

Transportation Master Plan Update



Public Information Centre

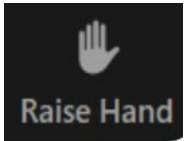
February 7, 2023



Meeting Format and Important Zoom Features

Please take a moment to familiarize yourself with Zoom. If you need help, please use the chat. Note: that the Meeting will be recorded.

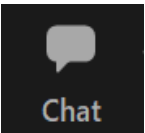
Locate icons at the bottom of your screen:



1. **Please raise your hand to ask questions:** You will be unmuted during question sessions if your hand is raised.



2. **Mute/Unmute:** This option will become available when you are unmuted during question sessions







3. **Chat Icon:** Use the chat box to type in your questions

- 1 Introduction & Meeting Objective
- 2 Project Timeline
- 3 Transportation Master Plan Objectives
- 4 Overview and Background Context
- 5 Network Analysis
- 6 Active Transportation Network Analysis
- 7 Next Steps



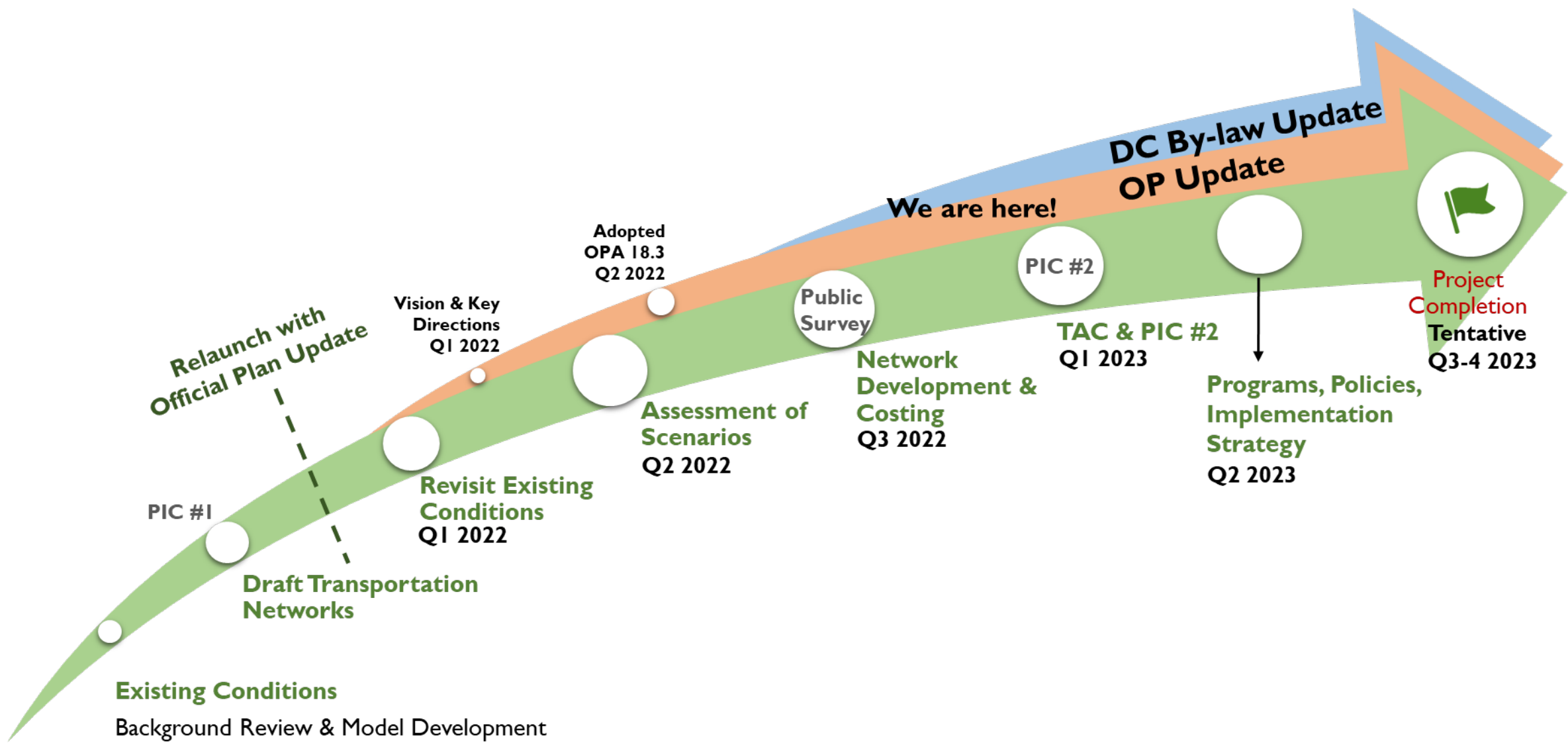
Introduction and Meeting Objectives

Today's Objectives

-  Provide update on TMP development process
-  Present existing conditions, future growth, and assessment of network scenarios for both the Roads, Active Transportation, and Trails
-  Describe outcomes of Assessment of Scenarios for Roads, Transit, Active Transportation, and Trails. Includes Recommended Strategy
-  Discuss and gather feedback on the direction for the Recommended Strategy

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Project Timeline



Engagement and Consultation Overview

Purpose: to present the existing conditions, scenario assessments, and recommended network improvements that could possibly address future travel needs. To gather input on which strategies members of the public would prioritize to achieve the City's TMP Vision.

Stakeholder Group & Engagement	Overview
Public Information Centre #1	2018
Technical Advisory Committee Meeting	June 29, 2022
Online Public Survey	August 31 to September 21, 2022 <ul style="list-style-type: none"> 889 survey responses
External Technical Advisory Committee Meeting	November 1, 2022
Public Information Centre #2	February 7, 2023

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Vision & Objectives

TMP 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 for future transportation integrates **4 key principles**

Connectivity



Sustainability



Multi-modality

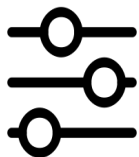


Inclusivity

Master Plan Objectives



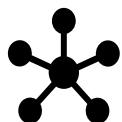
Proactively plan for all modes of travel



Provide a connected, multi-modal network to support community travel needs



Support the City's goal for a **vibrant, connected, and complete communities**



Coordinate TMP policy objectives with the City's Official Plan update



Enhance quality of life for people who live, work and play in the City



Accommodate future growth to the 2051 planning horizon

4

Overview and Background Context

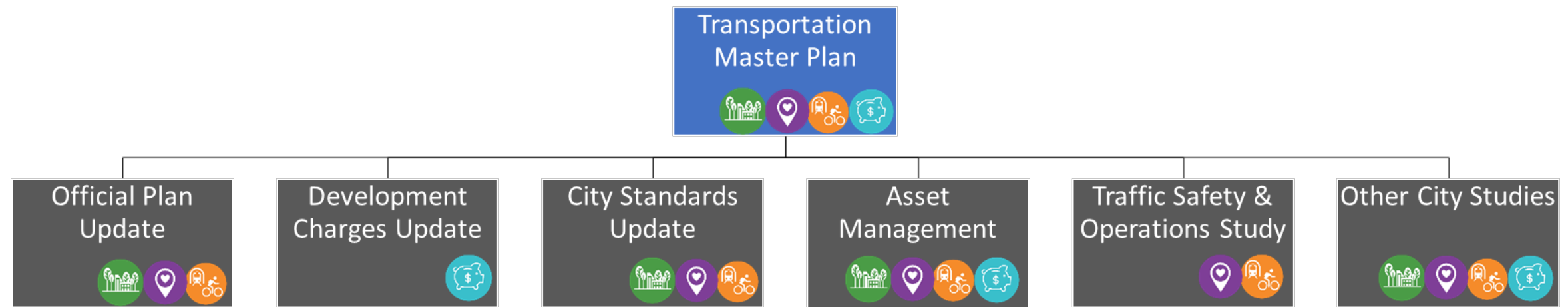
2023 Transportation Master Plan (TMP) Update: A Comprehensive Study

- Developing one Master Plan that consolidates:
 - ✓ 2014 Transportation Master Plan Technical Update
 - ✓ 2010 Pedestrian and Cycling Master Plan
 - ✓ 2004 Trails Master Plan
- **Identifying transportation infrastructure improvements, policies and programs to support planned growth in 2031, 2041 and 2051**



