



# Transportation Master Plan Update

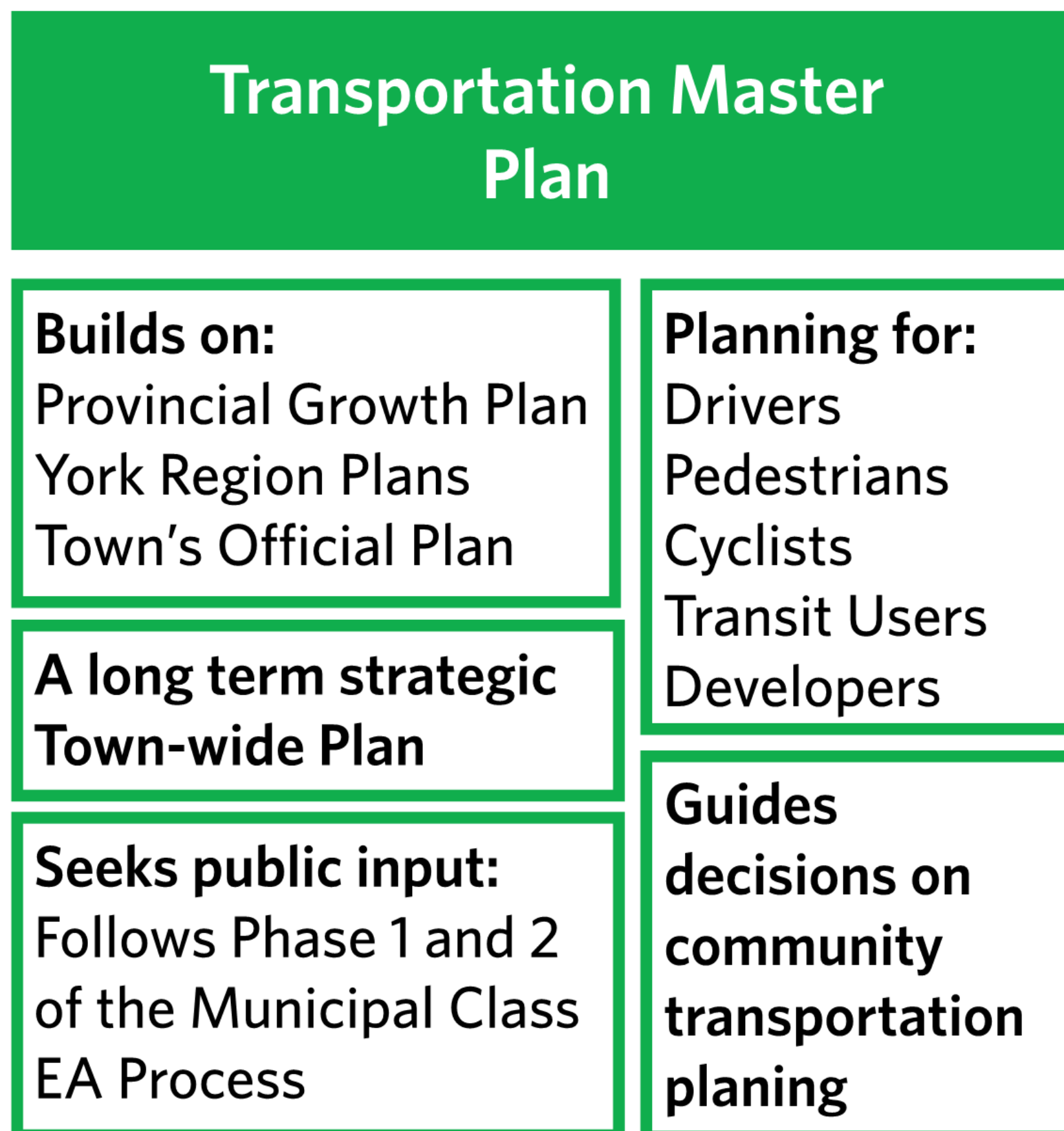
Town of East Gwillimbury

# Welcome

to Public Information Centre 2

## What is a Transportation Master Plan?

A Transportation Master Plan (TMP) identifies the long-term transportation objectives of a defined area and specific solutions requiring further study. Transportation is an essential part of a community and is one of the primary factors driving the Town’s environmental, economic, and social sustainability. A transportation system can influence the travel choices that people make and these choices will have a significant effect on the sustainability of the area and its growth.



## Planning Context

The Town’s TMP will be developed within the context of existing policies and initiatives at the provincial, regional, and local levels.

### Provincial

- Provincial Policy Statement, 2014
- Growth Plan for the Greater Golden Horseshoe, 2017 Update
- Regional Transportation Plan, 2017 Update
- GO Regional Express Rail (RER), 2016
- GO Station Access Plan, 2016
- Highway 400-404 Extension Link
- Transit Supportive Guidelines
- #CycleON: Ontario’s Cycling Strategy

