

Agenda

Transportation Master Plan Advisory Task Force

Sept 30, 2015

9:00 a.m.

Committee Room A

York Region Administrative Centre

17250 Yonge Street

Newmarket, Ontario

Quorum: 5

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Page No.

**A. Disclosures of Interest**

**B. Meeting Objectives and Overview – 9:00 a.m.**

Daniel Kostopoulos, Commissioner of Transportation Services

**C. Introduction of Guest Speaker – 9:10 a.m.**

Mary-Frances Turner, President of York Region Rapid Transit Corporation

**D. Presentations**

**D.1 Transportation Planning, Fast and Slow – 9:15 a.m.**

Greg Lindsay, Senior Fellow, New Cities Foundation

**D.2 Network Development 101 – 10:15 a.m.**

Video Presentation

**D.3 Linking the Future to today's Reality – 10:20 a.m.**

Stephen Collins, Director, Infrastructure Management and PMO

- TMP Objectives
- Policy Directions
- Chaired discussion

**D.4 Next Steps – 11:55 a.m.**

Daniel Kostopoulos, Commissioner of Transportation Services

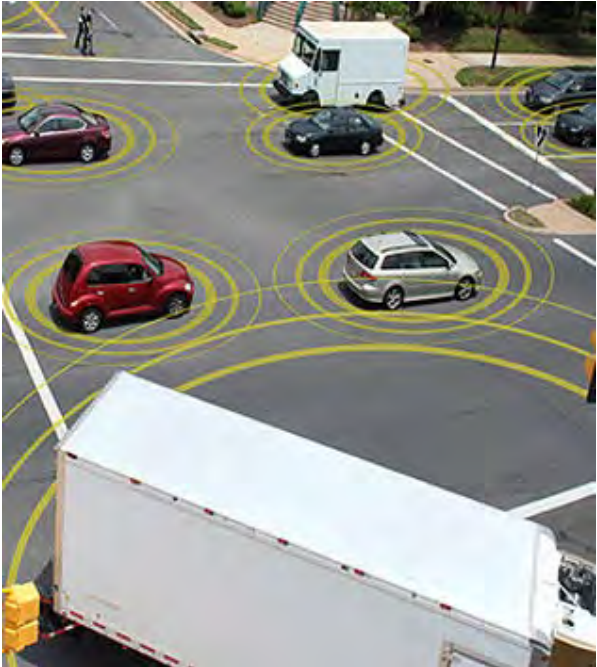
**E. Other Business**

**F. Adjournment**

# 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



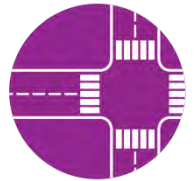
## Cycling



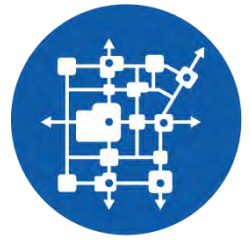
# Developing the Policy Areas

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



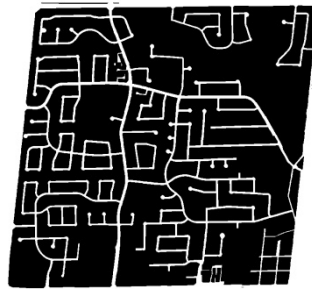
# Policy Principle: Finer Grid Street Network



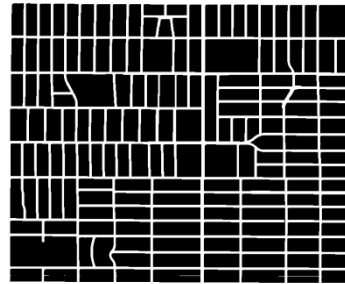
## Opportunity:

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

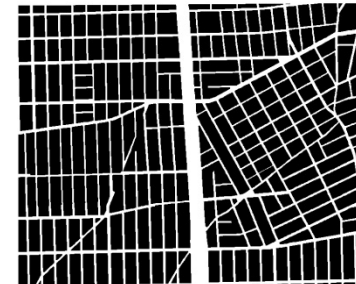
### Intersections per 2 square kms



Markham, ON  
218 intersections



Toronto, ON  
316 intersections



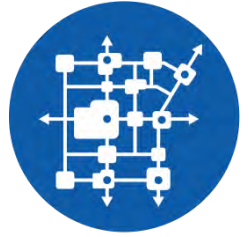
New York, NY  
500 intersections

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



# Policy Principle: Finer Grid Street Network

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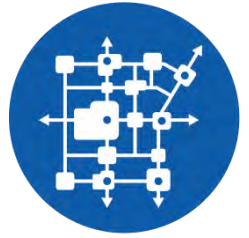


## Recommended Policy Principles:

- 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

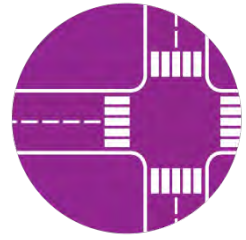
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## Discussion Questions:

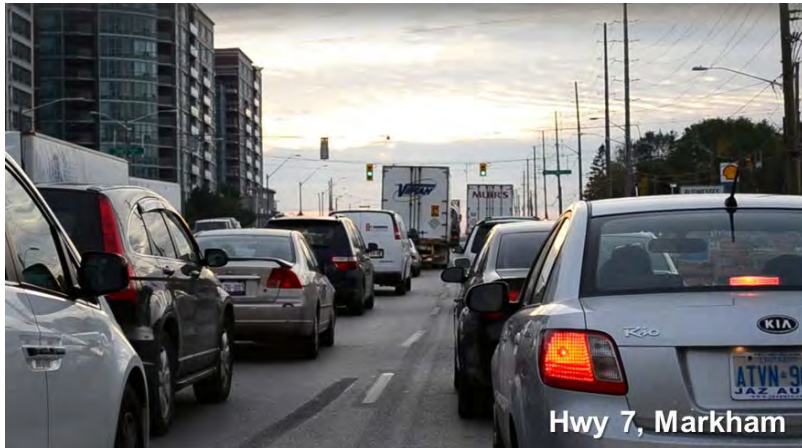
- How will this benefit residents and businesses?
- What are the impacts to residents and businesses?
- What is missing?

# Policy Principle: Corridor Evolution



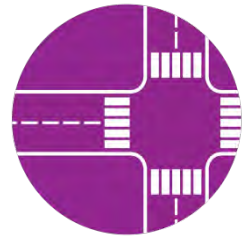
## Opportunity:

- 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

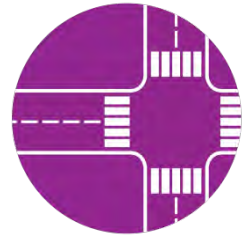


## Recommended Policy Principles:

- 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)







## Discussion Questions:

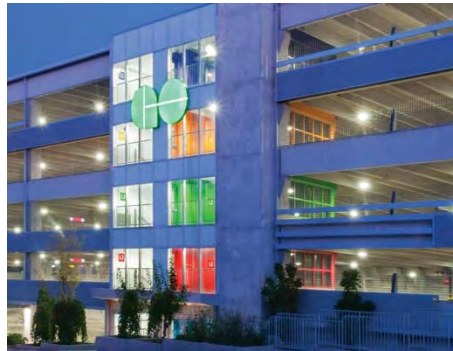
- How will this benefit residents and businesses?
- What are the impacts to residents and businesses?
- What is missing?

# 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

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## 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



## 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)



## 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

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## Recommended Policy Principle:

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



# Policy Principle: Boulevard Jurisdiction

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## 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](mailto:stephen.collins@york.ca)



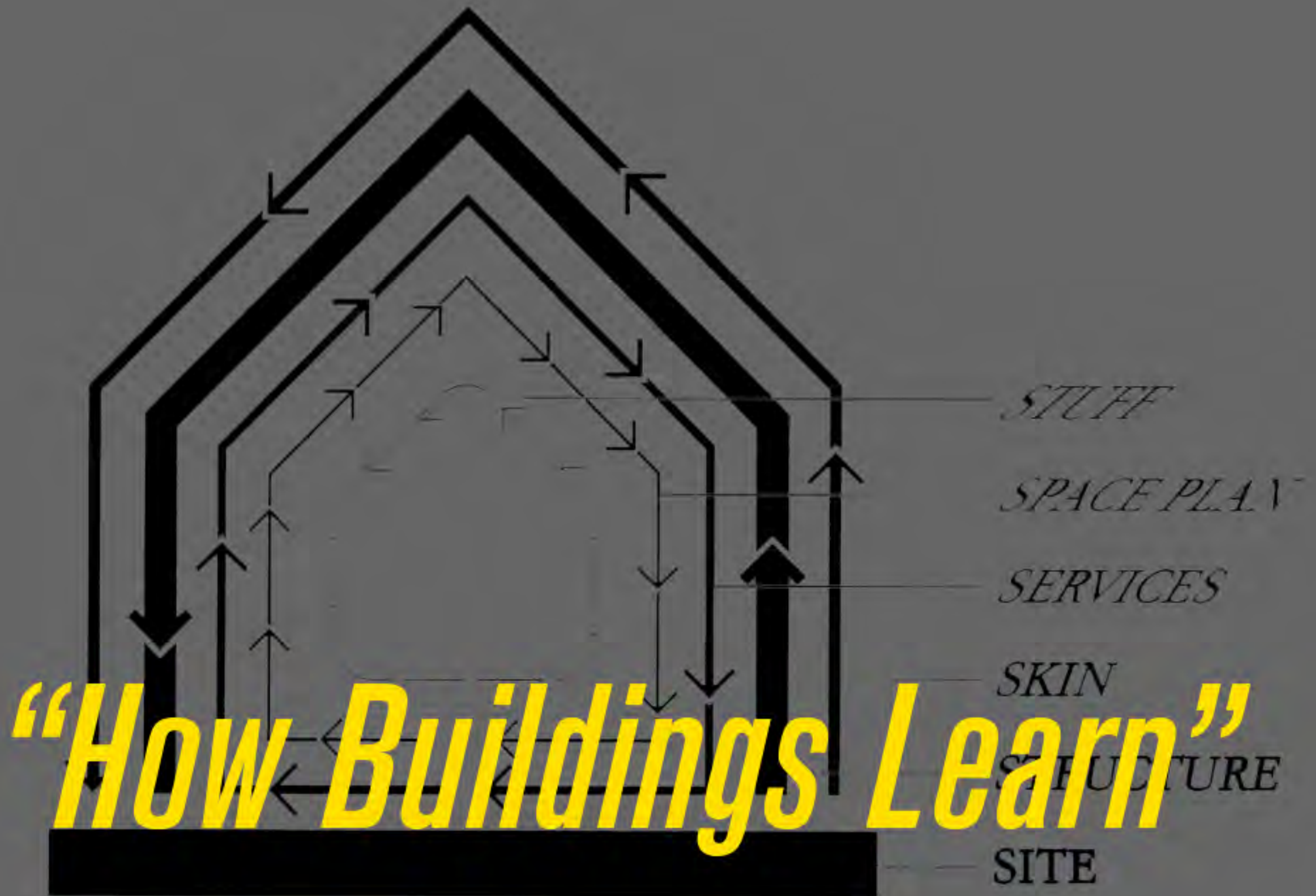


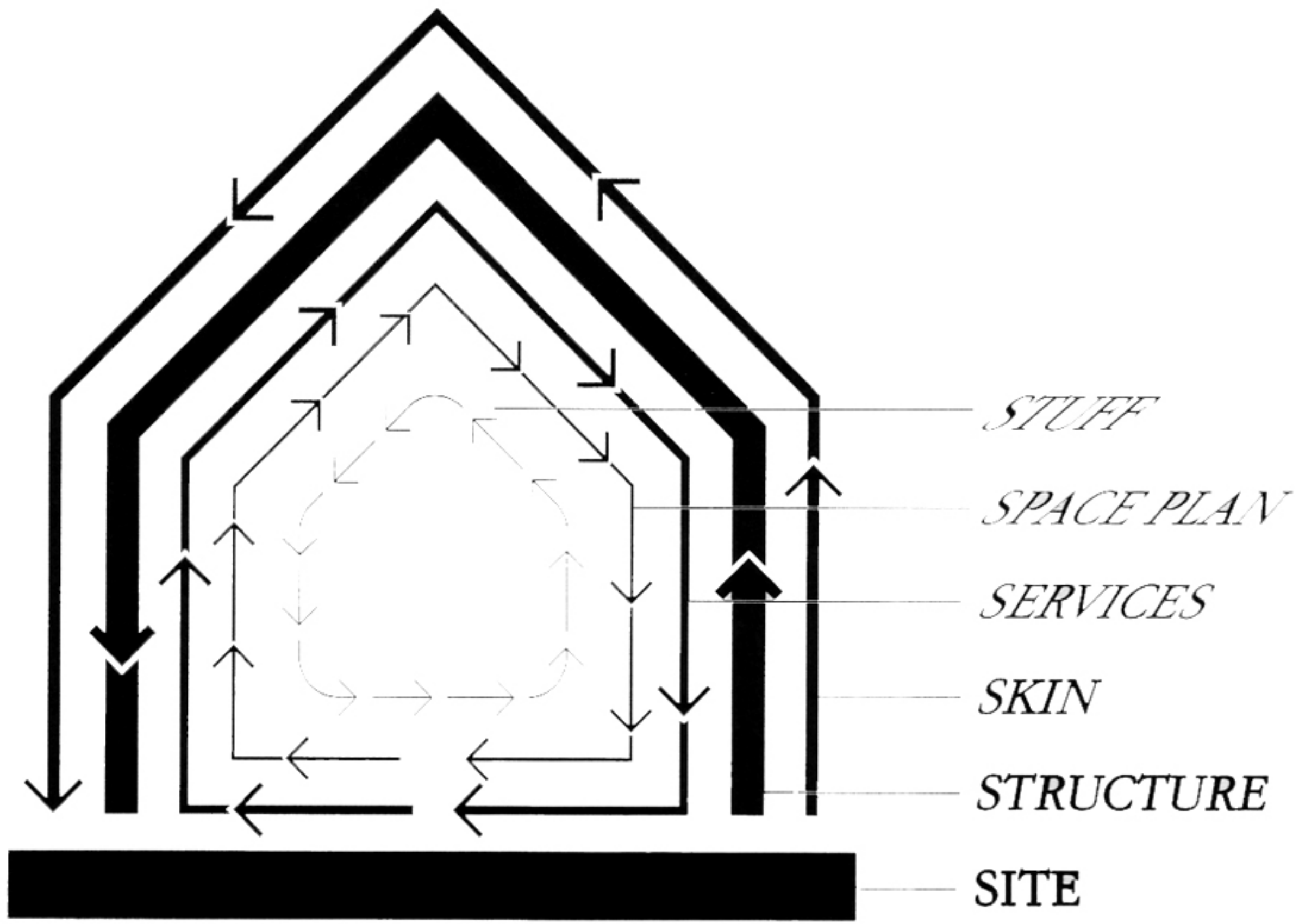


***Transportation  
Planning,  
Fast & Slow***

*September 30, 2015*







*STUFF*

*SPACE PLAN*

*SERVICES*

*SKIN*

*STRUCTURE*

*SITE*



ca. 1955 - Jules Barsotti's garage at 770 North Point in San Francisco had endearingly succinct ornament to go with its wide door and factory windows. Every building should feature its date of origin this way. A bas relief and spiffy roof trim is gravy.



