



# Executive Summary





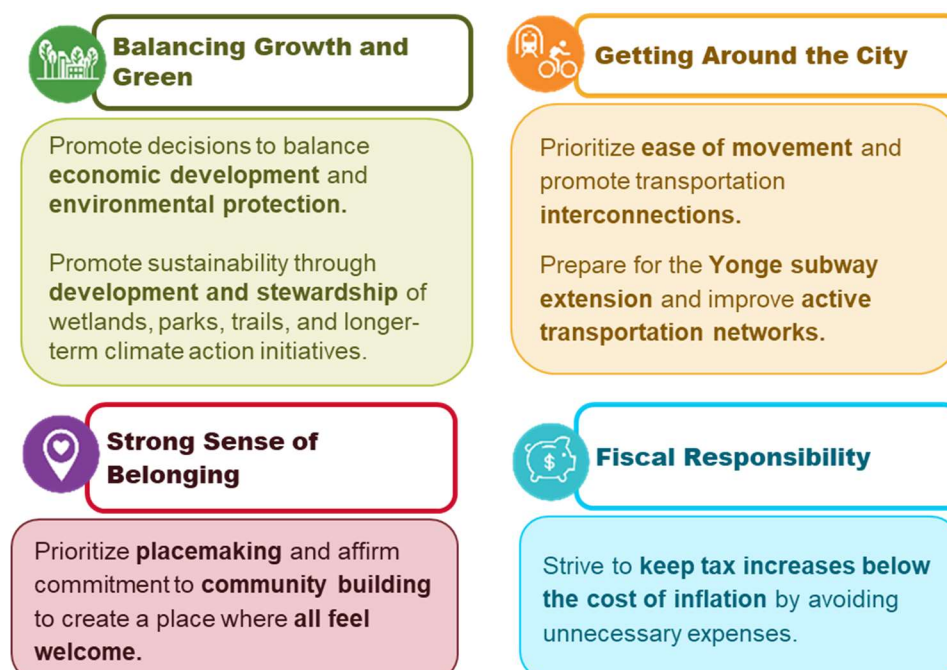
## Introduction

The Richmond Hill Transportation Master Plan (RHTMP) is the City of Richmond Hill's future-ready update to the former 2014 Transportation Master Plan (TMP), the 2010 Pedestrian and Cycling Master Plan and the 2004 Trails Master Plan. This document provides implementable policy directives, supports transportation and trails initiatives, and presents infrastructure recommendations to meet the evolving needs of the City. The RHTMP was developed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plans.

The RHTMP presents solutions that support the City's expected growth. Between 2016 and 2051, the City is anticipated to grow by approximately 125,000 people and add an additional 37,600 jobs. The solutions in the RHTMP have been developed in alignment with the four Strategic Priorities established by City Council to expand environmental initiatives, transportation, and community development (**Figure ES - 1**). To further support these Strategic Priorities, the RHTMP consolidates the former Pedestrian & Cycling Master Plan and Trails Master Plan into one document.

In addition to the Strategic Priorities, the City supports shifting towards sustainable modes of travel, including walking, cycling, and transit. The solutions presented in the RHTMP have been developed to help shift the transportation network from being primarily vehicle-oriented to fostering a more diverse, active, and sustainable transportation culture. This will be reflected in ongoing related Key Studies being subsequently developed, as presented in **Figure ES - 2**.

**Figure ES - 1. Four Strategic Council Priorities**



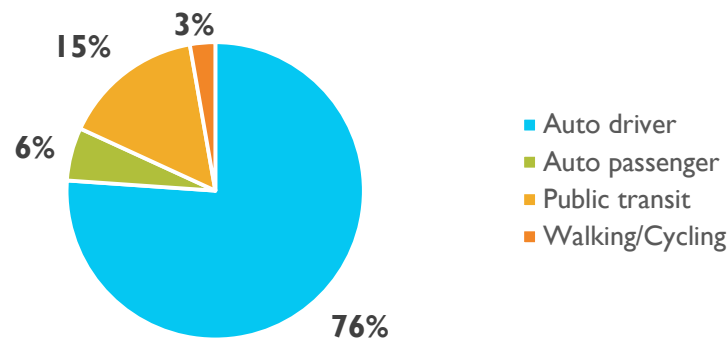
**Figure ES - 2. Ongoing Related Key Studies**