### Regional

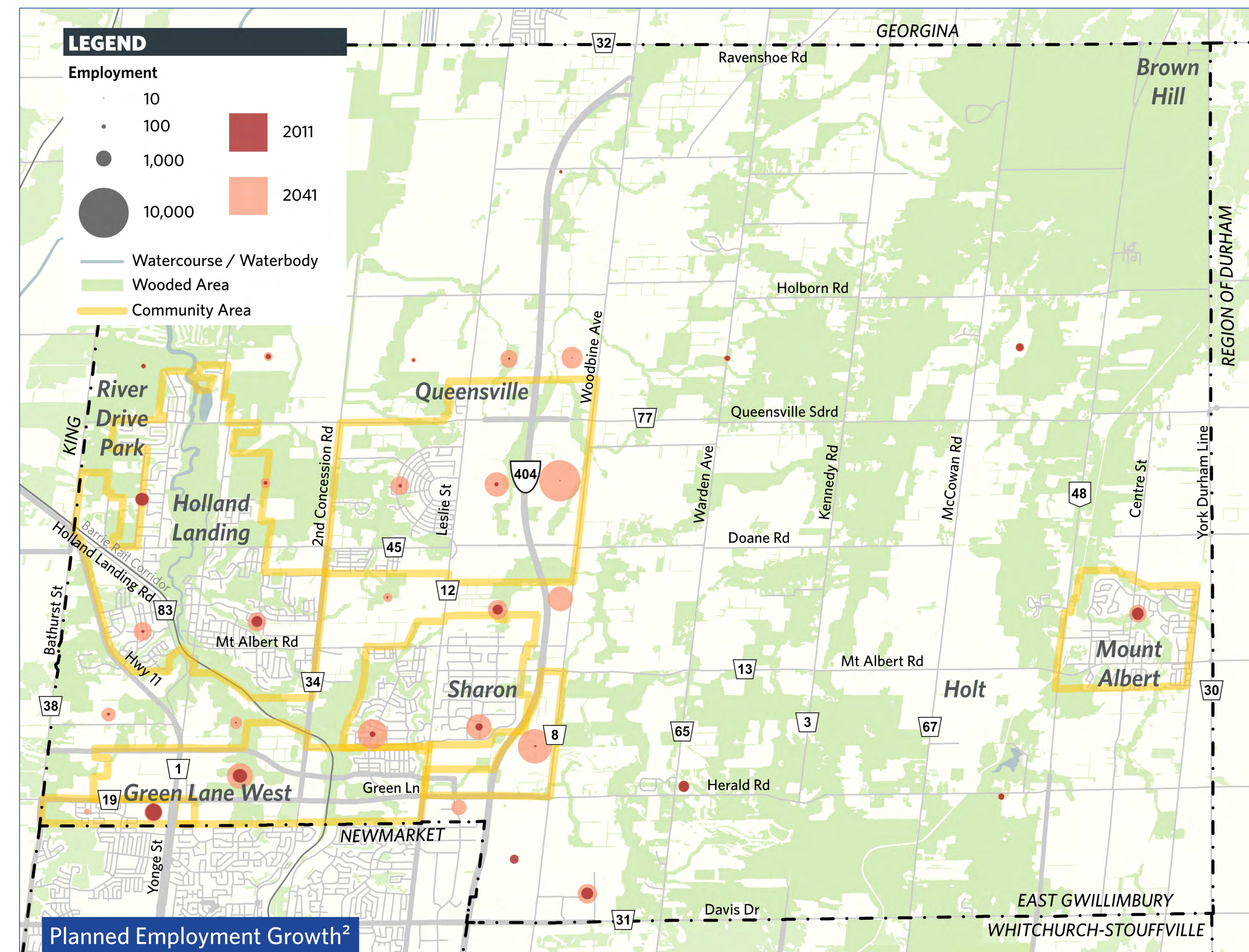
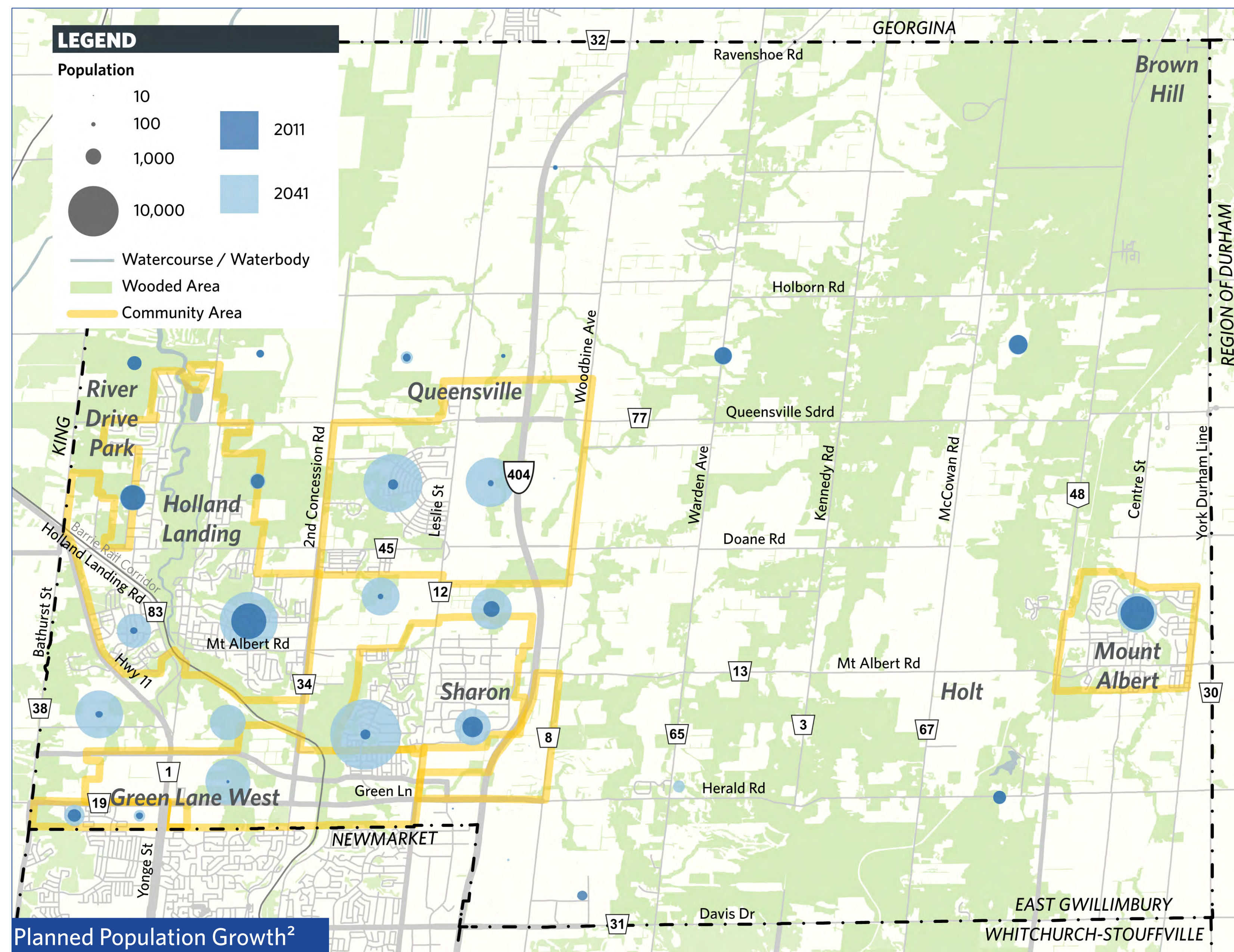
- York Region Transportation Master Plan, 2016
- New Communities Guidelines, 2013
- Transportation Mobility Plan Guidelines for Development Applications, 2016
- Access Guidelines for Regional Roads, 2007

### Local

- Official Plan, 2010
- Strategic Plan, 2015-2018
- Transportation Master Plan, 2010
- Active Transportation and Trails Master Plan, 2012
- Green Lane Secondary Plan, 2018
- Roads Needs Assessment Study, 2009

## Planned Growth

The Town's population and employment is expected to grow significantly. Growth is centered around Green Lane West, Sharon, Holland Landing, Mount Albert, and Queensville<sup>1</sup>.








**Notes:**

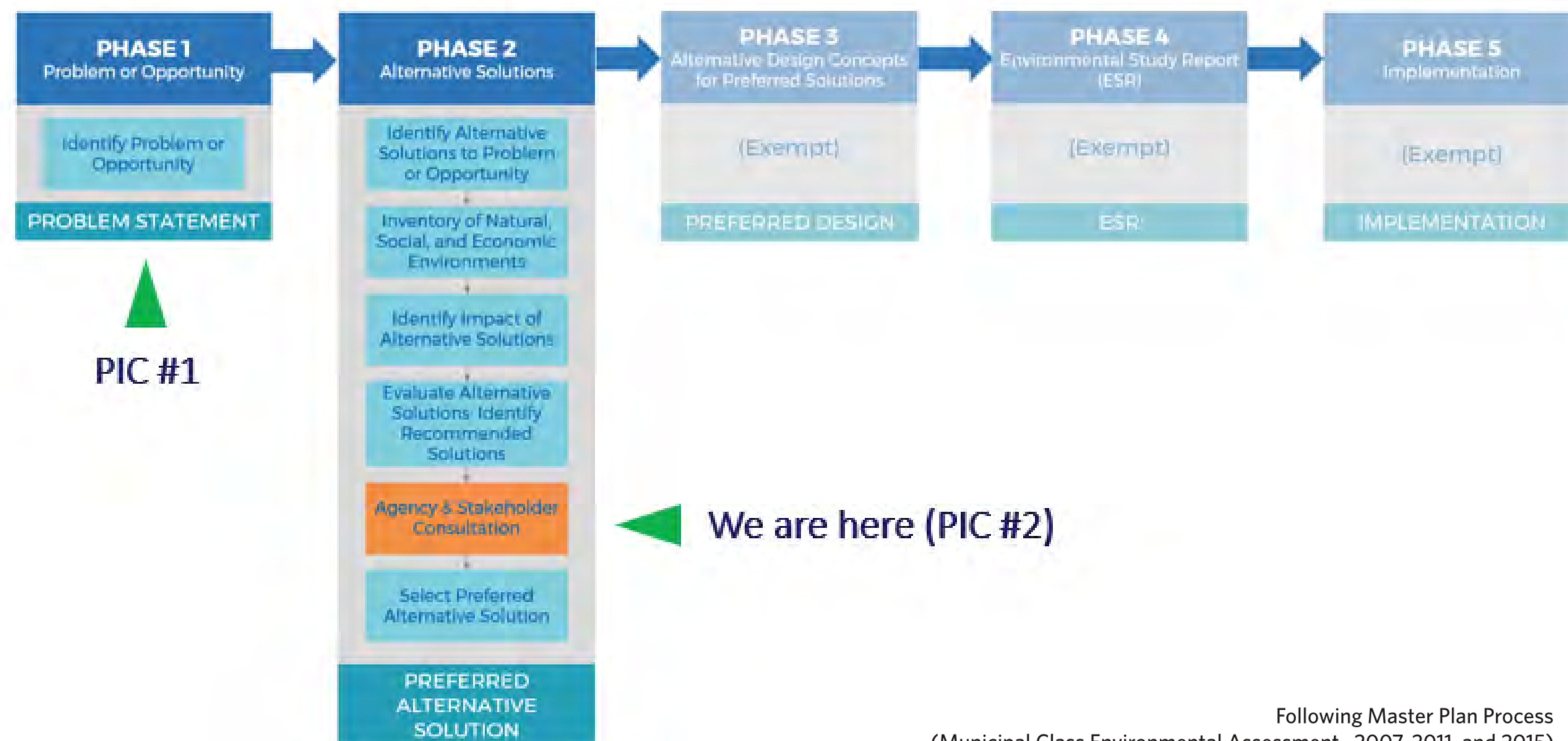
<sup>1</sup>The urban boundary is subject to change. York Region is currently undertaking the Municipal Comprehensive Review (MCR) to determine where growth will occur.