1990 - A perfect general-purpose space, the old auto shop was an upscale retail outlet for Patagonia in the 1980s and 1990s, peddling high quality outdoor apparel.

May 1990. Brand.



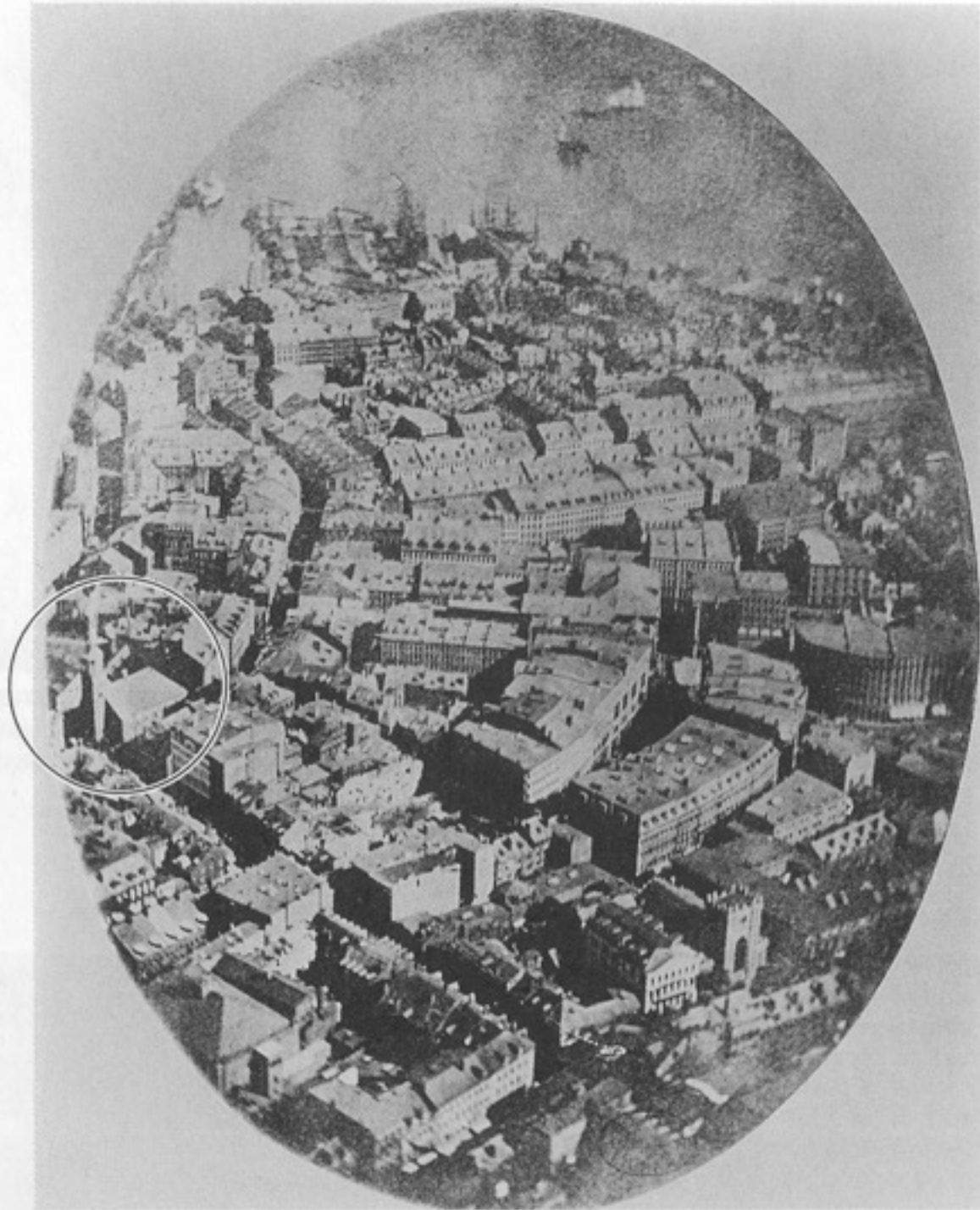
1925 - It was no doubt sometimes too cold and sometimes too hot, but the big clear-span space of the garage had the early-20th-century daylighting that is more appreciated now that it is rare. The metal roof was cheap and effective and still sounds wonderful in the rain.



1993 - The 1924 Structure and Skin of the building was so simple and separated from everything else that it remains unchanged seventy years and many tenants later. With its abundant windows and airy steel truss overhead, it makes a cheery shop.

July 1993. Brand.

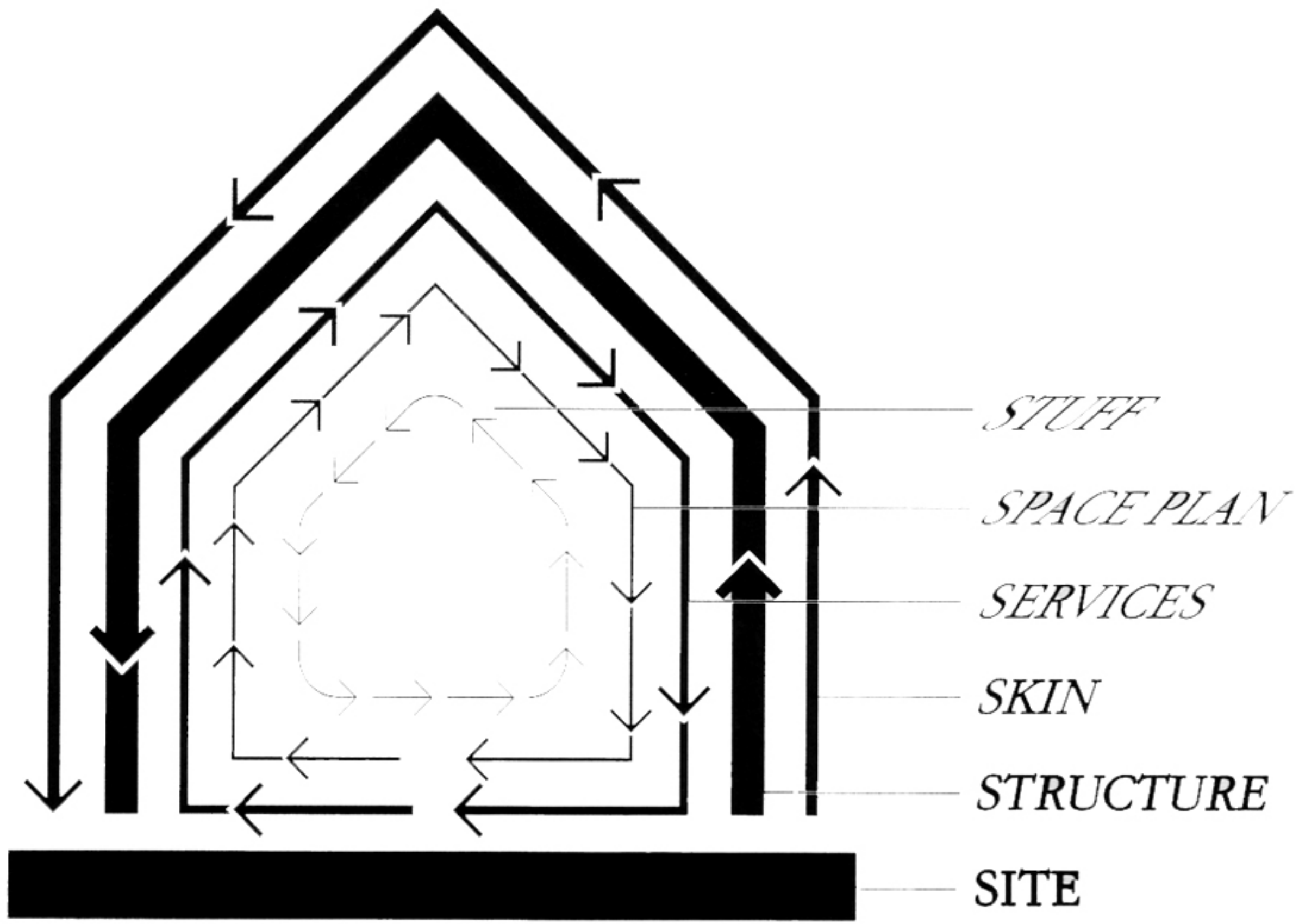




1860 - Looking due east across what is now the financial district of Boston, this was the first aerial photo of an American city—shot by J. W. Black from a balloon tethered at 1,200 feet. Keep your eye on the steepled church at the far left, the Old South Meeting House. This pair of photos is reprinted from the excellent rephotography book, *Cityscapes of Boston*, by Robert Campbell and Peter Vanderwarker (Boston: Houghton Mifflin, 1992. See Recommended Bibliography.)



1981 - Twelve decades later every single building but one—the Old South Meeting House at far left—is gone. What the great fire of 1872 did not take, real estate pressures did. But the streets are entirely intact, and buildings like the parking lot bent in the middle foreground and the Shawmut Bank building tall and trapezoidal in the middle top, must twist to fit the streets and their angular lots. Milk Street is the curving street on the left; Franklin curves on the right. Washington Street angles down in the foreground from the Old South Meeting House.



