

Markham Transportation Strategic Plan (MTSP)

Supplemental Issues and Refinement of Recommendations

**Transportation Committee
June 13th, 2011**

Presentation Overview

- **Summary of March 22 Transportation Committee**
- **Summary of recent Steering Committee meetings**
- **Transit network options and recommendations**
- **Road network options and recommendations**
- **Development phasing options**
- **Next stages of public consultation**
- **Next Steps**

Issues Raised at March 22, 2011 Transportation Committee

- Current congestion levels are creating pressures for road widening – need to review options
- Improved transit and innovative solutions are needed
- Phasing of development in light of transit funding gap
- Vehicle and pedestrian safety
- Transportation Demand Management, especially for schools
- Town preference for segregated bike lanes

Recent Steering Committee Meetings

- **Meetings held on February 28, March 29th and April 11th**
- **Main discussions focused on:**
 - Transit network enhancements
 - Regional Road network options
 - Development phasing
 - Consultation approaches and timing

Enhancing Transit

- **Areas of action include:**
 - Eliminating Double fare
 - Free or low cost transit shuttles
 - Additional rapid transit network considerations
 - Enhanced stops and shelters
 - Partnering with development community on innovative solutions

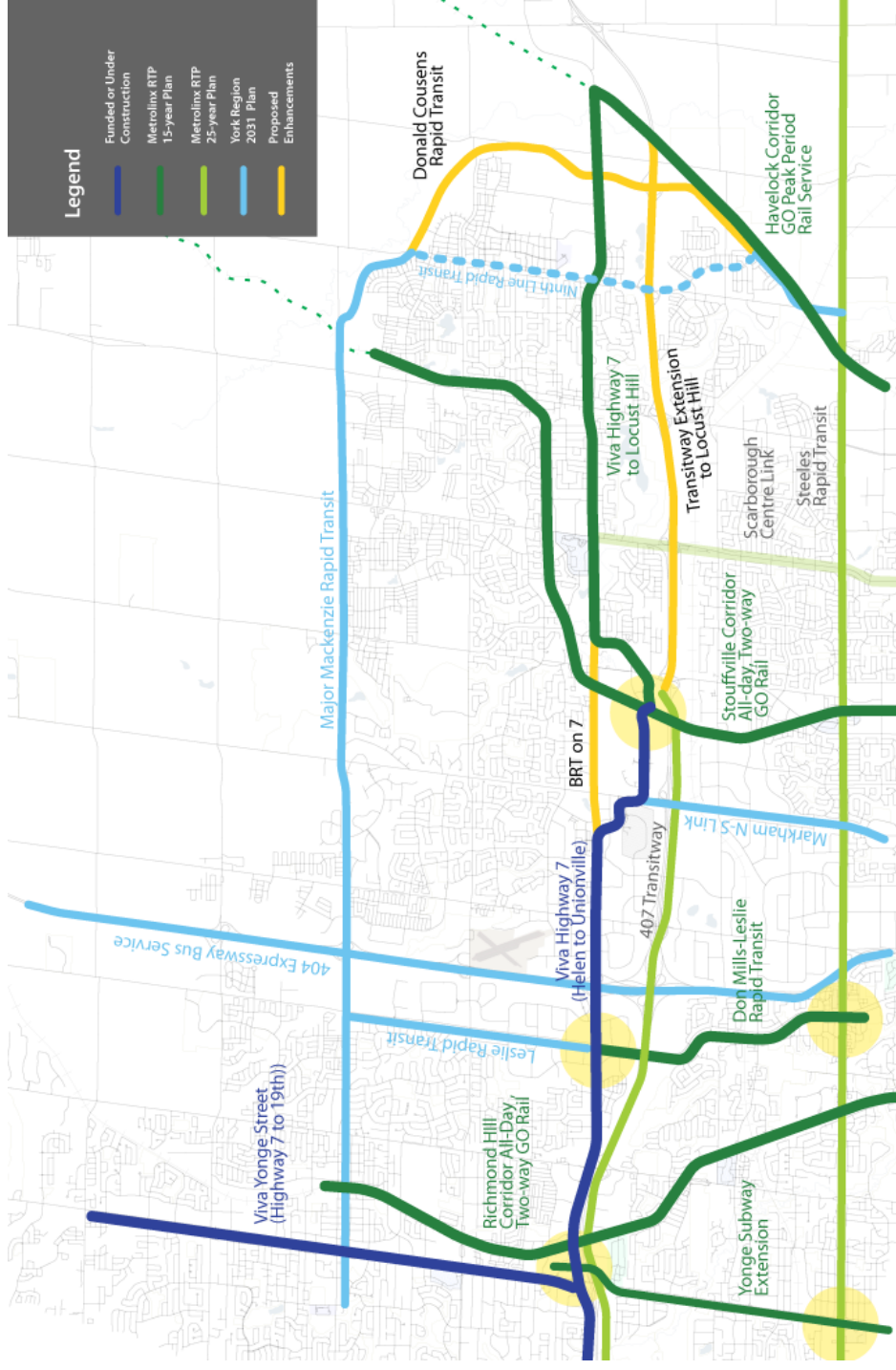


Examples of Shuttle Services

- **Several different applications of shuttles are possible, examples include:**
 - Lunch Express (Smart Commute 404-7)
 - Waterloo BusPlus – small van service
 - City of Hamilton Trans-cab services
 - City of Toronto private condo shuttles
 - Free shuttles (e.g. IKEA, York University)



Future Rapid Transit Network (to 2031)



Recommended Enhancements

- Shuttle services
- Accelerated development and extension of Highway 407 Transitway to Cornell/Box Grove
- RT on Don Cousens Parkway in addition to or replacing RT on Ninth Line
- Highway 404 Express bus
- Off-peak rail shuttle Mount Joy to Milliken or Kennedy Station
- Woodbine Avenue transit lane (conversion of traffic lane) – supports emerging re-development (e.g. Buttonville airport, King Square/Woodbine International, Steelcase, etc.)
- Yonge Street (Clark to Hwy 7) – Conversion of general purpose lane to HOV until subway is constructed