<sup>2</sup>York Region 45% Intensification Scenario, 2016 - Subject to change

## Purpose of the TMP

-  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**






## Follows Phase 1 and 2 of the EA Process



## Problem and Opportunity Statement

The Town of East Gwillimbury is planned to grow significantly over the next 25 years by about 5 times its current population. This growth will result in additional and shorter trips within the Town, adding strain on the Town's internal transportation network.

At the same time, this growth represents opportunities to:

-  Provide new road linkages
-  Improve streets within the Town, making them safe and accessible for all road users
-  Promote walking as the first choice for short trips
-  Make cycling an option for more than just recreational trips
-  Grow the role of transit in the Town

Ultimately, this multimodal vision for transportation will ensure that the Town is a safe, accessible, and livable community in the future.

## TMP Planning Strategies

Phase 2 of the Municipal Class Environmental Assessment (EA) process requires documentation and examination of scenarios which address the problems and opportunities. Four TMP planning scenarios were identified for the Town:

No.	Scenarios	Description	Objective
1	<b>Base Case</b>	Committed road improvements by Ministry of Transportation, York Region, and the Town	<input checked="" type="checkbox"/> Confirm the need for the Town to make its own investments in transportation
2	<b>Currently Planned Town Network</b>	Further to Scenario 1, build planned Town improvements from the 2010 TMP and the 2012 Active Transportation and Trails Master Plan (ATTMP)	<input checked="" type="checkbox"/> Confirm the Town's infrastructure needs from the 2010 TMP and 2012 ATTMP
3	<b>Revised Town Network</b>	Revise Scenario 2 to respond to change in the planning context. Invest in new connections and road improvements	<input checked="" type="checkbox"/> Confirm the desire to invest in new road infrastructure.
4	<b>Multimodal Town Network</b>	Further to Scenario 3, implement cycling facilities on existing and all new roadways, and implement Travel Demand Management (TDM) policies and Complete Streets on existing Town roadways	<input checked="" type="checkbox"/> Confirm the desire to invest in new road infrastructure with designated facilities for cyclists, and EcoMobility hubs to support YRT On-Demand Transit Service