*STUFF*

*SPACE PLAN*

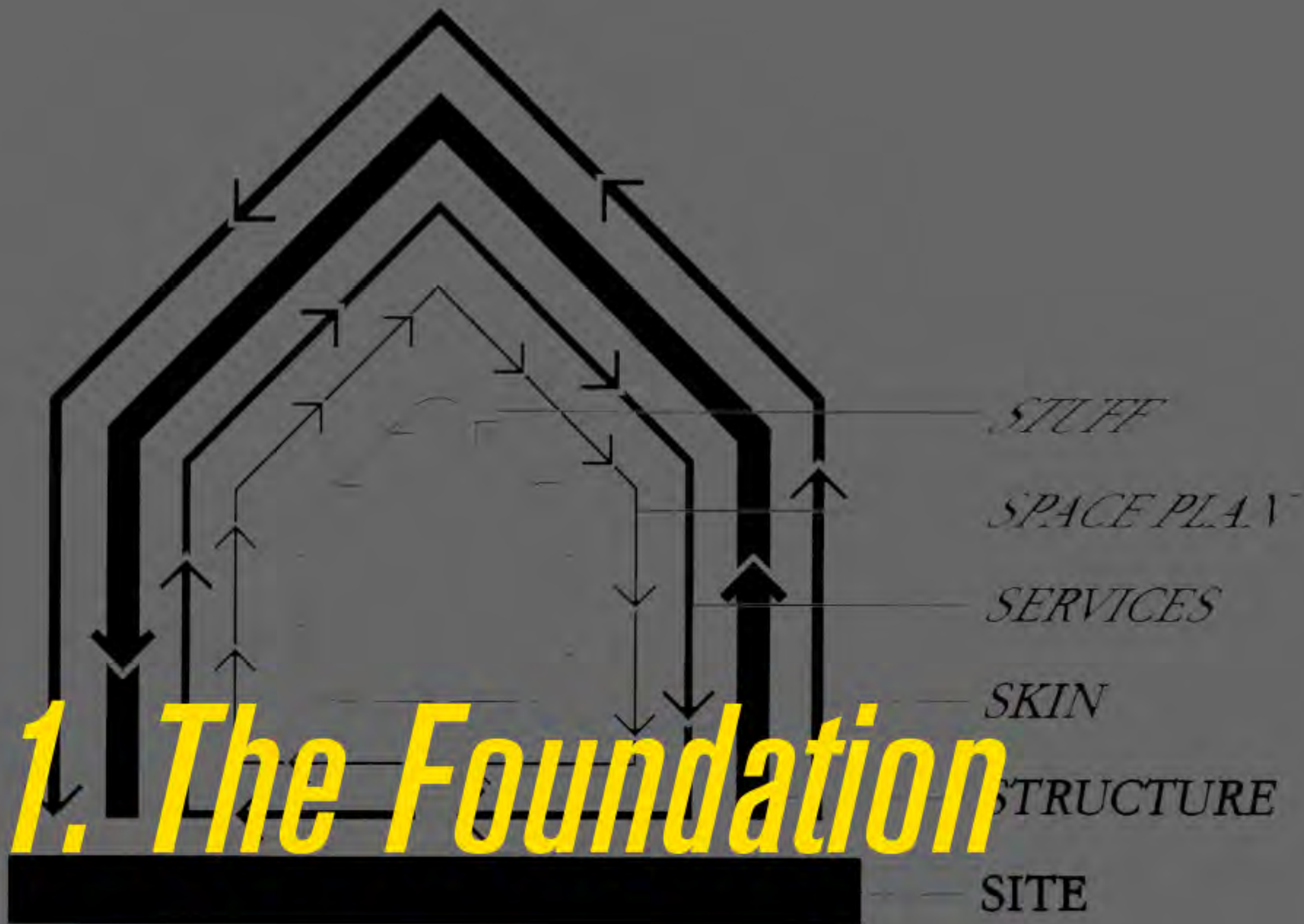
*SERVICES*

*SKIN*

*STRUCTURE*

*SITE*



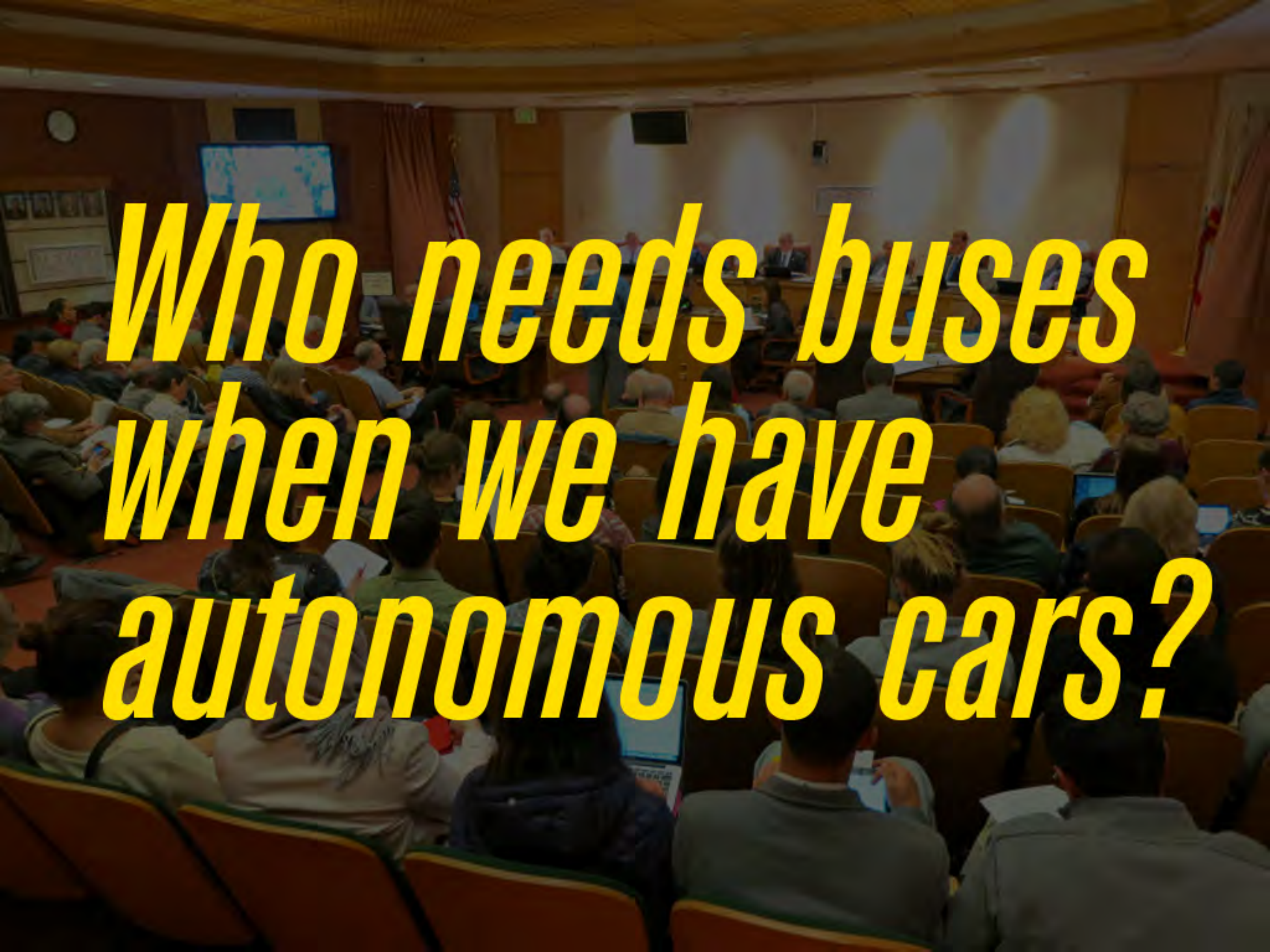


# 1. The Foundation









*Who needs buses  
when we have  
autonomous cars?*





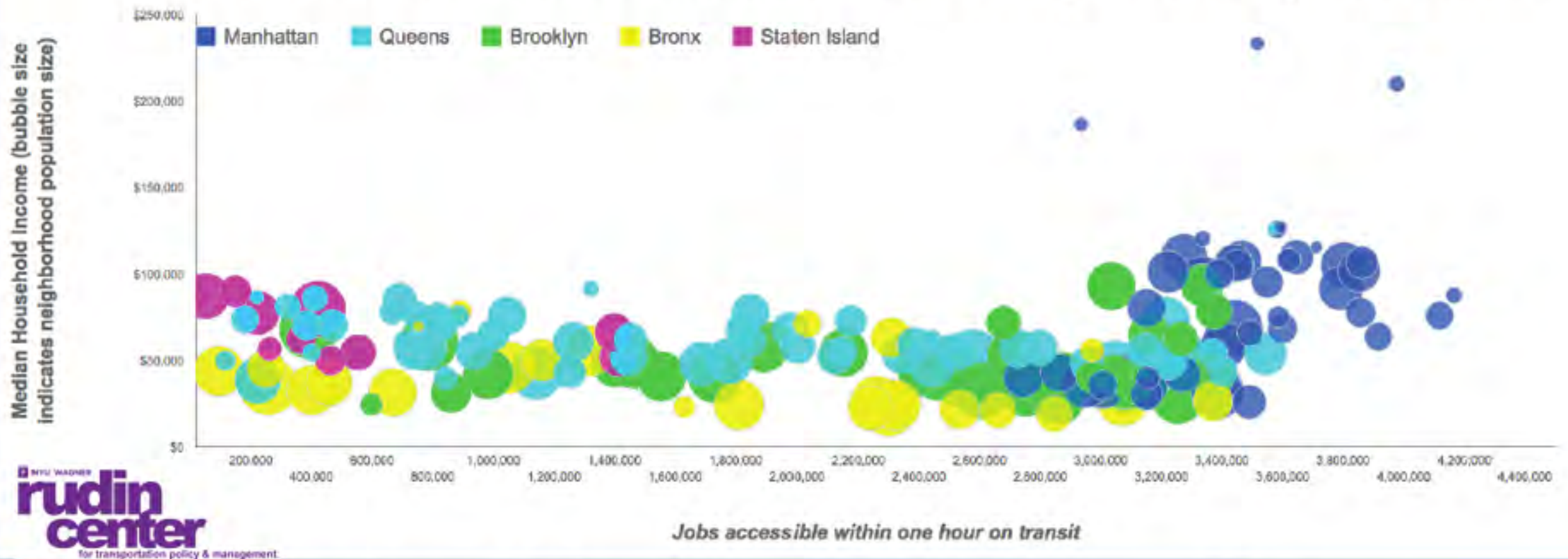




*Avoid, Shift, Improve*

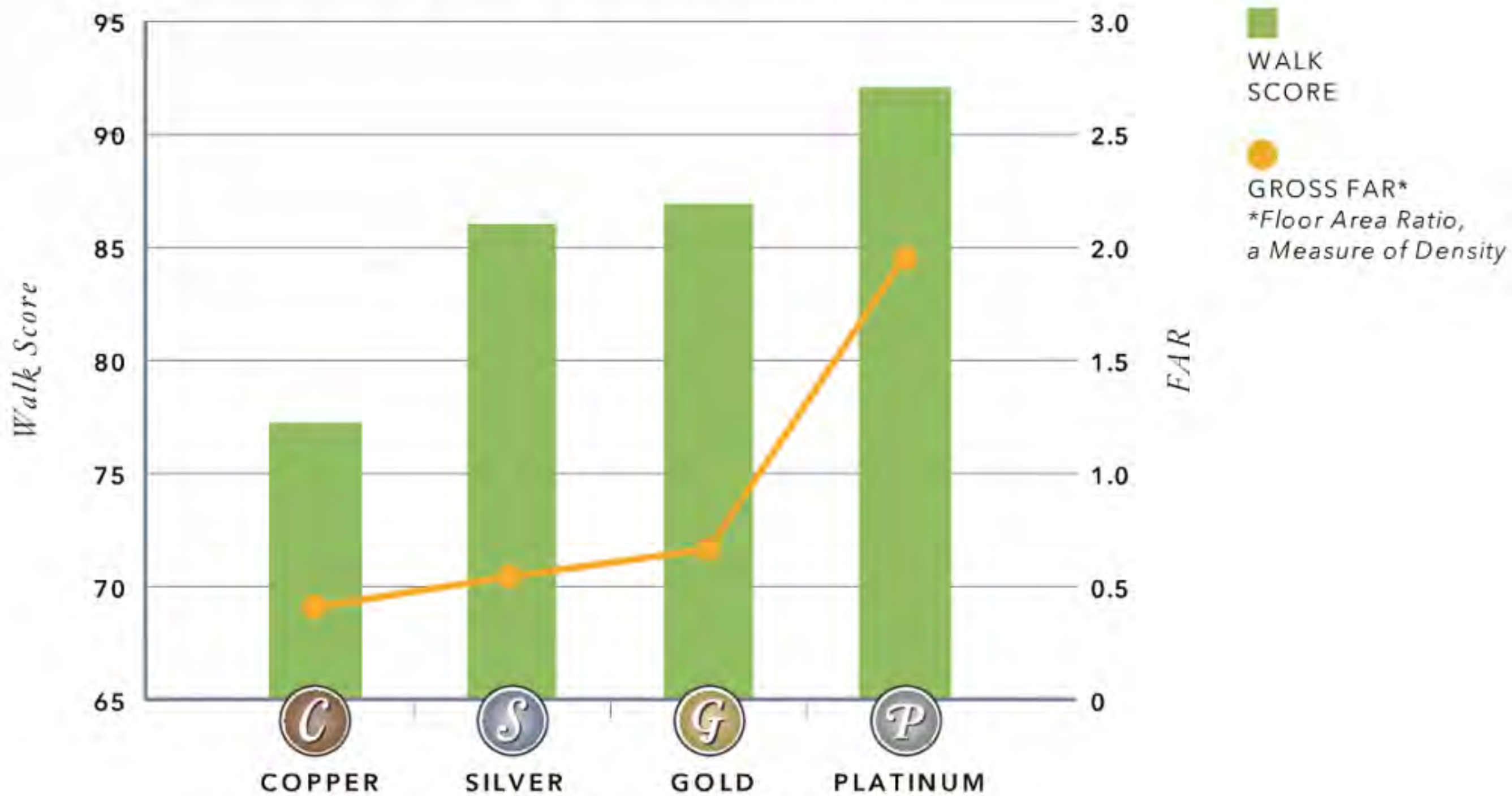


## Household Income and Job Access by NYC Neighborhood

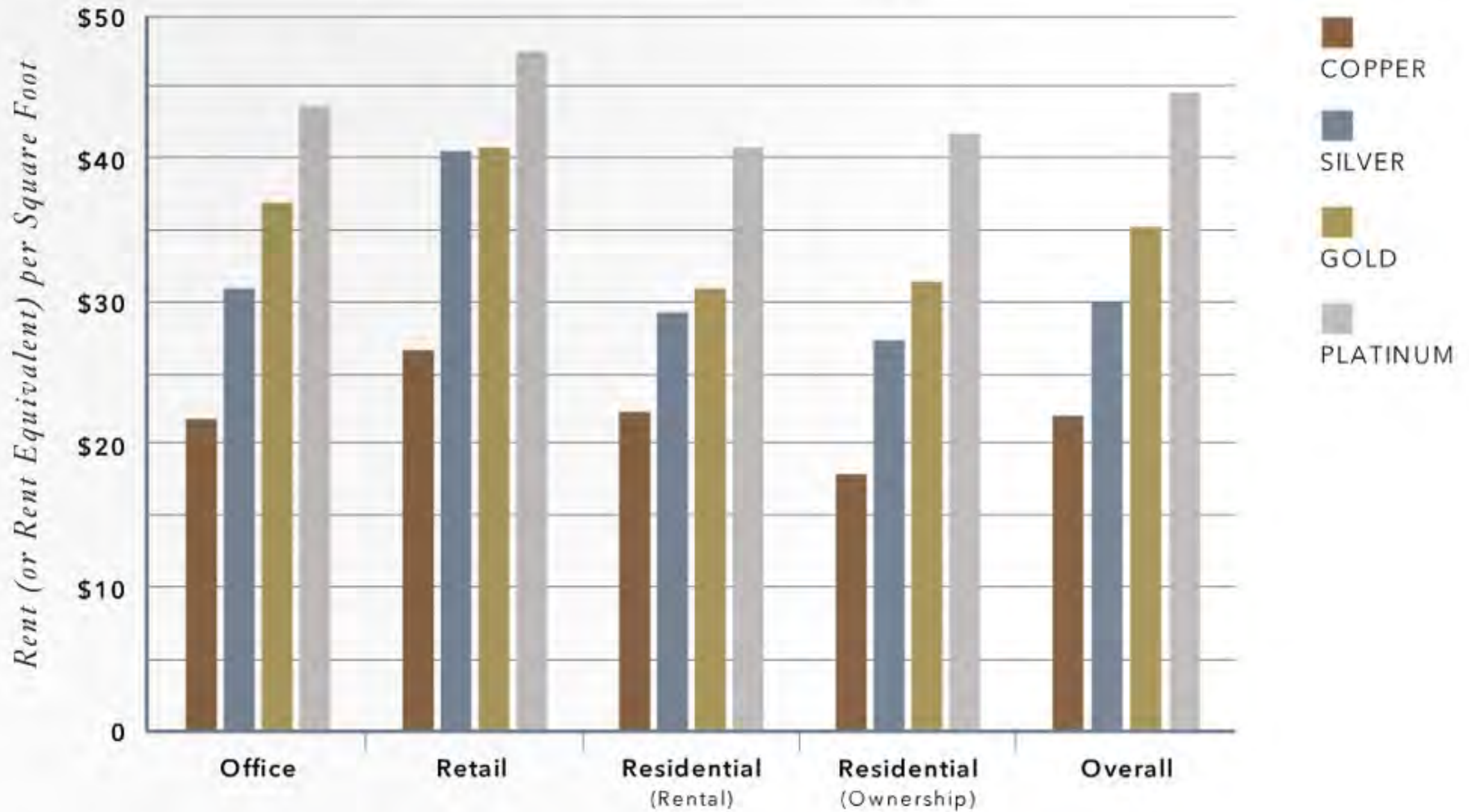


***Mobility = Opportunity***

## Walk Score & FAR by Category



## Rents by Product Type

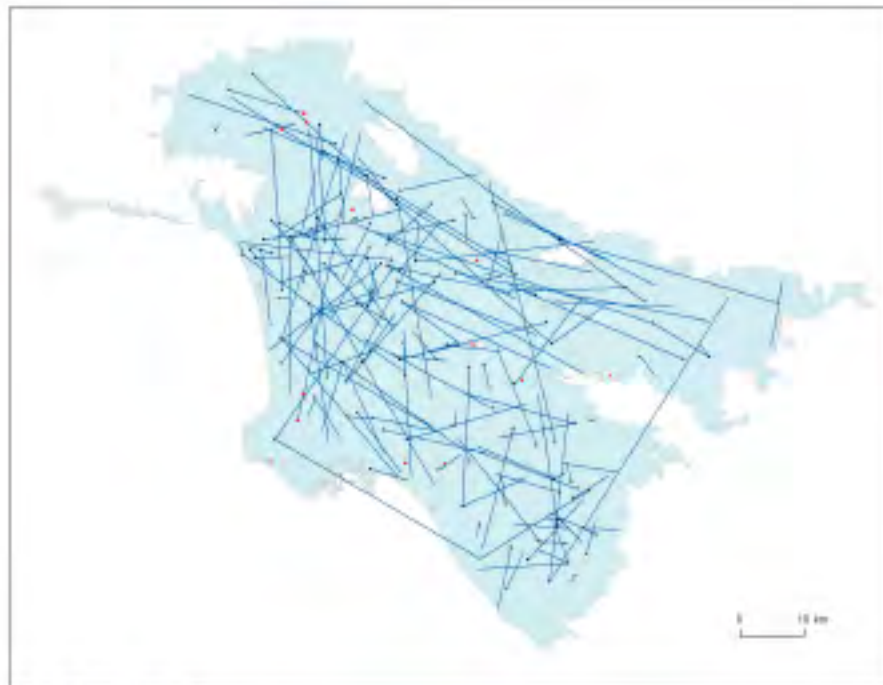






*Tyson's Corner*





Los Angeles



Philadelphia



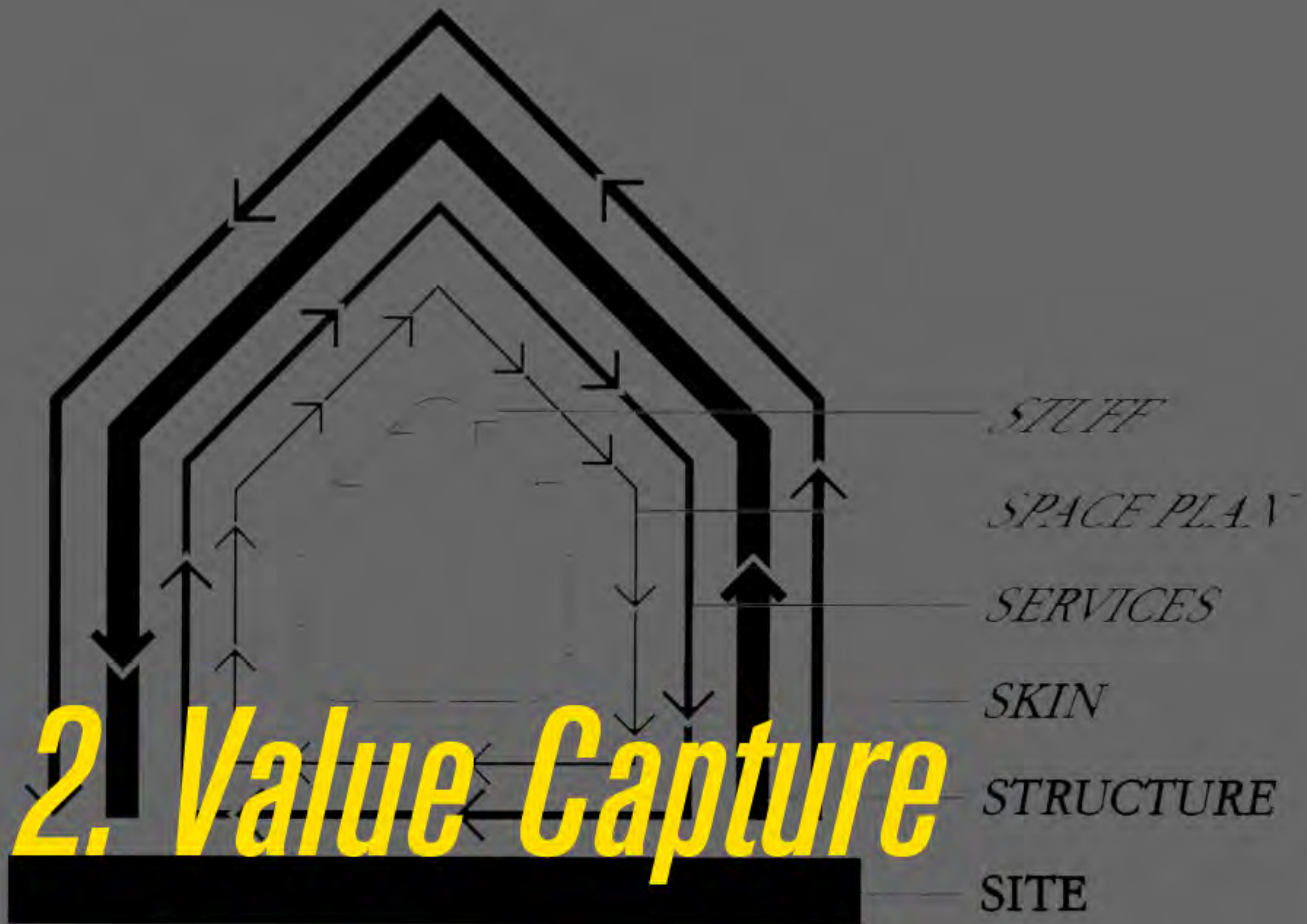
Atlanta



Boston

***point-to-point commuting***





*STUFF*

*SPACE PLAN*

*SERVICES*

*SKIN*

*STRUCTURE*

*SITE*

## 2. Value Capture





# *Hong Kong MTR*





American to San Juan  
A sale you can warm up to.

\$116

\$58

American