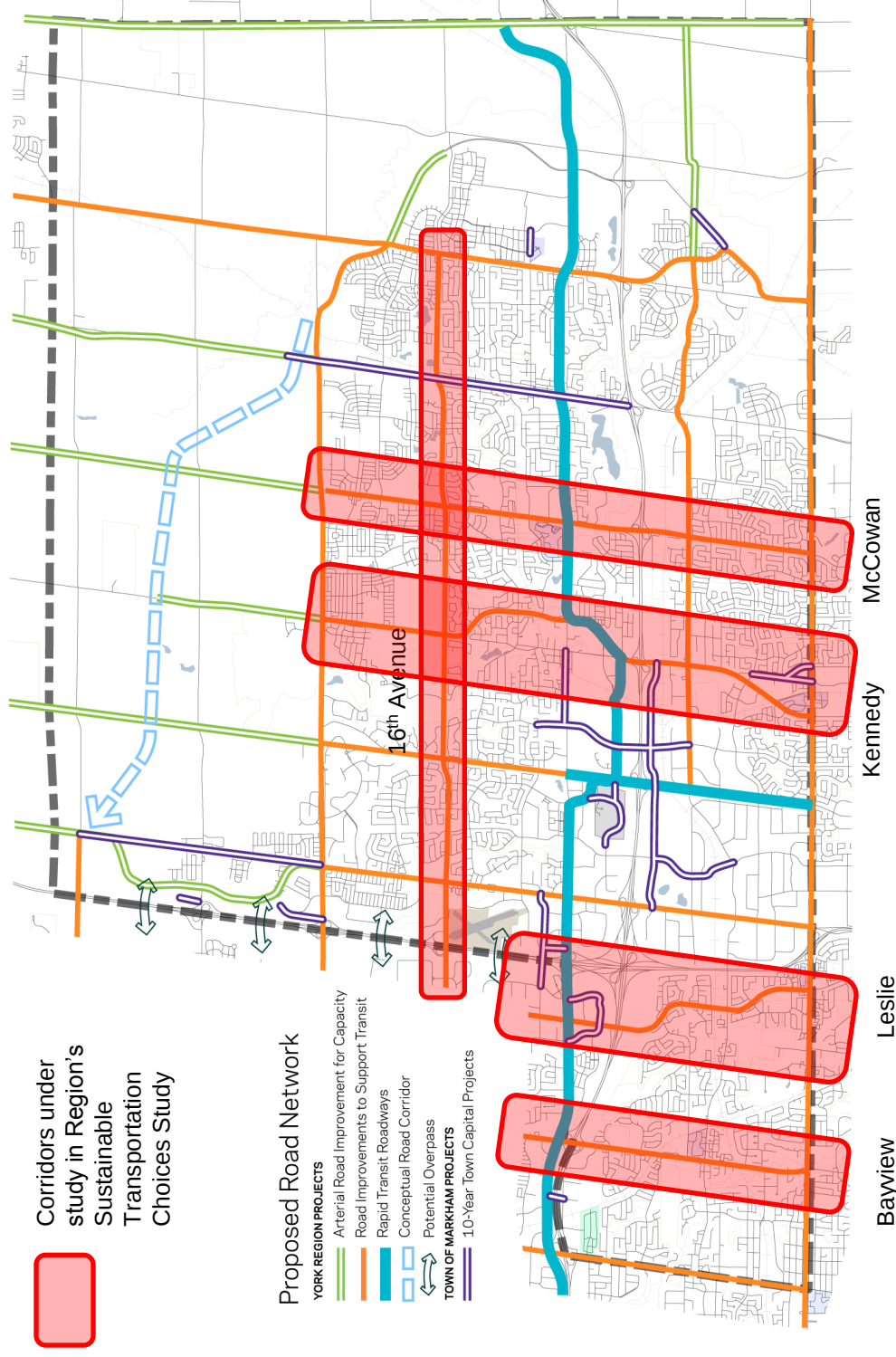
Strategic Directions for Transit

- Seek to secure stable long term funding source – requires participation from all levels of government
- Work with transit providers and development community to advance innovative transit solutions for both interim and longer term (e.g. on-site kiosks, free shuttles, etc.)
- Increase funding and revenue generation opportunities under the umbrella of TDM which can be used to enhance transit (e.g. enhanced shelters, marketing, user information, etc.)
- Expand efforts on public education and marketing around the benefits of transit
- Adopt a “transit first” approach to all Town initiatives

Categorization of Road Improvements

- **Regional Roads (per York Region TMP)**
 - Arterial road improvements for capacity
 - Road improvements to support transit
 - Rapid transit corridors
 - Conceptual corridor (i.e. Don Cousens Pwy ext.)
 - Highway overpasses
- **Local Roads**
 - Road improvements to support development
 - Road improvements for cycling and walking
 - Road/Intersection improvements for safety

Road Network Context (Current Plans)



Implications of Road and Transit Improvements

- Local road improvements identified in current capital plans amount to 69 lane-km
- Regional road improvements could add up to 275 lane kilometres of capacity for roads and transit
 - Represents a maximum increase of 44% in road lane-km
- In comparison, daily auto trips are projected to grow by 60% by 2031
- To achieve full growth potential, transit and “person capacity” within road right of way must be maximized

Arterial Road Improvements for Capacity

- Road widenings of selected two lane roads to four lanes to accommodate new population and employment in emerging growth areas
- Generally applies to Regional roads north of Major Mackenzie
- Recommended direction for MTSP is to:

Support arterial road improvements for capacity as identified in Region TMP (i.e. 2 to 4 lanes) subject to further needs assessments and environmental studies