Background Context

Alignment with Council Strategic Priorities & Key Studies



Balancing Growth & Green



Getting Around the City



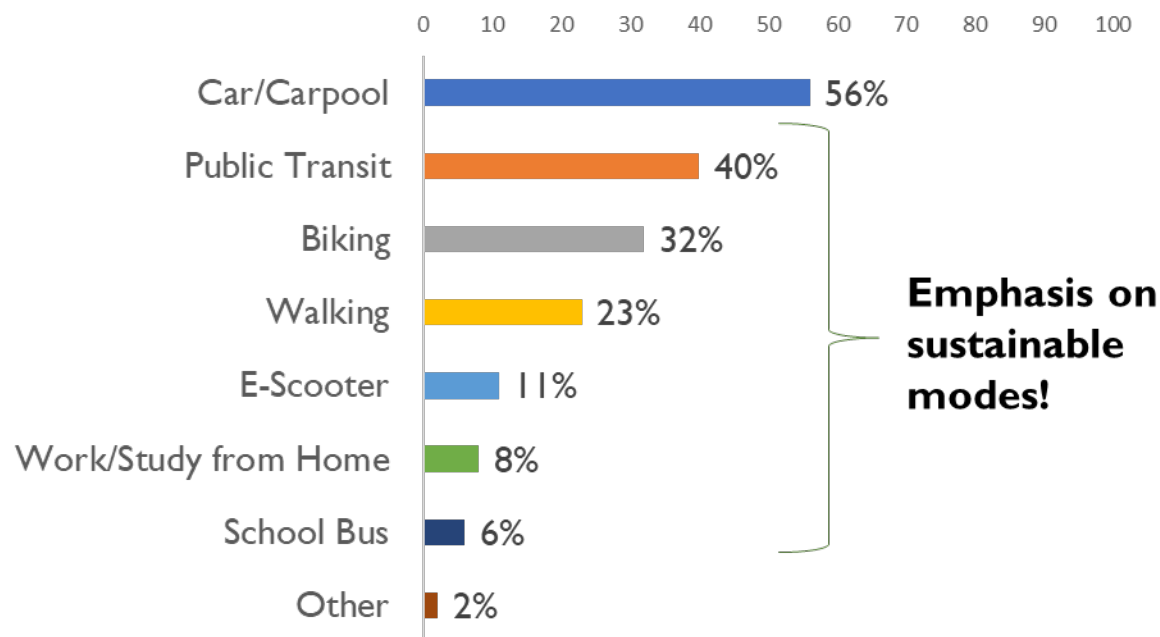
Strong Sense of Belonging



Fiscal Responsibility

Public Survey Results Overview

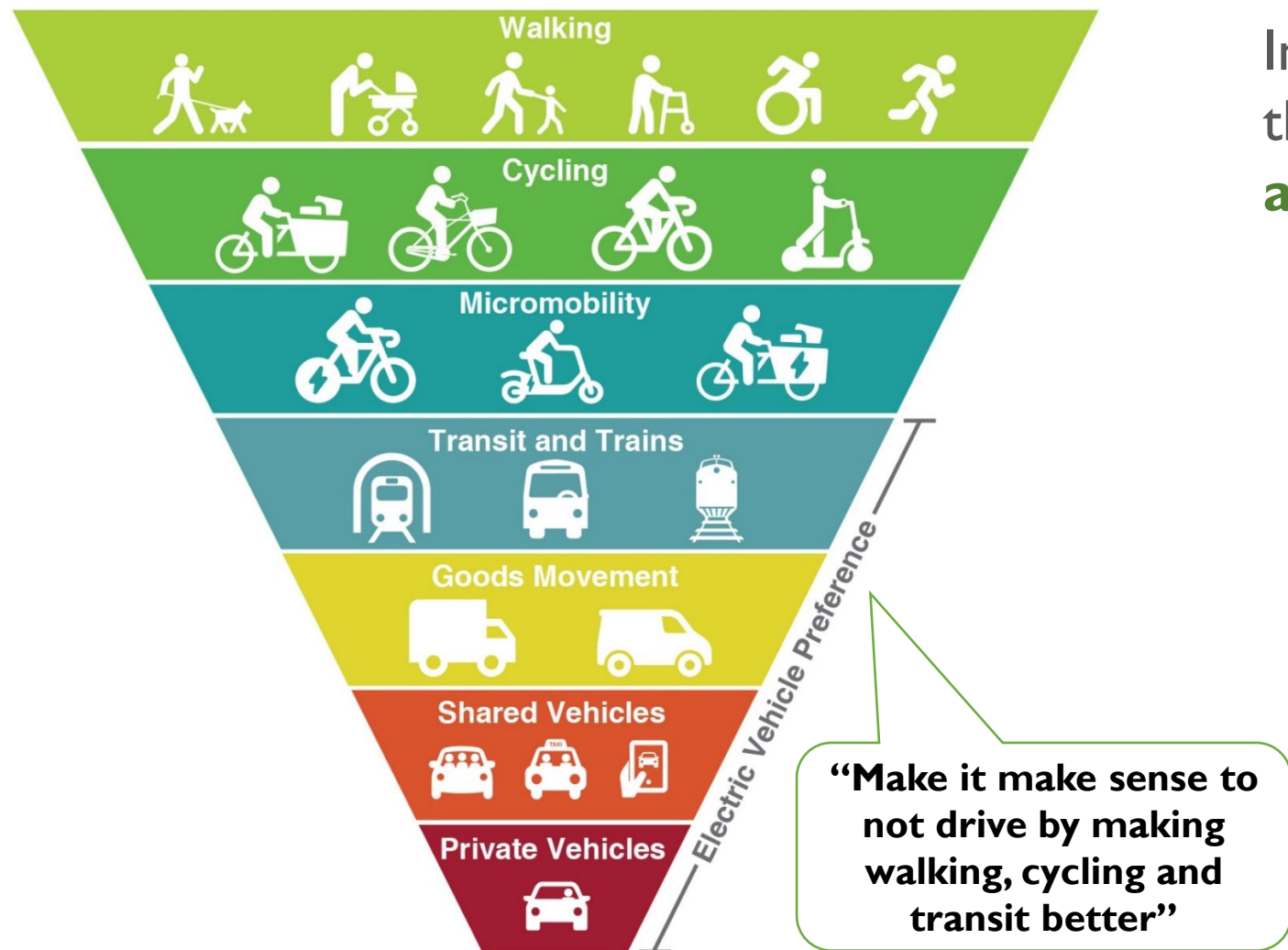
What travel modes do you typically use for your daily commute?



Which elements should be prioritized to enhance the transportation network?



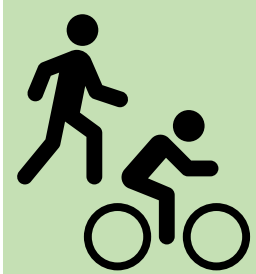
Implementing the Mobility Hierarchy...



Infrastructure improvements focused on the **efficient movement of people and goods to 2051**, including:

- Building a comprehensive and well-connected walking and cycling network
- Integrating the transit network
- Coordinating Local, Regional, and Provincial Road Improvements
- Updating Policy Frameworks, including the Official Plan

Building the Active Transportation & Off-Road Trails Network



High priority to reduce vehicle congestion and emissions
Public Survey Top-of-Mind Concerns
Safety & Comfort, Providing Infrastructure, Connectivity

Key Network Recommendations

- Establish priority east-west and north-south spine networks
- Plan for fine-grained AT network in MTSA
- **Retrofitting existing roads** by identifying potential quick wins and long-term treatments to improve AT

Policies & Programming

- Develop AT-supportive and complete streets policies adopted through OP Update
- Framework for micromobility
- Programming to extend cycling culture

“Too much cycling on sidewalks”

“Sharing the road with cars is not safe”

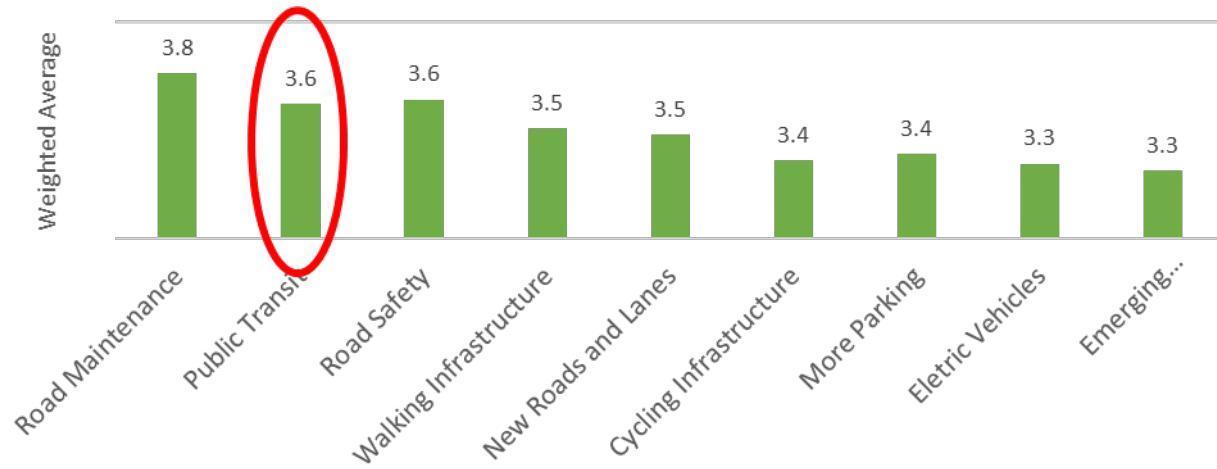
“Lack of snow removal is a problem”

“Sidewalks should not just end for no reason”



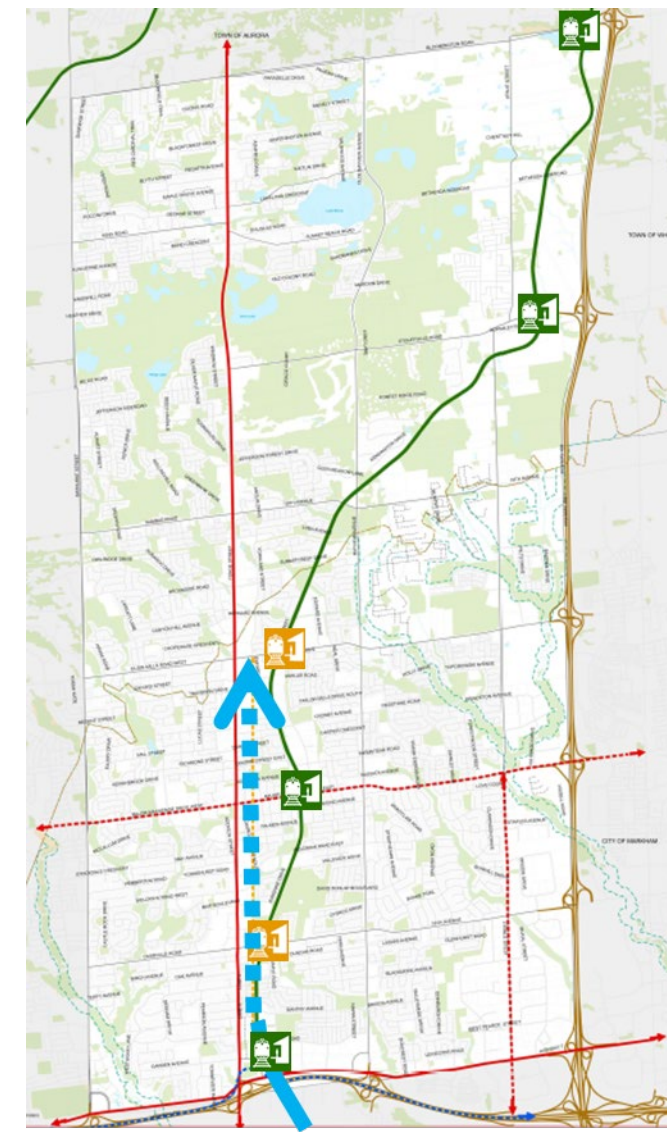
Transit Advocacy

Which elements should be prioritized to enhance the transportation network?