PROS  
TVS.

DUKE  
FIGS

100

USA





***HK MTR:  
\$5b revenues  
\$2b profits  
99.9% on-time***



***NYC MTA:  
45% fare revs.  
\$1b shortfall***





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デジタル  
案内  
板

*Tokyo Rail*





# *Tokyu Corporation:*

- *7 rail lines*
- *\$2.63b in revenues (2006)*
- *\$587m in profits (2006)*
- *33% fares; 33% CRE; 20% retail*






1326

## **FLORIDA AVENUE NE**



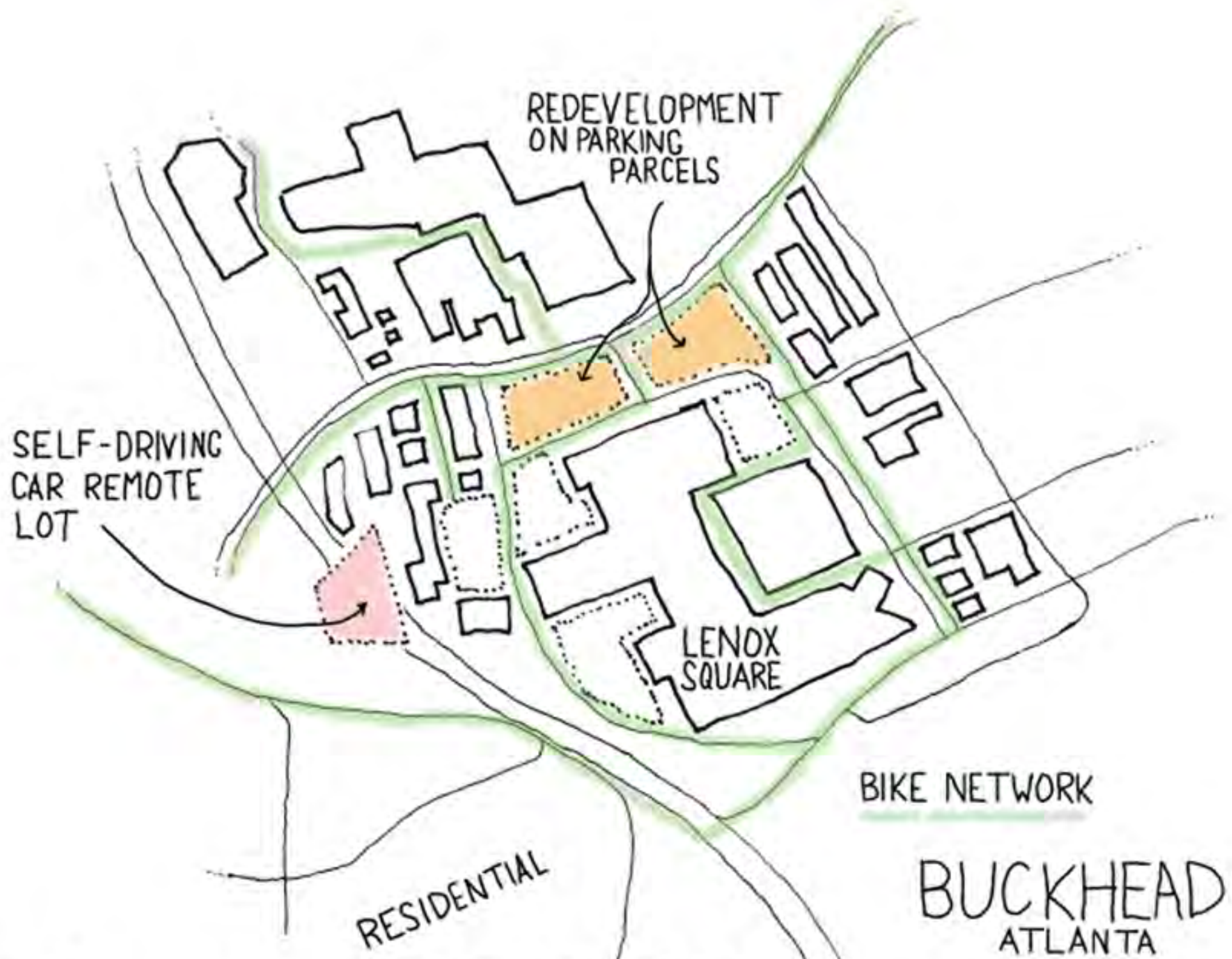
On the corner of Trinidad and Florida Avenues, this site is currently an underutilized commercial space. We are building a 37,000-square-foot, 45-unit apartment building. Through intense focus on design and layouts, we will create efficient apartments that won't sacrifice either livability or style. This building will present a fresh model for multi-family residential development in DC. The building will be ready for residents summer of

2016.



