



Transportation Master Plan Update

Town of East Gwillimbury

Welcome

to Public Information Centre 3

Wed April 26, 2023

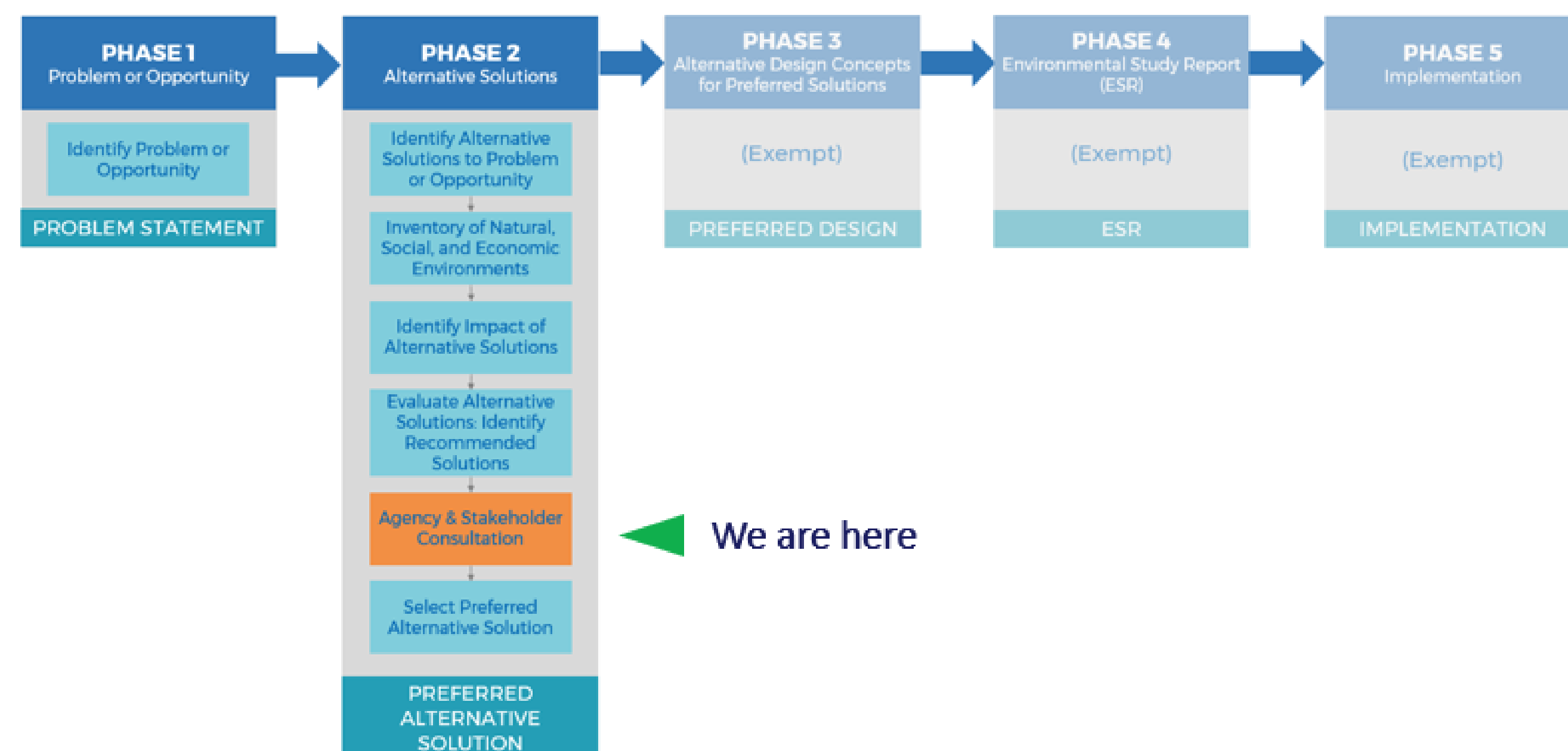
What is a Transportation Master Plan?

A Transportation Master Plan (TMP) identifies the long-term transportation objectives of a defined area and specific solutions requiring further study.

Transportation is an essential part of a community and is one of the primary factors driving the Town's environmental, economic, and

social sustainability. A transportation system can influence the travel choices that people make and these choices will have a significant effect on the sustainability of the area and its growth.

Follows The Municipal EA Process



Planning Context

The Town's TMP will be developed within the context of existing policies and initiatives at the provincial, regional, and local levels.