Top Five Transit Improvements (Public Survey)

- 1) Subway Extension to High Tech
- 2) Subway Extension Beyond High Tech
- 3) New GO Stations or Upgrades to GO service
- 4) Improving AT connections to Public Transit
- 5) Improvements to BRT services



Subject to Further Study

-  Subway
-  GO Station
-  RTC

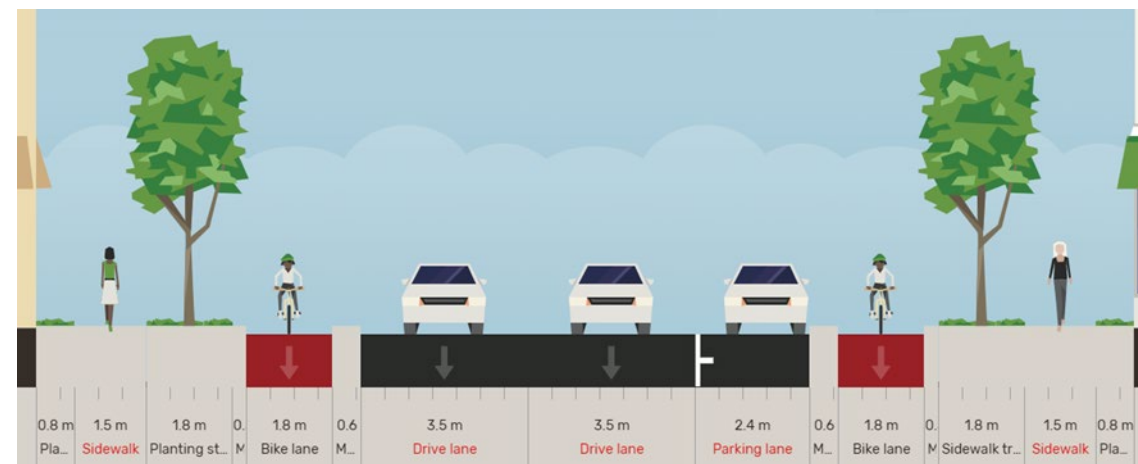
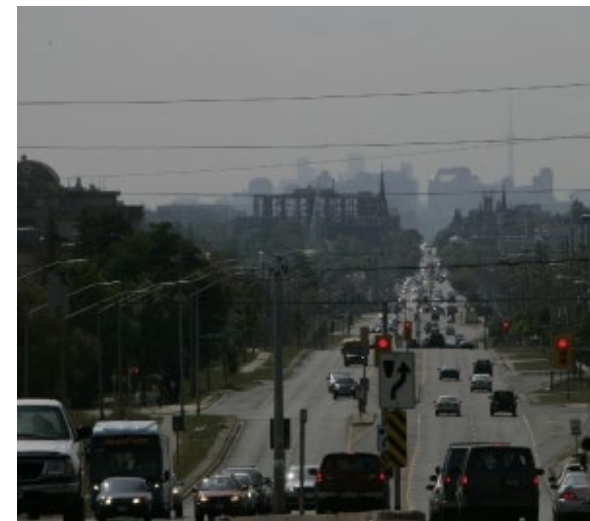
Planning for Better Roads



Public Survey Top-of-Mind Concerns:
Congestion, Providing Alternative Infrastructure, Maintenance, and Road Safety

Objectives:

- Identify extension, intersection improvement, new construction, road widening, crossings and interchange **opportunities**
- Prioritize and coordinate road improvements with active transportation and transit to better **support growth**
- Advocate for Regional and Provincial projects
- Update and develop **context-specific roadway cross-sections**



Emerging Technologies

Establish frameworks to prepare for emerging technologies that puts our community's interests first



Developing Policy Frameworks

Traffic Safety & Data Collection: Traffic Safety & Operations Study

Parking and Curbside Management: Municipal Parking Management Strategy

Travel Demand Management: TDM Plan

Goods Movement: Goods Movement Strategy

Road Classification: Road Classification and Complete Streets Policies and Design Criteria

Active Transportation and Trails: City cycling and pedestrian principles, design, and maintenance

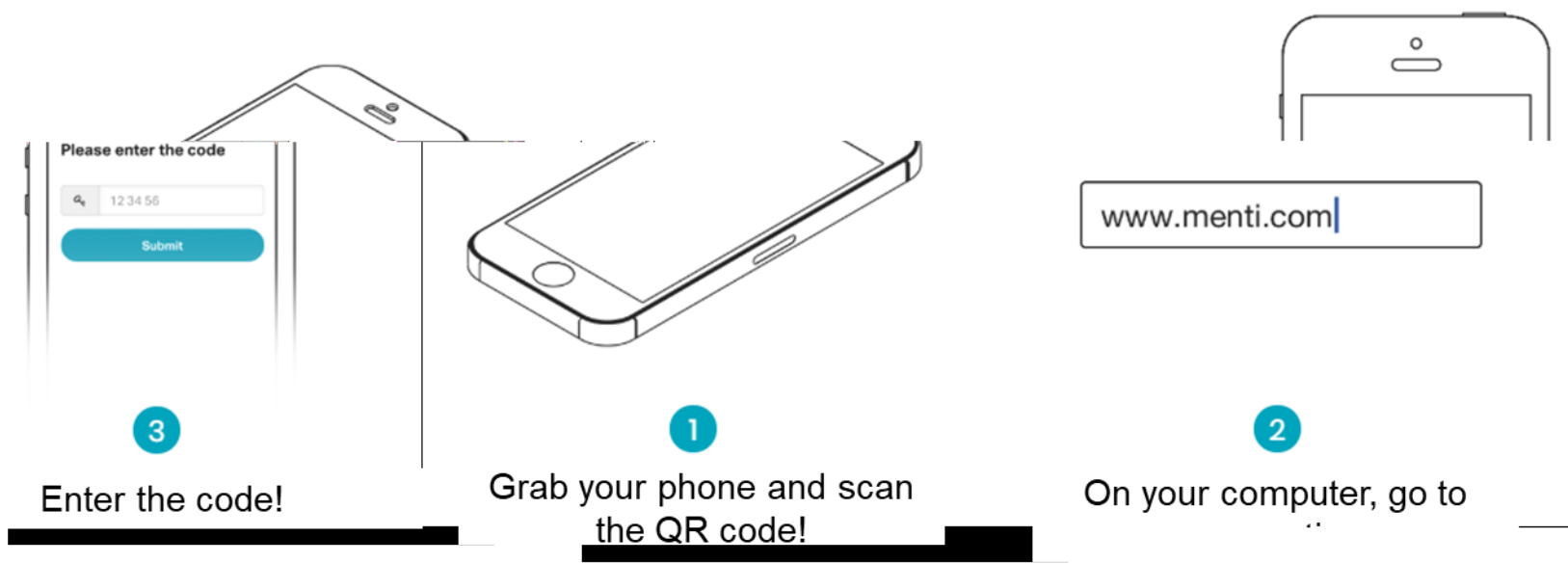
Provincial and Regional Transit: Advocacy for policies, programs, and future studies



Lets Discuss: Key Directions



Go to www.menti.com and use the code 8402 8226



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Network Analysis

5.1

Needs and Opportunities

Informing the Multi-Modal Transportation Network



Current standards, policies and guidelines

Including the newly updated
OTM Book 18: Cycling Facilities
and York Region TMP (2022)



Planning and design principles

All ages and abilities
Complete streets
Equity



Input and feedback through on-going consultation

The Multi-Modal Transportation Network Needs to Connect to...



Transit services such as York Region Transit, GO Transit, and future subway



Schools, employment centres, and key destinations



Natural and historical significance areas



Existing on and off-road active transportation facilities

York Region Population

Richmond Hill Population

2016

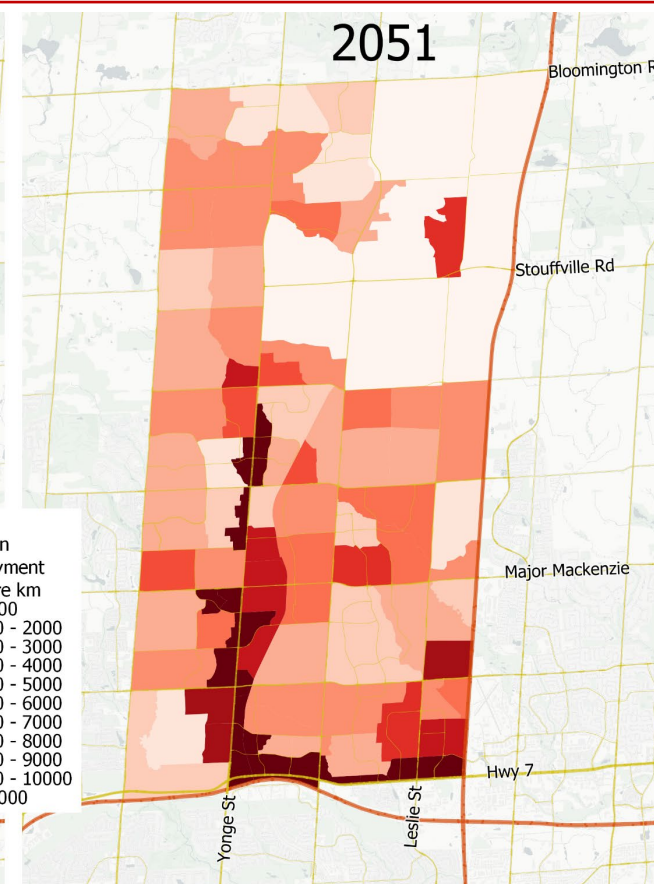
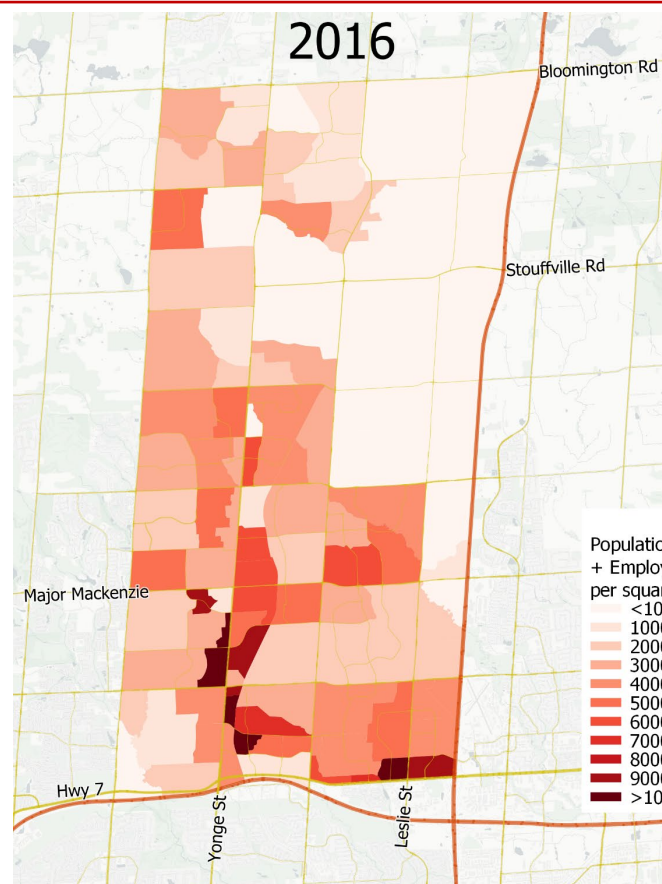
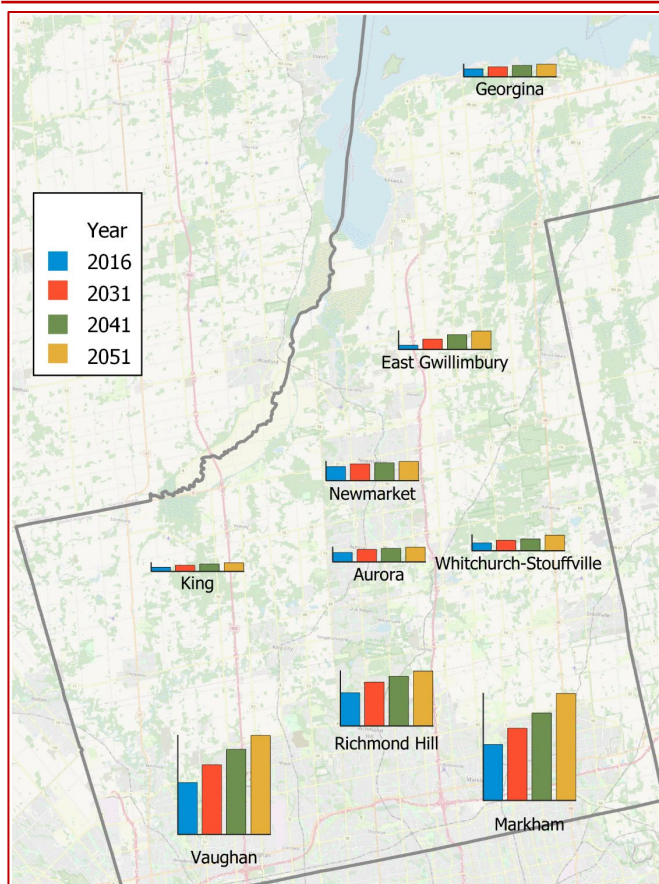
1.1M

