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

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 Kostopoulou, Commissioner of Transportation Services

E.  **Other Business**

F.  **Adjournment**
Transportation Master Plan
Advisory Task Force

Linking the Future with Today’s Reality

Stephen Collins

Wednesday, September 30, 2015

York Region
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](image)

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
Policy Principle: Commuter Parking Management

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?
Thank you!

Stephen Collins, Director
Infrastructure Management and PMO
Transportation Services
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Transportation Planning, Fast & Slow

September 30, 2015
"How Buildings Learn"
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.

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.
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.
1. The Foundation
Who needs buses when we have autonomous cars?
Avoid, Shift, Improve
Mobility = Opportunity
Los Angeles

Philadelphia

Atlanta

Boston

point-to-point commuting
2. Value Capture
HK MTR:
$5b revenues
$2b profits
99.9% on-time

NYC MTA:
45% fare revs.
$1b shortfall
Tokyo Rail
Tokyu Corporation:
- 7 rail lines
- $2.63b in revenues (2006)
- $587m in profits (2006)
- 33% fares; 33% CRE; 20% retail
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

WALLS ARE DIGITAL, EDITABLE

14 x 10 ROOM

DATA WALL

STUFF STORED REMOTELY

MULTI-USE FURNITURE

HIDDEN WINDOW
3. Mobility-as-a-Service
Car-sharing...
Ride-sharing...
Bike-sharing...
Bicycles replace rail...
...and buses.
Free parking isn’t free...
4. Transit On-Demand
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
Dollar Vans
5. Co-Creation
Tactical Urbanism
Build a Better Block
mikelydon11 Bikeway demonstration #1 - Neighborhood Greenway.
#tacticalurbanism
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 doctor, cyclist, and college buddy @bentherebybike helps us finish Burlington's first parking protected bike lane.

1eyedman @dan5ki
6. Learning Agility
Next Steps for the TMP

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