Provincial

- Provincial Policy Statement, 2020
- Growth Plan for the Greater Golden Horseshoe, 2017 Update
- 2041 Regional Transportation Plan, 2017 Update
- GO Regional Express Rail (RER), 2016
- GO Station Access Plan, 2023
- Highway 400-404 Extension Link
- Transit Supportive Guidelines
- #CycleON: Ontario's Cycling Strategy


Regional

- York Region Transportation Master Plan, 2022
- New Communities Guidelines, 2013
- Transportation Mobility Plan Guidelines for Development Applications, 2016
- Access Guidelines for Regional Roads, 2020

Local

- Official Plan (OP), 2022
- Strategic Plan, 2015-2018
- Transportation Master Plan, 2010
- Active Transportation and Trails Master Plan, 2022 (Draft)
- Green Lane Secondary Plan, 2018
- Holland Landing Secondary Plan, 2022
- Highway 404 Employment Corridor Secondary Plan, 2020
- Roads Needs Assessment Study, 2009

Purpose of the TMP






-  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 2051 and beyond
-  Support existing and future land uses
-  Develop a well-integrated, multi-modal, and sustainable transportation network

Build from the draft 2041 TMP recommendations (completed 2019) to accommodate new urban areas (Whitebelt lands) by 2051.

Problem and Opportunity Statement

The Town of East Gwillimbury is planned to grow significantly over the next 25 years by about 4 times its current population. This growth will result in additional and shorter trips within the Town, adding strain on the Town's internal transportation network.

At the same time, this growth represents opportunities to:

-  Provide new road linkages
-  Improve streets within the Town, making them safe and accessible for all road users
-  Promote walking as the first choice for short trips
-  Make cycling an option for more than just recreational trips
-  Grow the role of transit in the Town

Ultimately, this multimodal vision for transportation will ensure that the Town is a safe, accessible, and livable community in the future.