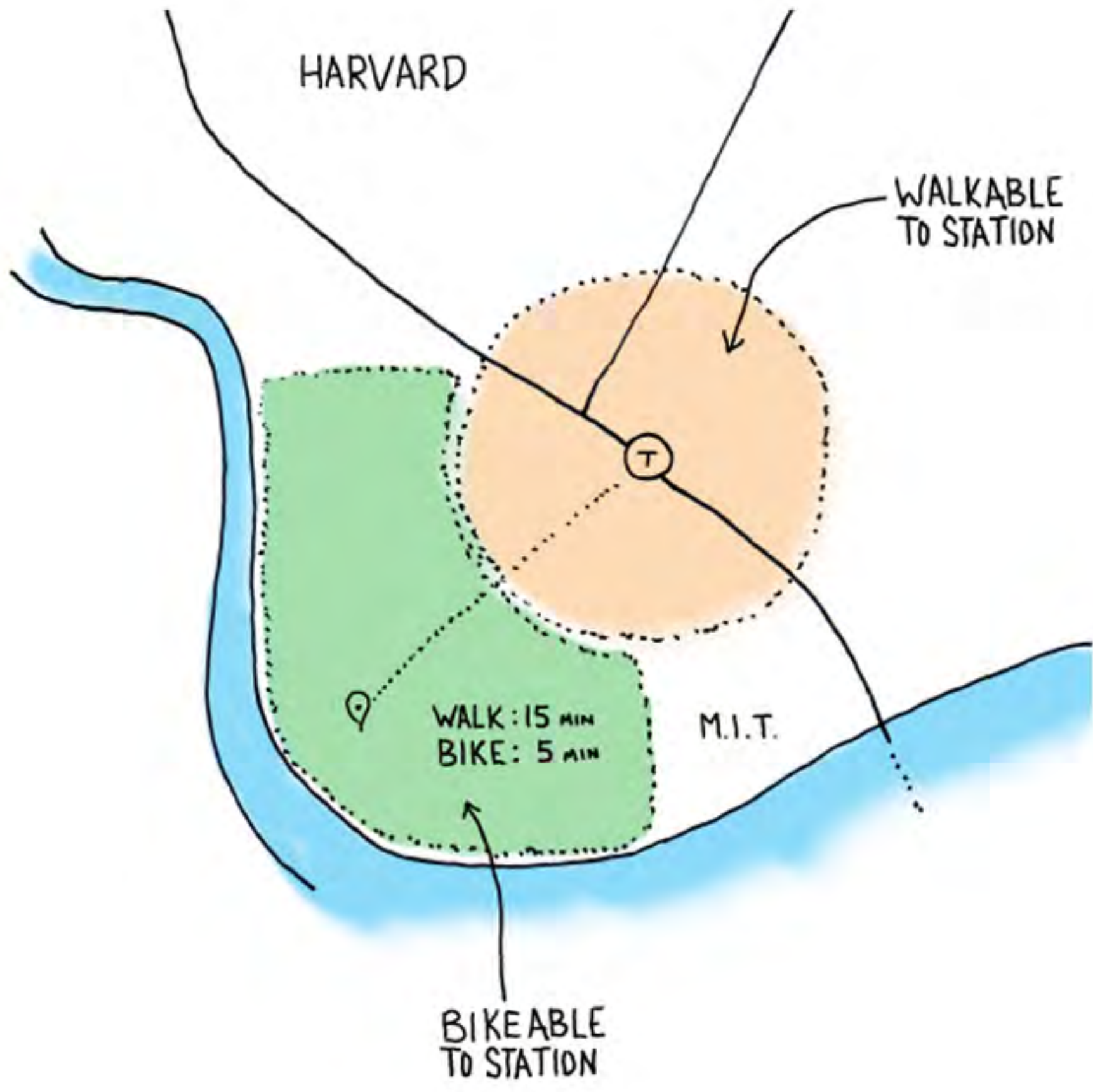


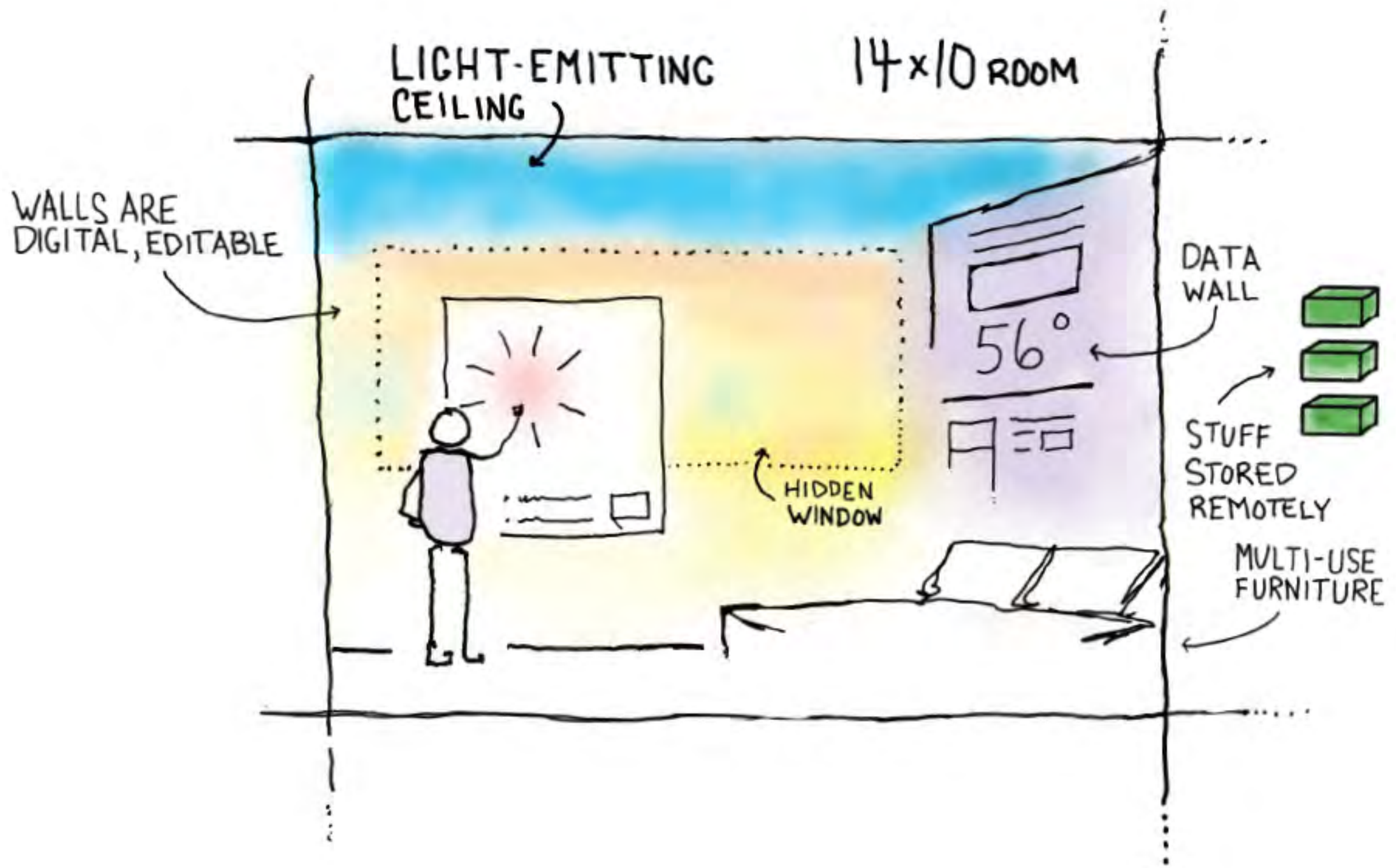




# *Atlanta 2028?*







LIGHT-EMITTING  
CEILING

14x10 ROOM

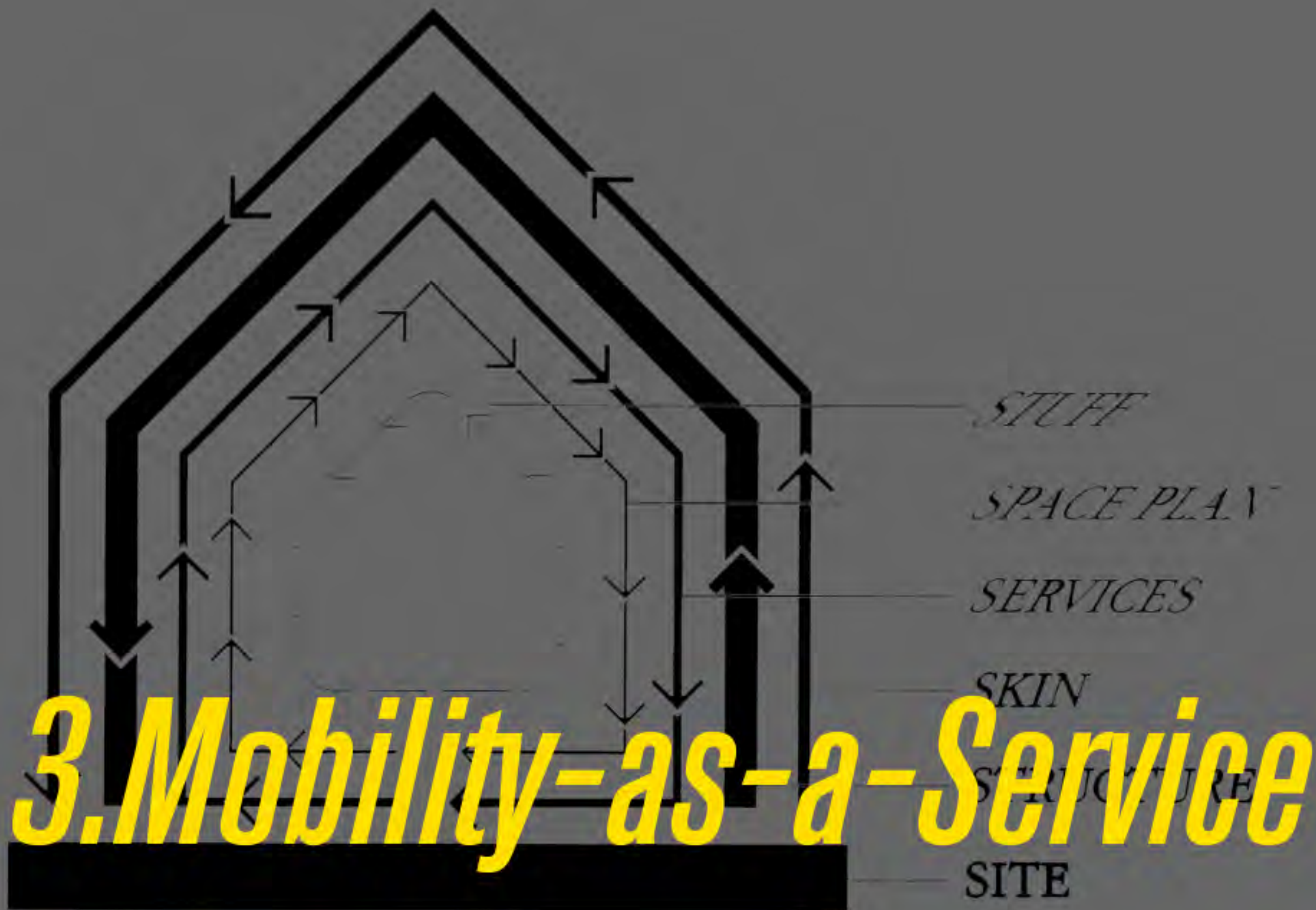
WALLS ARE  
DIGITAL, EDITABLE

DATA  
WALL

STUFF  
STORED  
REMOTELY

MULTI-USE  
FURNITURE

HIDDEN  
WINDOW



# *3. Mobility-as-a-Service*



mobil.punkt



***mobil.punkt***





*Car-sharing...*





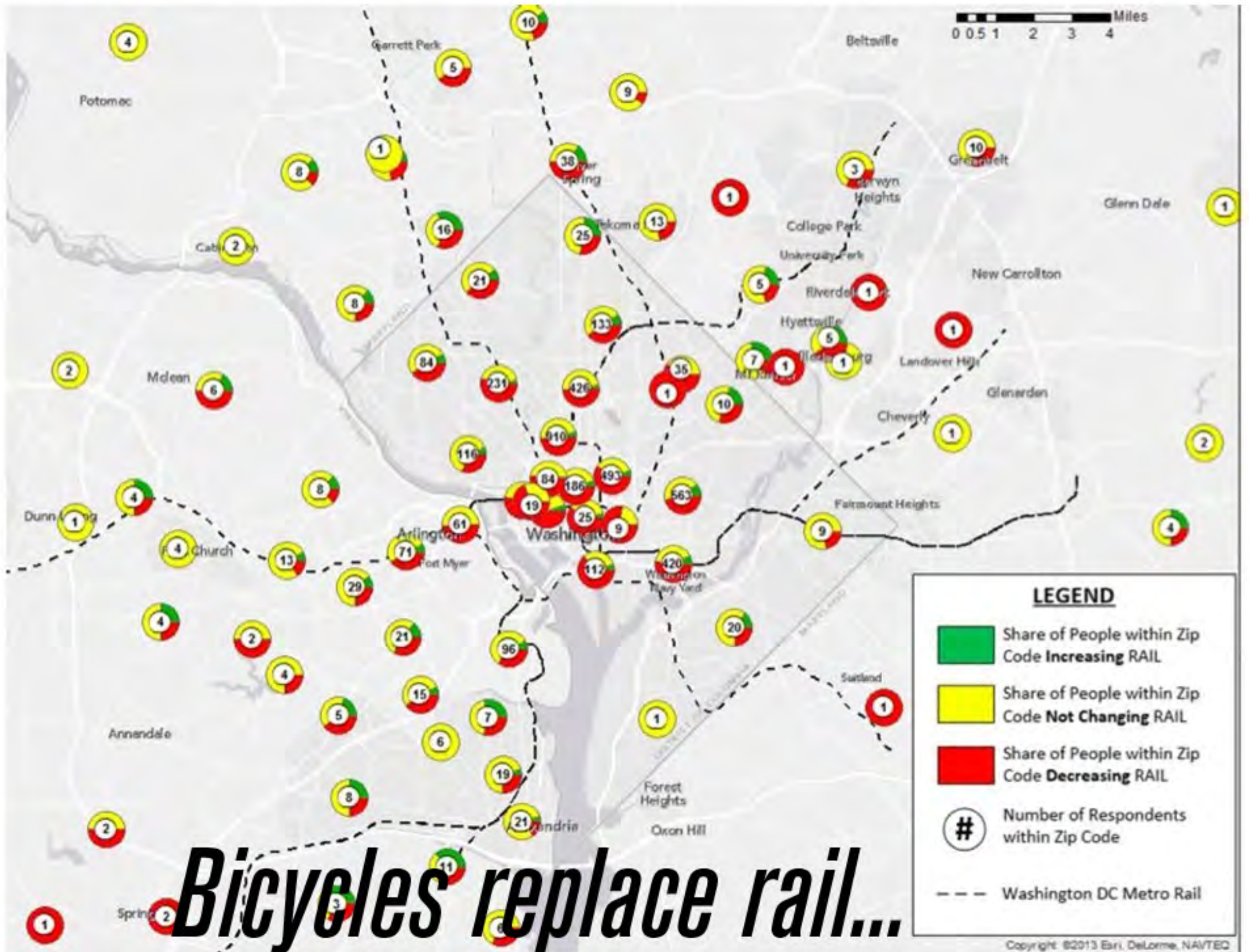
*Ride-sharing...*





*Bike-sharing...*





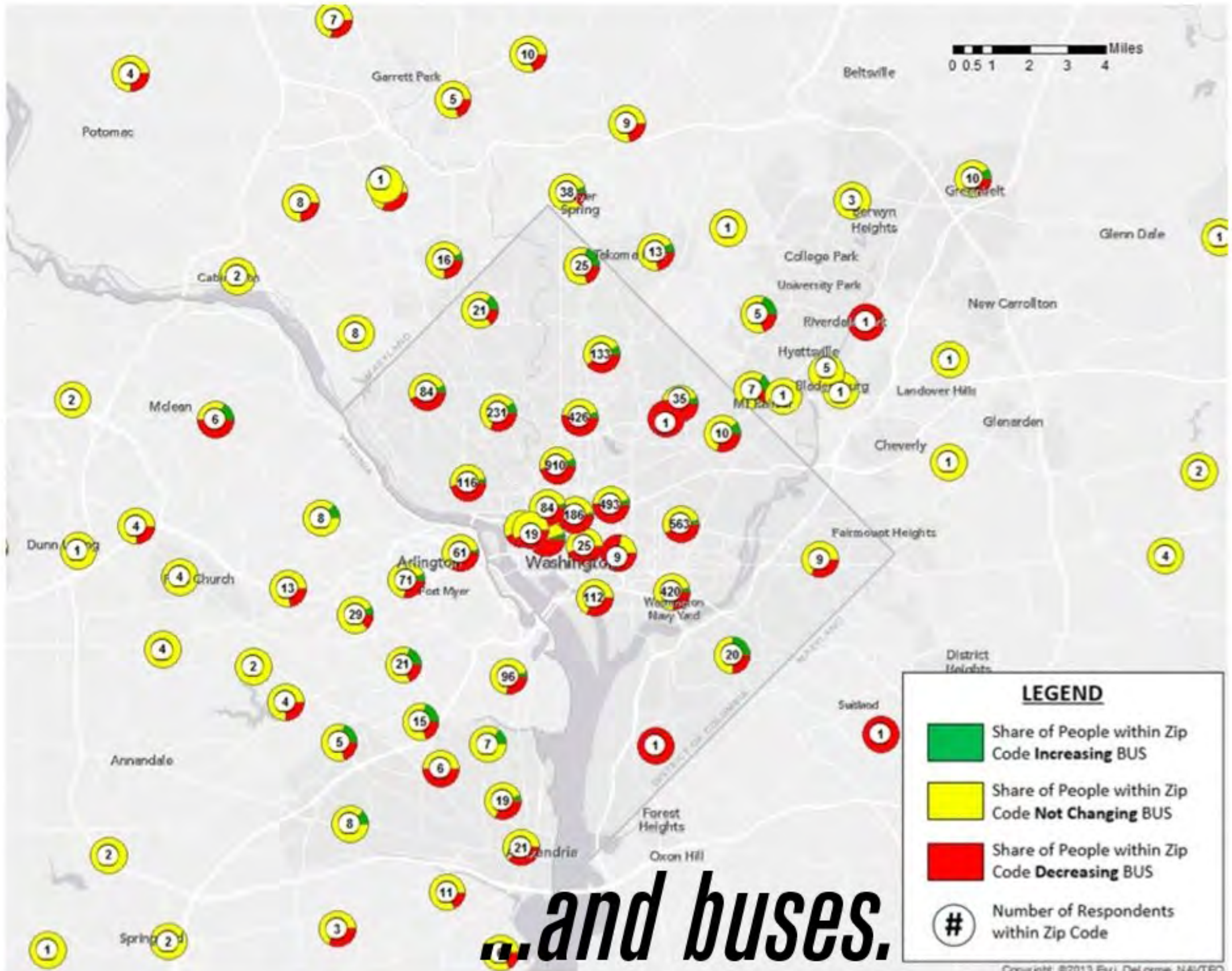
0 0.5 1 2 3 4 Miles

**LEGEND**

- Share of People within Zip Code **Increasing** RAIL
- Share of People within Zip Code **Not Changing** RAIL
- Share of People within Zip Code **Decreasing** RAIL
- Number of Respondents within Zip Code
