



Transportation Master Plan Advisory Task Force



Draft Network Alternatives | January 2016

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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

Objectives of the TMP	Vision 2051 Goal	Strategic Plan	Major Initiatives
1 Create a World Class Transit System	Livable cities and complete communities Living Sustainably Interconnected system for mobility	Manage Environmentally Sustainable Growth	<ul style="list-style-type: none"> 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 Interconnected system for mobility	Manage Environmentally Sustainable Growth Strengthen the Region's Economy	<ul style="list-style-type: none"> 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 Living Sustainably	Support Community Health and Wellbeing	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	Strengthen the Region's Economy Manage Environmentally Sustainable Growth Support Community Health and Wellbeing	<ul style="list-style-type: none"> 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

- 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.
- 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

Optimize



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

Expand



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

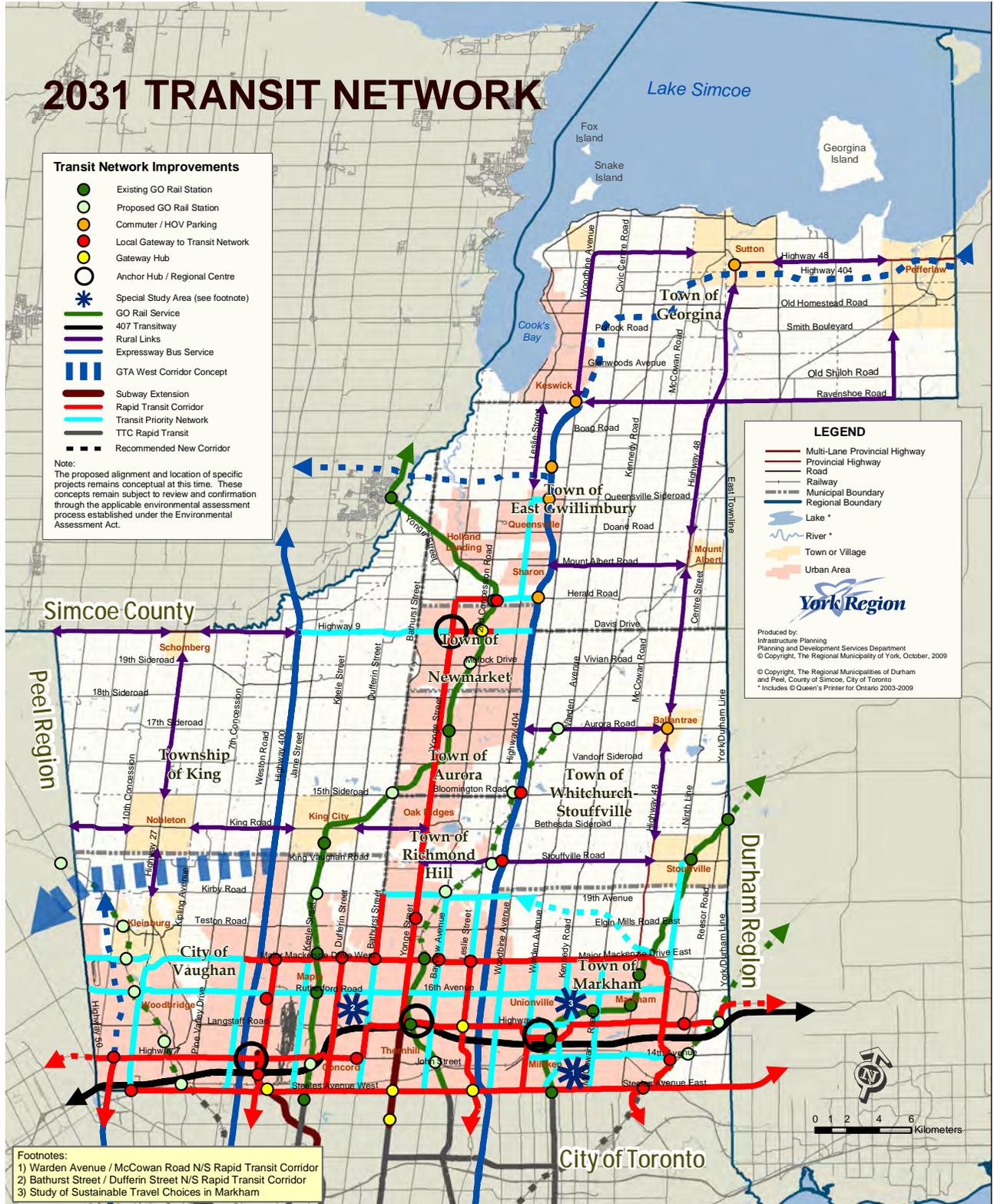
- Embrace self-driving vehicles
- Integrate transit fares
- Transform streetscapes to make walking/cycling most convenient for short trips
- Introduce express toll lanes and paid parking in Regional centres