Arterial Road Improvements to Support Transit

- Arterial road improvements for select four lane roads to accommodate rapid transit, transit priority and carpooling
- Key roadways being considered for improvements, include:
 - Kennedy Road
 - McCowan Road
 - Bayview Avenue
 - 16th Avenue
 - Leslie Street (proposed LRT corridor)
 - Other roads identified for improvements (e.g. Woodbine, Warden, Highway 7, Major Mackenzie Steeles, John St./14th Interchange)



- York Region Sustainable Travel Choices Study is intended to examine options for five main corridors
- As traffic and land use characteristics vary by corridor, recommendations need to be tailored to each situation

Kennedy Road – Steeles to Maj. Mackenzie



- Currently 4 lanes with turning lanes
- Primarily residential, with some large commercial sites
- Several locations are at capacity today
- Bottlenecks at Highway 7, CN rail underpass south of 407, Steeles Avenue
- Increasing demand pressures from Markham Centre, Pacific Mall area and other development
- Rapid transit planned on Kennedy between YMCA Blvd and Highway 7

Kennedy Road –Steeles to Maj. Mackenzie

	Option	Pros	Cons
No or Minimal Widening	Do Nothing	Minimal property impacts	Does not address future congestion
	Intersection improvements only	May be most cost effective improvement north of Hwy 7	Most intersections are already six lanes
	Convert existing lane to transit/HOV	Would force people to use transit	One lane for vehicles is not sufficient Forecasts transit volumes north of Hwy 7 are not sufficient to justify dedicated lane
Widening	Transit Only or Transit plus HOV	Will ensure priority for transit in key locations (e.g. at Highway 7, Steeles)	Transit volumes north of Hwy 7 are not sufficient to justify dedicated lane Concerns from adjacent residents
	General purpose lanes	Will provide necessary capacity in key locations (e.g. at Highway 7, Steeles)	Not consistent with Region's policy Concerns from adjacent residents

