

October 8, 2019



# Council Workshop

## Transportation Master Plan

Town of East Gwillimbury

October 8, 2019





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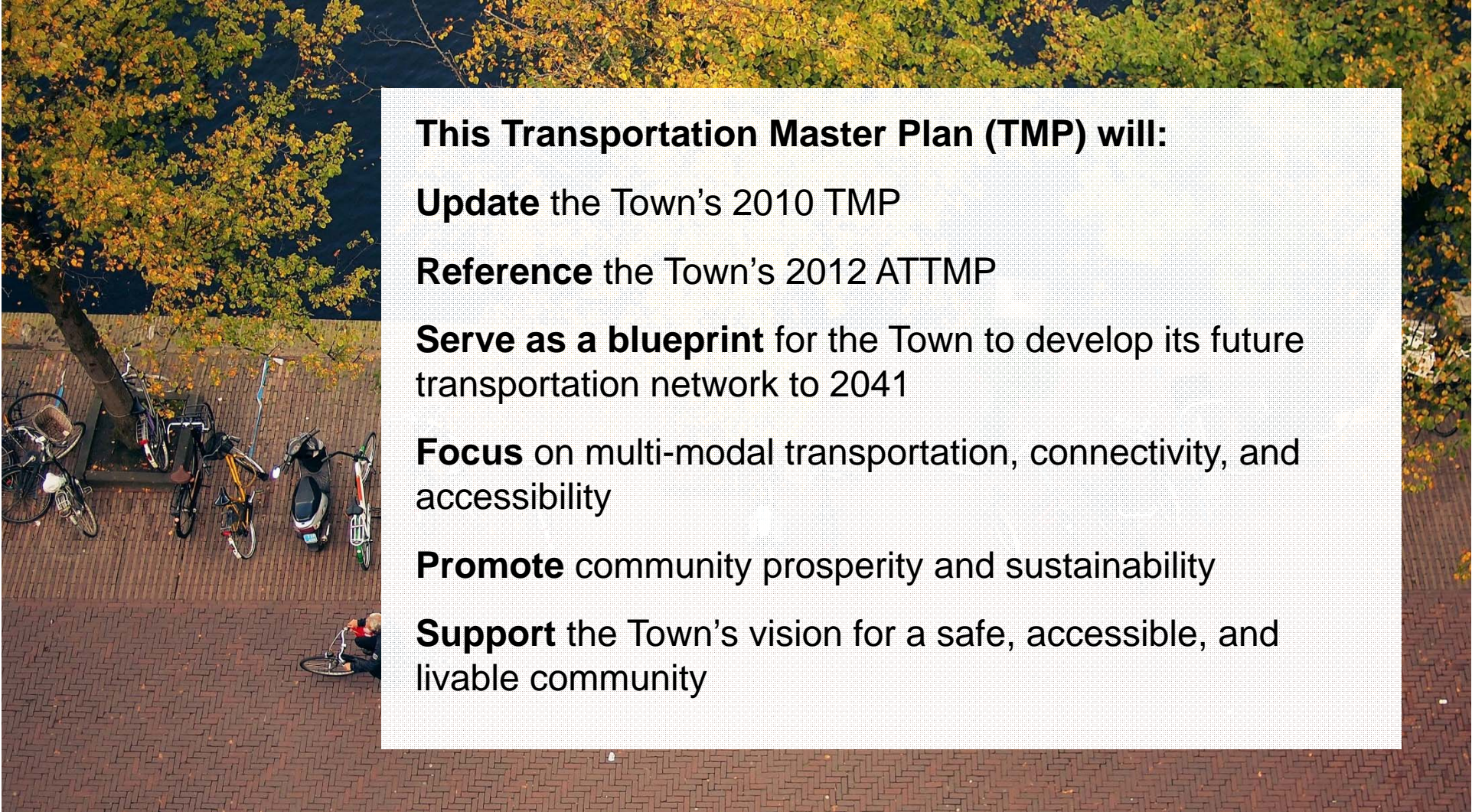
05