## Road Network

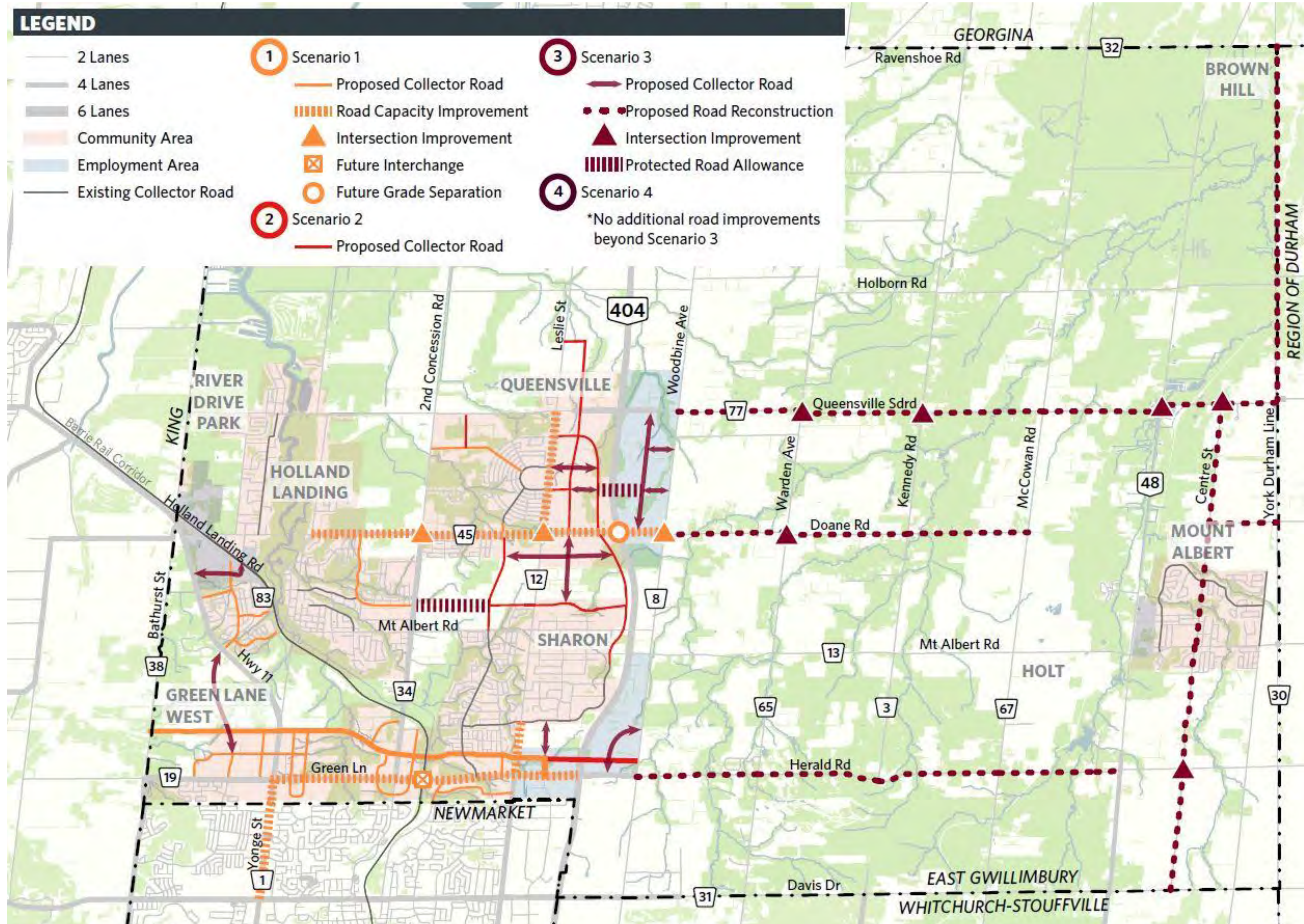
Intersection Improvement



Road Widening



Grade Separation



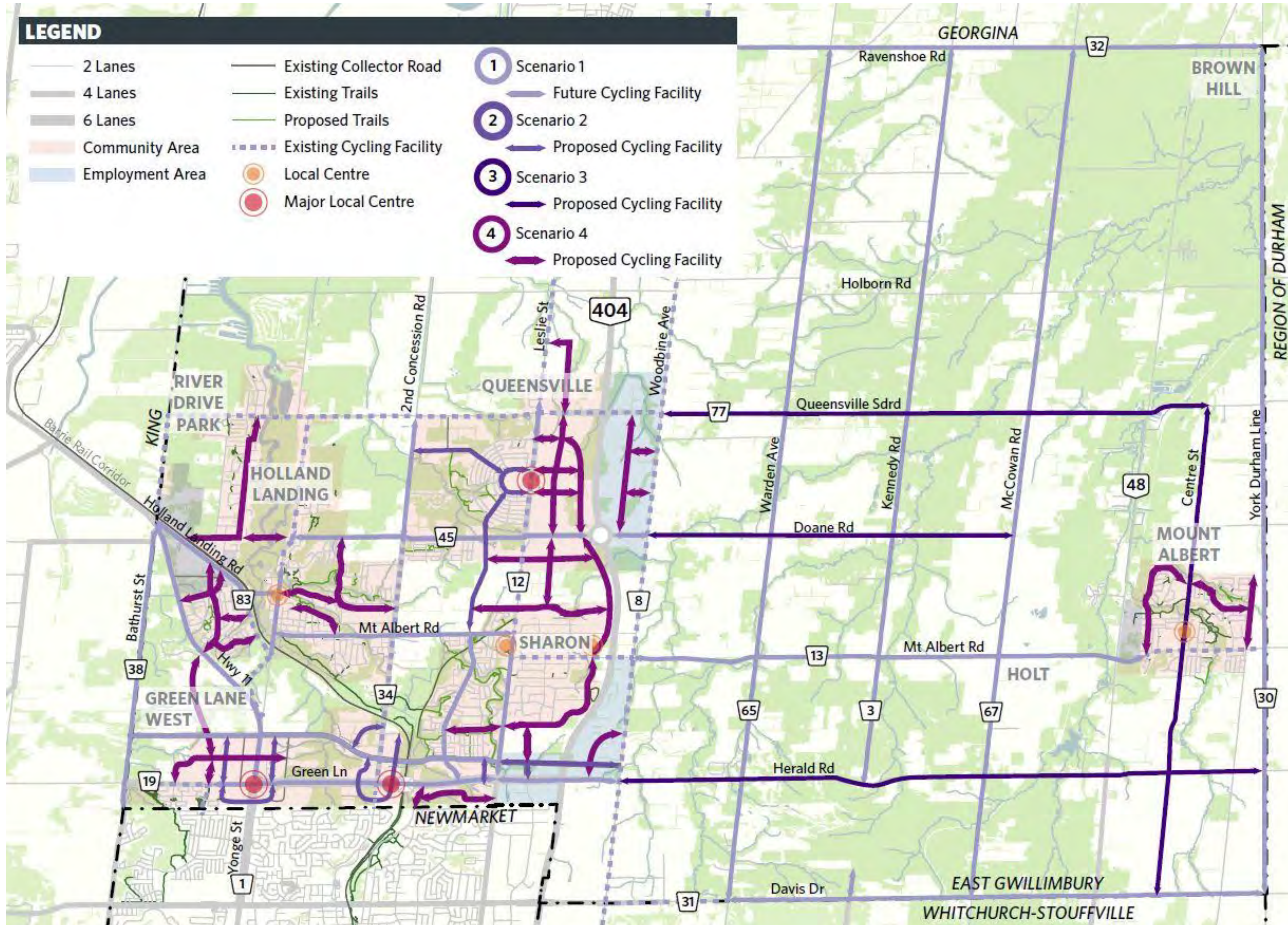
## On Road Cycling Network

There are many types of cycling facilities. This can include:

Sharrows



Bike Lane



**Disclaimer:** Refer to ATTMP for off road cycling facility

## Transit Network, Planning Strategies, and Policy Development

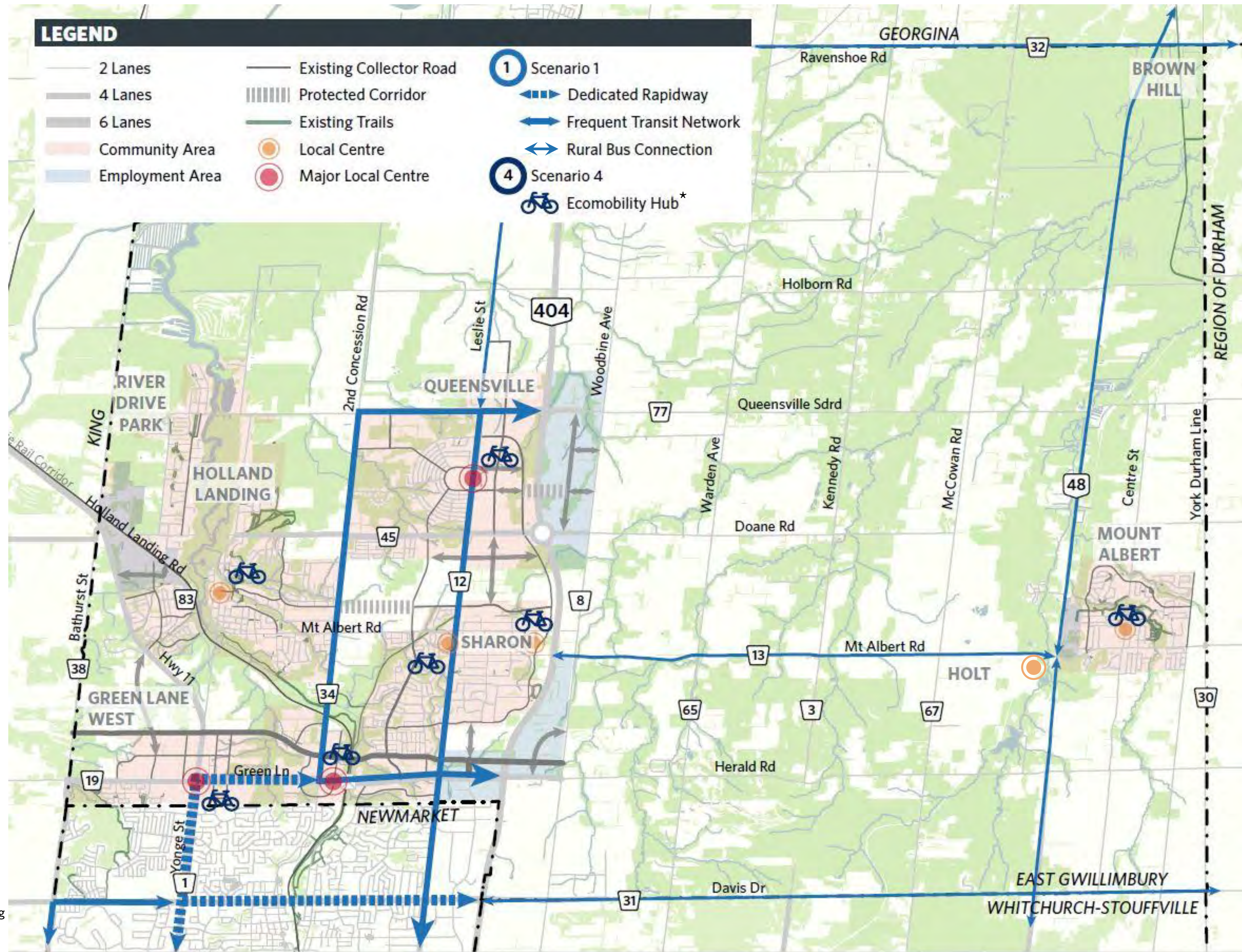
\* EcoMobility Hubs incorporate multiple shared mobility services (i.e. bike share, electric vehicle car share, and safe and comfortable waiting areas for ride share) at a single location. They can be placed at central locations in a community to provide more travel options<sup>1 2</sup>.



Source: Multi Mobility, Sophia von Berg, 2014

**Notes:**

<sup>1</sup>Karim D. M., Innovative Mobility Master Plan: Connecting Multimodal Systems with Smart Technologies, Disrupting Mobility Conference, MIT Media Lab, Cambridge, USA, November 11-13, 2015.  
<sup>2</sup>Karim D. M., Creating an Innovative Mobility Ecosystem for Urban Planning Areas, Disrupting Mobility - Impacts of Sharing Economy and Innovative Transportation on Cities, Springer Book, Lectures in Mobility, ISBN: 978-3-319-51601-1, pages 21-47, 2017.





