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

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 Rapit 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

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
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
We have been changing: Evolution of the TMP

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

An integrated network is key to meeting Vision 2051
Advancing an Integrated Transit Network

An integrated transit network will support transportation network

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York Region
Why Update the TMP?

OPTIMIZE

EXPAND

TRANSFORM
Moving Forward
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

York Region will accommodate the largest proportion of growth in the entire GTHA.
Context: Changing Trends

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

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<tr>
<th></th>
<th>2001</th>
<th>2011</th>
<th>2041</th>
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<tbody>
<tr>
<td>% &gt;65</td>
<td>9%</td>
<td>12%</td>
<td>➪</td>
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<tr>
<td>% born outside Canada</td>
<td>39%</td>
<td>46%</td>
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<td>% of &lt;24 who are licensed</td>
<td>78%</td>
<td>73%</td>
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<tr>
<td>% single detached homes</td>
<td>75%</td>
<td>66%</td>
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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)

- York-York
- York-Downtown Toronto
- York-Rest of Toronto
- York-Durham
- York-Peel
- York-Other
- Population

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

Source: MTO Commercial Vehicle Survey

Accommodating Goods Movement
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
York Region is at a critical point in its growth
Presentation Overview

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

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
Finer Grid Road Network

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
Goods Movement

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
Corridor Evolution

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
Next Steps for the TMP

Master Plan Approvals
- Mid-2016

Draft Growth Scenarios
- April 2015

Recommended Growth Scenarios
- February 2016

Regional Official Plan Amendment Adoption
- October 2016

DC By-law Enacted
- June 2017

Timeline:
- 2015:
  - Official Plan Review
- 2016:
  - Transportation Master Plan
  - Water and Wastewater Master Plan
- 2017:
- 2018:
  - Development Charges By-law Update
Next Steps for the TMP

Stage 1 Understanding what is happening in York Region
Public Open Houses, November 2014

Stage 2 Determining transportation priorities and opportunities
Public Open Houses, June 2015

Stage 3 Creating transportation solutions for tomorrow

Stage 4 Implementing the Plan
Public Open Houses, Fall 2015

We are here now
# Public Open Houses

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