**Recommendations**

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01

# Study Overview



**This Transportation Master Plan (TMP) will:**

**Update** the Town's 2010 TMP

**Reference** the Town's 2012 ATTMP

**Serve as a blueprint** for the Town to develop its future transportation network to 2041

**Focus** on multi-modal transportation, connectivity, and accessibility

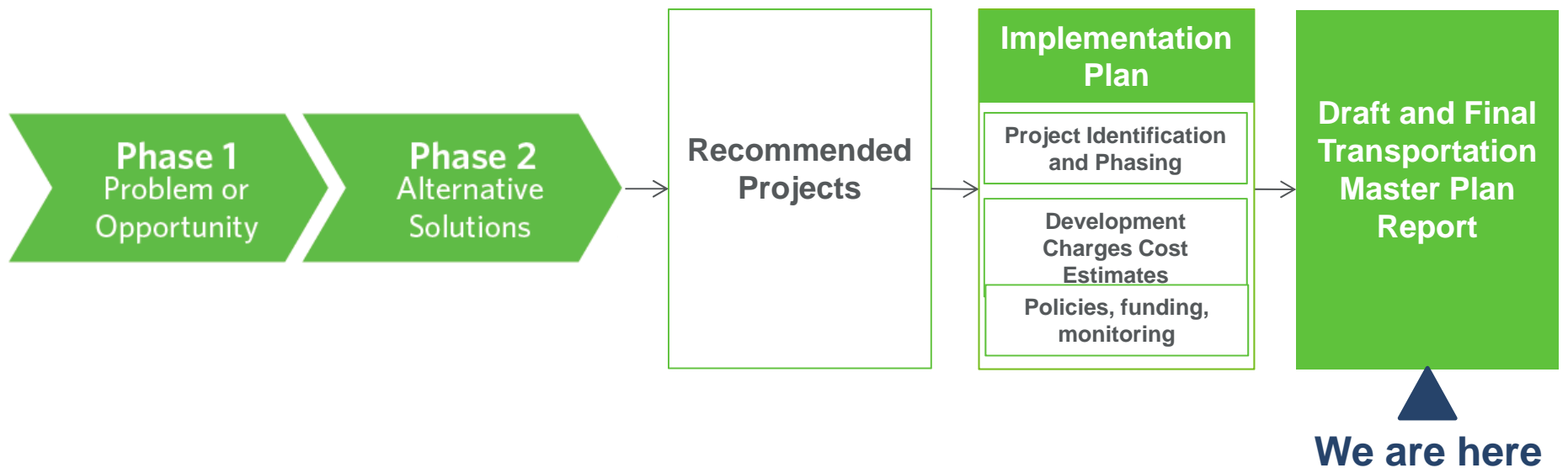
**Promote** community prosperity and sustainability

**Support** the Town's vision for a safe, accessible, and livable community



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# TMP Implementation








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# 02 **Problem and Opportunity Statement**

# Problem & Opportunity Statement

*The Town of East Gwillimbury is planned to grow significantly over the next 25 years. This growth will result in more and shorter trips within the Town, putting added strain on the Town's internal transportation network.*

## Phase 1 Problem or Opportunity

-  Support **all modes of travel** (auto, transit, on road and off road active transportation)
-  Identify **gaps and opportunities** in the transportation network
-  **Accommodate growth** to 2041 and beyond
-  **Support** existing and future land uses
-  Develop a **well-integrated, multi-modal, and sustainable transportation network**

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03

# Scenario and Evaluation



# Planning Strategies

#	2041 Scenarios	Description	Goal
1	Base Case	Committed road improvements by: <ul style="list-style-type: none"> <li>• MTO</li> <li>• York Region</li> <li>• Town of East Gwillimbury</li> </ul>	Confirm the need for the Town to make its own investments in transportation
2	Current Plans	Further to Scenario 1, build planned Town improvements from the 2010 Transportation Master Plan, 2012 ATTMP	Assess conditions with current Town plans for investment in new roadways
3	Revised Town Network	Revise current Town plans, identify new road improvements	Respond to changes in planning context
4	Enhanced Town Network	<b>Further to Scenario 3, implement on-street cycling facilities on existing and new roads, incorporate Travel Demand Management (TDM) policies &amp; programs.</b>	<b>Reduce the dependency on vehicles in increase the modal split of transit, cycling, and walking.</b>