Kennedy Road –Steeles to Maj. Mackenzie

- **Draft Recommendations:**
 - Steeles to Highway 7:
 - Construct additional lanes for transit only or transit/HOV (short-medium term)
 - Highway 7 to Major Mackenzie:
 - Maintain four lanes, but implement intersection improvements at Highway 7 and 16th (short term)
 - Protect for transit/HOV lanes in longer term

Bayview Ave – Steeles to Hwy 7



- Currently 4 lanes with turning lanes, 6 lanes across Highway 407
- Primarily residential, with some large commercial sites
- Significant congestion near Highway 407
- Significant environmental constraints between Steeles and John
- Langstaff/RHCC development will place additional demands on Bayview south of 407
- No rapid transit planned

Bayview – Steeles to Hwy 7

	Option	Pros	Cons
No or Minimal Widening	Do Nothing	Minimal property impacts	Does not address existing congestion Full Langstaff development may not be achievable
	Intersection improvements only	Could include queue-jump lanes for transit	Turning movements are less of an issue than mainline capacity
	Convert existing lane to transit/HOV	May be possible across Hwy 407 where there are six lanes now May be possible if connects to Steeles Ave RT	One lane for vehicles is not sufficient
Widening	Transit Only or Transit plus HOV	Required to support Langstaff/RHCC Will ensure priority for transit in key locations (e.g. at Highway 7, Steeles)	No plans for north-south rapid transit south of Steeles Concerns from adjacent residents
	General purpose lanes	Will facilitate development of Langstaff/RHCC	Not consistent with Region's policy concerns from adjacent residents

Bayview – Steeles to Hwy 7

- **Draft Recommendations:**

- Implement transit queue jump lanes at intersections (short-medium term)
- Depending on success of transit on Bayview Avenue and provision of rapid transit on Steeles Avenue, widen for transit only

or

- Subject to pace of development in Langstaff/RHCC, convert a lane for transit (long term) ?

Leslie St – Steeles to Hwy 7



- Currently 4 lanes with turning lanes
- Primarily residential south of Hwy 407, commercial north of 407
- Significant congestion around Highway 7
- Emerging developments include Shops on Steeles and continued intensification of Commerce valley/Beaver Creek
- York Region commenced an EA for LRT from Steeles to Highway 7 (currently on hold)
- 407 Transitway includes a station at Leslie
- Timing of TTC Don Mills LRT within Toronto is uncertain

Leslie Street – Steeles to Hwy 7

	Option	Pros	Cons
No or Minimal Widening	Do Nothing	Minimal property impacts	Does not address existing congestion Does not address identified need for LRT
	Intersection improvements only	May be acceptable to residents	Turning movements are less of an issue than mainline capacity
	Convert existing lane to transit/HOV	May enable accommodation of LRT without widening	Resulting congestion may be unacceptable to residents
	Transit Only or Transit plus HOV	Would provide good connection to Commerce Valley/Beaver Creek/407 node	Requires one rail overpass Concerns from residents May not be enough HOV demand
Widening	General purpose lanes	Would provide good connection to Commerce Valley/Beaver Creek/407 node	Concerns from residents Not consistent with Region's policy Requires one rail overpass

Leslie Street – Steeles to Hwy 7

- **Draft Recommendations:**

- Steeles to Highway 7:

- Continue to protect for rapid transit
- If transit/HOV demand reaches required threshold (i.e. at least equivalent to one lane of traffic), convert existing lane to HOV (medium term)
- Subject to extension of LRT on Don Mills (Sheppard to Steeles), review merits of RT on Leslie Street or Woodbine Avenue as an alternative

McCowan– Steeles to Maj. Mackenzie



- Currently 4 lanes with turning lanes
- Corridor is narrow south of Steeles
- Primarily residential except at Hwy 7
- Highest traffic and transit volumes occur north of Hwy 7
- Corridor is largely built-out except at Steeles, no major regional developments planned
- Metrolinx has proposed link from Markham Centre to Scarborough centre via McCowan (beyond 25 yr plan)

McCowan– Steeles to Maj. Mackenzie

	Option	Pros	Cons
No or Minimal Widening	Do Nothing	Minimal property impacts	Does not address existing congestion
	Intersection improvements only	May cost effective way to improve transit priority	Most intersections are already six lanes
	Convert existing lane to transit/HOV	Would force people to use transit	One lane for vehicles is not sufficient Transit volumes north of Hwy 7 are not sufficient to justify dedicated lane
Widening	Transit Only or Transit plus HOV	Consistent with Metrolinx corridor	Transit volumes south of Hwy 7 may not be high enough to justify dedicated lane Concerns from residents
	General purpose lanes	Will provide necessary capacity in key locations (e.g. at Highway 7)	Not consistent with Region's policy Concerns from adjacent residents