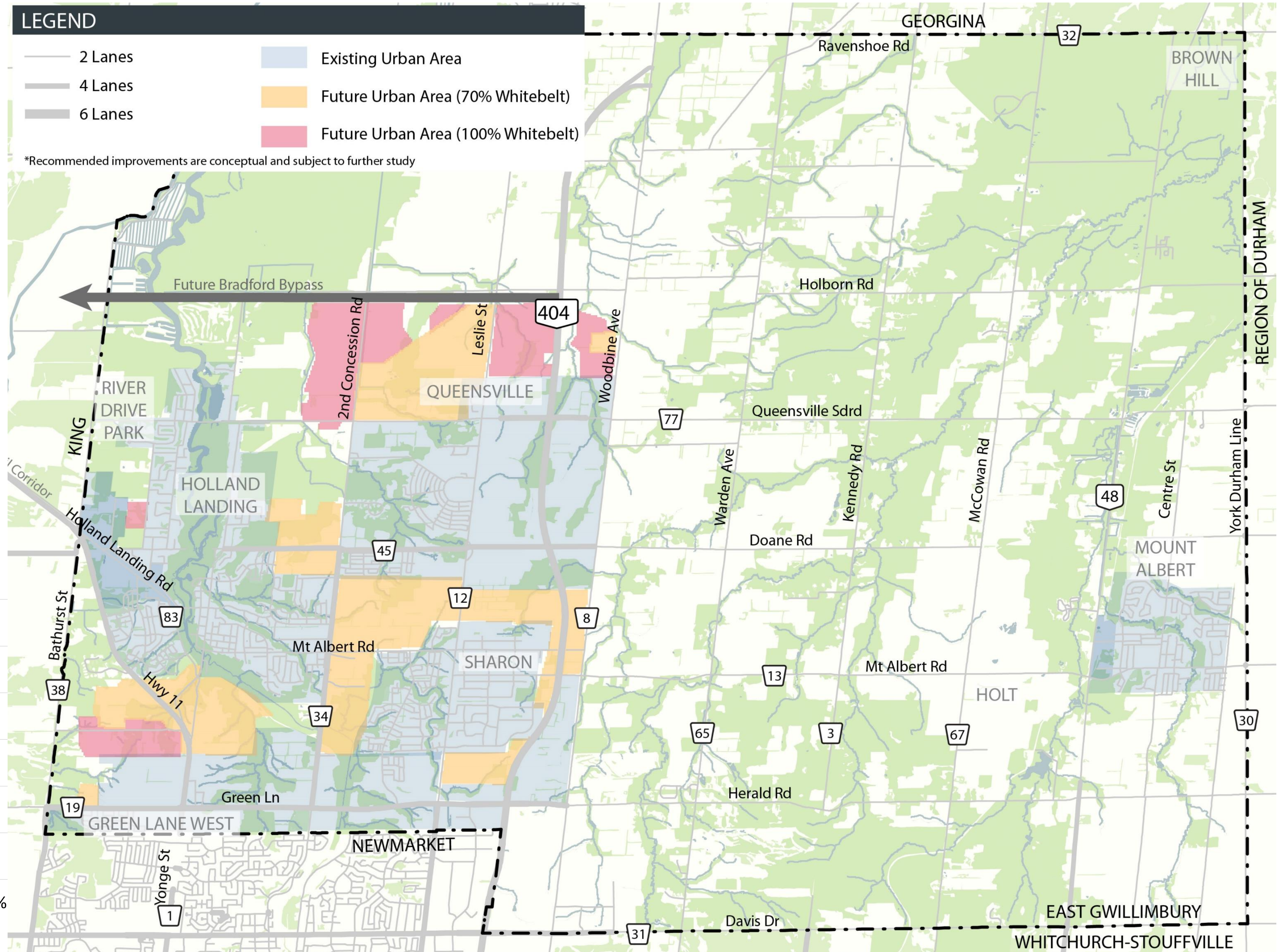
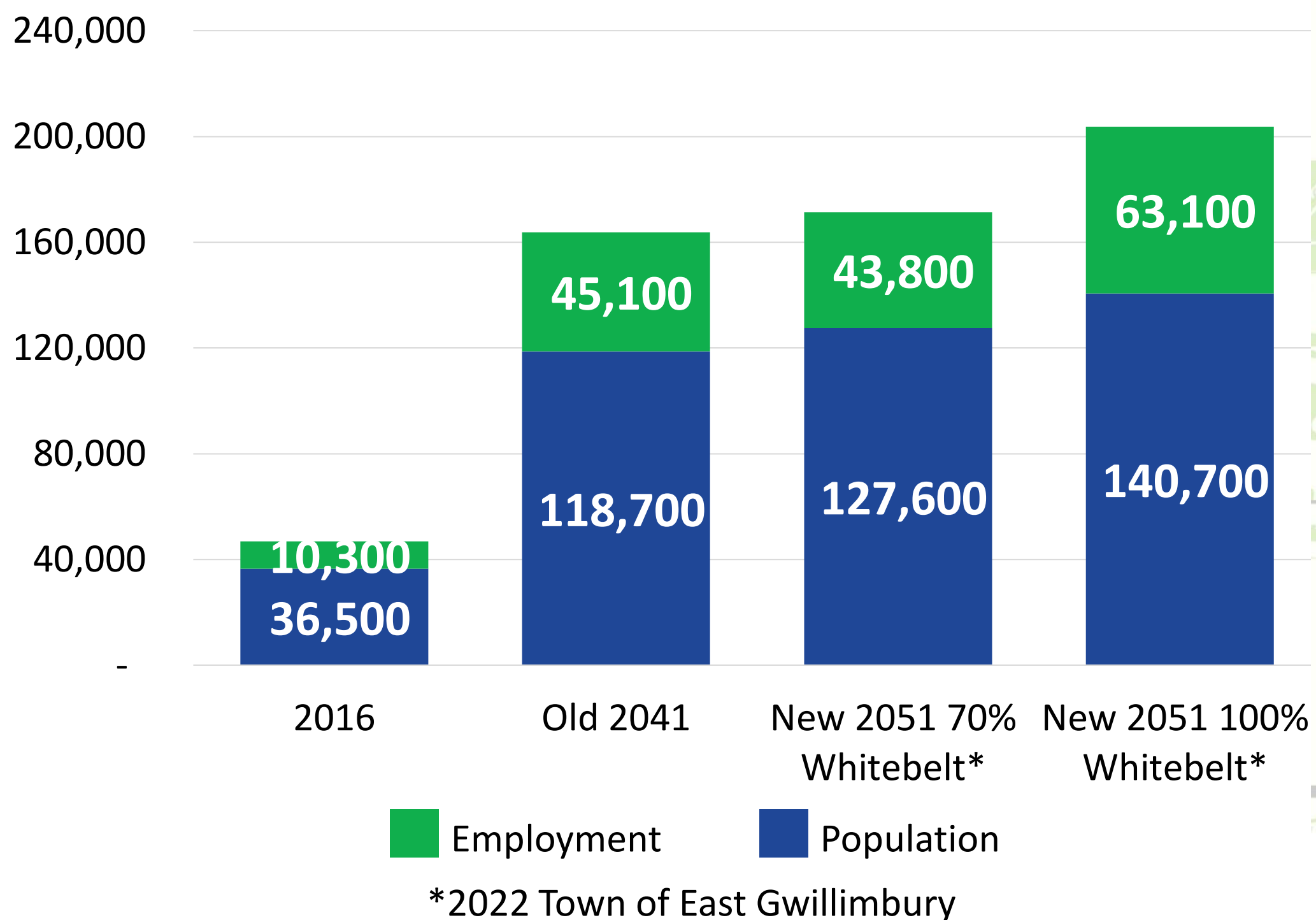
Updates from the draft 2041 TMP recommendations (Completed in 2019)