192k

2051

2.0 M

317k



5.2

Assessment of Scenarios

Multi-Modal Network Development Process



1. Collect Information and Review Existing Conditions



2. Identify Potential Routes



3. Investigate Network Options



4. Stakeholder and Public Input



5. Confirm Network Recommendations

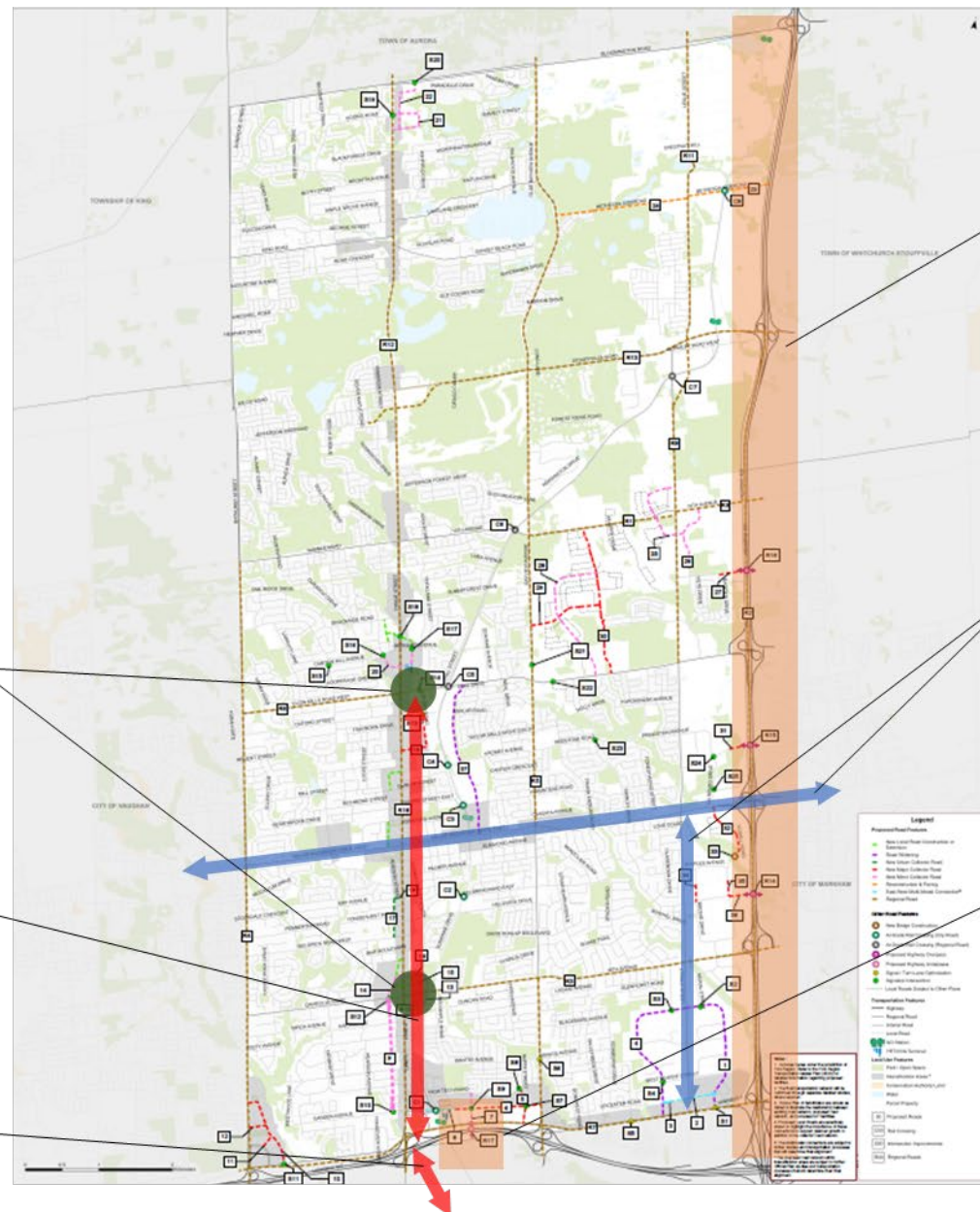
Scenario I: Provincial and Regional Improvements

Regional Road
Improvements and
Widenings

Future GO Rail stops at
Yonge & 16th and Yonge &
Elgin Mills and improved
all-day service

Yonge-North Subway
Extension (Conceptual,
alignment subject to
further study)

Yonge-North Subway
Extension to High Tech
Road (2041)



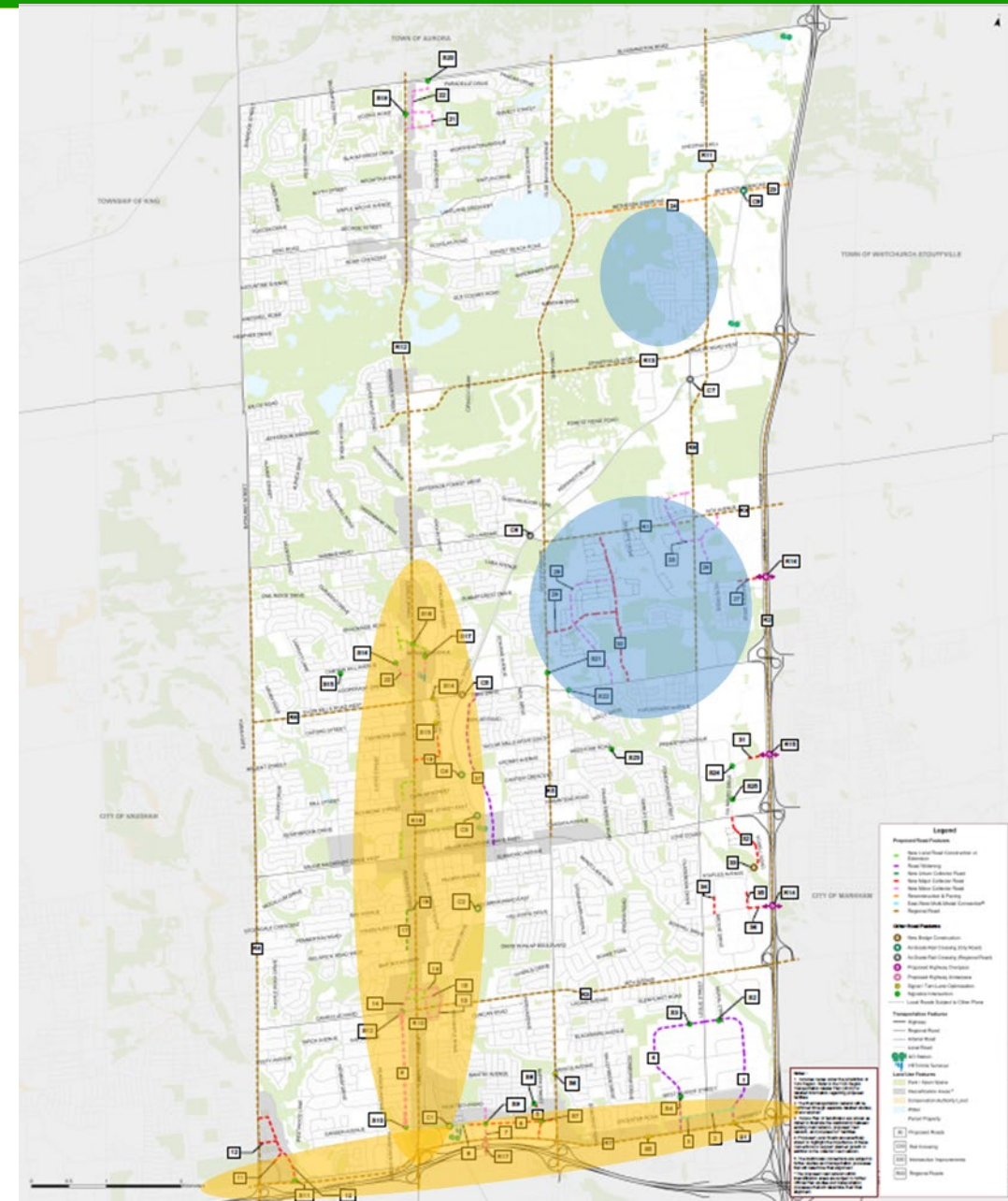
New Hwy 404 HOV
lanes and Overpasses

Future VIVA Rapid
Transit Corridor along
Major Mackenzie and
Leslie (2041)

Hwy 407 Underpass
near Richmond Hill
Centre at Cedar

Scenario 2: Provincial and Regional Improvements + City Improvements

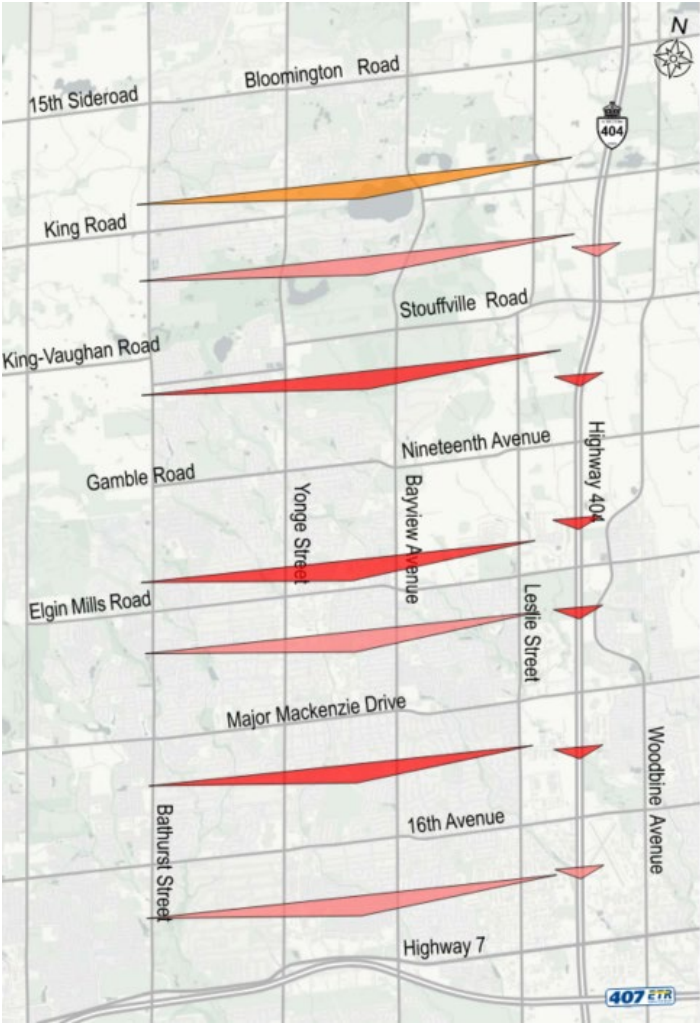
1. Identified improvements driven by MTSA and new development planning
2. Analyzed growth forecasts to confirm project viability and timelines for projects
3. Alignment of project timelines with Provincial and Regional improvements