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## Evaluation Criteria and Results

Evaluation Criteria	Scenario 1: Base Case	Scenario 2: Currently Planned Town Network	Scenario 3: Revised Town Network	Scenario 4: Enhanced Town Network
Transportation Service				
Social Equity				
Policy Environment				
Affordability				
Natural Environment				
Socio-Economic Environment				
Total Graphically	Screen Out	Screen Out	Screen Out	Preferred Scenario

Least Preferred Most Preferred

**Scenario 4 is the Preferred Scenario** as it supports the multimodal vision for the Town and provides a safe, accessible, and connected road network for all users.

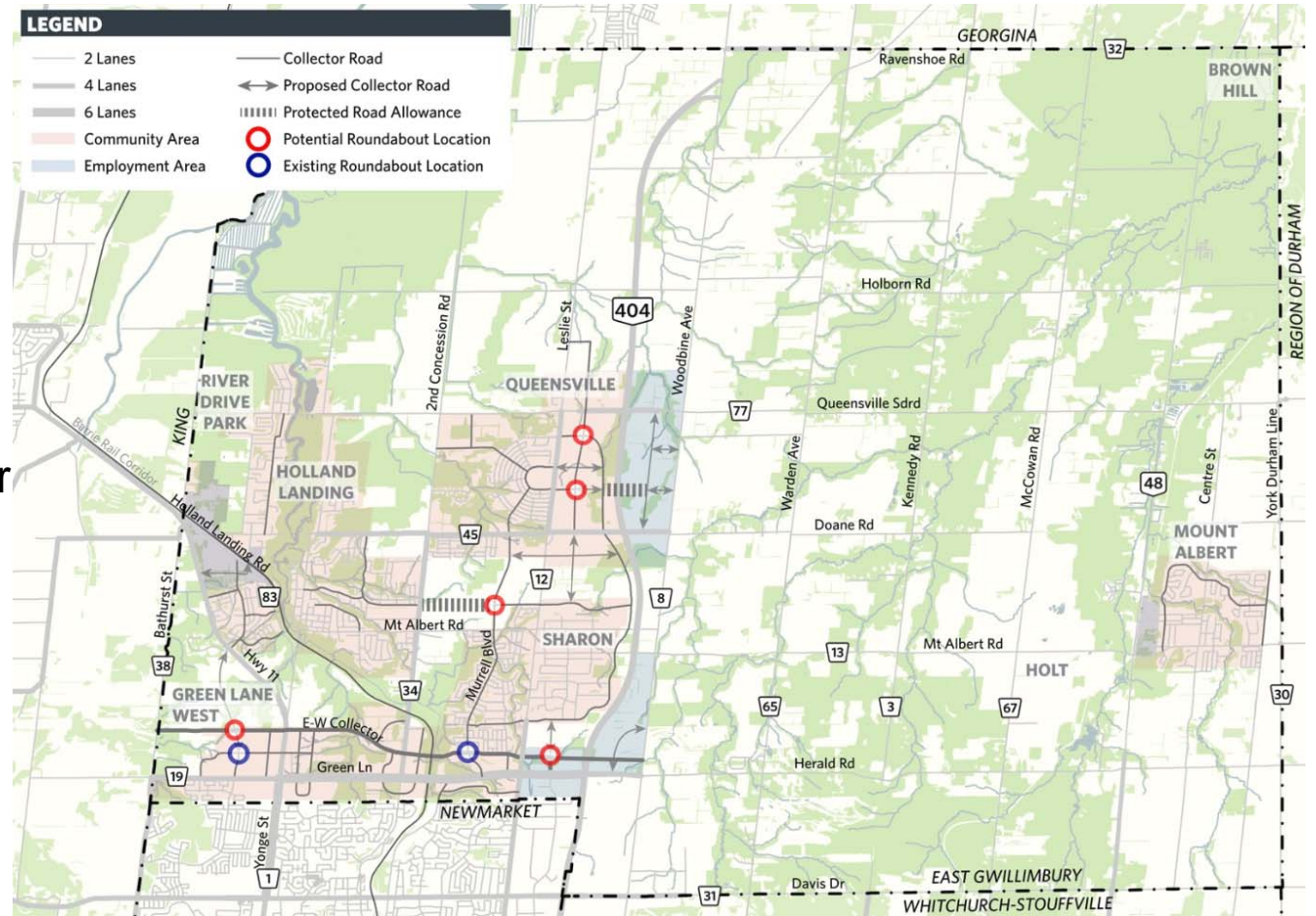




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# Roundabouts

- Consider single lane roundabouts for all new intersections or intersection improvements
- Rural roads, collector roads



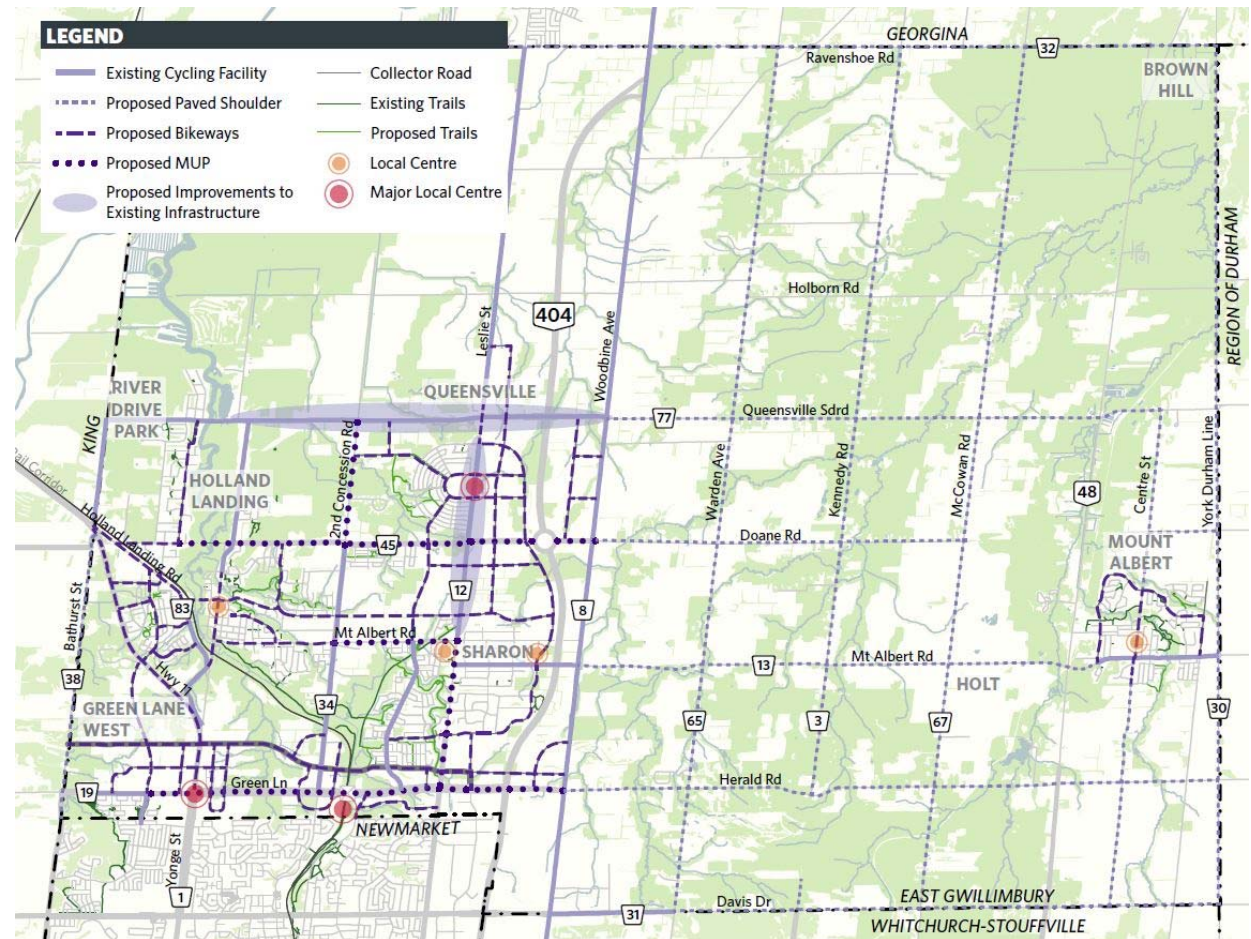
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## Proposed Cycling Network (within ROW)