## Evaluation Criteria



## Evaluation Criteria and Measures

### Transportation Service

- Efficiently move people and goods
- Provides safe access
- Provides efficient connections within the Town
- Improves connections to/from surrounding municipalities
- Provides opportunities to walk and cycle throughout the Town
- Provides a diversity of travel choices, including walking, cycling, and transit

### Social Equity

- Accommodates mobility for all ages and users
- Optimizes the health and safety of all ages and users

### Policy Environment

- Supports Provincial policies
- Support York Region policies
- Supports Town's Official Plan
- Supports existing and future population areas

### Affordability

- Minimizes capital costs
- Minimizes maintenance and operation costs

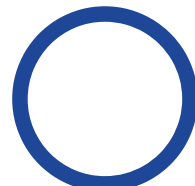

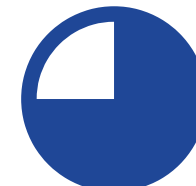
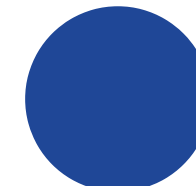
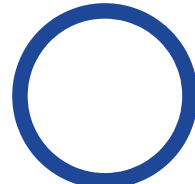

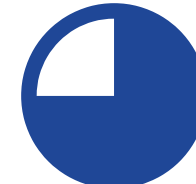
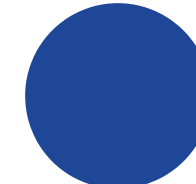
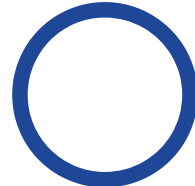

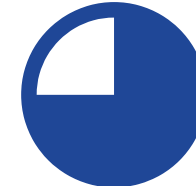
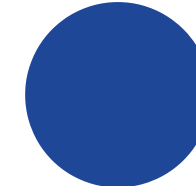
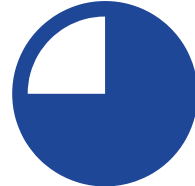
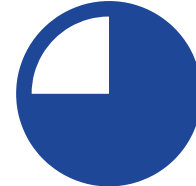


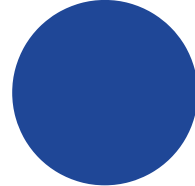
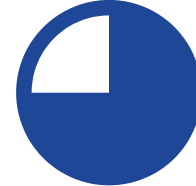
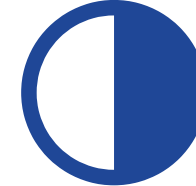
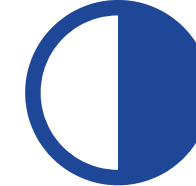



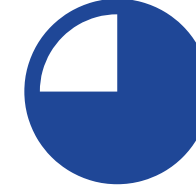
### Natural Environment

- Minimizes impacts to the natural environment
- Network encourages active transportation

### Socio-Economic Environment

- Minimizes impacts to property
- Supports existing and future employment areas
- Provides opportunities for planned growth

## Evaluation of the Scenarios

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

## Preferred Scenario 4: Enhanced Town Network

Scenario 4 is the preferred planning alternative of the TMP. The preferred alternative aims to reduce the dependency on vehicles and increase the modal split of transit, cycling, and walking.

This can be achieved by the following actions:

- Constructing key road connections to connect the communities within the Town
- Connecting the missing gaps in the sidewalk network to promote walking as the first choice for short trips
- Implementing cycling infrastructure throughout the Town
- Sustainable updates to the Town's Zoning By-law
- Develop new transportation policies
- Leverage shared mobility through EcoMobility hubs
- Advocate for and support York Region's Transit plans

**Notes:**

<sup>1</sup>Karim D. M., Innovative Mobility Master Plan: Connecting Multimodal Systems with Smart Technologies, Disrupting Mobility Conference, MIT Media Lab, Cambridge, USA, November 11-13, 2015.

<sup>2</sup>Karim D. M., Creating an Innovative Mobility Ecosystem for Urban Planning Areas, Disrupting Mobility - Impacts of Sharing Economy and Innovative Transportation on Cities, Springer Book, Lectures in Mobility, ISBN: 978-3-319-51601-1, pages 21-47, 2017.

## EcoMobility Hub Pilot Program

An EcoMobility Hub is a multi-modal one-stop point intended to facilitate smart and easy access to mobility services<sup>1 2</sup>. These hubs may vary in scale from major transit station areas (i.e. East Gwillimbury GO Station) to smaller scale, community based hubs. Depending on the scale, the hub may include:

- Bus stops
- Dedicated car-share parking spaces with charging stations
- Parking lay-bys for ride-sharing
- Bike share stations
- Comfortable and safe waiting areas with displays for real-time data for all modes

Do you want to see an EcoMobility Hub pilot in Town?



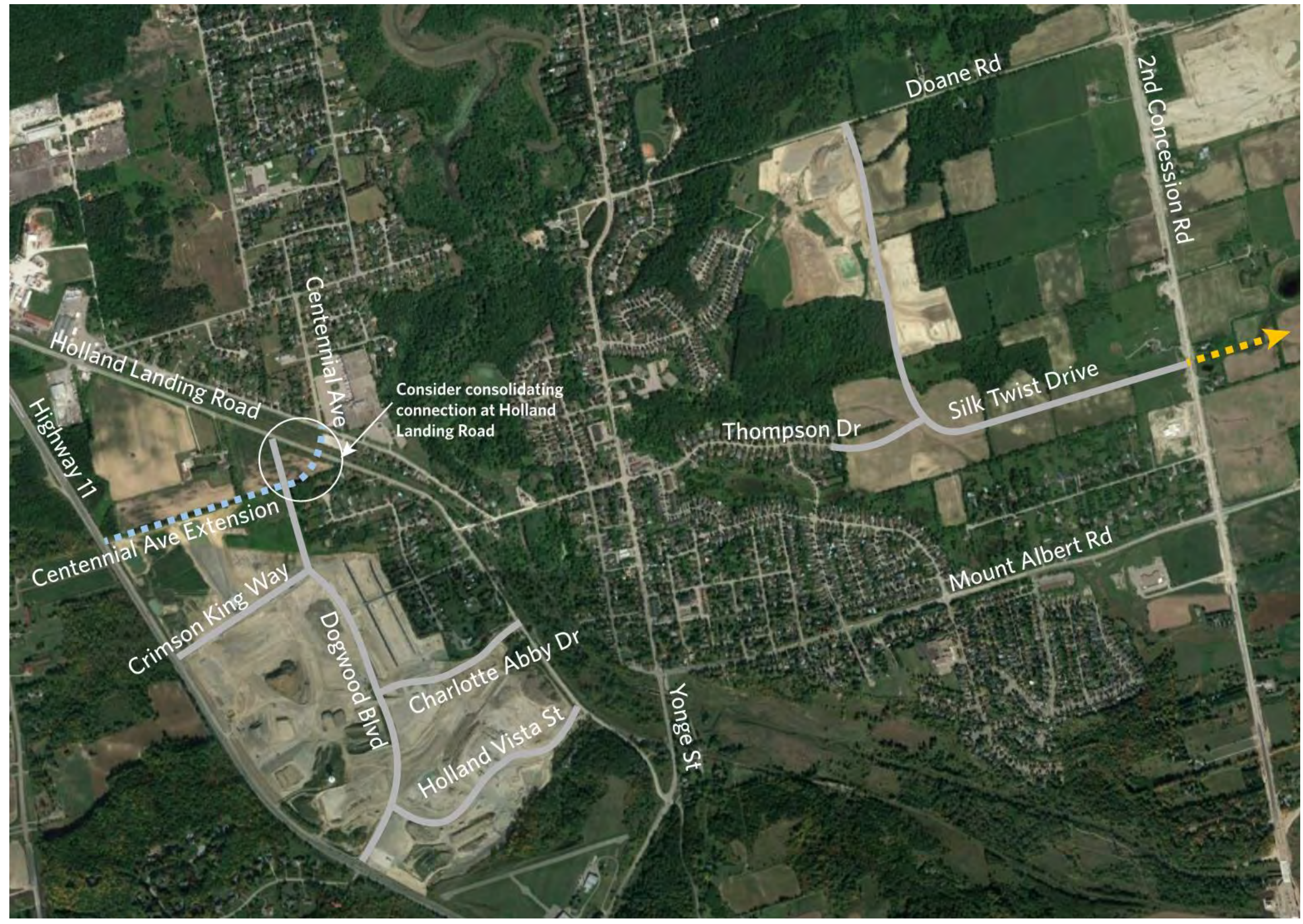
Source: Multi Mobility, Sophia von Berg, 2014

## Proposed Improvements to the Town Road Network

**Legend**

- ⋯ Proposed Major Collector Road
- ⋯ Proposed Minor Collector Road
- Road Widening (2-4 Lanes)
- Roundabout
- Structure