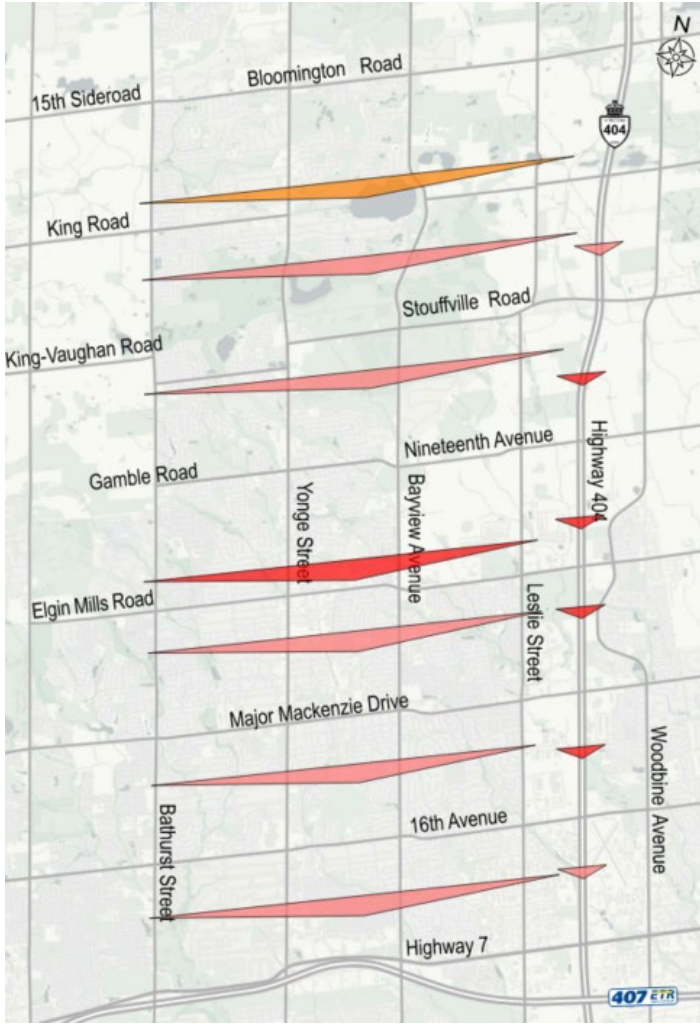
205 | Screenline Analysis – AM Peak Hour North/South Screenlines

Legend

- uncongested
- nearly congested
- congested
- very congested



Scenario 1 – Provincial & Regional Improvements

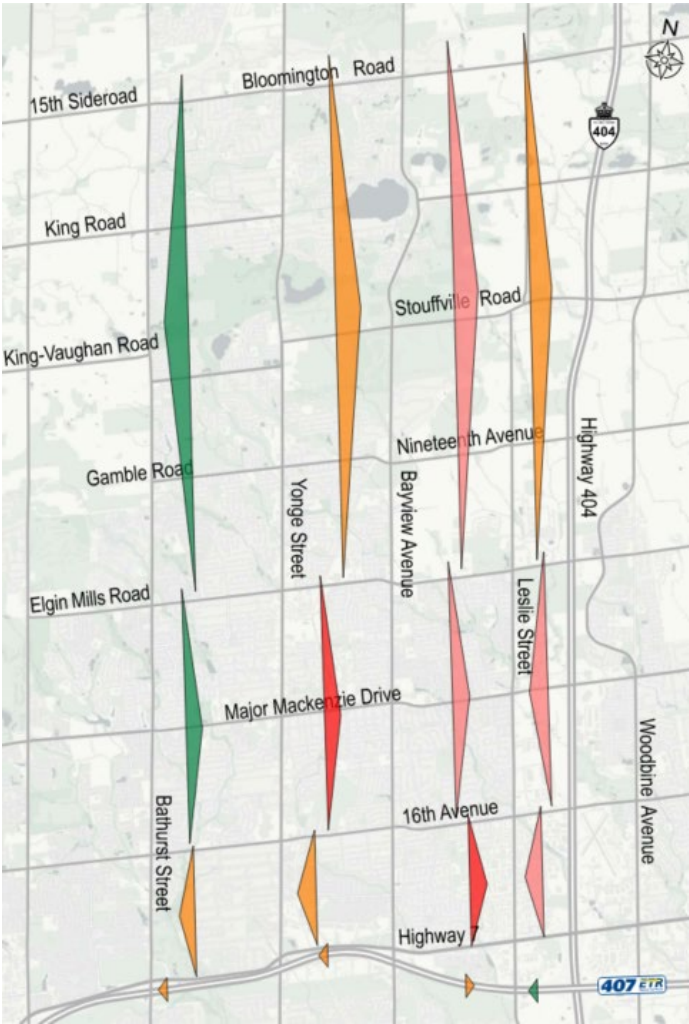


Scenario 2 – City Improvements +

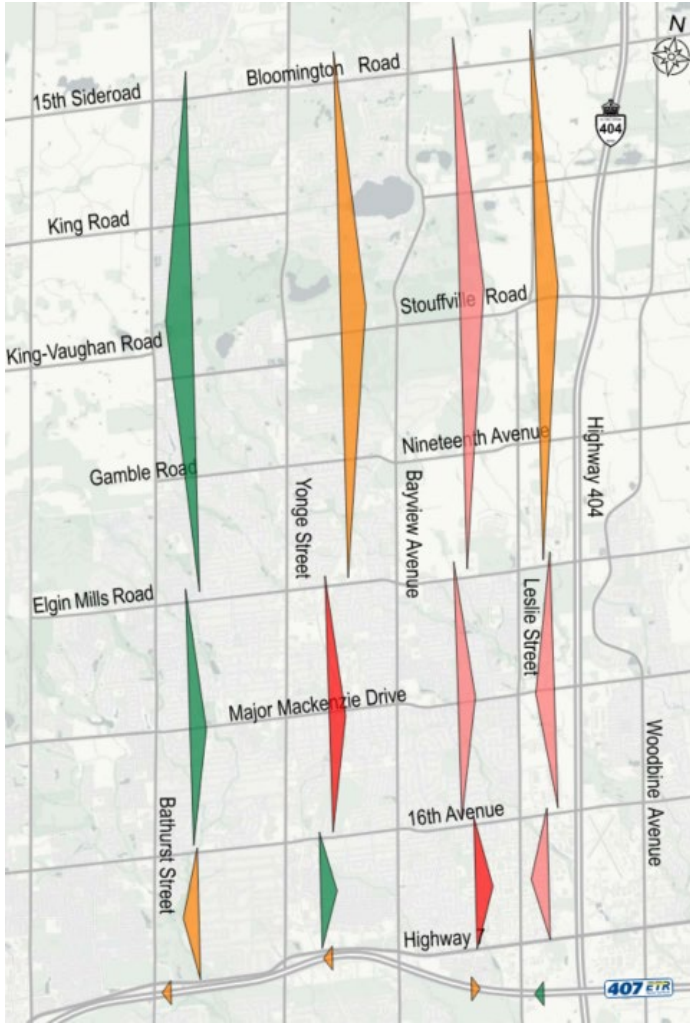
205 I Screenline Analysis – AM Peak Hour East/West Screenlines