Transform



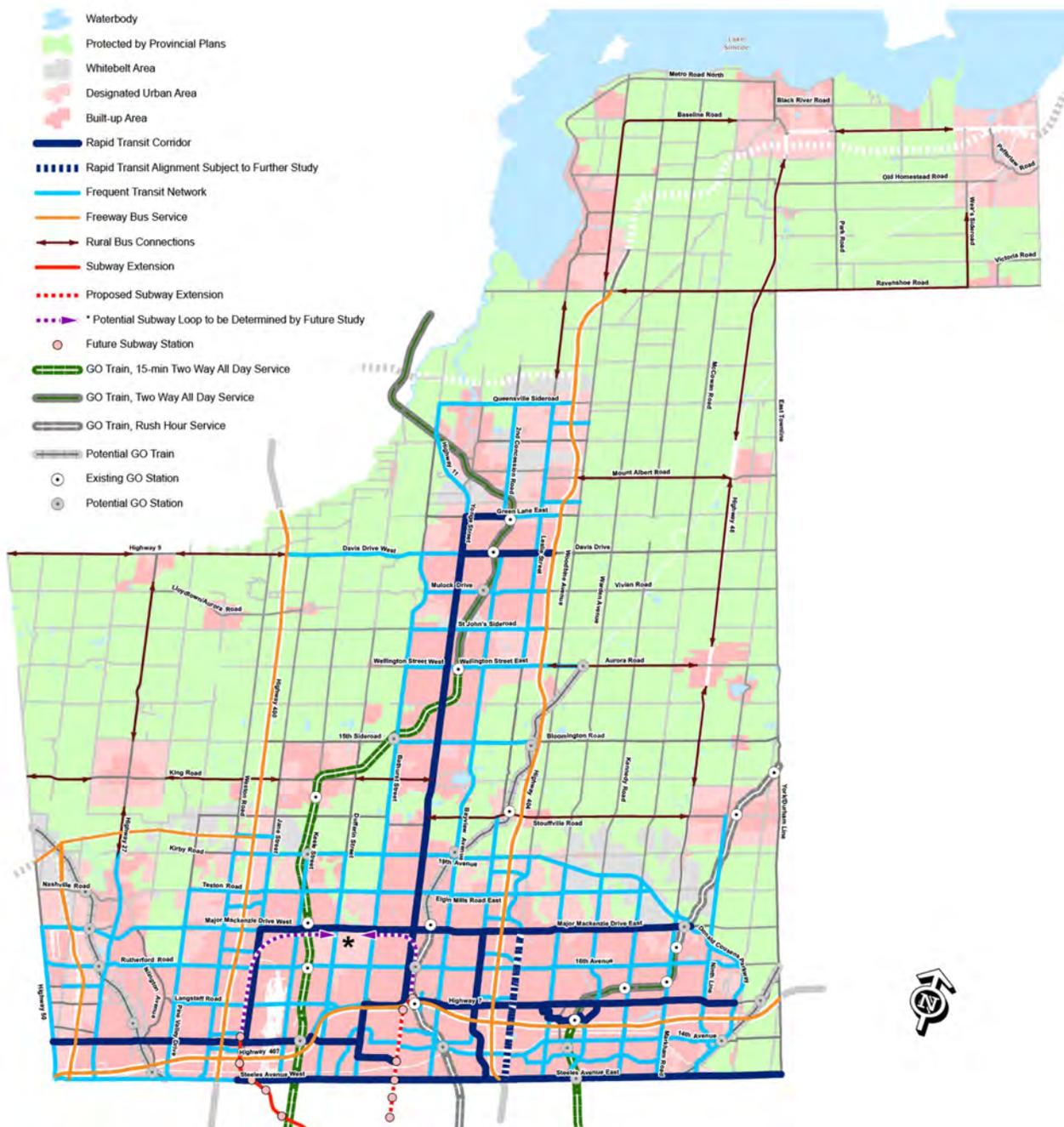
1 Create a World Class Transit Network

2009 TMP: 2031 Transit Network



2016 TMP Update: Transit Network for 2041

January 13, 2016



See Map Disclaimer on Page 2

2009 vs. 2016 Comparison

January 13, 2016

2009 TMP

 Rapid Transit

2016 TMP

 Rapid Transit

GO Transit

 GO Train, 15-min All Day Service

 GO Train, Two Way All Day

 GO Train, Rush Hour Service

 GO Train, Potential

 Existing GO Station

 Potential GO Station