McCowan –Steeles to Maj. Mackenzie

- **Draft Recommendations:**

- Steeles to Highway 7:

- Construct additional lanes for transit only or transit/HOV (medium-long term) in conjunction with extension to Scarborough Town Centre (Metrolinx plan)

- Highway 7 to Major Mackenzie:

- Implement intersection capacity and safety improvements (short term)
 - Widen to six lanes for transit and HOV (medium-long term)

16th Avenue – Hwy 404 to Markham Boundary



- Currently 4 lanes with turning lanes
- Primarily residential except at Hwy 404
- Significant peak period congestion
- High growth in traffic forecast
- Buttonville airport development will increase volumes
- No plans for rapid transit

16th Avenue – Hwy 404 Markham Boundary

	Option	Pros	Cons
No or Minimal Widening	Do Nothing	Minimal property impacts	Does not address existing congestion
	Intersection improvements only	May cost effective way to improve transit priority	Through capacity is the primary issue
	Convert existing lane to transit/HOV	Would force people to use transit	One lane for vehicles is not sufficient Transit volumes east of Warden are not sufficient to justify dedicated lane
Widening	Transit Only or Transit plus HOV	Project transit volumes would justify dedicated lane between 404 and Warden Could tie into HOV lane on Highway 404	Transit volumes east of Warden are not sufficient to justify dedicated lane Concerns from residents
	General purpose lanes	Will provide necessary capacity in key locations (e.g. west of Warden)	Not consistent with Region's policy Concerns from adjacent residents

16th Avenue – Hwy 404 Markham Boundary

- **Draft Recommendations:**

- Leslie to east of Woodbine:

- Construct additional lanes for transit and HOVs, or possible general purpose vehicles; subject to 404 crossing study currently underway

- East of Woodbine to Markham Boundary:

- Implement intersection improvements
 - Defer consideration of widening for transit until broader transit network has been further implemented

Other Road Improvements

- **Rapid Transit Roadways**
 - Support Region's development of rapid transit corridors
 - Continue to work with Region to ensure safe accommodation of all users within RT corridors, including cyclists
- **Conceptual Corridors**
 - Work with Region to initial corridor selection study or extension of Don Cousens parkway from Hwy 48 to Highway 404
- **Highway 404 Crossings**
 - Subject to the 404 crossing study currently underway by Region
 - Consider needs and issues for John St./14th Avenue connection

Development Phasing Issues

- Growth Management Plan has capacity for 150,000 new residents and 100,000 jobs to 2031
- Sustainable transportation system to accommodate growth is contingent on planned rapid transit improvements and behaviour shifts
- Recommend a phased approach tied to transit (e.g. Langstaff)
- MTSP recommendations will include a phasing strategy for residential growth
- Staff do not recommend development phasing for employment lands

Development Phasing Issues

Approach	Pros	Cons
No restrictions based on transportation capacity	Allows Town to fulfill growth targets	No ability to prioritize development based on sustainability objectives Public concerns in response to increasing congestion
Town-wide limits tied to transit infrastructure or modal shares	Least risk for Town in terms of transportation impacts Development linked to transit investment	May constrain residential growth Town/developers don't have direct control of transit Developer opposition and OMB appeals
Prioritization based on proximity to existing/planned rapid transit	Encourages growth where it can be accommodated by transit	Creates risk of overloading network if transit infrastructure not delivered Limits supply of single family homes Developer opposition and OMB appeals
Area specific phasing	Allows some development to proceed Can be monitored	Could result in "incomplete" communities"

Development Phasing Approach

- Continue to engage developers in discussions on phasing
- Recognize that success of rapid transit is contingent on growth in transit corridors
- Continue to adopt area specific phasing for major growth areas (e.g. Langstaff, Markham centre)
- Prioritize developments based on potential to support rapid transit plans and reduce auto dependence

Public and Stakeholder Consultation

- **Next Steps include:**

- Initiate household survey to assess trade-offs re: road widening, transit, development phasing
 - Target for June for survey, following Steering Committee approval of survey
- Host meeting with MAGIC in June with follow-up in fall
- Hold community open houses in 4 locations (September/October)

Next Steps

- **Finalize public consultation process (summer)**
- **Hold community open houses in 4 locations (fall)**
 - **MAGIC to participate in open houses**
- **Present to Technical Advisory Committee (Fall)**
- **Steering Committee Meetings (thru fall)**
- **Updates to Transportation Committee (thru fall)**
- **Finalize Report – late 2011**