Legend

- uncongested
- nearly congested
- congested
- very congested

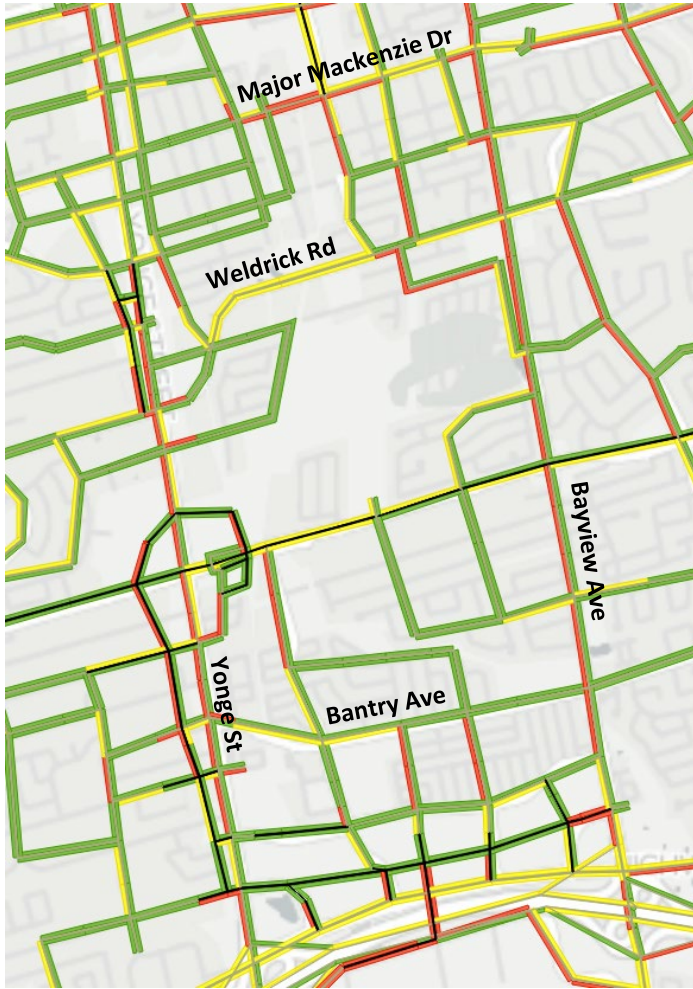
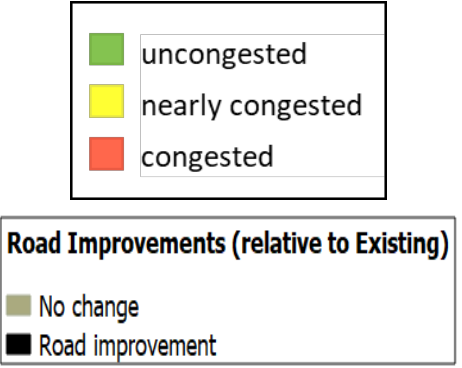
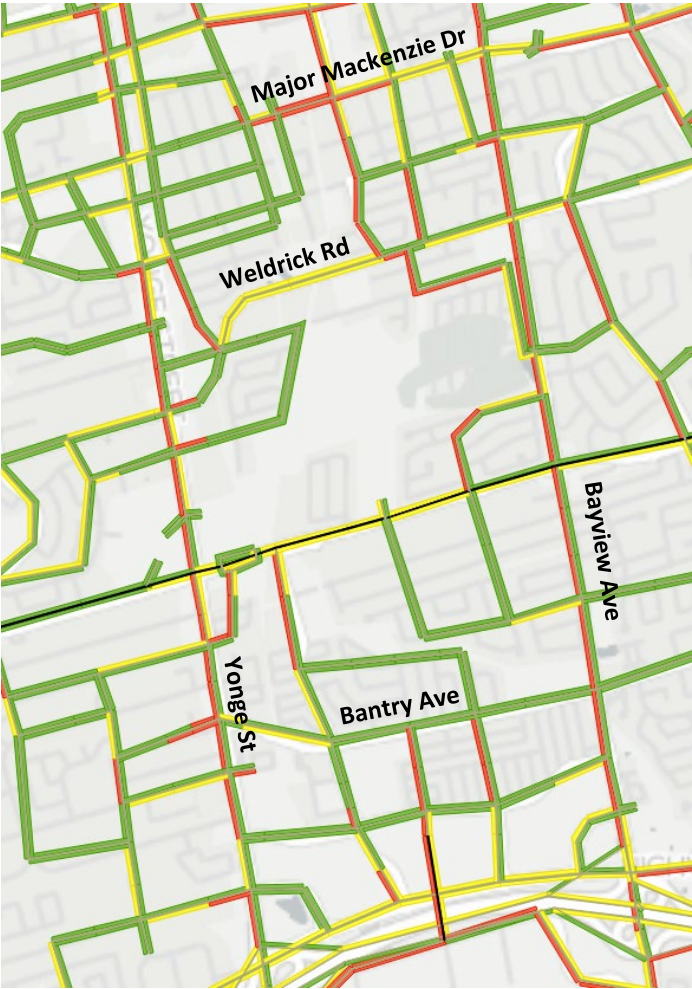


Scenario 1 – Provincial & Regional Improvements

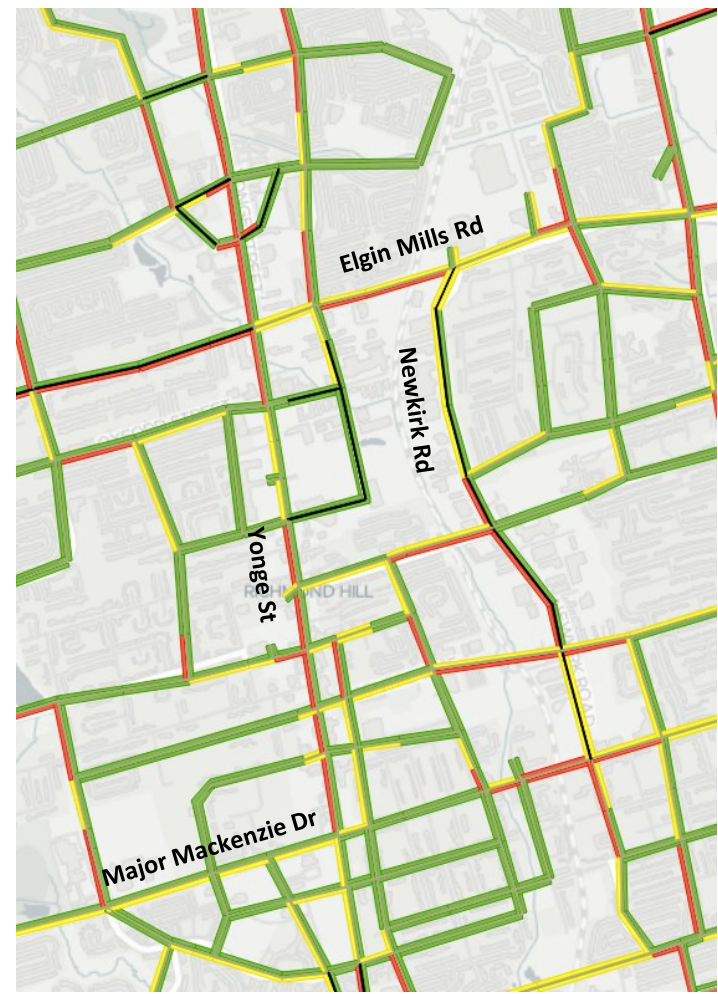
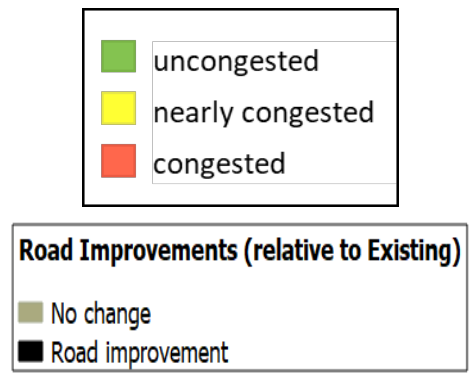
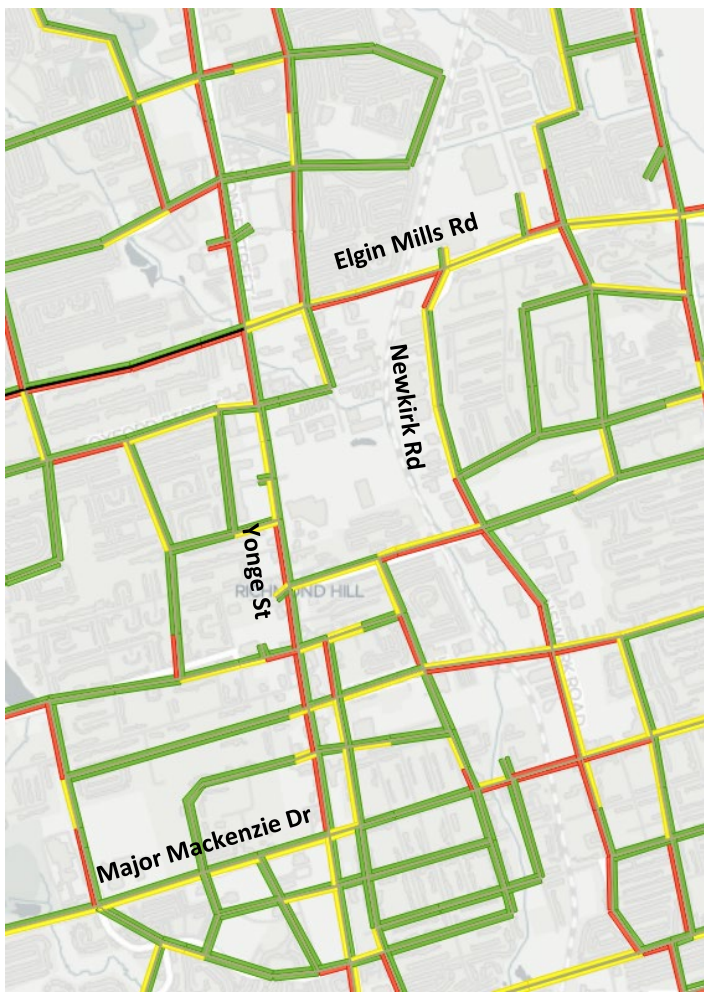


Scenario 2 – City Improvements +

Focus Area I – Yonge St from Major Mackenzie Dr to Hwy 7 (205 I)



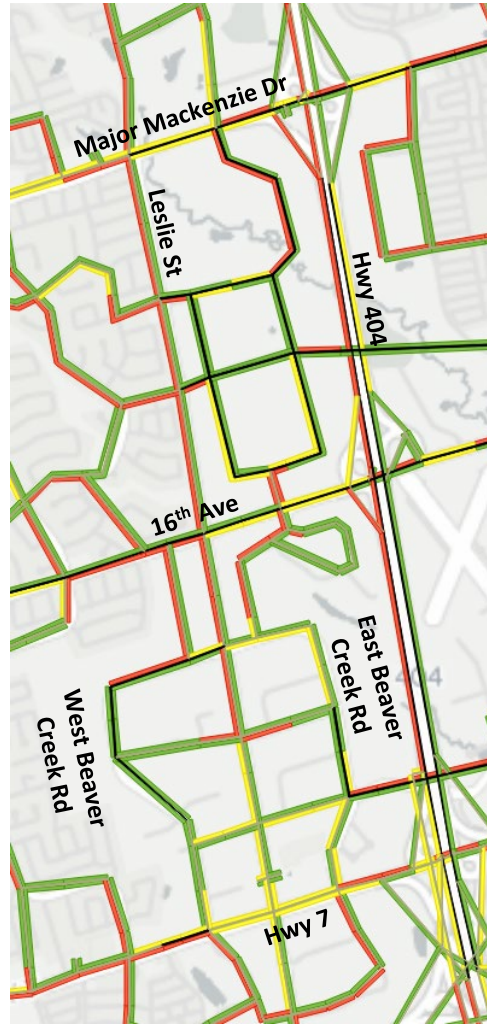
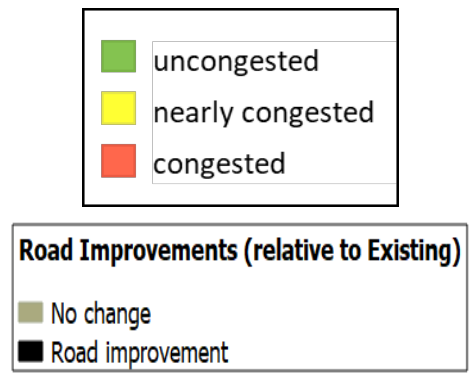
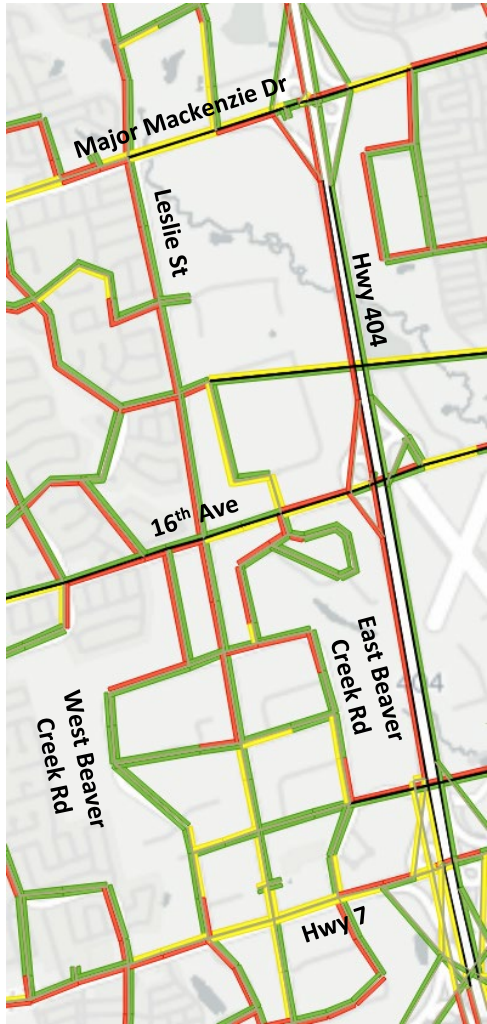
Focus Area 2 – Elgin Mills Road & Yonge Street (205 I)