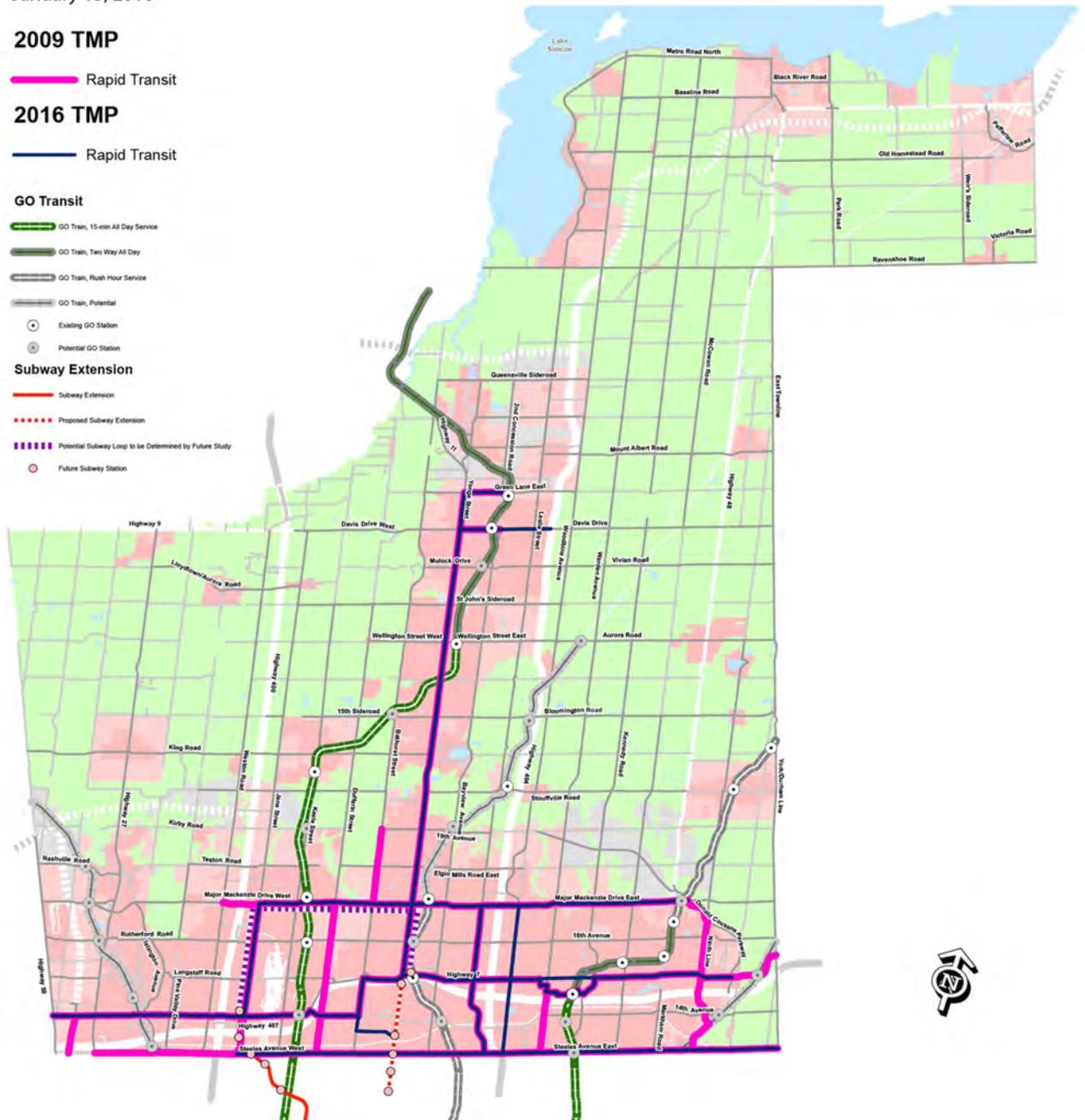
Subway Extension

 Subway Extension

 Proposed Subway Extension

 Potential Subway Loop to be Determined by Future Study

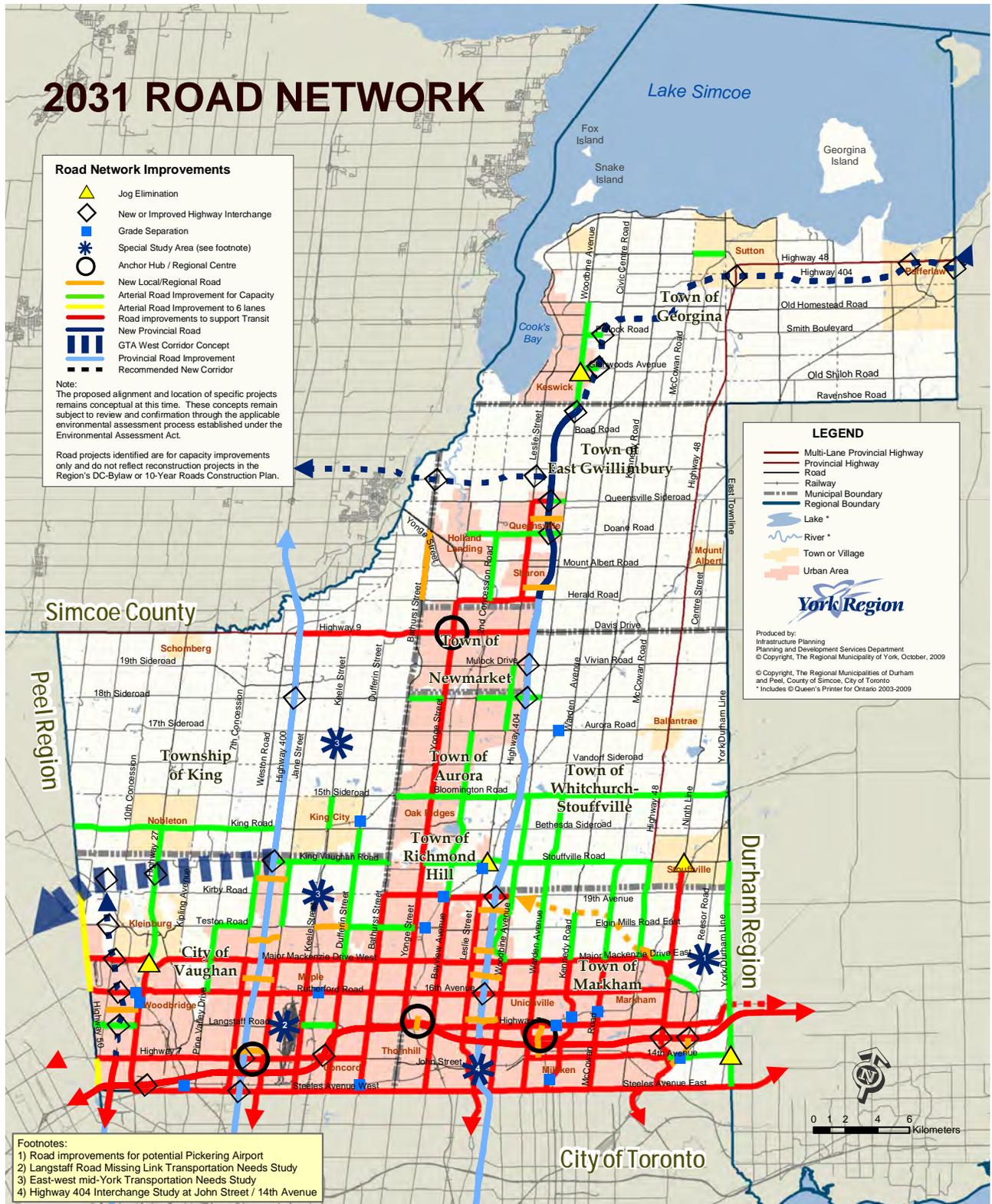
 Future Subway Station



See Map Disclaimer on Page 2

2 Develop a Road Network Fit for the Future

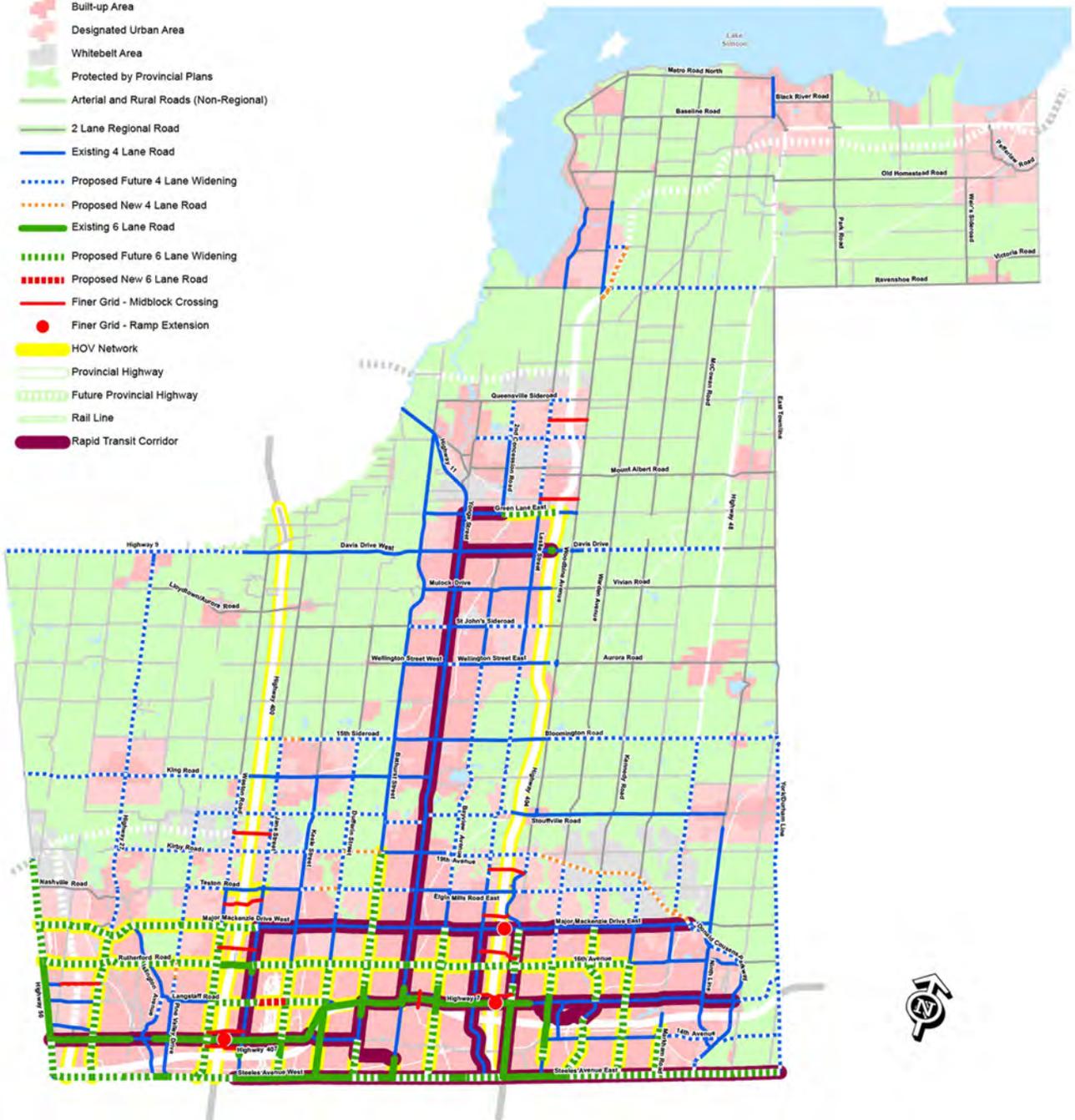
2009 TMP: 2031 Road Network



2016 TMP Update: Road Network for 2041

January 13, 2016

-  Waterbody
-  Built-up Area
-  Designated Urban Area
-  Whitebelt Area
-  Protected by Provincial Plans
-  Arterial and Rural Roads (Non-Regional)
-  2 Lane Regional Road
-  Existing 4 Lane Road
-  Proposed Future 4 Lane Widening
-  Proposed New 4 Lane Road
-  Existing 6 Lane Road
-  Proposed Future 6 Lane Widening
-  Proposed New 6 Lane Road
-  Finer Grid - Midblock Crossing
-  Finer Grid - Ramp Extension
-  HOV Network
-  Provincial Highway
-  Future Provincial Highway
-  Rail Line
-  Rapid Transit Corridor



