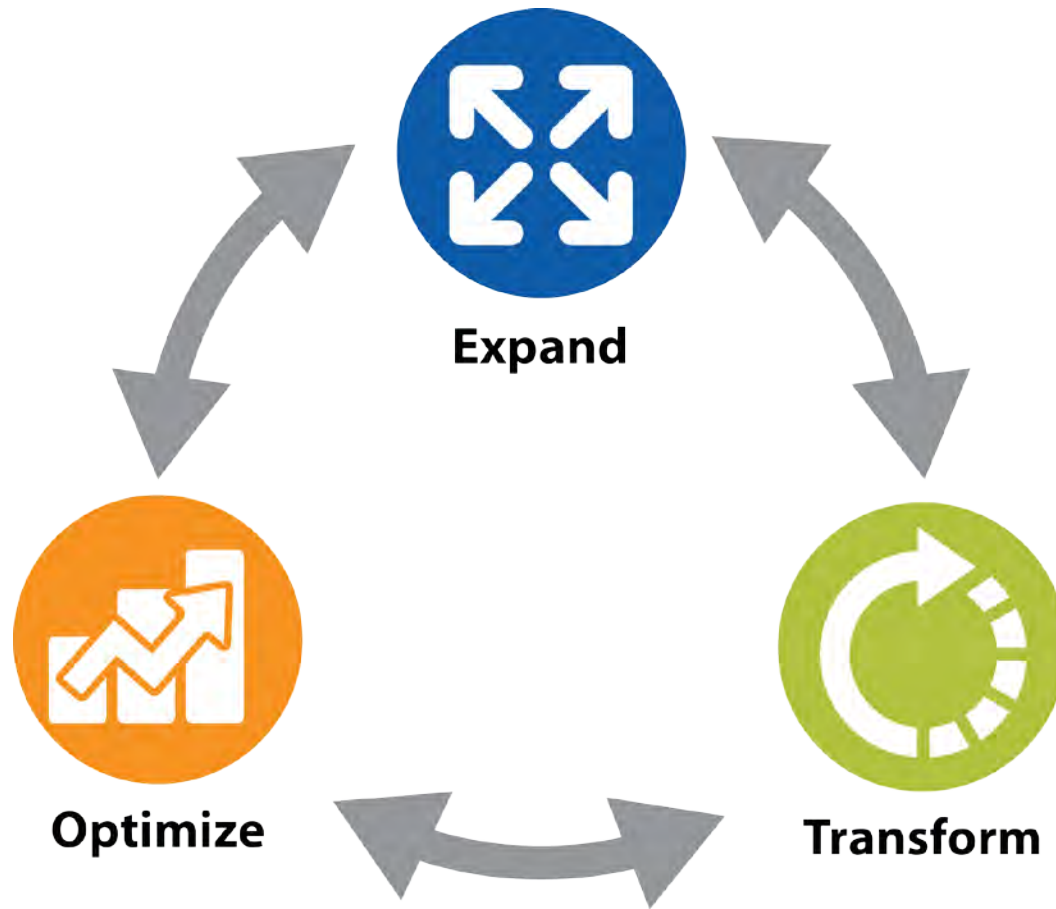
- Fiscal Strategy
- Asset Management and long term sustainability of the transportation network
- Development Charges



