Council Workshop

Transportation Master Plan

Town of East Gwillimbury

October 8, 2019
Study Overview
This Transportation Master Plan (TMP) will:

**Update** the Town’s 2010 TMP

**Reference** the Town’s 2012 ATTMP

**Serve as a blueprint** for the Town to develop its future transportation network to 2041

**Focus** on multi-modal transportation, connectivity, and accessibility

**Promote** community prosperity and sustainability

**Support** the Town’s vision for a safe, accessible, and livable community
TMP Implementation

Phase 1
Problem or Opportunity

Phase 2
Alternative Solutions

Recommended Projects

Implementation Plan
- Project Identification and Phasing
- Development Charges Cost Estimates
- Policies, funding, monitoring

Draft and Final Transportation Master Plan Report

We are here
Problem and Opportunity Statement
Problem & Opportunity Statement

*The Town of East Gwillimbury is planned to grow significantly over the next 25 years. This growth will result in more and shorter trips within the Town, putting added strain on the Town’s internal transportation network.*

Phase 1 Problem or Opportunity

- Support all modes of travel (auto, transit, on road and off road active transportation)
- Identify gaps and opportunities in the transportation network
- Accommodate growth to 2041 and beyond
- Support existing and future land uses
- Develop a well-integrated, multi-modal, and sustainable transportation network
03 Scenario and Evaluation
## Planning Strategies

<table>
<thead>
<tr>
<th>#</th>
<th>2041 Scenarios</th>
<th>Description</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Base Case</td>
<td>Committed road improvements by:</td>
<td>Confirm the need for the Town to make its own investments in transportation</td>
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<tr>
<td></td>
<td></td>
<td>• MTO</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>• York Region</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Town of East Gwillimbury</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Current Plans</td>
<td>Further to Scenario 1, build planned Town improvements from the 2010 Transportation Master Plan, 2012 ATTMP</td>
<td>Assess conditions with current Town plans for investment in new roadways</td>
</tr>
<tr>
<td>3</td>
<td>Revised Town Network</td>
<td>Revise current Town plans, identify new road improvements</td>
<td>Respond to changes in planning context</td>
</tr>
<tr>
<td>4</td>
<td>Enhanced Town Network</td>
<td><strong>Further to Scenario 3, implement on-street cycling facilities on existing and new roads, incorporate Travel Demand Management (TDM) policies &amp; programs.</strong></td>
<td>Reduce the dependency on vehicles in increase the modal split of transit, cycling, and walking.</td>
</tr>
</tbody>
</table>
Evaluation Criteria and Results

Scenario 4 is the Preferred Scenario as it supports the multimodal vision for the Town and provides a safe, accessible, and connected road network for all users.
Proposed Road Projects

- New roadways
- Road improvements and/or widening
- Intersection improvements
- Transfer jurisdiction of Queensville Sideroad
- Grade separation
- Province: 400-404 Connecting Link
Roundabouts

- Consider single lane roundabouts for all new intersections or intersection improvements
- Rural roads, collector roads
Proposed Cycling Network (within ROW)

- Paved shoulders
- Bikeways
  - (i.e. bike lanes, bike routes, etc.)*
- Multi-use pathways

*Refer to ATTMP for off road facilities
**Coordination with ATTMP (currently underway) required
Proposed Sidewalk Network

- Multi-use pathways
- New and wider sidewalks
Transit Network

- Builds upon York Region frequent transit network and mobility on request service
- Town focus on first-last mile solutions – EcoMobility hub concept
- Focus shared services (i.e. bike share) at community hubs (local centres)
- Recommend pilot project to start – GO Station
- Other transit projects available include and are not limited to: taxi, rideshare
Public Consultation / What We Heard
Public Consultation

Public Open House #1
East Gwillimbury Sports Complex
March 22, 2018

Public Open House #2
East Gwillimbury Civic Centre
April 10, 2019

Community Open House #3
East Gwillimbury Civic Centre
Proposed – October 8, 2019
What we heard

- Want better access to transit
- Gaps in the sidewalk network
- Limited cycling network
- Traffic congestion hotspots
- Highway 400-404 Link
05 Implementation
Transportation Policies

Policies reviewed and updated for:

- All-way stop control warrants;
- Crossing guard warrants;
- Pedestrian cross-overs;
- Radar message boards;
- Sidewalk installation;
- Speed limit reduction; and
- Roundabouts
Implementation Plan

1. Conduct required further studies for recommended projects
2. Coordinate with York Region, GO Transit, and MTO
3. Incorporate roundabouts into new subdivision planning in Green Lane West, Sharon and Queensville
4. Implement TDM measures as a condition of site-plan approval
5. Enable / promote electric vehicle and carpool parking spaces
6. Implement transportation policies to better manage existing system to reduce speeds in quiet residential areas and enhance pedestrian and cyclist comfort and safety on Town streets
7. Identify and leverage funding sources beyond the DC program
8. Integrate TMP recommendations into planning documents
9. Update the TMP every 5 years
## Implementation Costs

<table>
<thead>
<tr>
<th>Improvement Type</th>
<th>Growth Related Cost</th>
<th>Non Growth Related Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Reconstruction *</td>
<td>$18,090,254</td>
<td>$49,997,272</td>
<td>$68,087,526</td>
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<tr>
<td>Road Widening *</td>
<td>$2,391,601</td>
<td>$0</td>
<td>$2,391,601</td>
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<tr>
<td>New Construction *</td>
<td>$230,915,196</td>
<td>$0</td>
<td>$230,915,196</td>
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<tr>
<td>New Structures **</td>
<td>$8,489,583</td>
<td>$0</td>
<td>$8,489,583</td>
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<tr>
<td>Paved Shoulders</td>
<td>$18,125,064</td>
<td>$2,013,896</td>
<td>$20,138,960</td>
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<tr>
<td>Sidewalk on Both Sides</td>
<td>$14,211,994</td>
<td>$4,335,737</td>
<td>$18,547,731</td>
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<tr>
<td>Sidewalk on One Side</td>
<td>$4,273,606</td>
<td>$1,357,234</td>
<td>$5,630,840</td>
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<tr>
<td>Multi-Use Path</td>
<td>$6,675,466</td>
<td>$1,234,825</td>
<td>$7,910,291</td>
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<tr>
<td>Painted Bike Lanes</td>
<td>$2,144,420</td>
<td>$773,121</td>
<td>$2,917,542</td>
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<tr>
<td>Sharrows</td>
<td>$113,144</td>
<td>$113,144</td>
<td>$226,287</td>
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<tr>
<td>Intersection Improvement / Jog Elimination</td>
<td>$1,733,298</td>
<td>$192,589</td>
<td>$1,925,887</td>
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<tr>
<td>Roundabout</td>
<td>$500,625</td>
<td>$55,625</td>
<td>$556,250</td>
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<td>Streetlighting</td>
<td>$12,743,867</td>
<td>$1,415,985</td>
<td>$14,159,852</td>
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<tr>
<td>Other Improvements (bike share, EcoMobility Hub)</td>
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<tr>
<td><strong>Totals</strong></td>
<td><strong>$320,408,118</strong></td>
<td><strong>$61,489,427</strong></td>
<td><strong>$381,897,546</strong></td>
</tr>
</tbody>
</table>

* Includes structure costs where road and structure work are built simultaneously
** Standalone structure projects only
*** Implementation costs incurred over time through to 2041
Transportation Master Plan comments or questions?

Thank you!