- Paved shoulders
- Bikeways
  - (i.e. bike lanes, bike routes, etc.)\*
- Multi-use pathways

\*Refer to ATTMP for off road facilities

\*\*Coordination with ATTMP (currently underway) required

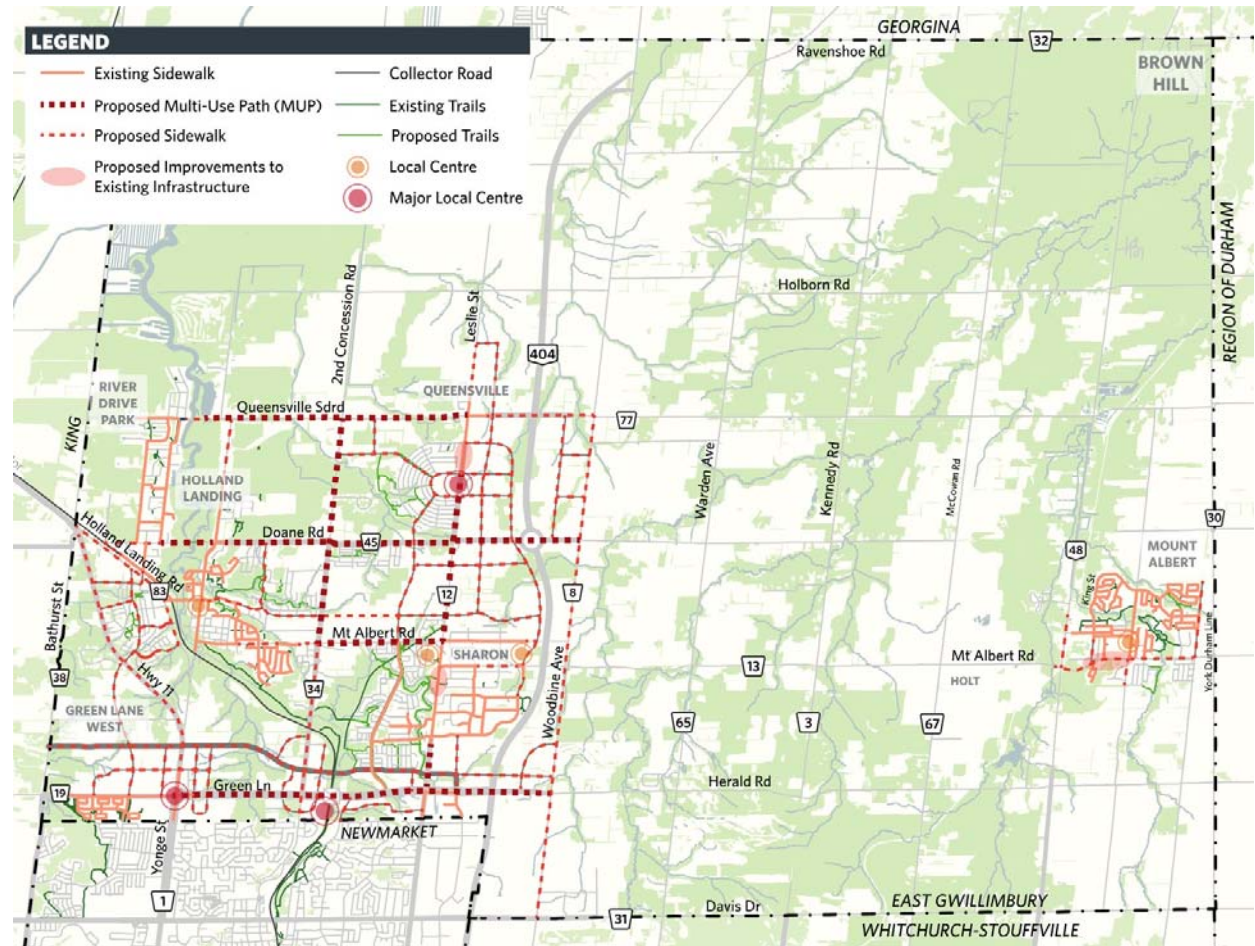




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# Proposed Sidewalk Network

- Multi-use pathways
- New and wider sidewalks

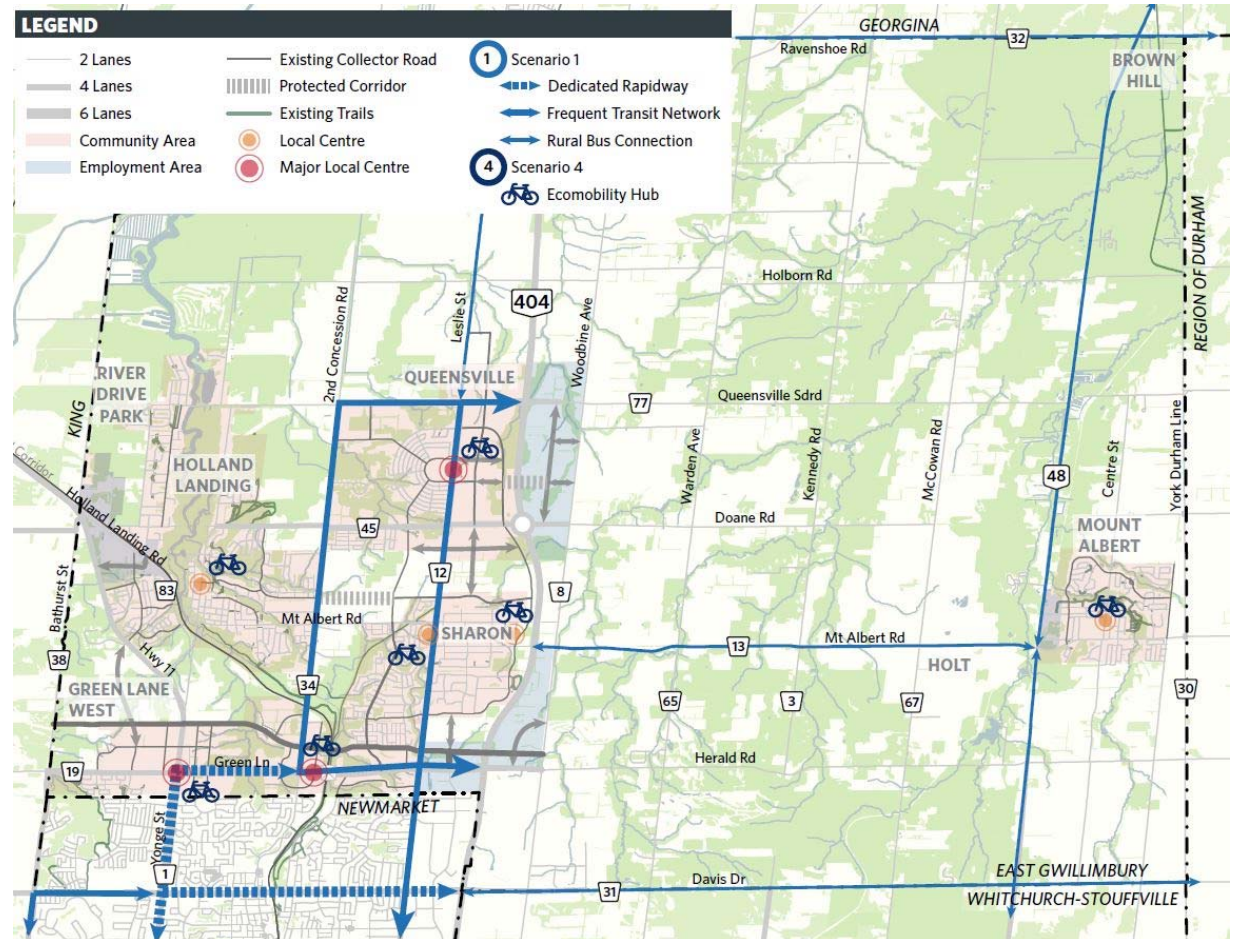




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# Transit Network

- Builds upon York Region frequent transit network and mobility on request service
- Town focus on first-last mile solutions – EcoMobility hub concept
- Focus shared services (i.e. bike share) at community hubs (local centres)
- Recommend pilot project to start – GO Station
- Other transit projects available include and are not limited to: taxi, rideshare



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# 04 Public Consultation / What We Heard