See Map Disclaimer on Page 2

2009 vs. 2016 Comparison - 4 Lane Roads

January 13, 2016

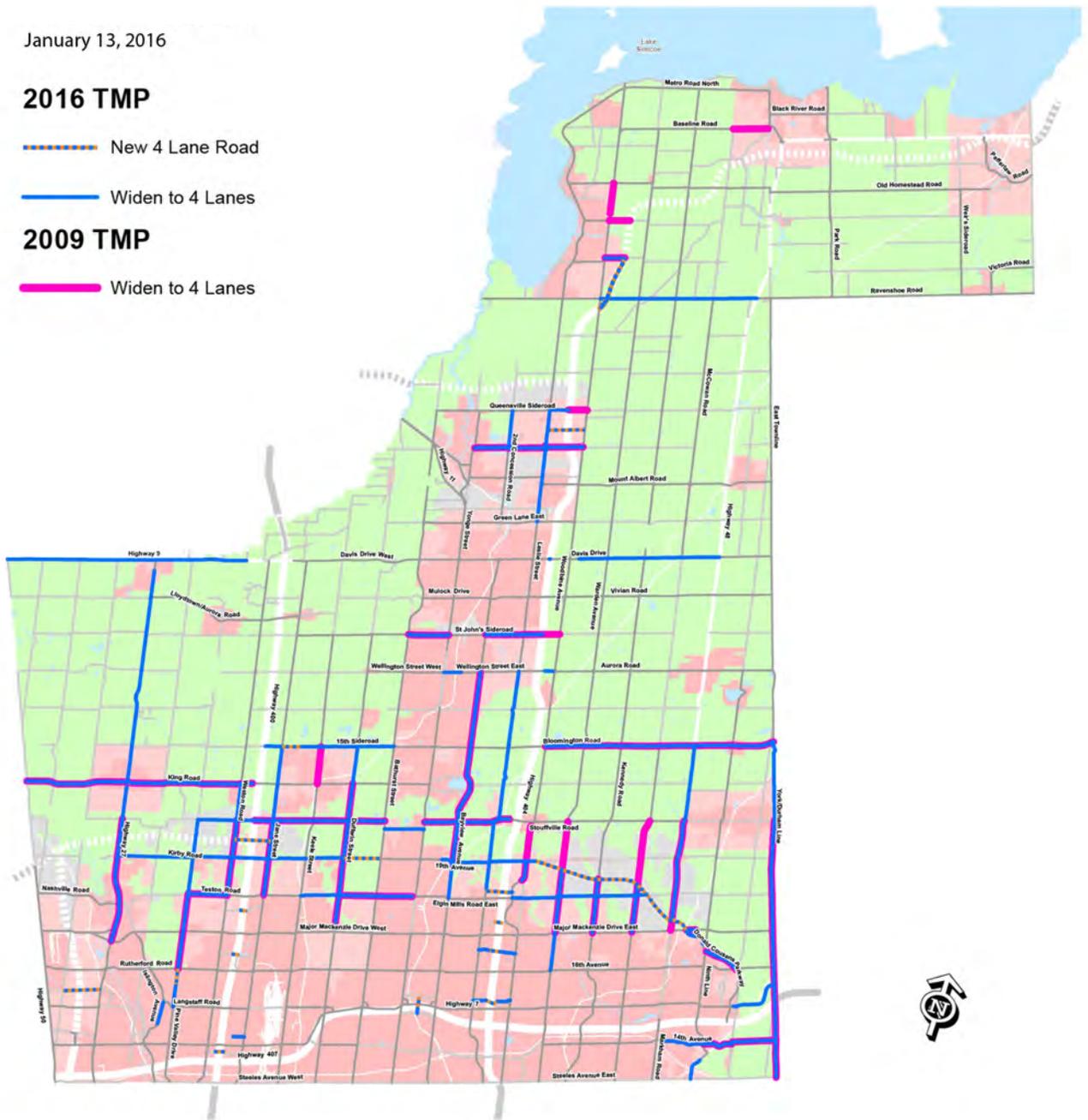
2016 TMP

 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

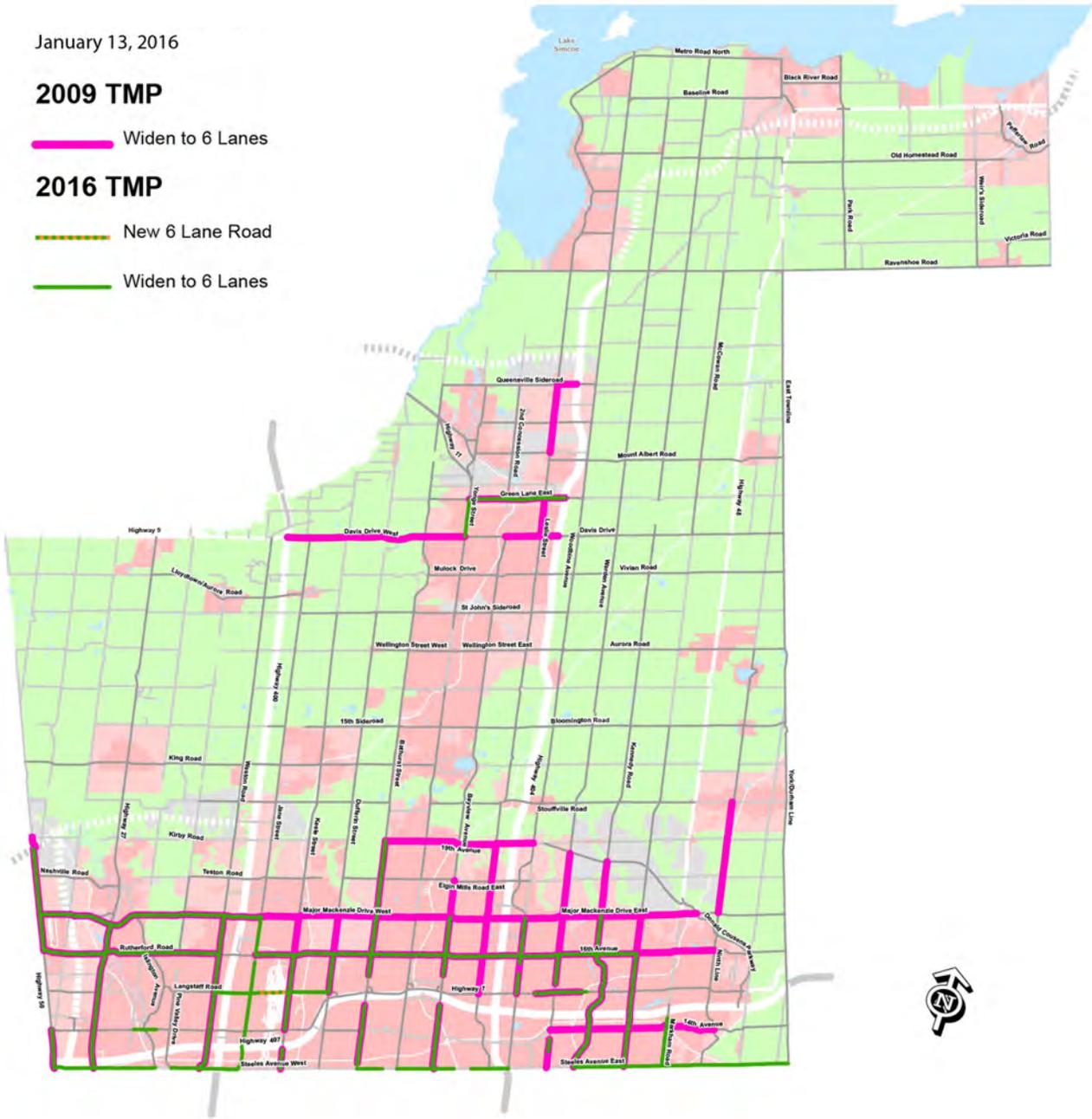
2009 TMP

 Widen to 6 Lanes

2016 TMP

 New 6 Lane Road

 Widen to 6 Lanes



See Map Disclaimer on Page 2

2016 TMP Update: Ultimate Cycling Network for 2041

January 13, 2016

Existing Cycling Network

-  Shared Facility
-  Dedicated Facility
-  Separated Facility

Proposed Cycling Facilities

-  Shared Facility
-  Dedicated Facility
-  Separated Facility
-  Conceptual Region-Wide Trail System

