



DEVELOPMENT AND INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
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**DEVELOPMENT AND INFRASTRUCTURE SERVICES INFORMATION REPORT
ENGINEERING SERVICES 2016-16**

TO: Mayor and Members of Council

SUBJECT: York Region Transportation Master Plan Update - Comments

ORIGIN: Commissioner of Development & Infrastructure Services

PREAMBLE

In accordance with the Procedure By-law, any member of Council may request this information report to be placed on an upcoming Committee of the Whole agenda for discussion.

BACKGROUND

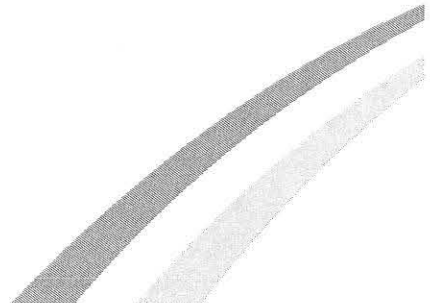
The Town is in receipt of a request from York Region to provide comments on the Transportation Master Plan (TMP) Update – Draft Policy Principles and Actions, by March 29, 2016. Town Council will receive a presentation from York Region in April on the topic, but it was felt that Town Council should be made aware of the policies and Town staff position prior to the presentation.

Town staff have been participating in the York TMP process from the start through various Technical Advisory Committees (TAC), public information sessions, and staff meetings. Town staff have helped shape some of the policies.

COMMENTS

The York TMP process has five objectives:

1. Create a world class transit network
2. Develop a road network fit for the future
3. Integrate active transportation in urban areas
4. Maximize the potential of employment areas
5. Making the last mile work



Within these five objectives, the TMP process developed five themes with policy principles and actions that are the subject of review for this report. Each policy principle or action is listed out with comments from staff.

Finer Grid Network

<u>Recommended Policy Principles</u>	
York Region be responsible for environmental assessments, design, construction, operation and ownership of all future 400-series crossings.	NOT applicable to the Town
York Region be responsible for environmental assessments, design and construction of future interchange ramp extensions, with local municipalities responsible for operation and ownership.	NOT applicable to the Town
York Region provide financial assistance and support to local municipalities for mitigating/bridging barriers (watercourses, railways, etc.) in the major collector road network for new and existing development areas.	TOWN STAFF support this as there may be opportunities within the Secondary Plan area and the Mobility Hub review.
York Region restrict implementation of new turning restrictions and vehicle-type restrictions on the Regional road system, except those required for network optimization and asset preservation purposes.	TOWN STAFF do not fully endorse this principle as this is one method of preventing/mitigating traffic infiltration through the local roads from regional arterials. While it is important to maintain the integrity of the regional arterial system, consideration must be given for the increased non-local traffic flows through the stable residential communities.
<u>Recommended Actions</u>	
Define the infrastructure requirements as part of the TMP roads, transit and active transportation networks. This includes the 400-series highway crossings and ramp extensions.	TOWN STAFF are supportive.
Develop an Arterial Road Classification study to establish the role and function of the Major Arterial, Minor Arterial and Major Collector road network in York Region.	TOWN STAFF may have an issue with the action item, and it depends on the outcome of the Arterial Classification study. This action could result in York

<p>Major and Minor Arterial roads should remain under York Region's jurisdiction. Major collector roads should remain under local jurisdiction. The Arterial Classification study should establish the Region's interest and role in protecting the transportation function provided by the Major Collector Road system.</p>	<p>Region dictating requirements on the Town's collector road to a point where the Town may not be able to address items like speeding or infiltration with any form of traffic calming measure. TOWN STAFF will seek to be actively engage in this study</p>
<p>Review existing turning restrictions and vehicle type restrictions on the Regional road network, and consider removal of these restrictions where they are not warranted for network optimization or asset preservation purposes.</p>	<p>TOWN STAFF may have an issue with this action. Arterial turning movement restrictions are a method to control traffic infiltration. As well, TOWN STAFF undertook an extensive public consultation process for the no through movements at the Davis/Crossland/Ford Wilson intersection. TOWN STAFF would expect that same level of consultation if any changes were to be made</p>
<p>Establish a development charges funded reserve to support these policy principles</p>	<p>TOWN STAFF are supportive of this action item, but caution that additional development charges may impact development potential.</p>