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## Public Consultation

### Public Open House #1

East Gwillimbury Sports  
Complex  
**March 22, 2018**

### Public Open House #2

East Gwillimbury Civic Centre  
**April 10, 2019**

### Community Open House #3

East Gwillimbury Civic Centre  
**Proposed – October 8, 2019**

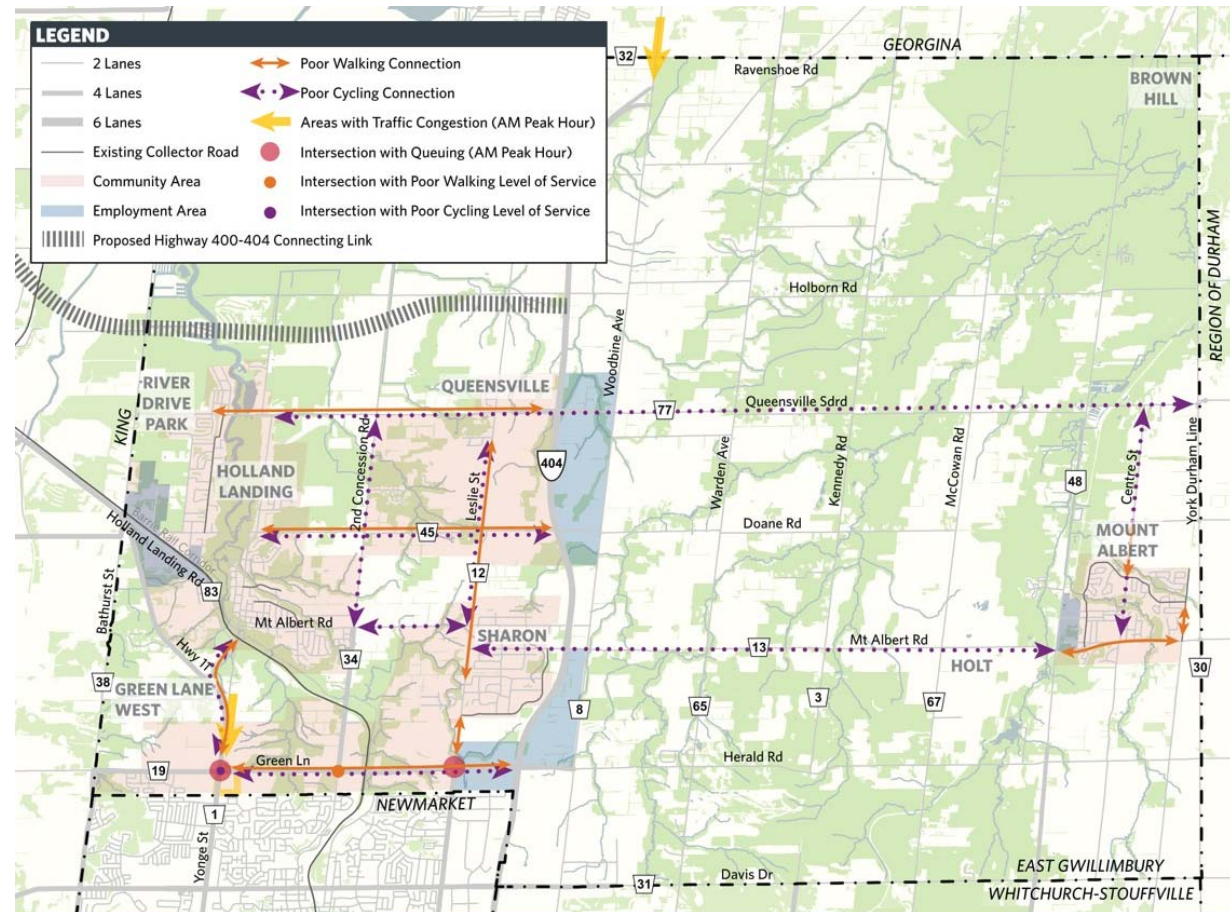




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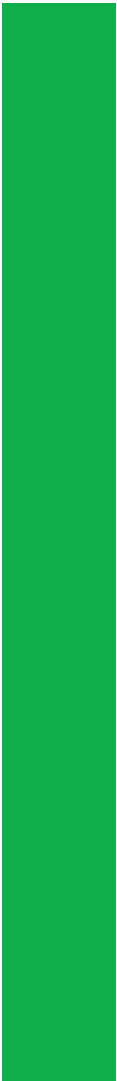
## What we heard

- Want better access to transit
- Gaps in the sidewalk network
- Limited cycling network
- Traffic congestion hotspots
- Highway 400-404 Link



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# 05 **Implementation**



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## **Transportation Policies**

Policies reviewed and updated for:

- All-way stop control warrants;
- Crossing guard warrants;
- Pedestrian cross-overs;
- Radar message boards;
- Sidewalk installation;
- Speed limit reduction; and
- Roundabouts



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## Implementation Plan

1. Conduct required further studies for recommended projects
2. Coordinate with York Region, GO Transit, and MTO
3. Incorporate roundabouts into new subdivision planning in Green Lane West, Sharon and Queensville
4. Implement TDM measures as a condition of site-plan approval
5. Enable / promote electric vehicle and carpool parking spaces
6. Implement transportation policies to better manage existing system to reduce speeds in quiet residential areas and enhance pedestrian and cyclist comfort and safety on Town streets