Transit Network

-  Existing GO Station
-  Rapid Transit / GO Corridor



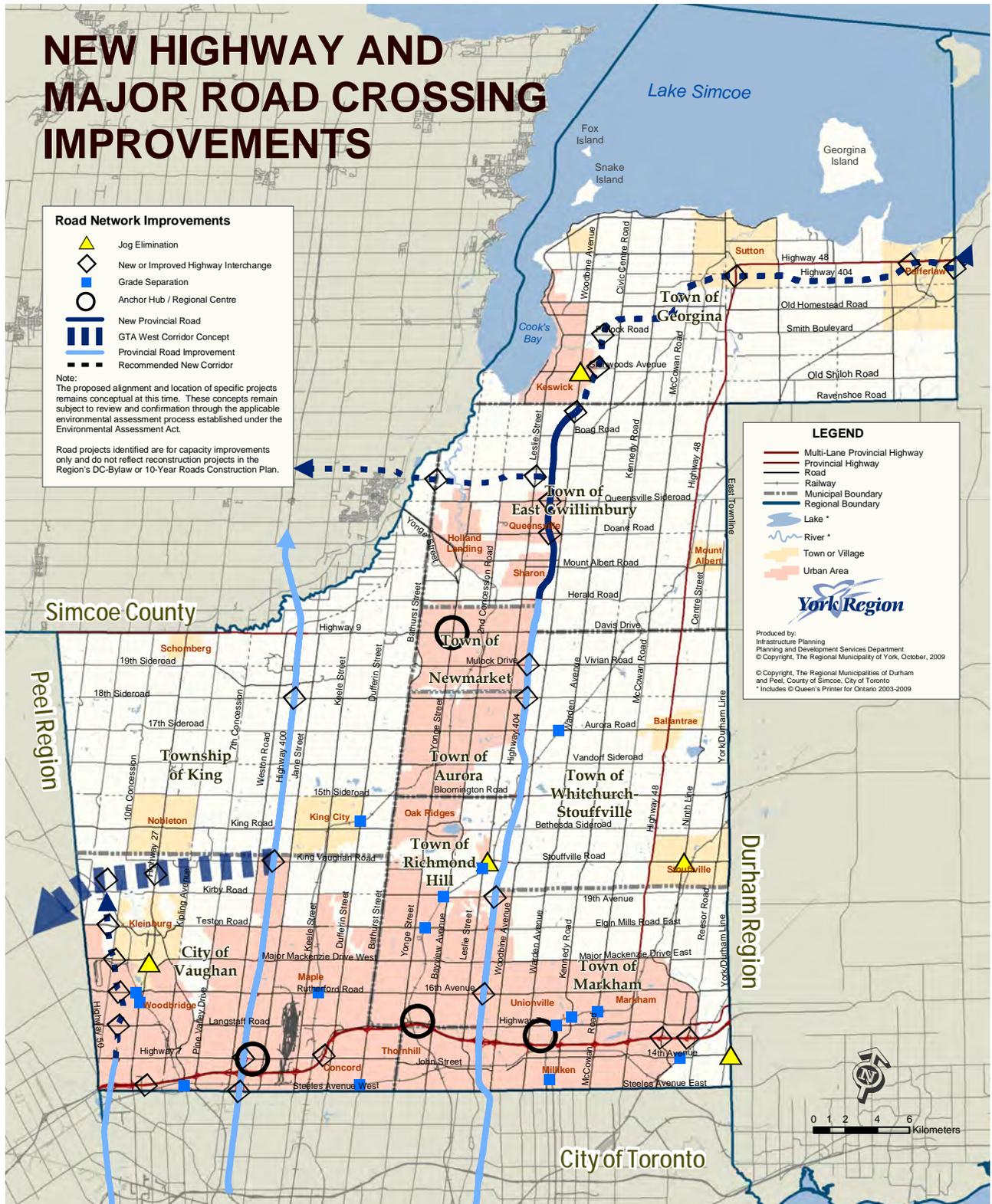
-  **Shared** facilities include signed routes, bicycle boulevards or shared lanes ("sharrows"). Since cyclists and motorists share the same space, these facilities are appropriate on streets with low traffic volumes and/or low speeds.
-  **Dedicated** facilities provide specific space for cyclists. In urban areas, dedicated facilities typically include bike lanes and buffered bike lanes, while paved shoulders provide dedicated space on rural roads.
-  **Separated** facilities provide physically separate space for cyclists. Types of facilities can include cycle tracks, raised bike lanes, or multi-use trails. These facilities improve comfort for cyclists along higher-speed, busy roadways.