Scenario 1 – Provincial & Regional Improvements

Scenario 2 – City Improvements +

Focus Area 3 – Beaver Creek Rd & Vogell Rd (2051)

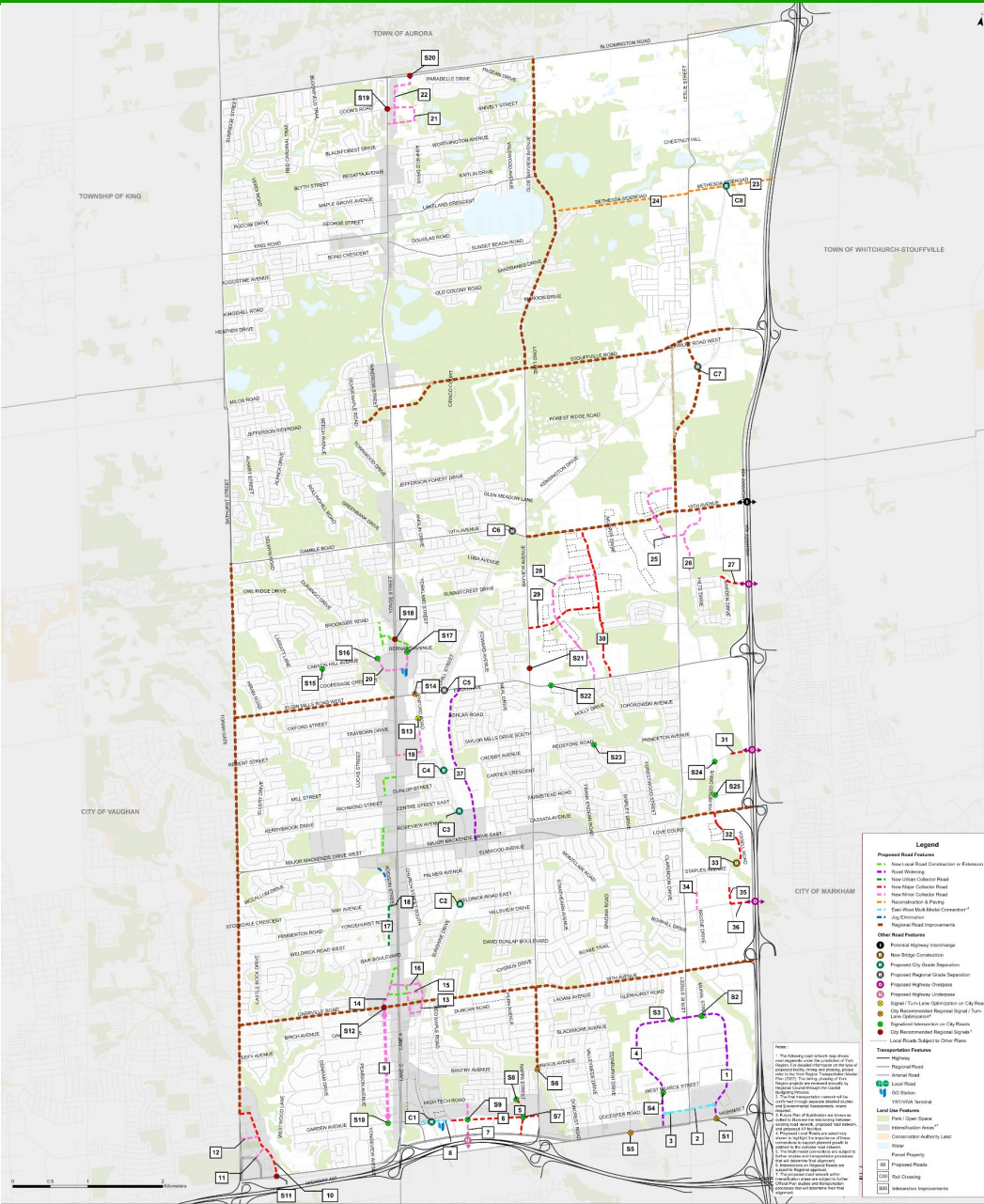


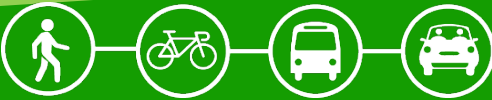
5.3

Recommended Network Scenario

Proposed Road Network

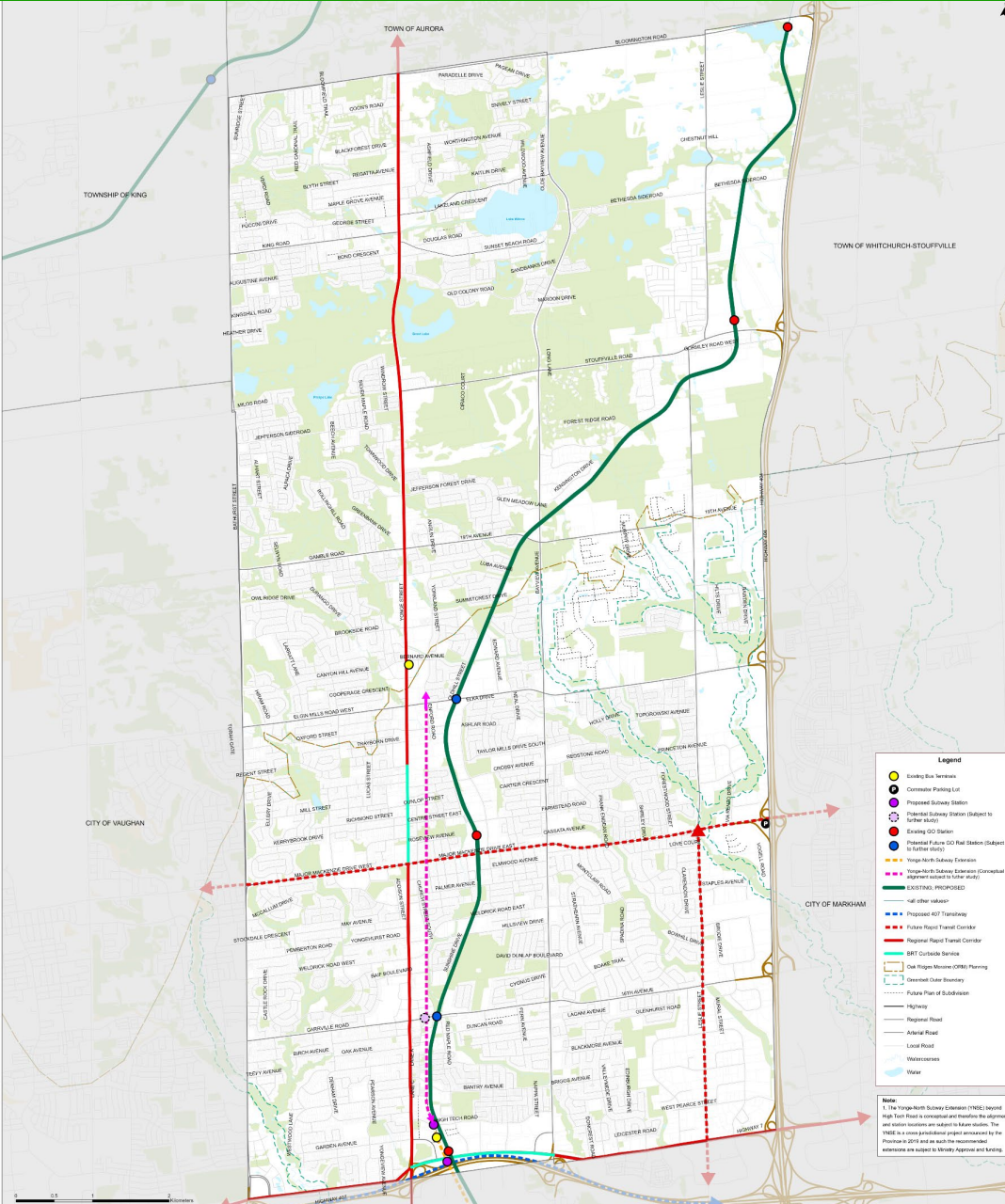
Scenario 2 – Municipal Improvement+	# of locations / Length (km)
Intersection Improvements (Signalizations and Geometric Improvements)	17 intersections
City-led Rail Grade Separation	5 locations
Bridges & Highway overpasses/underpasses	5 locations
Total Roads (New or Improved)	~23 km





Transit Network

Proposed Transit Type	Proposed Project
Rapid Transit	<ul style="list-style-type: none">- Major Mackenzie Drive- Leslie Street- 407 Transitway
Yonge North Subway Extension	<ul style="list-style-type: none">- Yonge-North Subway Extension to High Tech Road- Yonge-North Subway Extension (Conceptual, alignment subject to further study)
GO Commuter Rail	<ul style="list-style-type: none">- Yonge & 16th (Future GO Rail Station)- Yonge & Elgin Mills (Future GO Rail Station)- Improved all-day service



6

Active Transportation Network Analysis

Design Cyclist

Interested but Concerned
51-56% of potential users

Somewhat Confident
5-9%

Highly Confident
4-7%



Lower stress
tolerance

Higher stress
tolerance

- Experience varies
- Strong preference for low-stress cycling facilities

- Comparatively experienced
- Comfortable interacting with moderate speed traffic

- Highly experienced
- Comfortable interacting with higher speed traffic

Cycling Facility Options

Greater Level of Separation and Comfort



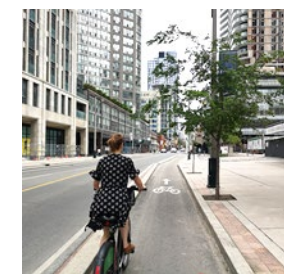
Lower Level of Separation and Comfort

Physically Separated Bikeways
Typically along high traffic volume, high speed roads