Increased investment in transportation is a priority for residents



How it all fits together



Elements of all network tactics are required to meet our transportation vision



Transportation Master Plan

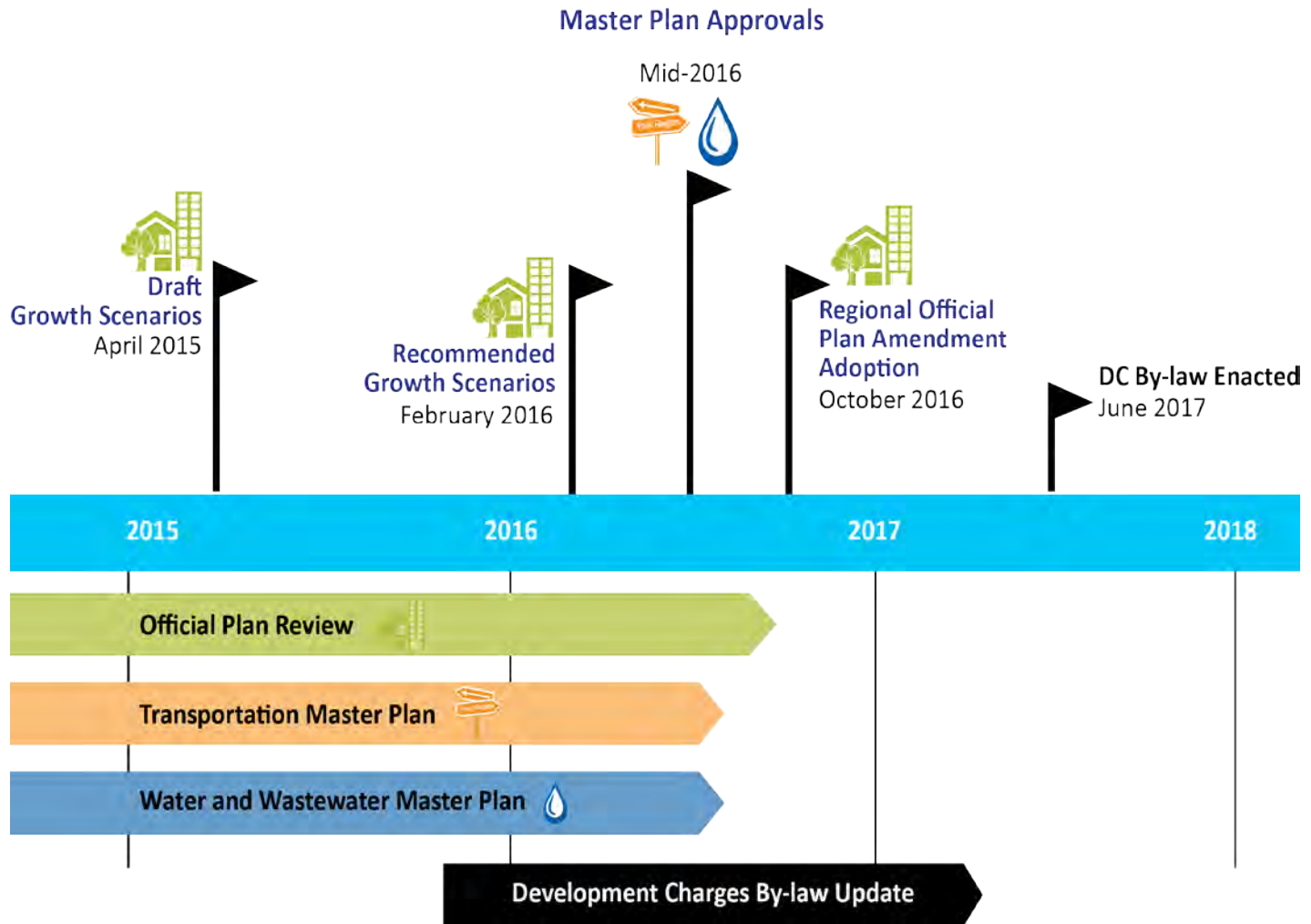


Your community, your say.



May 21, 2015

Next Steps for the TMP



Next Steps for the TMP



Public Open Houses

Municipality	Location	Date and Time
City of Markham	Milliken Mills Community Centre 7600 Kennedy Road	June 9, 2015 6 p.m. to 9 p.m.
Town of Richmond Hill	Elgin West Community Centre 11099 Bathurst Street	June 11, 2015 6 p.m. to 9 p.m.
Town of Aurora	Aurora Cultural Centre 22 Church Street	June 16, 2015 6 p.m. to 9 p.m.

Public Open Houses are integrated with Water & Wastewater Master Plan and the Regional Official Plan Review



Next Steps for the TMP

- **Release of Phase 2 MetroQuest (May 23 – Family Fun Day)**
- **Summarize and respond to public feedback from open houses**
- **Develop recommended transportation networks and policy direction**
- **Identify alternative funding approaches**