- Washington DC Metro Rail

*Bicycles replace rail...*





*and buses.*

**LEGEND**

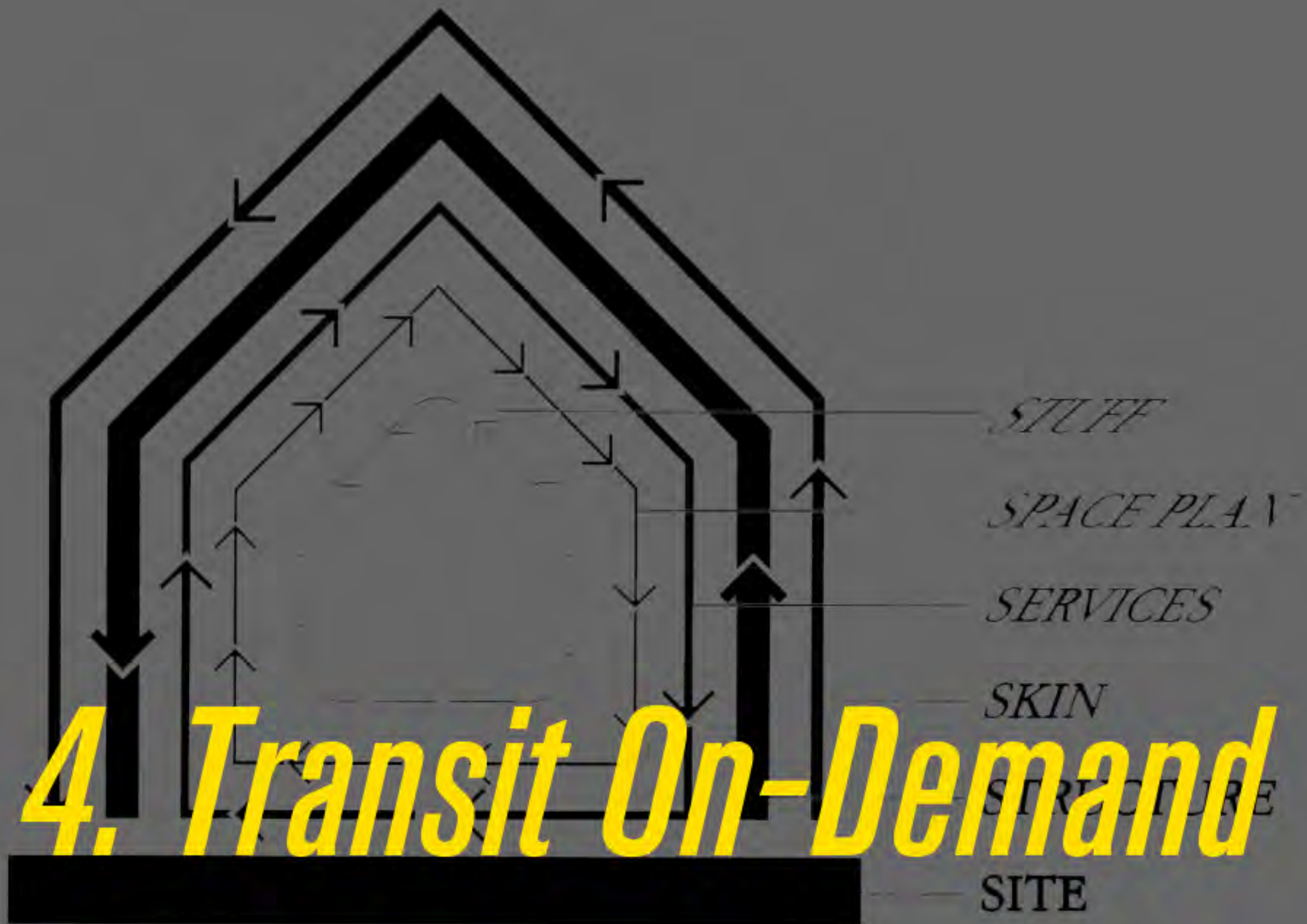
- Share of People within Zip Code **Increasing** BUS
- Share of People within Zip Code **Not Changing** BUS
- Share of People within Zip Code **Decreasing** BUS
- # Number of Respondents within Zip Code





*Free parking isn't free...*





# 4. *Transit On-Demand*





**BRIDJ**

CONNECTING THE CITY.

Cap. 14

fedEx

NuCo

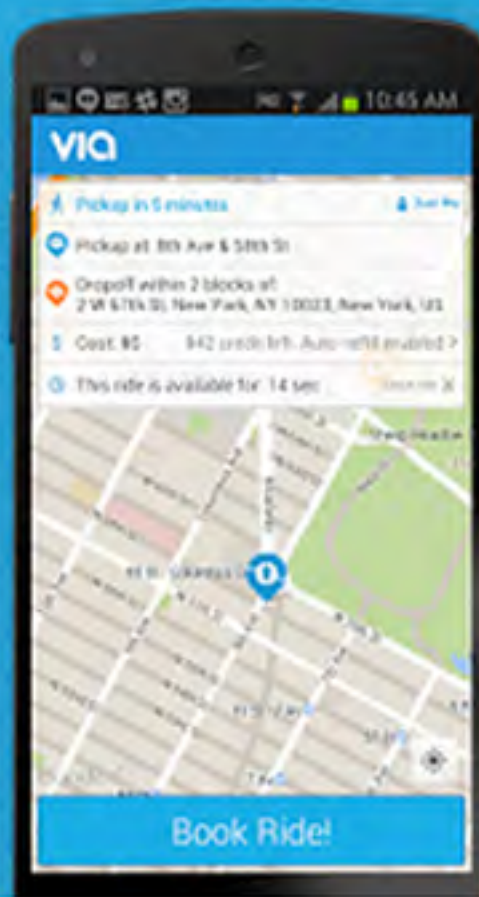
800.472.2915



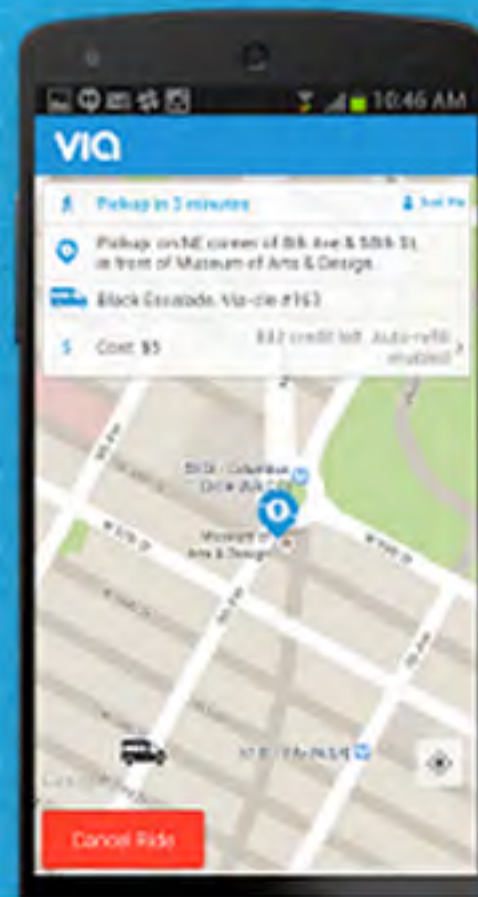
Only \$5 a ride.  
Use code GOOGLEPLAY.



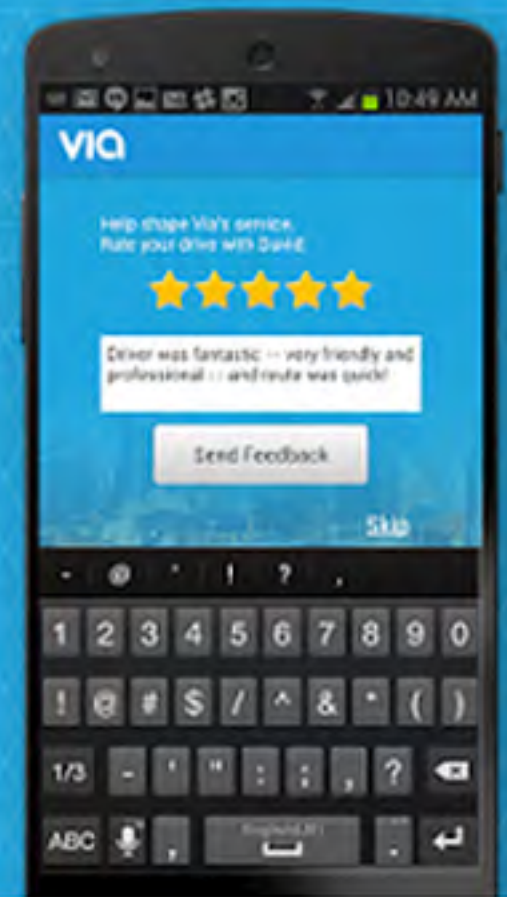
Just set your pickup & dropoff  
to request a ride.



Share a premium vehicle  
with others going your way.