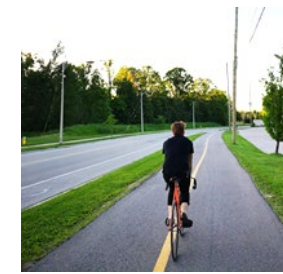
Designated Bicycle Lanes
Typically on roads with low to moderate traffic volumes and speeds

Shared Cycling Facilities
Typically on low traffic volume, low speed roads

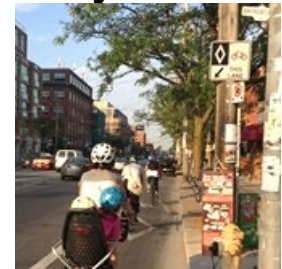
Cycle Track



Multi-Use Path



Conventional Bicycle Lane



Buffered Bicycle Lanes



Signed Route



Advisory Bike Lanes



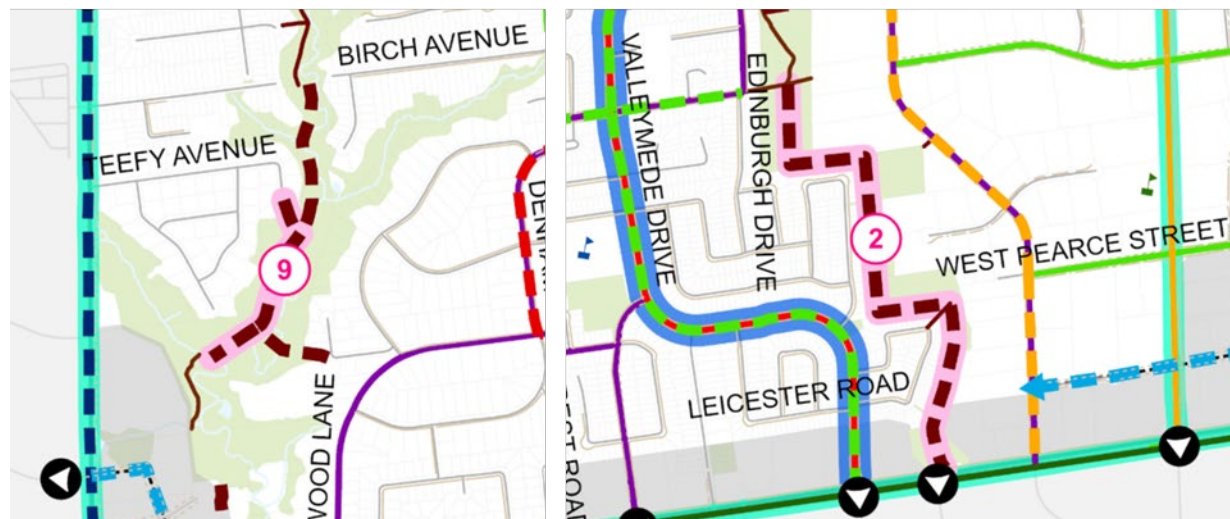
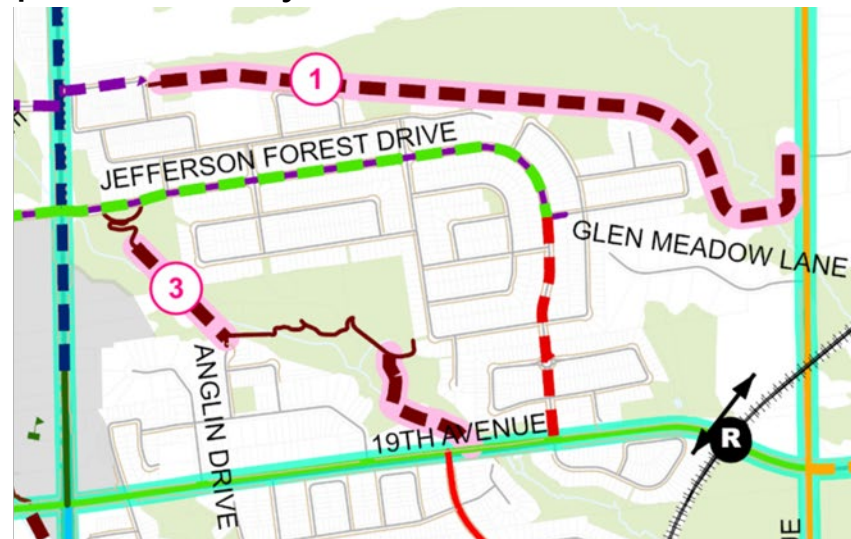
Eight priority AT and ten local trail projects have been identified:

- 1. North-South Route and CN Rail – Includes On-Road and Off-Road**
- 2. Lake to Lake Trail**
- 3. Spadina-Valleymede Route**
- 4. Weldrick Route**
- 5. East-West Route and Trans Canada Pipeline – Includes On-Road and Off-Road**
- 6. East Don River Trail (Oxford-Direzze Trail)**
- 7. MacLeod Trail**
- 8. Garden Avenue Multi-Modal Connection**

The **ten local trail projects** for the City are:

1. **Jefferson Forest Trail** from Port Arthur Crescent to Bayview Avenue
2. **Beaver Woodland Trail South** to Highway 7
3. **Elgin East Channel Lands Trail** from Jefferson Forest Drive to 19th Avenue
4. **Rouge River Headwaters Valley & Trails**
5. **TRCA Elgin West Channel Lands Trails** to Townwood Drive
6. **Humberview Pond Trails** to Humberland Drive
7. **TRCA Lands Riotrin Valleylands Trails** from John Birchall Road to Elgin Mills Road East
8. **Oak Ridges East Trails** from Pennyroyal Court to Worthington Avenue
9. **Webster Park Trail North** to Udine Court
10. **Oak Ridges Corridor Conservation Reserve Trails** to Sweet Gale Crescent

Of the ten priorities four have been identified to be implemented by 2031:



Ultimate AT Network

Facility Type	Existing Length (km)	Proposed Length (km)	Total Length (km)
Off-Road Trail	128	66	194
In-Boulevard Multi-Use Pathway	16	29	45
Cycle Track	3	14	17
Buffered Paved Shoulder	0	1	1
Buffered Bike Lane	7	11	18
Paved Shoulder	4	0	4
Bike Lane	14	60	74
Advisory Bike Lanes	0	1	1
Signed Bike Route	110	15	125
Signed Bike Route with Edgeline	42	24	66
Signed Bike Route with Super Sharrows	0	3	3
Sidewalk¹	716	123	839
Total	1040	421	1461

Notes:

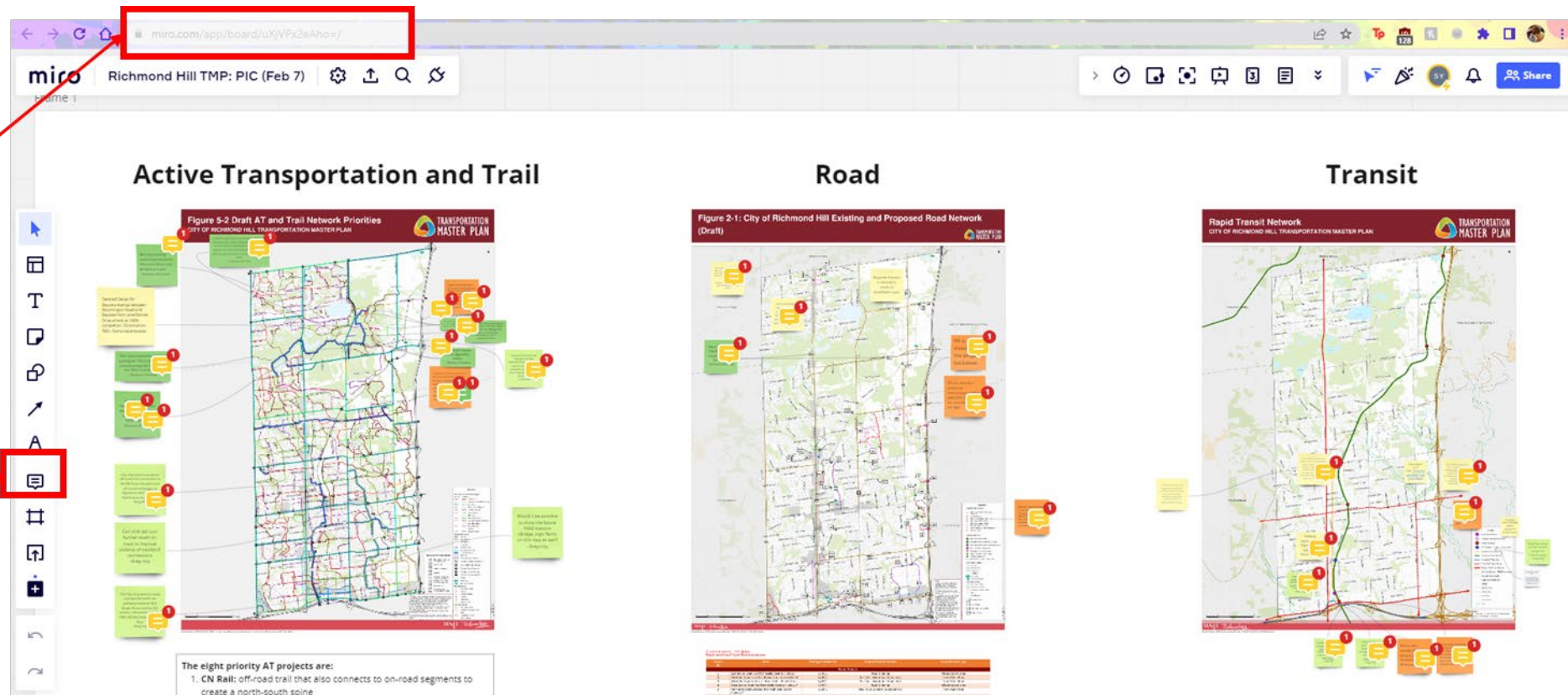
1. Sidewalk distance is calculated by side of street (for example if there are sidewalks on both sides of the street, they are both individually added to the total length).

Let's Discuss: Reviewing the Recommended Network

1. Go to Miro weblink:

https://miro.com/app/board/uXjVPx2eAho=/?share_link_id=607271363593

2. Use this tool to provide comments and mark up the network!





Next Steps

What is next for Richmond Hill's TMP?

- 1 Summarize** input received
- 2 Adjust** and refine improvements to transportation networks
- 3 Prepare** Draft TMP report with policies and network recommendations for Q3 2023



TMP Milestone Dates

Milestone	Targeted Completion
Programs, Policies, and Implementation Strategy	Q2 2023
Development and Coordination of TMP	Q4 2022 – Q3 2023
Final Transportation Master Plan and Presentation	Tentative Q3-4 2023 subject to timing of Official Plan



Learn more about the TMP:
RichmondHill.ca/MovingRH

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**Richmond Hill is also updating its
Official Plan!**

Visit: RichmondHill.ca/OPUpdate