## Travel in Richmond Hill

Today, the City has approximately 202,000 people with approximately 107,000 people employed. Analysis from 2016 travel trends (**Figure ES - 3**) shows that the City has approximately 82 percent of trips being conducted as either a driver or passenger in a private vehicle, 15 percent of trips conducted via public transit, and 3% of trips travelled on foot or by bicycle. Based on these trends, it is evident that the City's existing transportation network is auto-centric. The RHTMP has been developed to help shift away from auto-centric travel by providing infrastructure, policy recommendations, and funding opportunities that support active transportation, trails and transit modes.

**Figure ES - 3. Modal Split**



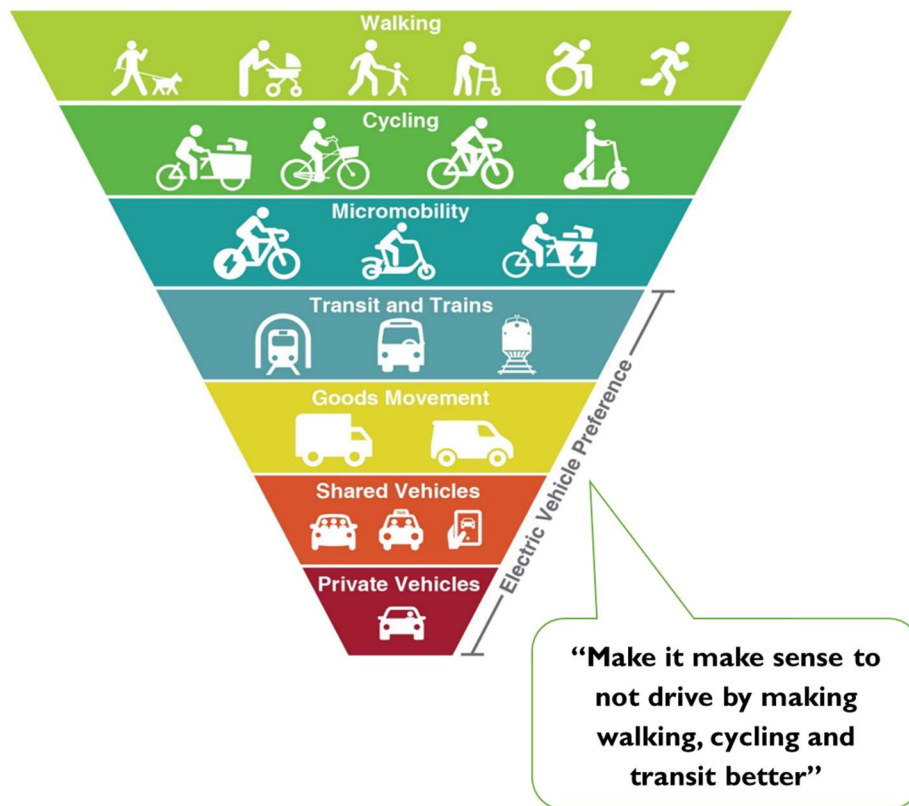
## Vision for Richmond Hill

The Vision Statement for the RHTMP consolidates the City's objectives and reflects inputs from residents, stakeholders, City staff and decision makers. In alignment with MCEA requirements, the RHTMP public consultation and engagement sessions included Public Information Centres (PICs), Technical Advisory Committee (TAC) workshops, and online public surveys.

### **The RHTMP's Vision Statement**

Richmond Hill will provide a well-connected, sustainable, multi-modal, and inclusive network for all users, including pedestrians, cyclists, transit users, and motorists. We will plan for the mobility needs of our community today, and for future generations.

The Vision Statement serves as a guide to achieve the overarching goals of the City, including the desire to plan in alignment with the mobility hierarchy presented in **Figure ES - 4**.

**Figure ES - 4. Mobility Hierarchy**

## Consultation and Engagement

Consultation with the public, various community stakeholders, and City staff and Council was essential to the development of the RHTMP. Two rounds of consultation were undertaken in this project. Online surveys were used in each round and Public Information Centres were held in each round. Technical coordination meetings with York Region, surrounding municipalities, and others were held to display the Richmond Hill plans and to coordinate improvements, recognizing that many of the trails, active transportation facilities, and roads cross municipal boundaries.