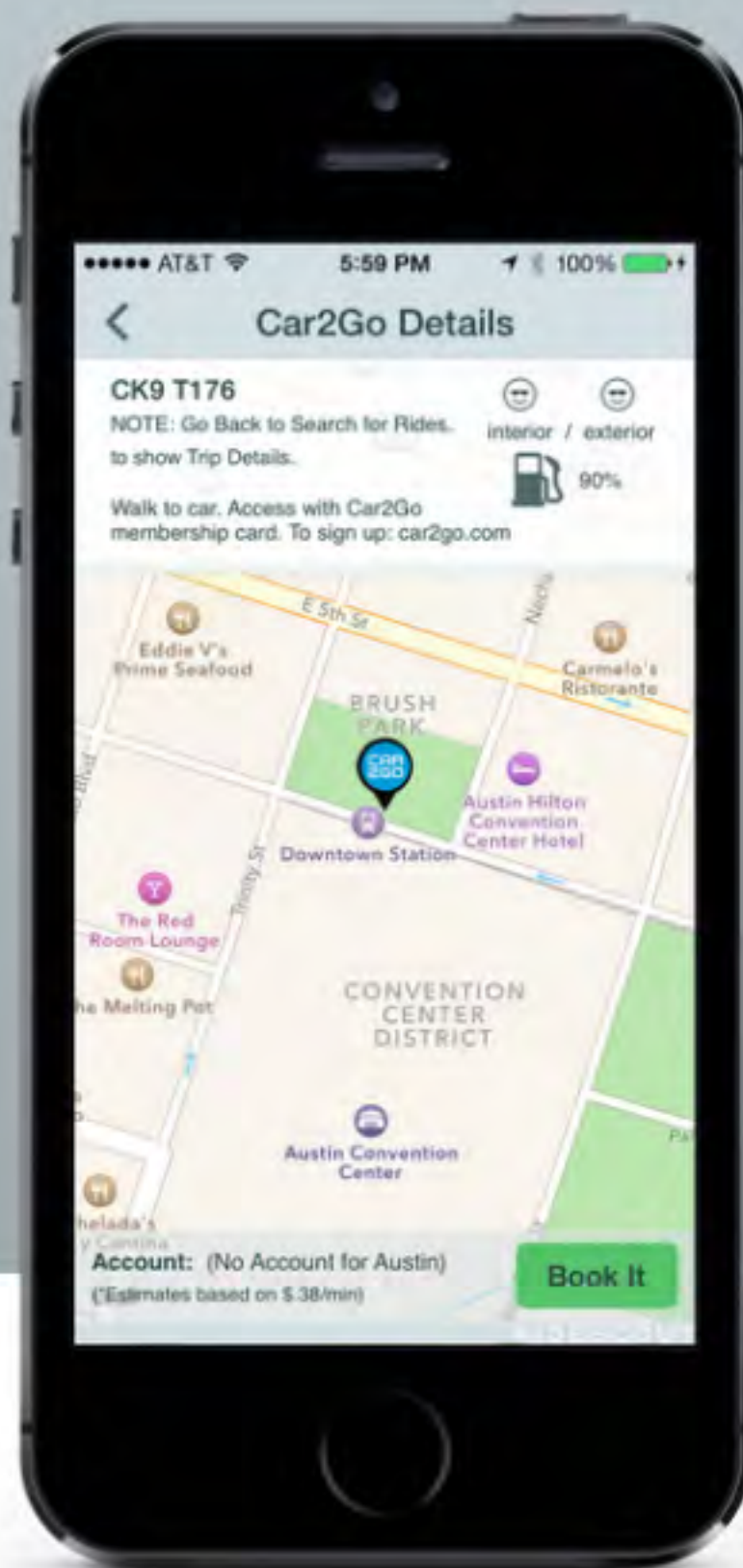
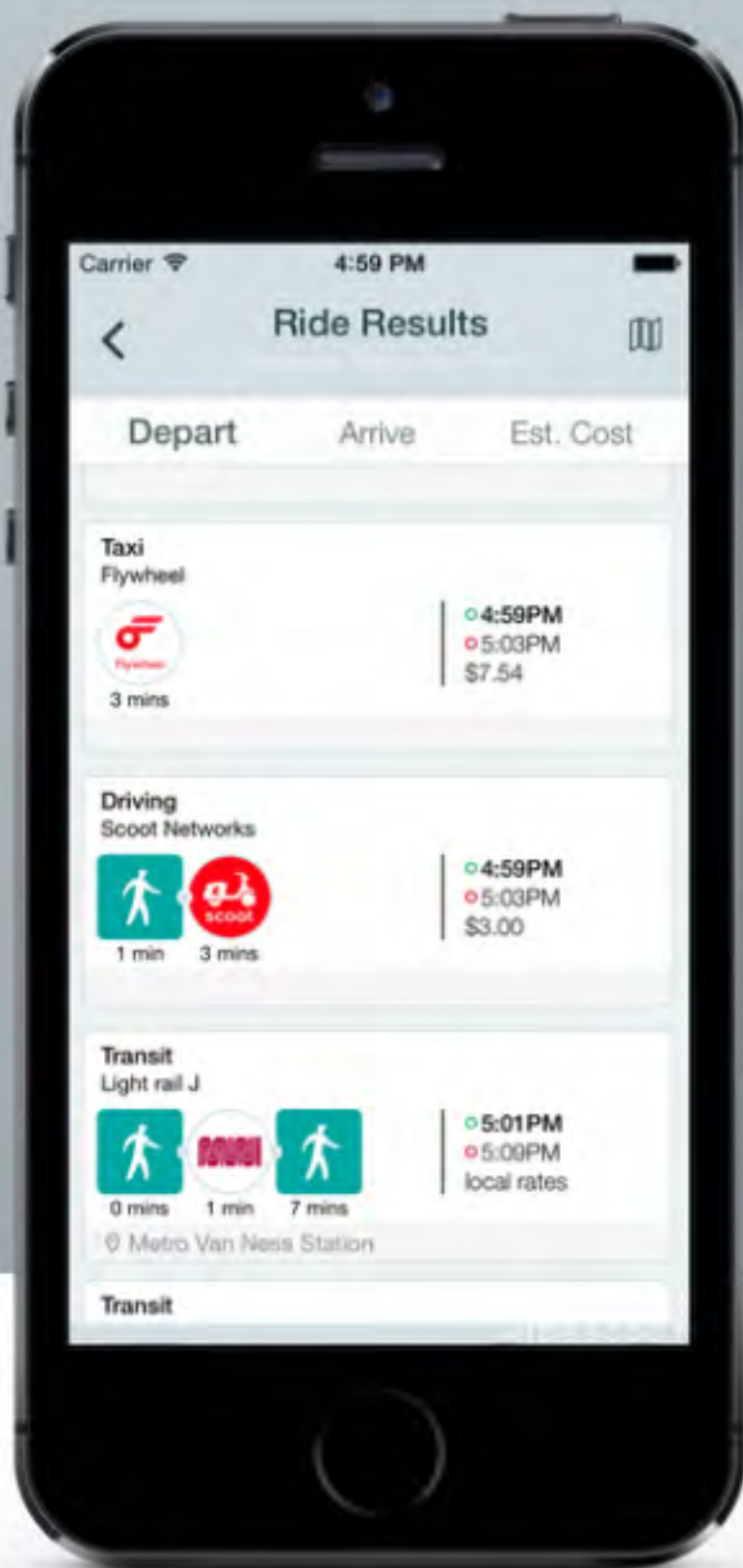
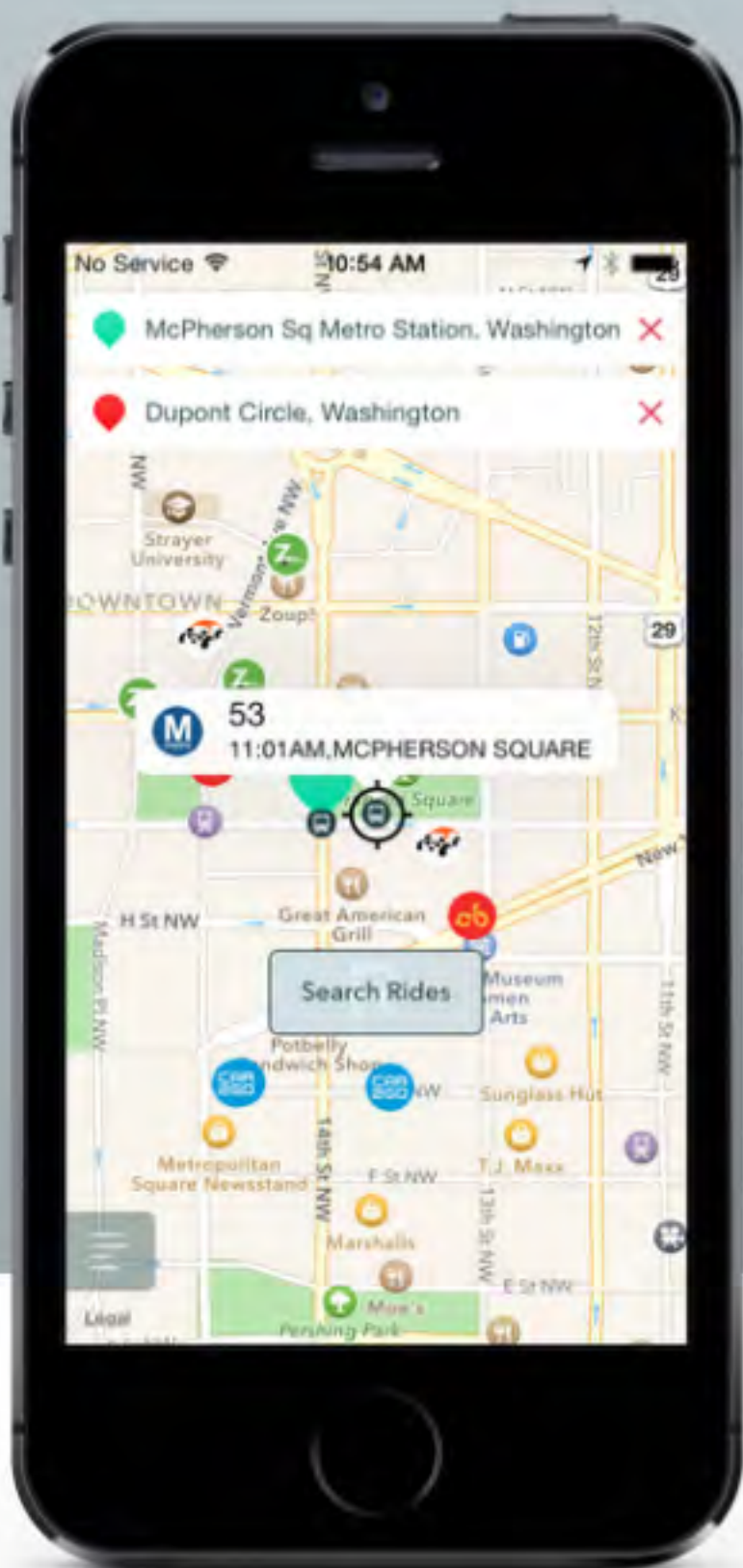


A professional driver will pick  
you up in 5 min on average.