7. Identify and leverage funding sources beyond the DC program
8. Integrate TMP recommendations into planning documents
9. Update the TMP every 5 years

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## Implementation Costs

Improvement Type	Growth Related Cost	Non Growth Related Cost	Total Cost
Road Reconstruction *	\$18,090,254	\$49,997,272	\$68,087,526
Road Widening *	\$2,391,601	\$0	\$2,391,601
New Construction *	\$230,915,196	\$0	\$230,915,196
New Structures **	\$8,489,583	\$0	\$8,489,583
Paved Shoulders	\$18,125,064	\$2,013,896	\$20,138,960
Sidewalk on Both Sides	\$14,211,994	\$4,335,737	\$18,547,731
Sidewalk on One Side	\$4,273,606	\$1,357,234	\$5,630,840
Multi-Use Path	\$6,675,466	\$1,234,825	\$7,910,291
Painted Bike Lanes	\$2,144,420	\$773,121	\$2,917,542
Sharrows	\$113,144	\$113,144	\$226,287
Intersection Improvement / Jog Elimination	\$1,733,298	\$192,589	\$1,925,887
Roundabout	\$500,625	\$55,625	\$556,250
Streetlighting	\$12,743,867	\$1,415,985	\$14,159,852
Other Improvements (bike share, EcoMobility Hub)			Policy based / Intangible
<b>Totals</b>	<b>\$320,408,118</b>	<b>\$61,489,427</b>	<b>\$381,897,546</b>

\* Includes structure costs where road and structure work are built simultaneously

\*\* Standalone structure projects only

\*\*\* Implementation costs incurred over time through to 2041

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**Thank you!**

**Transportation Master Plan comments or  
questions?**