Key themes heard throughout the consultation for the RHTMP are included in **Figure ES - 5**.

**Figure ES - 5. Examples of Key Themes Heard**



**Accessibility for users of all abilities**



**Need for increased number of  
sidewalks and cycling lanes**



**Lack of safety barriers between  
cyclists and vehicles along designated  
bike lanes**



**Traffic congestion and poor traffic flow**



**Lack of sufficient public transit,  
frequency, and connectivity**

## Identifying the Future Transportation Network

The goal of the RHTMP is to identify an optimal transportation network that addresses increasing travel demand driven by growth, a balanced investment in transportation infrastructure, and sustainable community development. To determine this optimal network, three alternatives were assessed using 2051 population and employment forecasts, in alignment with the MCEA process. The following three alternative scenarios were evaluated:

- ✓ **Do Nothing** encompasses the 2016 road network with no additional improvements.
- ✓ **Alternative Scenario 1** includes Provincial and York Region improvements but no improvements to City-owned and operated roads.
- ✓ **Alternative Scenario 2** includes all of the Provincial and Regional improvements, in addition to improvements to select City roads.

The alternative scenarios were evaluated based on measures of mobility, congestion, and sustainability. Scenario 2 was determined to be the most optimal network, as it best accommodates the forecast growth in population and employment, aligns the City to move towards the envisioned mobility hierarchy, and supports active transportation, transit, and vehicular movement. Scenario 2 includes a comprehensive active transportation and trails network that is coordinated with road network improvements and lands already in public ownership. In addition, Scenario 2 has the capacity to support micromobility through updated policy frameworks and supportive infrastructure.

The recommended roads, active transportation and trails, as well as transit networks are presented in **Appendix D**.

## Implementing the RHTMP

The RHTMP provides a strategic framework comprised of numerous policies to support implementation of the infrastructure recommendations. This strategic framework includes policies for the following topics:

- ✓ **Active Transportation and Trails:** Policies supporting education, partnerships, and maintenance;
- ✓ **Complete Streets and Road Classification:** Guidance for existing road classifications, road characteristics, and considerations for a Complete Streets policy;
- ✓ **Transit:** Recommendations and initiatives related to enhancing active transportation connectivity, on-demand transit, and considering the role of transit in land use planning and development;



- ✓ **Emerging Technologies:** Recommendations and considerations for micromobility, smart and connected cities, electric vehicles, as well as connected and autonomous vehicles;
- ✓ **Road Safety:** Guidance to consider the City's Traffic Safety and Operations Strategy;
- ✓ **Transportation Demand Management (TDM):** Additional recommendations for the City to support TDM;
- ✓ **Parking and Curbside Management:** Considerations for Historic Downtown, Intensification Corridors, and Suburban Area corridors; and,
- ✓ **Goods Movement:** Recommendations and innovative considerations to support safer and more efficient goods movement.

An implementation plan is provided to delineate the top 10 active transportation projects, top 10 trail projects, and the phasing of the road network improvements. Capital construction costs for road, active transportation and trail projects have been estimated for use in the 2023 Development Charges Background Study and for the City's use in capital planning. The multimodal transportation infrastructure projects proposed in the RHTMP are incorporated in three phases, short-term (by 2031), medium-term (by 2041), and long-term (by 2051). The projects were prioritized based on factors including projected population and employment growth, municipal policy directives, connectivity, ease of implementation (including lands that are already in public ownership), and modelling outputs.

Funding for implementation of infrastructure recommendations will be a combination of external and City contributions. The RHTMP provides a range of funding sources for roads, active transportation, and trail projects. Further details can be found in the City's 2023 Development Charges Background Study.

To support the City in measuring progress related to RHTMP recommendations, a multi-modal monitoring strategy was developed. By monitoring progress, the City will be able to make informed decisions, identify areas needing further attention, and determine items to be addressed in a future TMP update. As part of monitoring, the RHTMP provides a list of commitments for the Capital Sustainability Steering Committee to consistently evaluate project implementation.