### Holland Landing



### Sharon



## Proposed Improvements to the Town Road Network

### Queensville



### Mount Albert



#### Legend

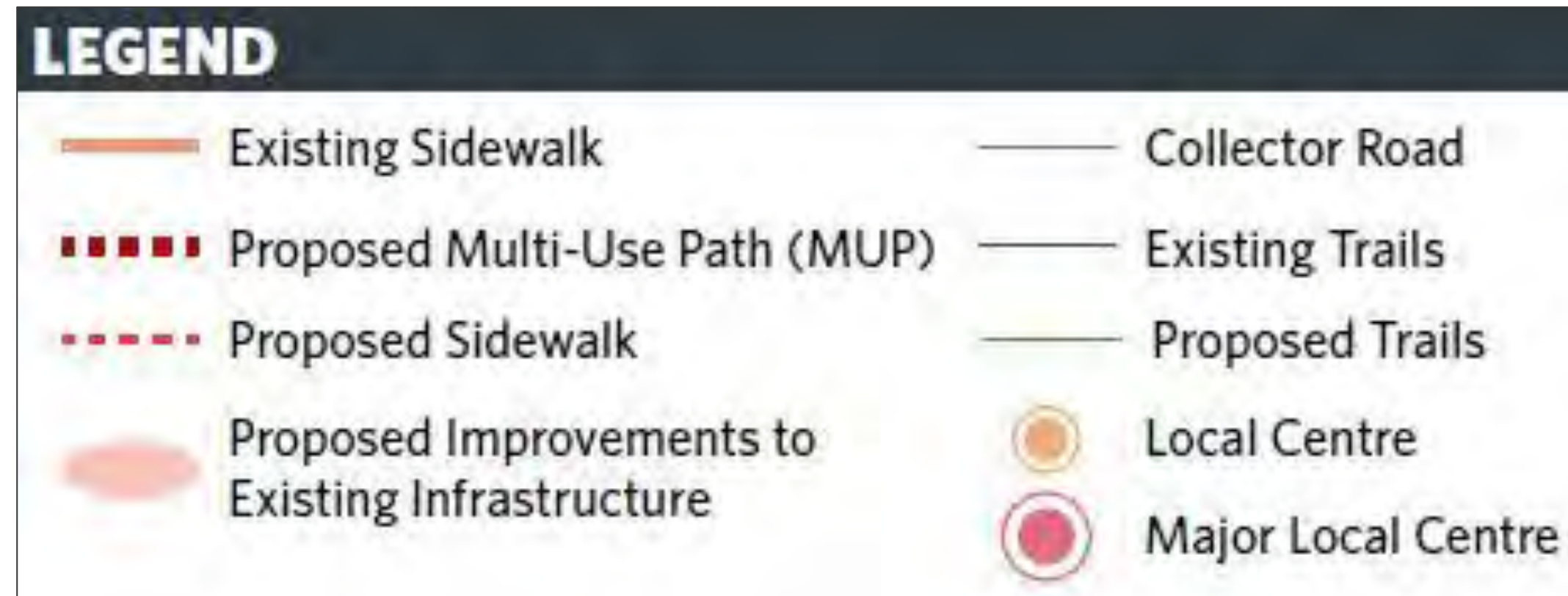
- - - Proposed Major Collector Road
- - - Proposed Minor Collector Road
- Road Widening (2-4 Lanes)
- Roundabout
- Structure

### Green Lane Corridor



**Note:** Proposed Road Alignments are CONCEPTUAL only and subject to further study.

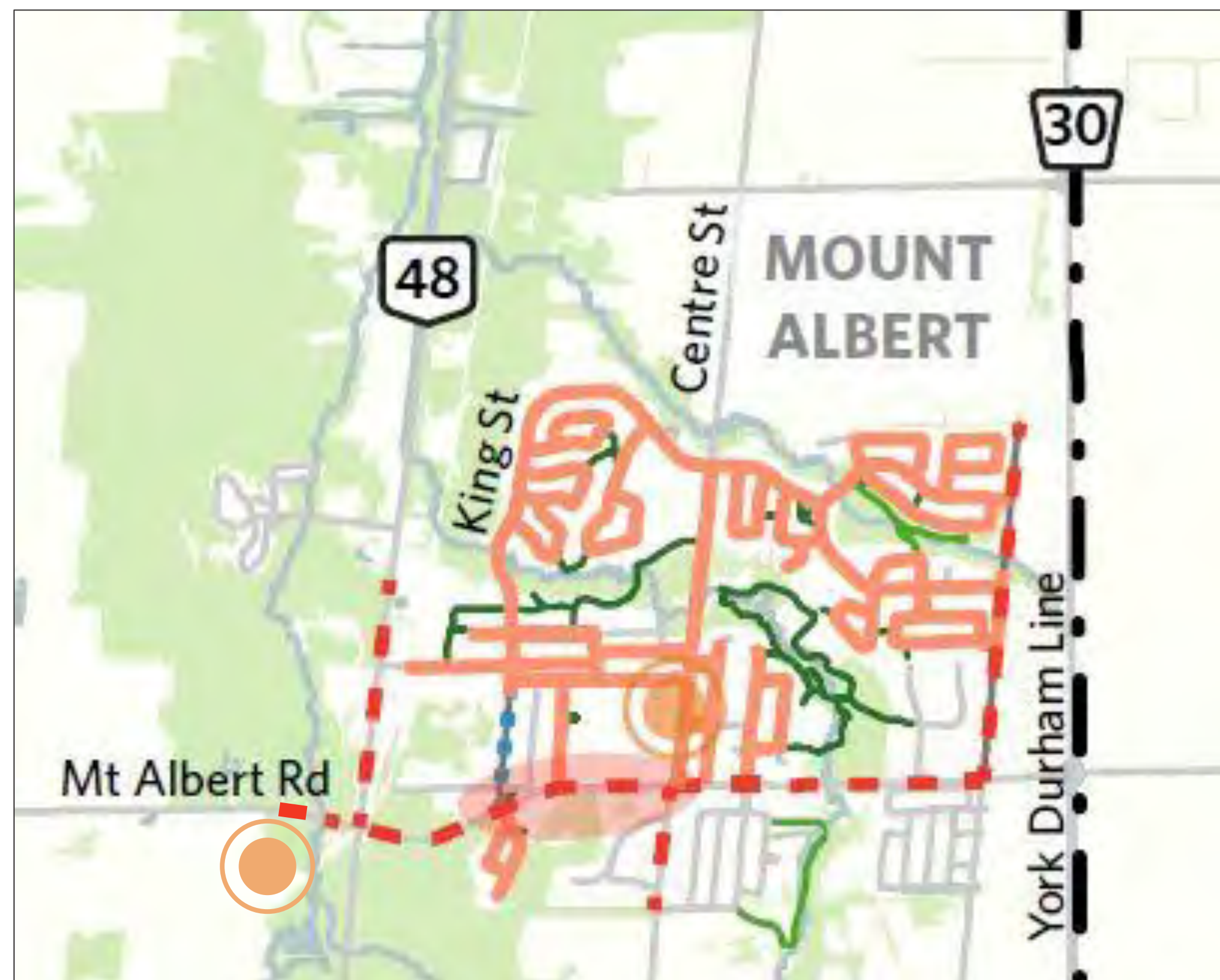
## Missing Link Sidewalk Network



**Note:** Proposed improvements could include widening of existing sidewalks, adding separation between the sidewalk and the vehicular travel lanes, adding street furniture (e.g. benches), or landscaping additions

**Disclaimer:** Refer to ATTMP for the trails system.

### Mount Albert



### Holland Landing, Queensville, Sharon, and Green Lane West



## Consideration of where new sidewalks should be built



### Land use, trip generators, and connectivity

- Proximity to institutional uses, including recreation centres and medical facilities
- Proximity to major employment areas