*Via*







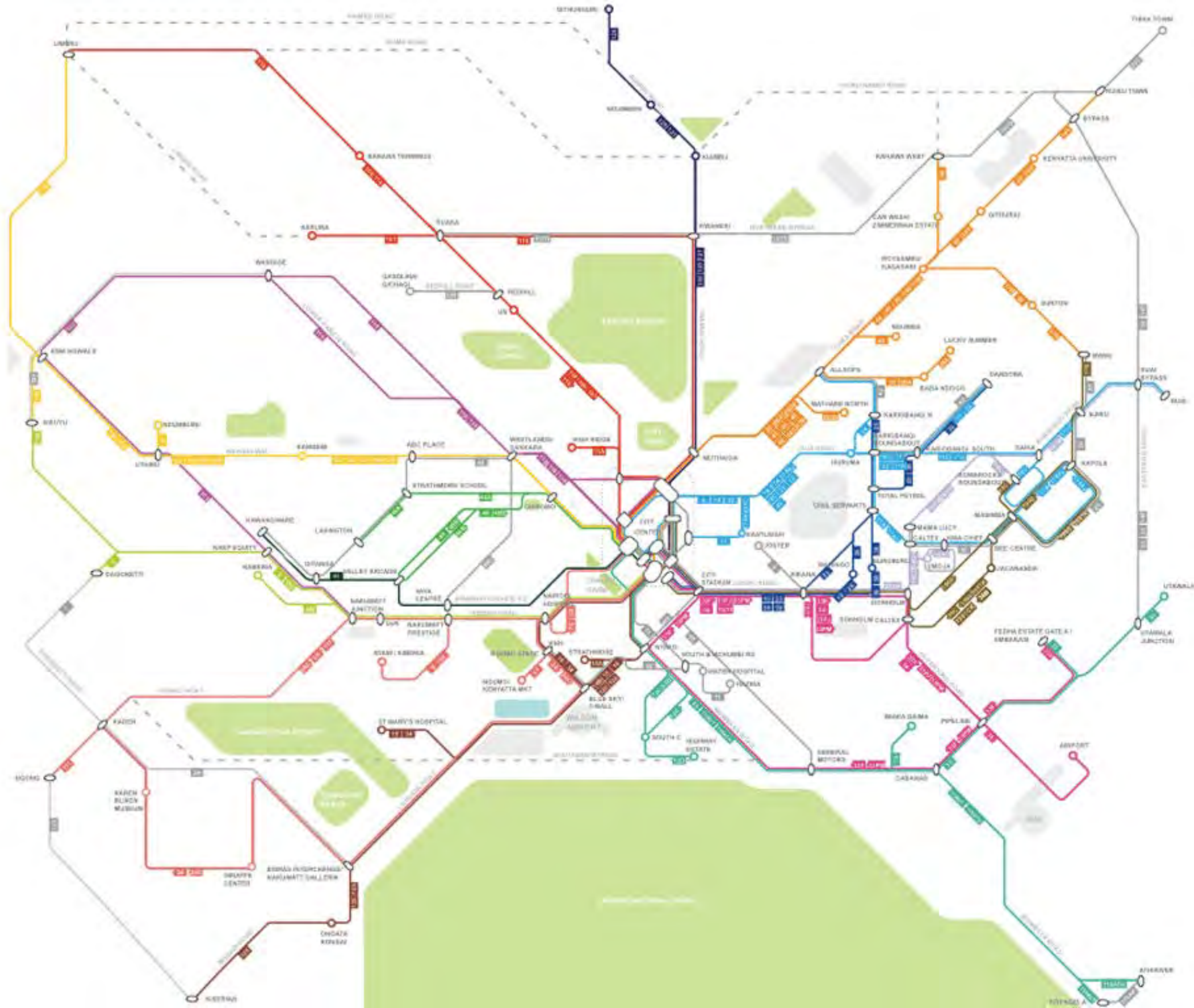






# *Nairobi Matatus*



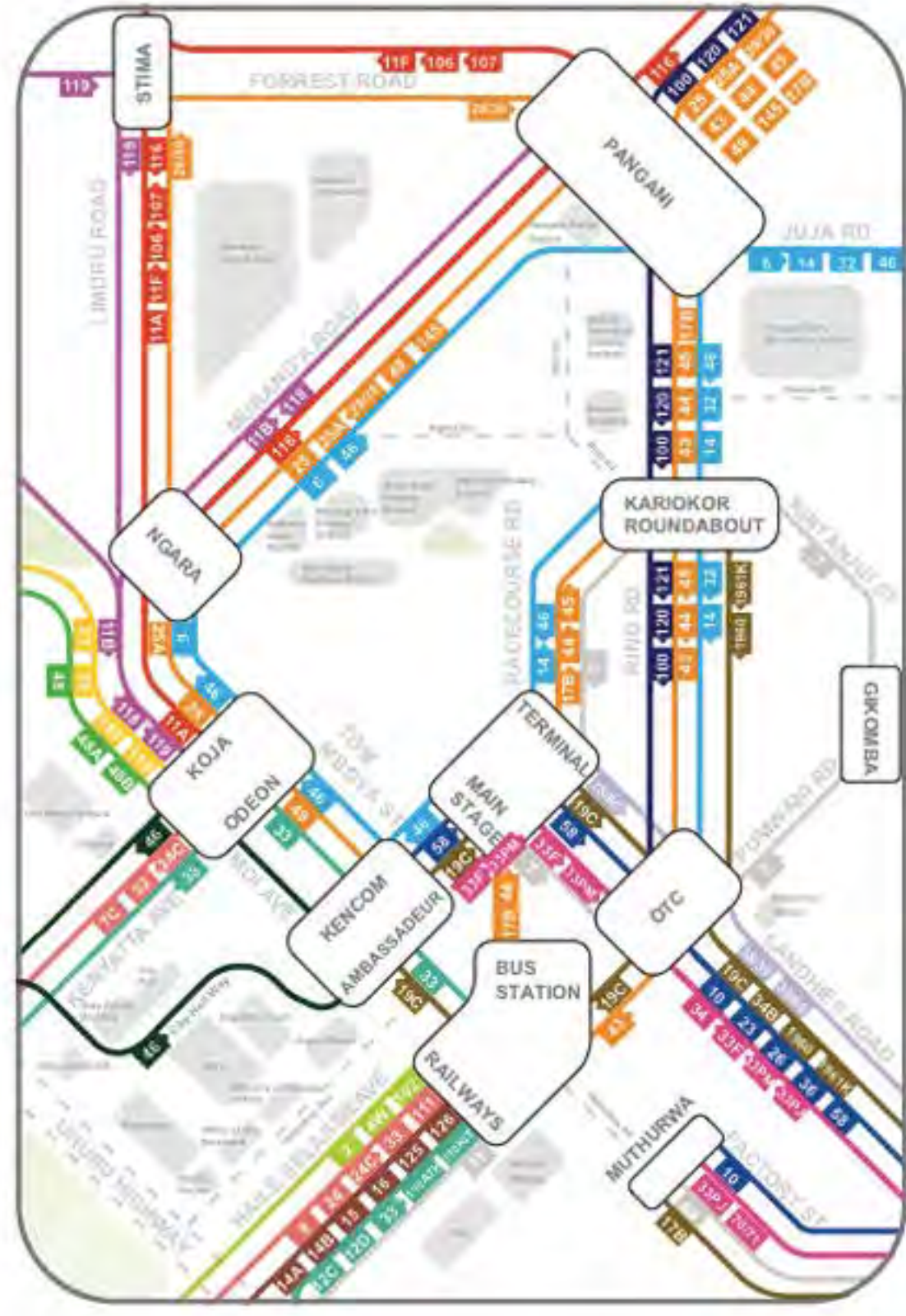




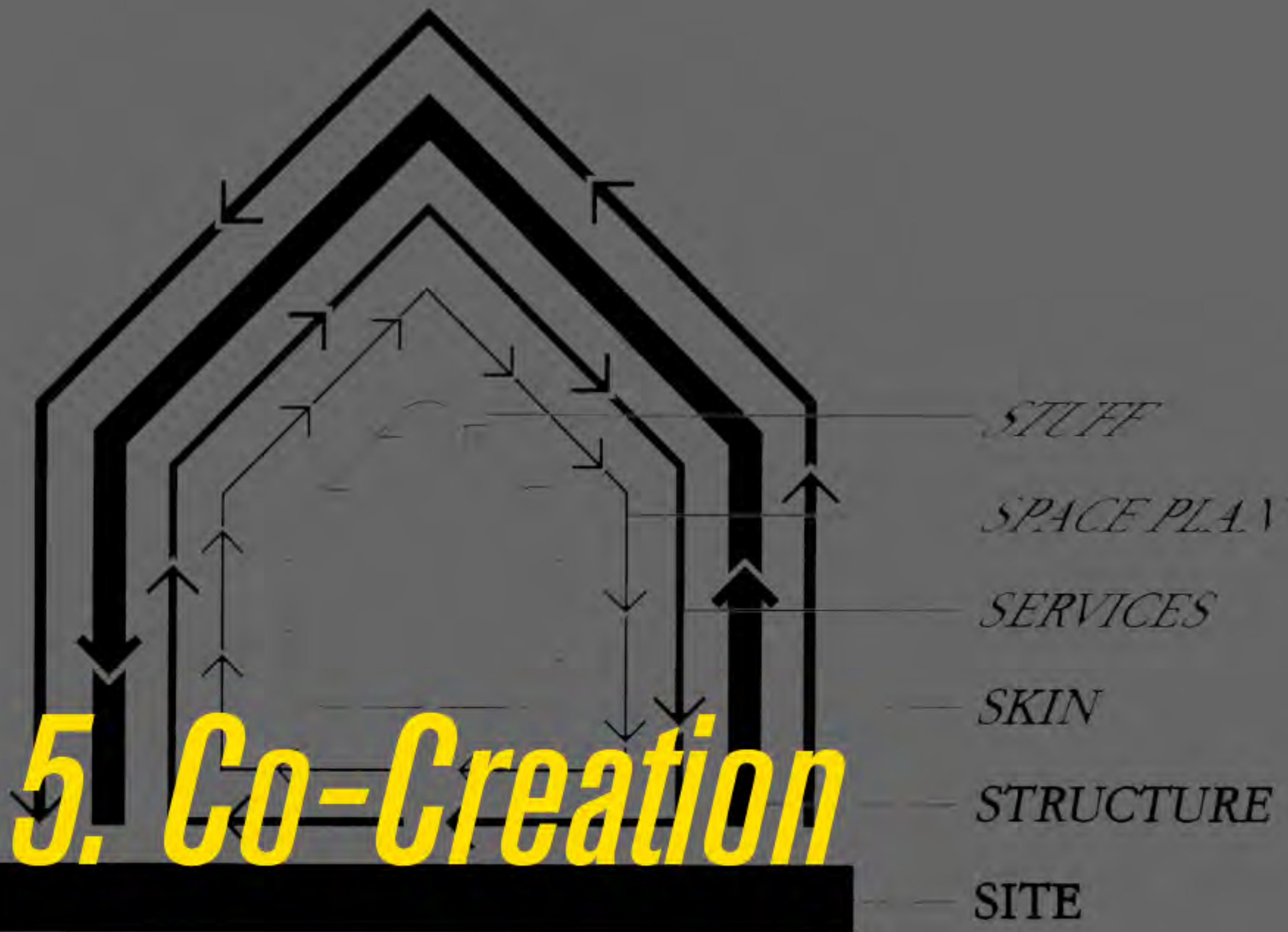
# MATATU STATION LIST

ABC					Kamburu Roundabout	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200
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# CITY CENTRE











*Tactical Urbanism*





*Build a Better Block*









**mikelydon11**  
Burlington, Ver...

**FOLLOWING**

19 likes

3d

**mikelydon11** Bikeway demonstration #1 -  
Neighborhood Greenway.  
[#tacticalurbanism](#)





**mikelydon11**  
Burlington, Ver...

**FOLLOWING**

26 likes

3d

**mikelydon11** Bikeway demonstration #2 - Protected Bike Lane. [#tacticalurbanism](#)

**dharmafarm** Love the planters @mikelydon11!

**opportunity\_peabody** @themajesticlife in your hood.

**themajesticlife** Was there last. lgbt.





**mikelydon11**  
Burlington Ver...

**FOLLOWING**

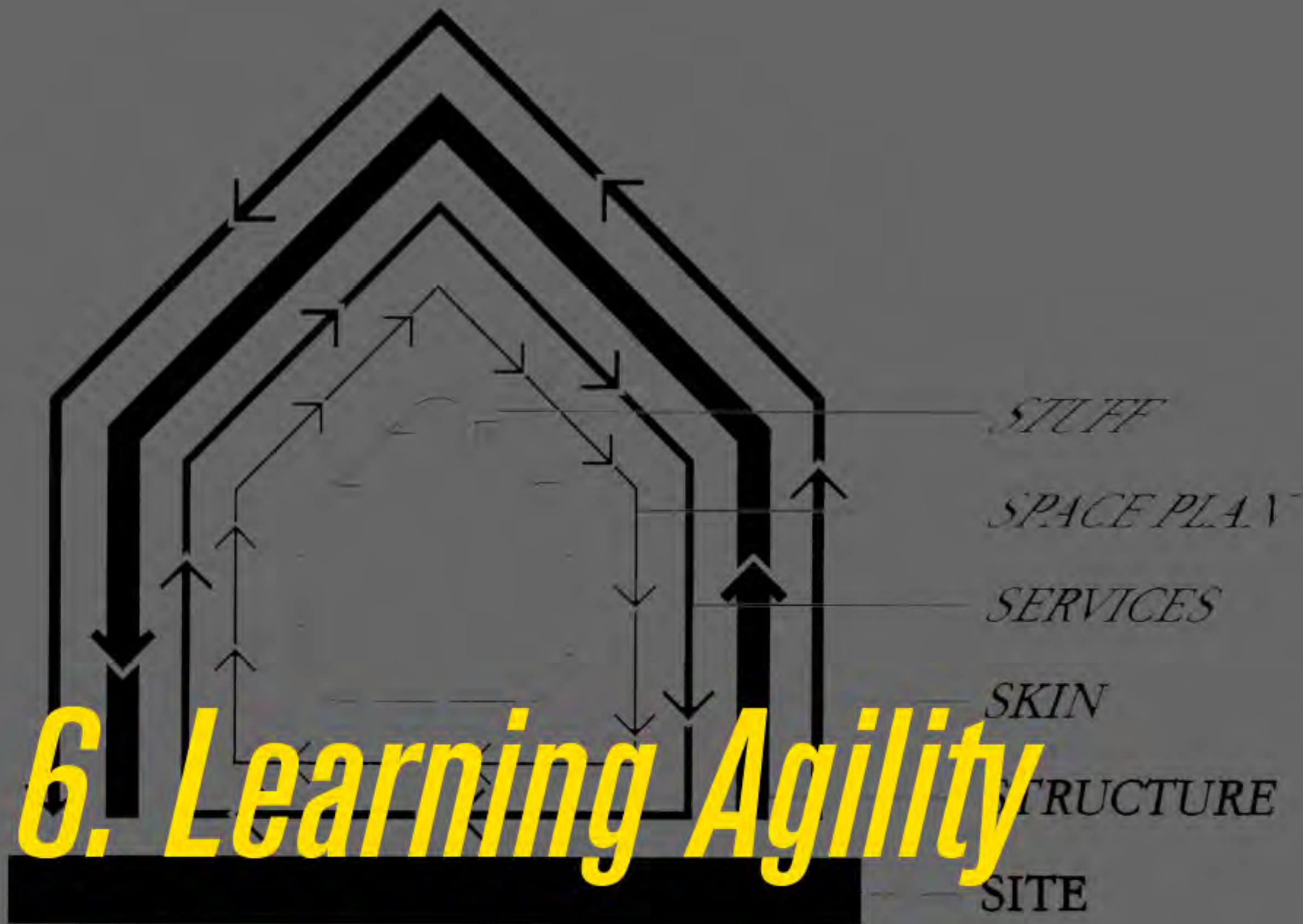
24 likes

4d

**mikelydon11** Burlington doctor, cyclist, and college buddy [@bentherebybike](#) helps us finish Burlington's first parking protected bike lane.

**1eyedman** [@dan5ki](#)





# 6. Learning Agility





*Transport Systems Catapult*





***New Urban Mechanics***





*Greg Lindsay*

*[www.greglindsay.org](http://www.greglindsay.org)*

*@Greg\_Lindsay*

*[greg@babelfish.net](mailto:greg@babelfish.net)*



# Next Steps for the TMP

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## October 2015

- **Focused consultation with area municipalities**

## November 2015

- **Council endorsement of recommended policy principles**
- **Complete transportation networks based on policy principles**
- **TMP Task Force meeting #3: Transportation Network Alternatives**

## December 2015

- **Public Open Houses**