Major Changes:

- Additional Urban Areas (Whitebelt)
- Incorporate York Region's 2022 Transportation Master Plan
- Completion of local Secondary Plans



Population and Employment Comparison



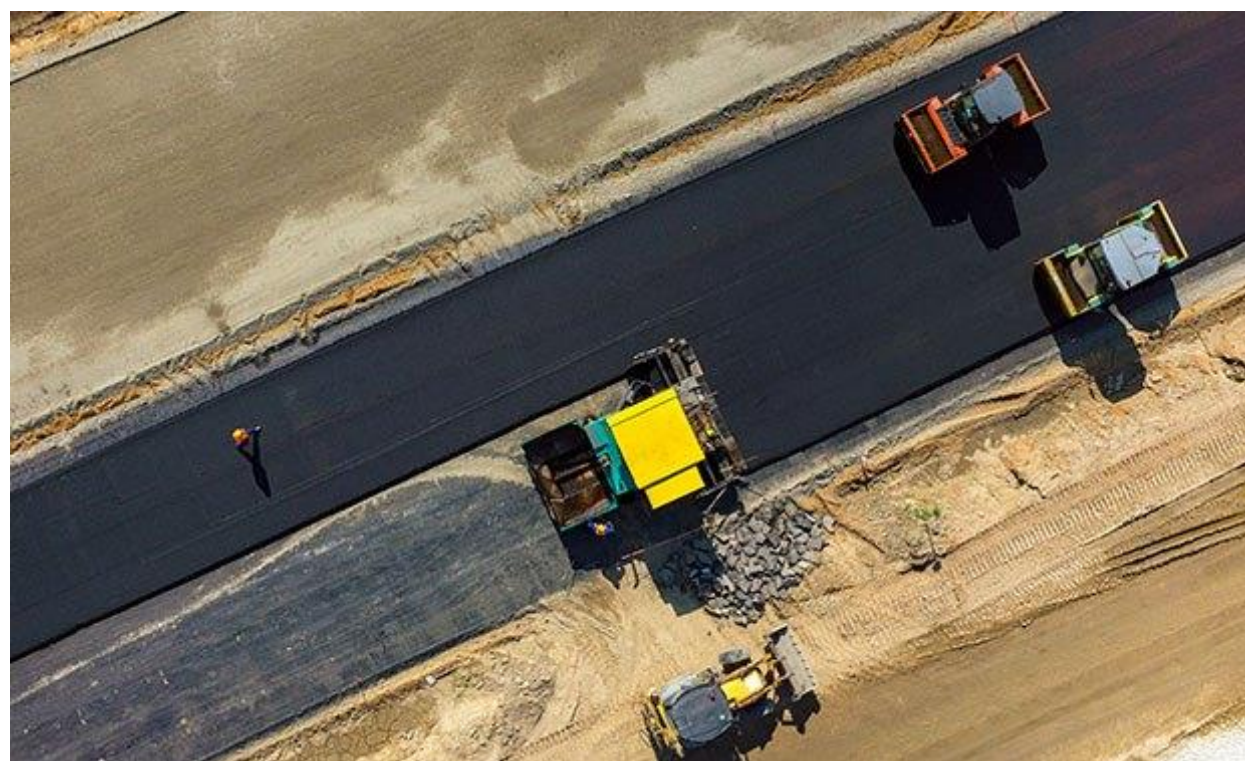
Road Network

Proposed changes to the road network include:

Intersection Improvement

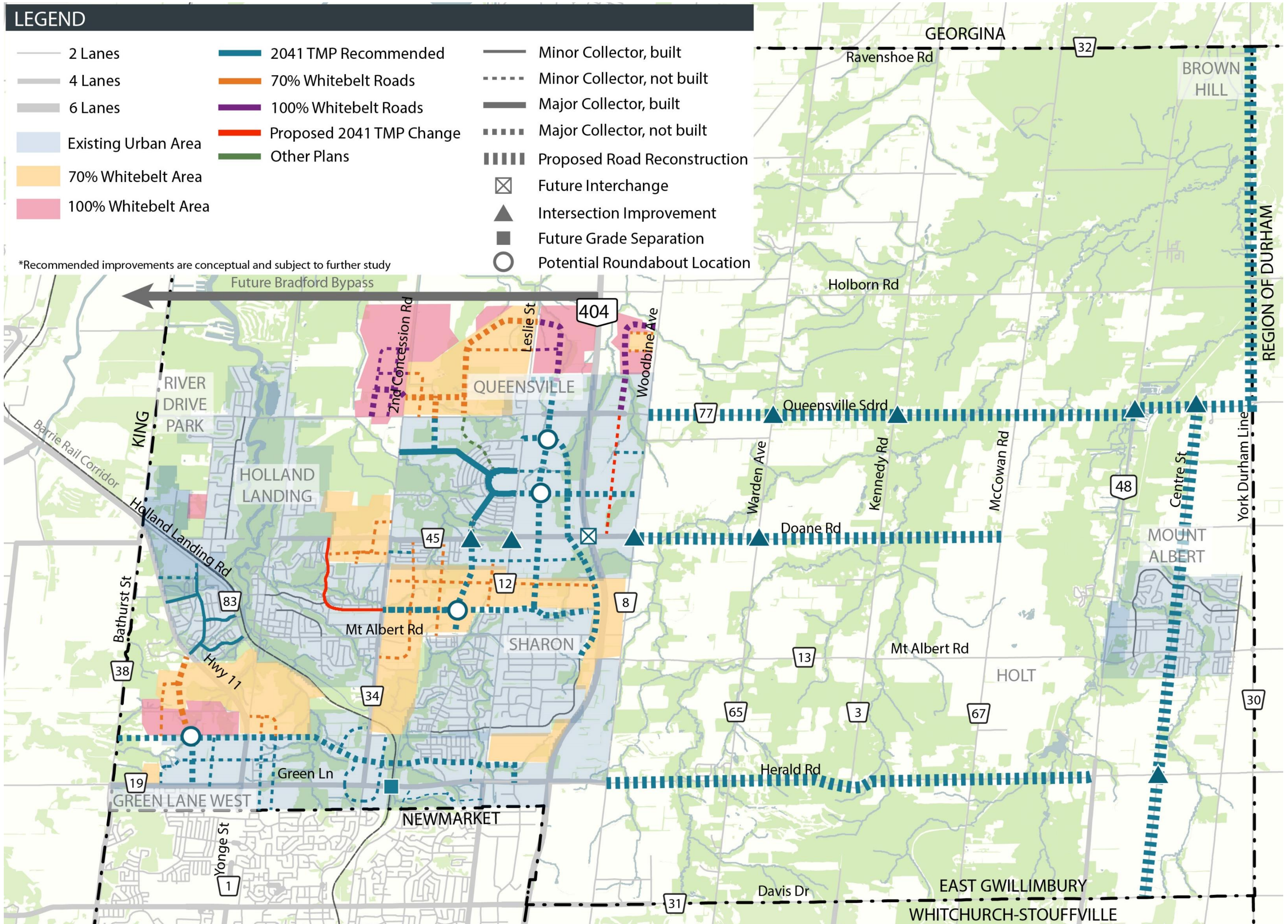


Road Reconstruction



Source: Studies To Bolster Rural Motorist Safety, Cut Road Building Costs, Richard Nira, 2018

Grade Separation



Pedestrian Network

Pedestrian facilities can include the following:

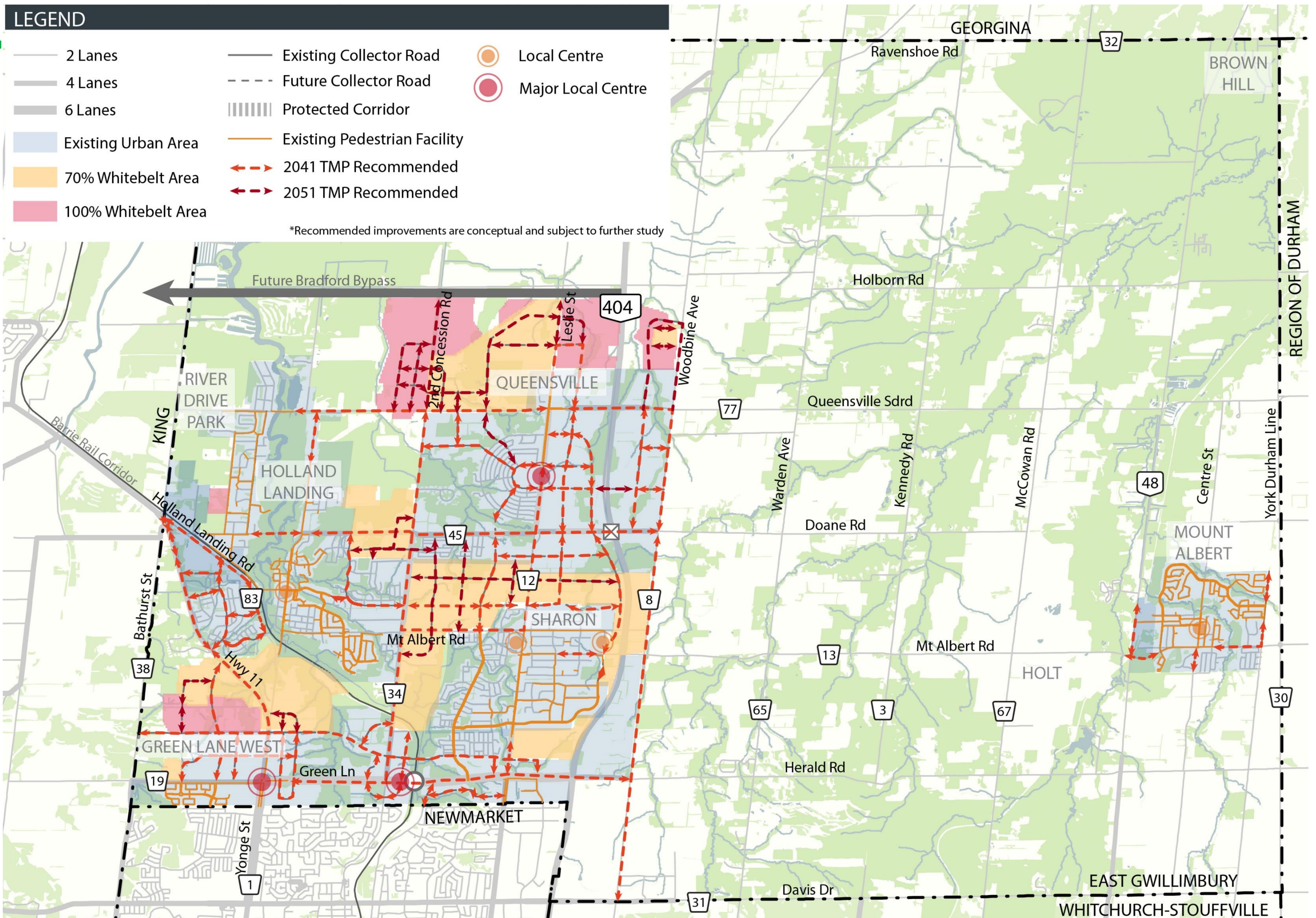
Sidewalks



Multi-use Path



Streetlights are typically provided with sidewalks and multi-use paths within urban boundary roadways.



Cycling Network

There are many types of cycling facilities and can include the following:

Sharrows



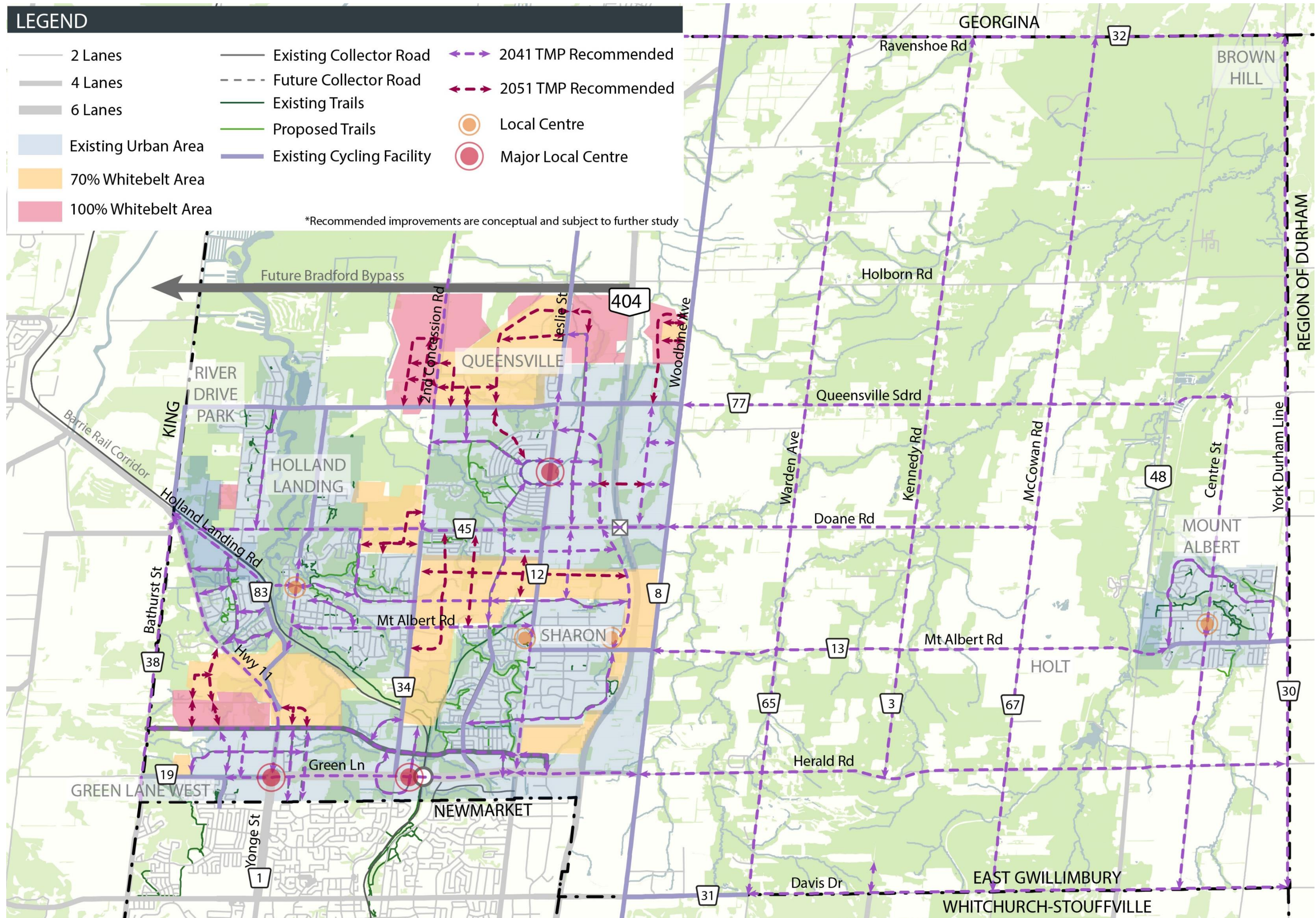
Bike Lane



Multi-use Path



Disclaimer: Refer to ATTMP for off road cycling facility



Transit Strategy

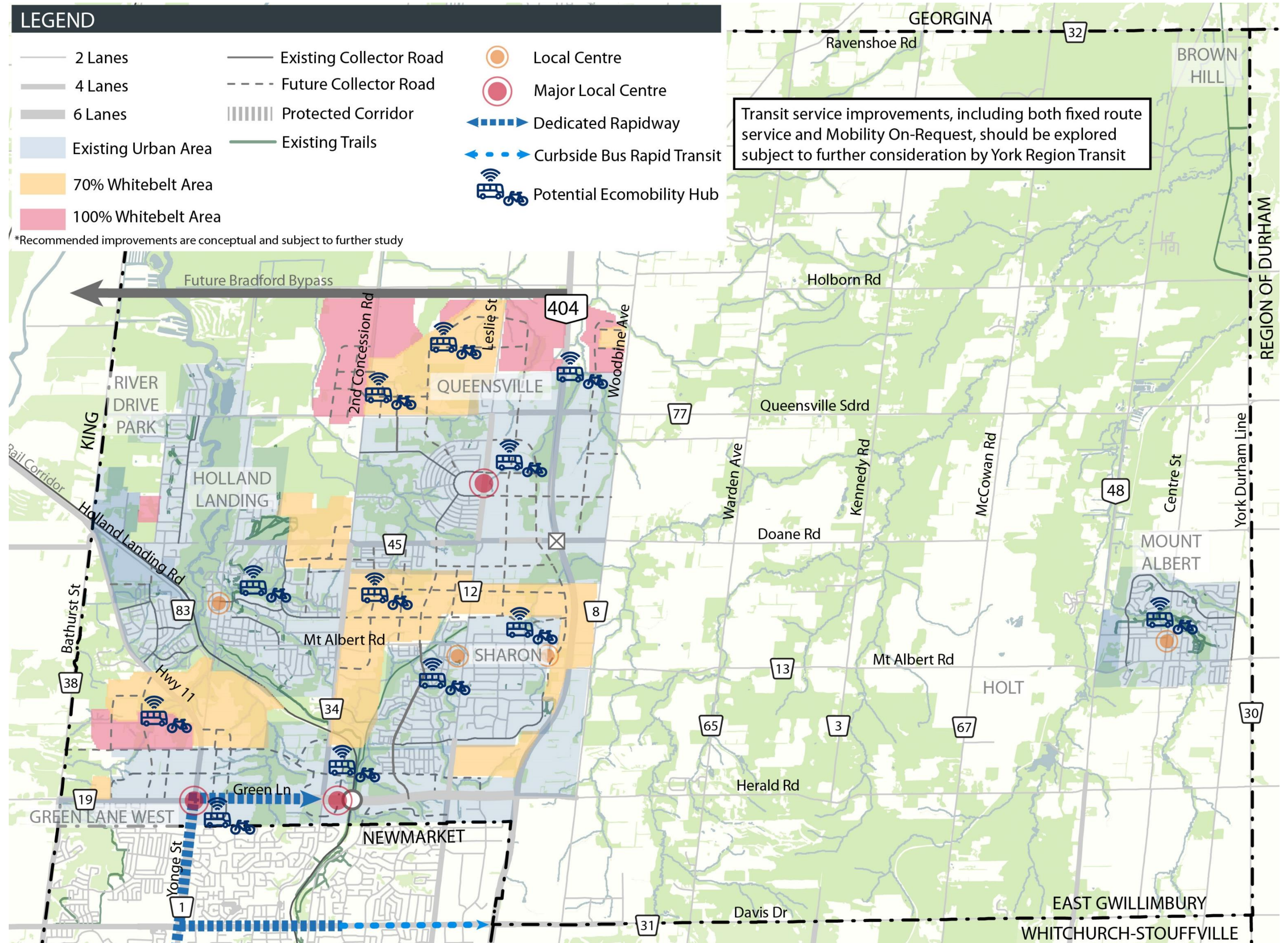
Transit in East Gwillimbury is delivered by York Region Transit.

The Town can support new transit services through a well-connected walking and cycling network, and planning for EcoMobility Hubs* at key locations throughout the Town, such as Local Centres.



Image source: Multi Mobility, Sophia von Berg, 2014

* EcoMobility Hubs incorporate multiple shared mobility services (i.e. transit, bike share, electric vehicle car share, and safe and comfortable waiting areas for ride share) at a single location. They can be placed at central locations in a community to provide more travel options^{1 2}.



Notes:

¹Karim D. M., Innovative Mobility Master Plan: Connecting Multimodal Systems with Smart Technologies, Disrupting Mobility Conference, MIT Media Lab, Cambridge, USA, November 11~13, 2015.

²Karim D. M., Creating an Innovative Mobility Ecosystem for Urban Planning Areas, Disrupting Mobility - Impacts of Sharing Economy and Innovative Transportation on Cities, Springer Book, Lectures in Mobility, ISBN: 978-3-319-51601-1, pages 21-47, 2017.



Thank you for attending Public Information Centre 3 Keep Informed and Get Involved



Please fill out a comment form and return it to us today or provide your comments online by May 10, 2023.



For more information, visit us at:

<https://www.eastgwillimbury.ca/TMP>

Keep Informed, Get Involved, and Contact Us

Please share your thoughts or opinions about the East Gwillimbury Transportation Master Plan by contacting our project team:

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Study Schedule