### Roadway Characteristics

- Presence of existing sidewalks
- Posted speed limit
- Number of travel lanes



### Public Support

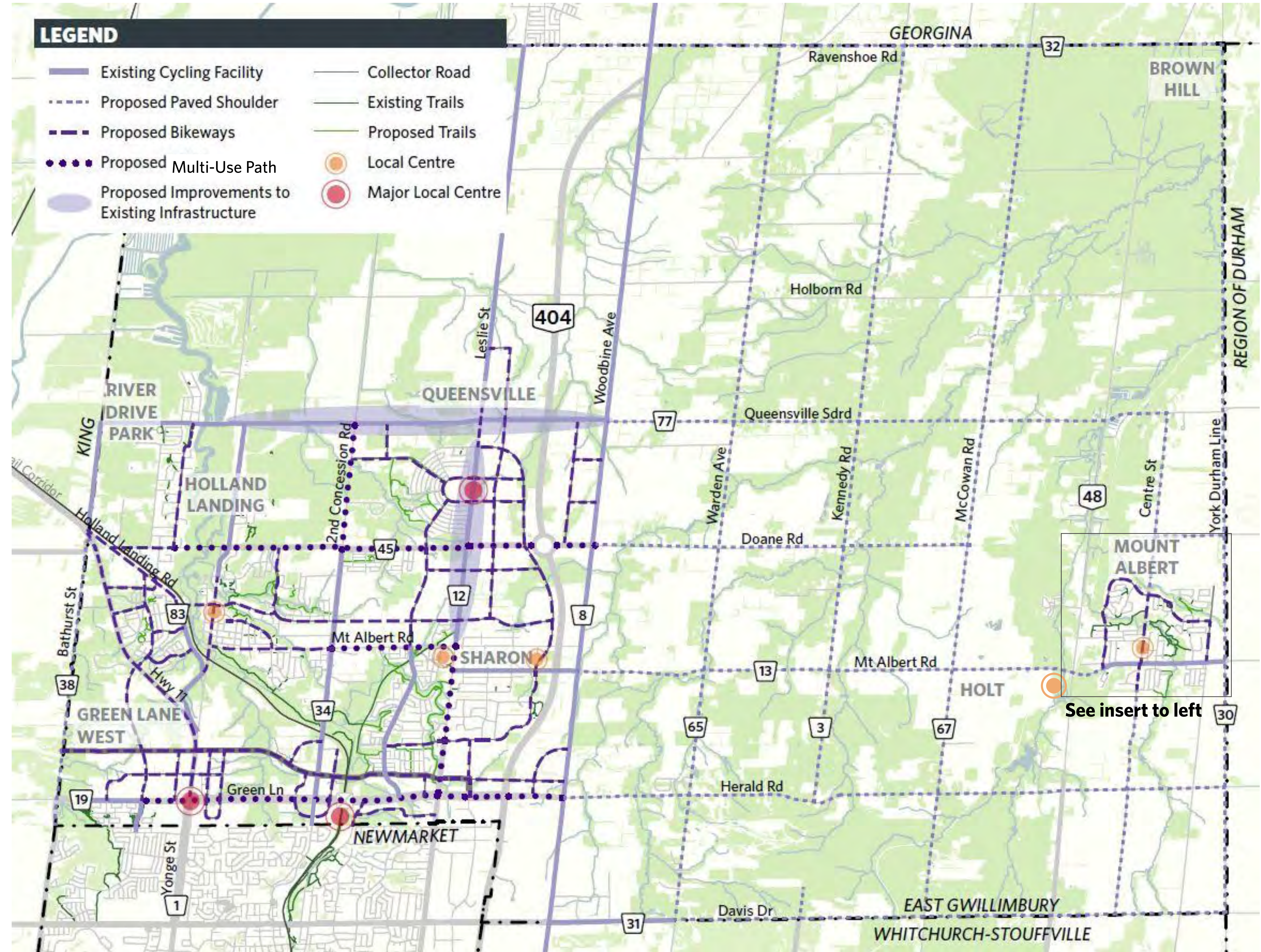
- Number of requests
- Evidence of pedestrian use



