Table of Contents

Purpose 2

Linking major initiatives to key council approved plans 2

Disclaimer for 2016 TMP Update Maps 2

Network Development Tactics 3

Objective 1: Create a World Class Transit System 4

2009 TMP: 2031 Transit Network 4

2016 TMP Update: Transit Network for 2041 5

2009 vs. 2016 Comparison 6

Objective 2: Develop a Road Network Fit for the Future 8

2009 TMP: 2031 Road Network 8

2016 TMP Update: Road Network for 2041 9

2009 vs. 2016 Comparison - 4 Lanes 10

2009 vs. 2016 Comparison - 6 Lanes 11

Objective 3: Integrate Active Transportation in Urban Areas 12

2009 TMP: Long-Term Cycling Network 12

2016 TMP Update: Ultimate Cycling Network for 2041 13

Objective 4: Maximize the Potential in Employment Areas 14

2009 TMP: New Highway and Major Road Crossing Improvements 14

2016 TMP Update: Strategic Goods Movement Network 15
Purpose

This is the second in a series of guidebooks for the Transportation Master Plan Advisory Task Force. The first focused on the background and development of the recommended policy principles. The purpose of this second guidebook is to provide the recommended network alternatives compared with the Council approved 2009 Transportation Master Plan.

Linking major initiatives to key council approved plans

<table>
<thead>
<tr>
<th>Objectives of the TMP</th>
<th>Vision 2051 Goal</th>
<th>Strategic Plan</th>
<th>Major Initiatives</th>
</tr>
</thead>
</table>
| **1 Create a World Class Transit System** | Livable cities and complete communities | Manage Environmentally Sustainable Growth | • Extend Yonge Subway to Richmond Hill  
• Complete Viva Network  
• Maximize potential of Regional Express Rail  
• Improve transit frequency and coverage (frequent transit network) |
| **2 Develop a Road Network Fit for the Future** | An innovation economy | Manage Environmentally Sustainable Growth Strengthen the Region’s Economy | • Implement smart corridors  
• Expand HOV network  
• Develop finer grid street network (mid-block crossings)  
• Build context sensitive multi-modal corridors |
| **3 Integrate Active Transportation in Urban Areas** | Interconnected system for mobility | Support Community Health and Wellbeing | • Accelerate cycling and sidewalk projects that connect communities to transit corridors and Regional Centres  
• Complete Lake to Lake Cycling Route and Walking Trail |
| **4 Maximize the Potential of Employment Areas** | A place where everyone can thrive  
An innovation economy | Strengthen the Region’s Economy | • Complete Langstaff Road “Missing Link”  
• Designate a strategic goods movement network |
| **5 Making the Last Mile Work** | Interconnected system for mobility  
Livable cities and complete communities | Manage Environmentally Sustainable Growth Support Community Health and Wellbeing | • Provide safe and convenient walking/cycling opportunities to mobility hubs  
• Manage parking supply and demand with innovation, pricing and technology  
• Support transit-oriented development  
• Embrace emerging technologies and the sharing economy to improve convenience and mobility |

Disclaimer for 2016 TMP Update Maps

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 remains 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.
Network Development Tactics

Prioritize and continue with the implementation of current plans to make driving, transit, cycling and walking more efficient:

- Implement frequent transit network
- Implement 10 year roads construction program
- Provide travel demand management programs

Broader improvements to facilities and services will expand and improve options for transit users, carpoolers, pedestrians and cyclists:

- Complete Lake-to-Lake Cycling Route and Walking Trail
- Extend Yonge Subway to Highway 7 in Richmond Hill
- Expand HOV Network
- Expand commuter parking

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

- Embrace self-driving vehicles
- Integrate transit fares
- Transform streetscapes to make walking/cycling most convenient for short trips
- Introduce express toll lanes and paid parking in Regional centres
Create a World Class Transit Network

2009 TMP: 2031 Transit Network

Footnotes:
1) Warden Avenue / McCowan Road N/S Rapid Transit Corridor
2) Bathurst Street / Dufferin Street N/S Rapid Transit Corridor
3) Study of Sustainable Travel Choices in Markham

Note:
The proposed alignment and location of specific projects remains conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

Recommended New Corridor

GTA West Corridor Concept

Expressway Bus Service

Rural Links

Special Study Area (see footnote)
2016 TMP Update: Transit Network for 2041

See Map Disclaimer on Page 2


**2009 vs. 2016 Comparison**

January 13, 2016

**2009 TMP**
- Rapid Transit

**2016 TMP**
- Rapid Transit

**GO Transit**
- GO Yrns: 12m All Day Service
- GO Yrns: Two Mix All Day
- GO Yrns: Mix Hr Service
- GO Yrns: Potential
- Existing GO Stations
- Potential GO Stations

**Subway Extension**
- Subway Extension
- Proposed Subway Extension
- Potential Subway Core Stations Determined by Project Study
- Future Subway Station

See Map Disclaimer on Page 2
Notes:
2009 TMP: 2031 Road Network

Road Network Improvements
- Jog Elimination
- New or Improved Highway Interchange
- Grade Separation
- Special Study Area (see footnote)
- Anchor Hub / Regional Centre
- New Local/Regional Road
- Arterial Road Improvement for Capacity
- Arterial Road Improvement to 6 lanes
- Road improvements to support Transit
- New Provincial Road
- GTA West Corridor Concept
- Provincial Road Improvement
- Recommended New Corridor

Note:
The proposed alignment and location of specific projects remains conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

Footnotes:
1) Road improvements for potential Pickering Airport
2) Langstaff Road Missing Link Transportation Needs Study
3) East-west mid-York Transportation Needs Study
4) Highway 404 Interchange Study at John Street / 14th Avenue

Special Study Area (see footnote)

Note:
The proposed alignment and location of specific projects remains conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

Road projects identified are for capacity improvements only and do not reflect implementation projects in the Region’s OC-Bylaw or 10-Year Roads Construction Plan.
2016 TMP Update: Road Network for 2041

January 13, 2016

See Map Disclaimer on Page 2
2009 vs. 2016 Comparison - 4 Lane Roads

January 13, 2016

2016 TMP
- New 4 Lane Road
- Widen to 4 Lanes

2009 TMP
- Widen to 4 Lanes

See Map Disclaimer on Page 2
2009 vs. 2016 Comparison - 6 Lane Roads

January 13, 2016

**2009 TMP**
- Widen to 6 Lanes

**2016 TMP**
- New 6 Lane Road
- Widen to 6 Lanes

See Map Disclaimer on Page 2
Integrate Active Transportation in Urban Areas

2009 TMP: Long-Term Cycling Network

PROPOSED LONG-TERM CYCLING NETWORK

LEGEND
Cycling Network
- Proposed Bike Lanes
- Proposed Paved Shoulder
- Proposed Signed Route
- Proposed Multi-Use Trail
- Existing Signed Route
- Existing Multi-Use Trail
- Oak Ridges Trail
- Proposed Lake To Lake Route

Cycling Gateways
- Oak Ridges Moraine
- Regional Centres
- Multi-Lane Provincial Highway
- Provincial Highway
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake *
- River *

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Maximize the Potential in Employment Areas

2009 TMP: New Highway and Major Road Crossing Improvements

NEW HIGHWAY AND MAJOR ROAD CROSSING IMPROVEMENTS

Road Network Improvements
- Jog Elimination
- New or Improved Highway Interchange
- Grade Separation
- Anchor Hub / Regional Centre
- New Provincial Road
- GTA West Corridor Concept
- Provincial Road Improvement
- Recommended New Corridor

Note: The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

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