Corridor Evolution

<p><u>Recommended Policy Principles</u></p>	
<p>York Region operates the Regional road network to move the most people.</p>	<p>TOWN STAFF agree with this and notes the key point is most people, and not one particular mode choice (eg. car, bus, walking, etc.)</p>
<p>Develop a policy to permit conversion of general purpose traffic lanes to HOV/Transit lanes or reserved bus lanes after established thresholds are met.</p>	<p>TOWN STAFF agree with this principle only if the decisions are based on creating a continuous network.</p>
<p><u>Recommended Actions</u></p>	
<p>Reaffirm that when widening a road from four-lanes to six-lanes, the additional lanes must be designated for HOV/Transit use</p>	<p>TOWN STAFF agree with the idea in principle, but consideration must be given for traffic volume and connectivity.</p>
<p>Establish thresholds for converting existing general purpose lanes to HOV/Transit lanes or</p>	<p>TOWN STAFF note that there are no six-lane configurations without a reserved bus lane or</p>

reserved bus lanes of four-lane and six-lane roads	proposed HOV/Transit lanes. TOWN STAFF wish to be part of the study that determines threshold levels of existing four-lane roads.
Develop a long-term traffic management strategy that incorporates existing and emerging technologies to optimize, expand and transform the people moving capacity of Regional corridors.	TOWN STAFF agree with this statement, and would recommend that this long-term traffic strategy be part of this TMP update.

Commuter Parking Management

<u>Recommended Actions</u>	
Develops (in partnership with Metrolinx, MTO and/or local municipalities) new commuter parking lots in strategic areas of the Region that support reduced auto travel and increase transit ridership and use existing and proposed HOV/Transit lanes	TOWN STAFF support this action. As part of the vivaNext project, the commuter parking lot at Davis Drive and Highway 404 was improved to accommodate the viva Yellow and additional parking. TOWN STAFF would anticipate potential lot improvements as part of the Mobility Hub study at the Newmarket GO (Tannery) station
Establish a governance model for Regional commuter parking management.	TOWN STAFF support this action.
Provides direction regarding on-street parking on Regional roads	TOWN STAFF support this action.
Identify and implement pilot projects, including the use of paid parking.	TOWN STAFF support this action, but would like to be part of this study to ensure equity and proper placement of these facilities. TOWN STAFF have and currently are dealing with paid parking issues and the overflow onto residential streets.

Goods Movement Network

<u>Recommended Actions</u>	
Define the Region's role in supporting goods movement.	TOWN STAFF support this action.
Identify demand management measures to reduce the impact of goods movement during peak travel periods.	TOWN STAFF support this action.
Confirm a hierarchy/network of goods movement corridors, recognizing that all Regional roads are intended to move all types of vehicles.	TOWN STAFF support this action, and consideration should be given to the higher density centres and corridors. These areas generally have higher-order transit, tighter geometric design, and are high pedestrian areas. TOWN STAFF would also like the TMP Update to consider emerging or potential future methods of goods movement.

Boulevard Jurisdiction

<u>Recommended Policy Principles</u>	
York Region assume responsibility for planning, design, construction, operation and ownership of boulevard elements within Regional rights-of-way, including sidewalks, cycling facilities, illumination and streetscaping.	TOWN STAFF are supportive of this principle.
<u>Recommended Actions</u>	
York Region to work with local municipalities to assume planning, design, construction, maintenance and jurisdictional responsibility for boulevard elements within the Regional rights-of-way, including sidewalks, cycling facilities, illumination and streetscaping.	TOWN STAFF are supportive of this action since it will lead to consistent application of boulevard infrastructure. TOWN STAFF would see both Operating and Capital budget savings, and there is the possibility the maintenance issues like sidewalk snow clearing would be contracted back to the Town.
Establish a Development Charge funded reserve to support this policy principle.	TOWN STAFF are supportive of this action item, but caution that additional development charges may impact development potential.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

- Well Planned and Connected...strategically planning for the future

CONSULTATION

Not applicable.

HUMAN RESOURCE CONSIDERATIONS

No impact on current staffing levels.

BUDGET IMPACT

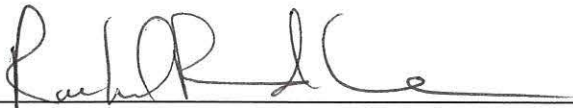
No impact of the current budget.

CONTACT

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