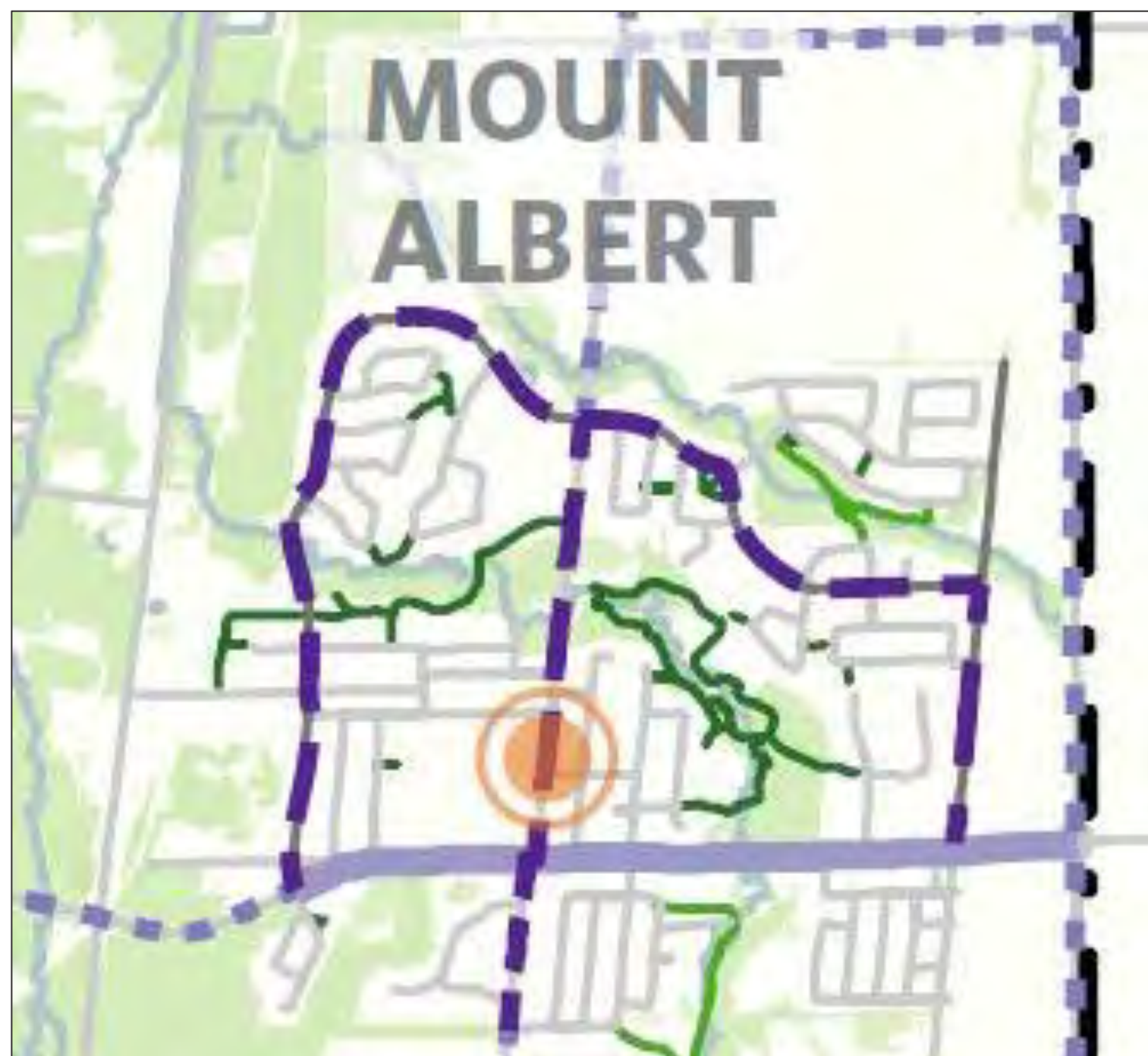
### Constructability and Cost

- Available right-of-way
- Cost
- Impact to the environment

## Proposed On Road Cycling Network



### Mount Albert Insert



**Disclaimer:** For the full off road cycling plan, refer to ATTMP



## Potential intersection treatments to consider to improve traffic operations

### Roundabouts

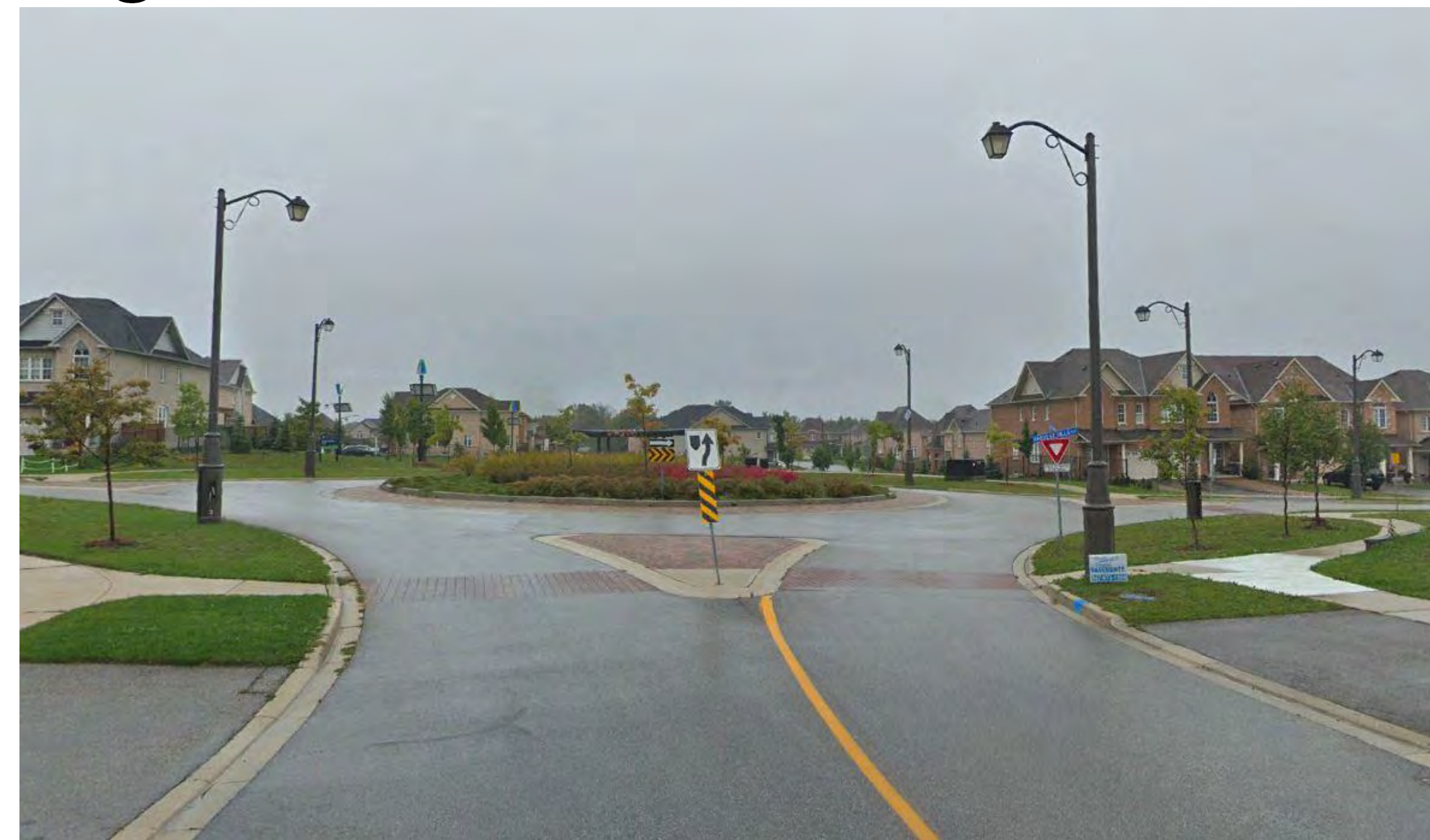
Roundabouts can be used at intersections instead of stop control or signalized intersections. They are known to improve traffic flow and reduce delay at intersections. Do you want to see **roundabouts** in the Town? Where would you like to see them?

Multi-lane Arterial Roundabout



Source: Town of Collingwood

Single Lane Residential Roundabout



Source: Google Maps

Mini Roundabout



Source: Google Maps

## Thank you for attending Public Information Centre 2 Keep Informed and Get Involved



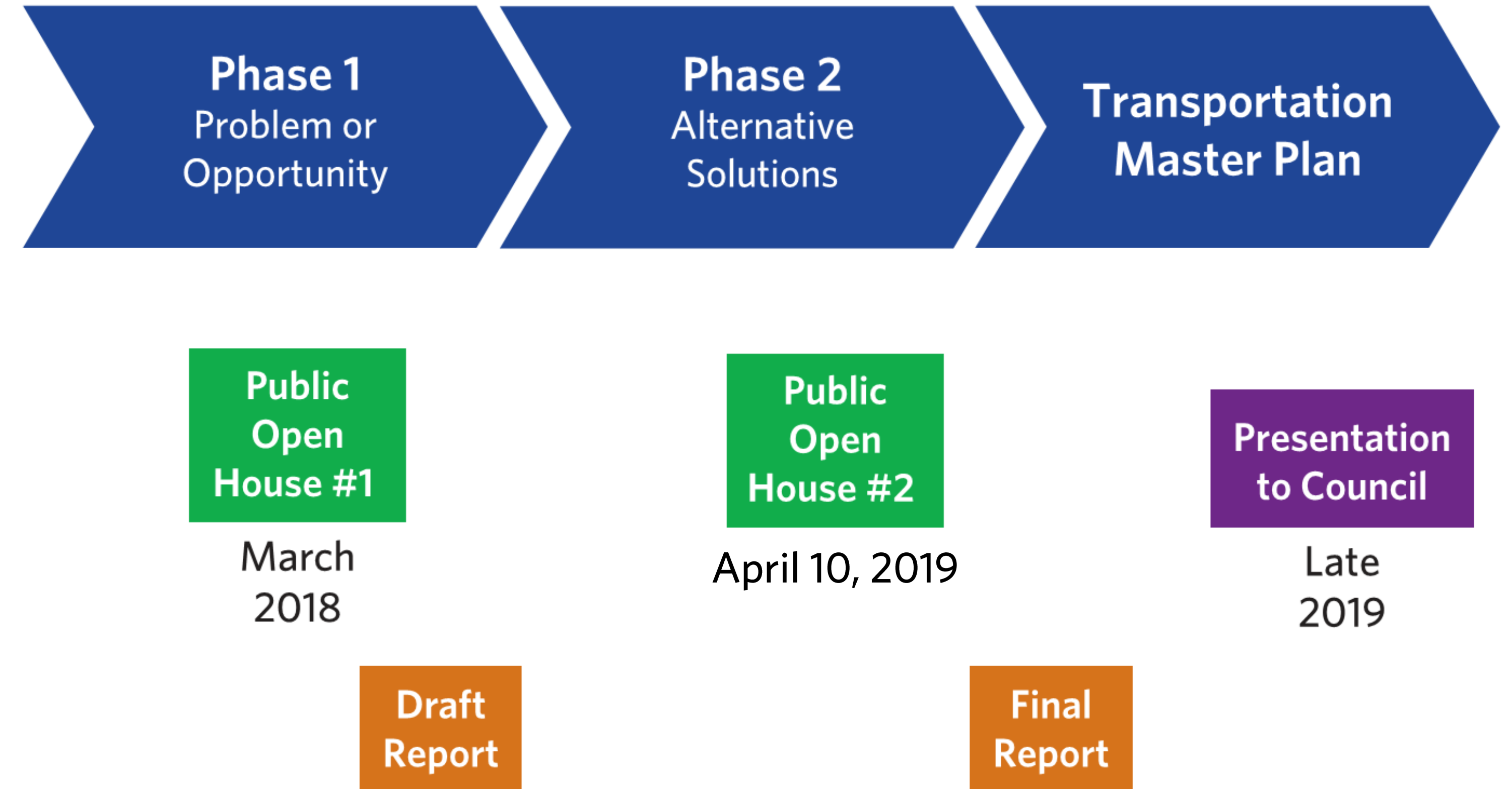
Please fill out a comment form and return it to us today or provide your comments online by May 1, 2019.



For more information, visit us at:

[www.eastgwillimbury.ca/projects](http://www.eastgwillimbury.ca/projects)

## Study Schedule



## Keep Informed, Get Involved, and Contact Us

Please share your thoughts or opinions about the East Gwillimbury Transportation Master Plan by contacting our project team:

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