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4 Maximize the Potential in Employment Areas

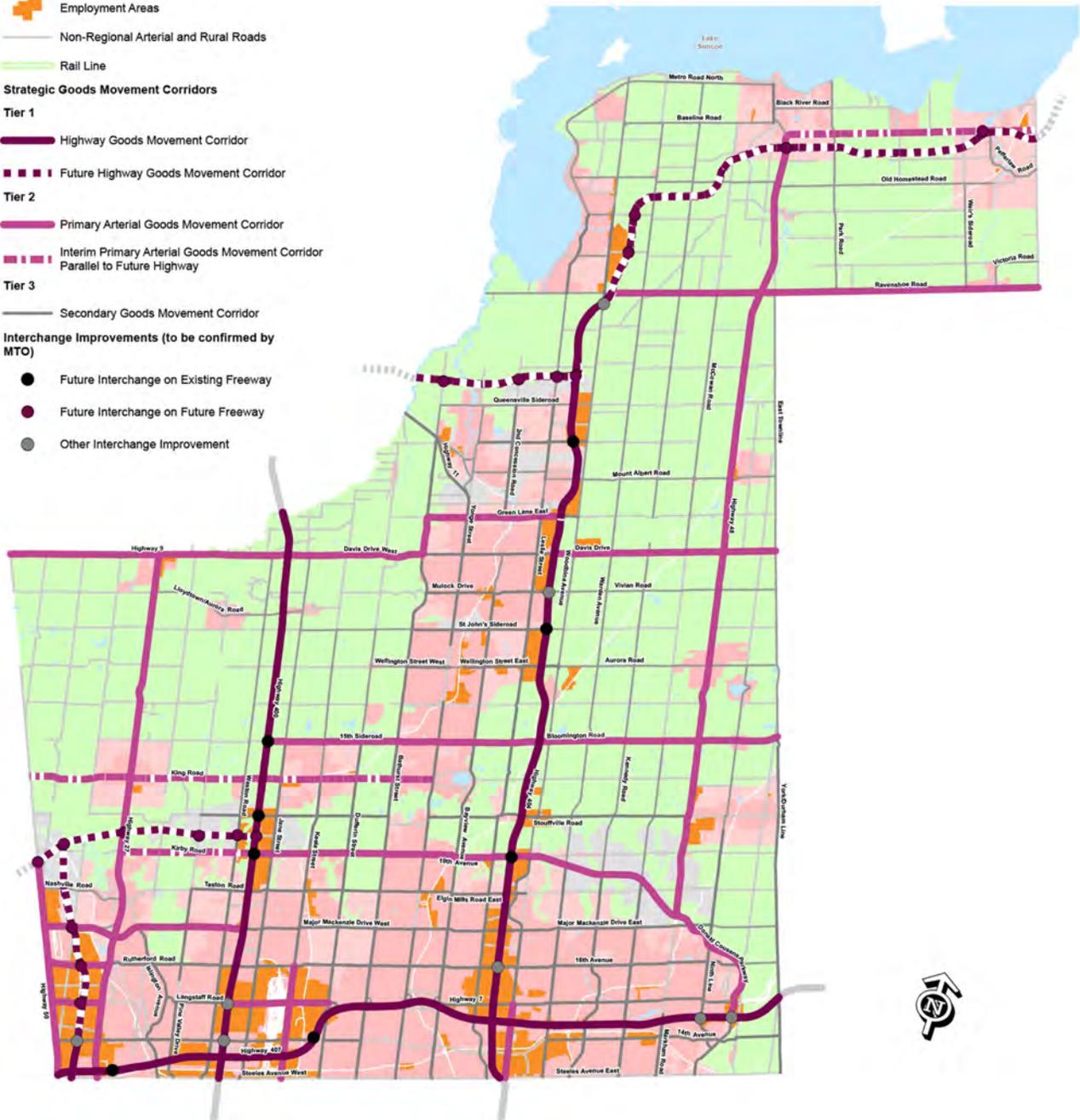
2009 TMP: New Highway and Major Road Crossing Improvements



2016 TMP Update: Strategic Goods Movement Network

January 13, 2016

-  Employment Areas
-  Non-Regional Arterial and Rural Roads
-  Rail Line
- Strategic Goods Movement Corridors**
- Tier 1**
-  Highway Goods Movement Corridor
-  Future Highway Goods Movement Corridor
- Tier 2**
-  Primary Arterial Goods Movement Corridor
-  Interim Primary Arterial Goods Movement Corridor Parallel to Future Highway
- Tier 3**
-  Secondary Goods Movement Corridor
- Interchange Improvements (to be confirmed by MTO)**
-  Future Interchange on Existing Freeway
-  Future Interchange on Future Freeway
-  Other Interchange Improvement



See Map Disclaimer on Page 2



**York Region**

