

Welcome

City of Pickering Integrated Transportation Master Plan

Public Information Centre #2 – June 21, 2018

What is an Integrated Transportation Master Plan?

The Integrated Transportation Master Plan (ITMP) is a comprehensive plan for the transportation needs of the entire City. It is a plan that will be used to support the City's Official Plan, which provides a framework for growth and development in Pickering based on key principles that include complete communities, efficient use of infrastructure, and encouraging the use of active and sustainable modes of travel.

Study Process

We are here			
Phase 1	Phase 2	Phase 3	
Establish a Vision	Assess Alternatives	Develop Supporting Strategies	Develop the ITMP
Winter 2017	Spring 2018	Summer 2018	Spring 2019
Public Information Centre #1	Public Information Centre #2		Public Information Centre #3

At this Public Information Centre, find out more about:

- What we've heard from you so far
- The vision for the Pickering ITMP
- Transportation alternatives
- Overview of supporting strategies
- Next steps of the study

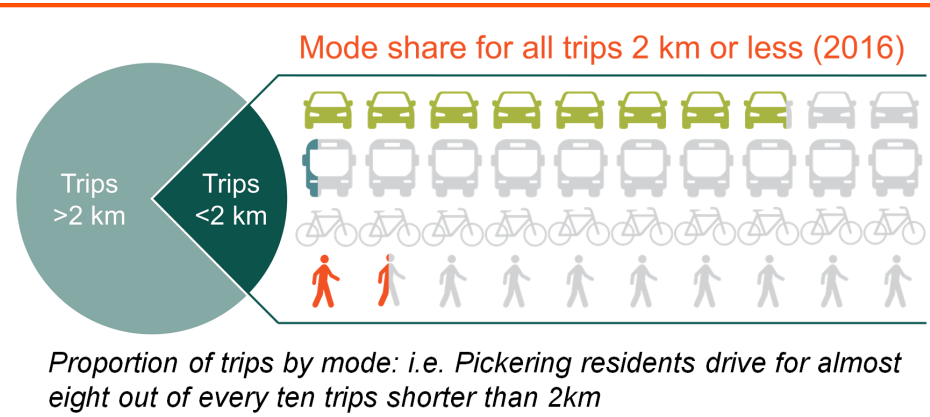


Why is transportation important?

Public Health

There are various ways in which land uses and transportation systems influence public health including:

- **Air quality** - there has been a concerted effort to reduce greenhouse gas emissions through policy direction at all levels of government
- **Safety** - there have been significant changes in vehicle and roadway design, complemented by public education campaigns and stricter regulations on distracted driving
- **Physical activity** - sedentary lifestyles are a major contributor to increasing rates of cardiovascular diseases, obesity, and diabetes. The design of our cities and transportation systems has a role in equipping people to choose active travel modes



Mobility and Accessibility

The transportation system plays a role in how well individuals can travel around to fulfill their basic daily activities. By supporting mobility and access to services for people of all ages and abilities, the City of Pickering can improve the quality of life for its residents and workers.



Climate Change

Transportation emissions contribute to 35% of Ontario's greenhouse gas emissions (GHG) – higher than any other sector. The Ontario Climate Change Strategy has set a target to reduce total GHG emissions by 37%. The ITMP can take a two-pronged approach to help meet that target:

- improving infrastructure to support sustainable modes, and
- managing demand through programs and policies



What We've Heard

Phase 1 Consultation – by the numbers



Over 100
members of
the public
participated



81
hot spots
identified on
the maps



Over 200
survey
responses
received





Main themes of comments received:

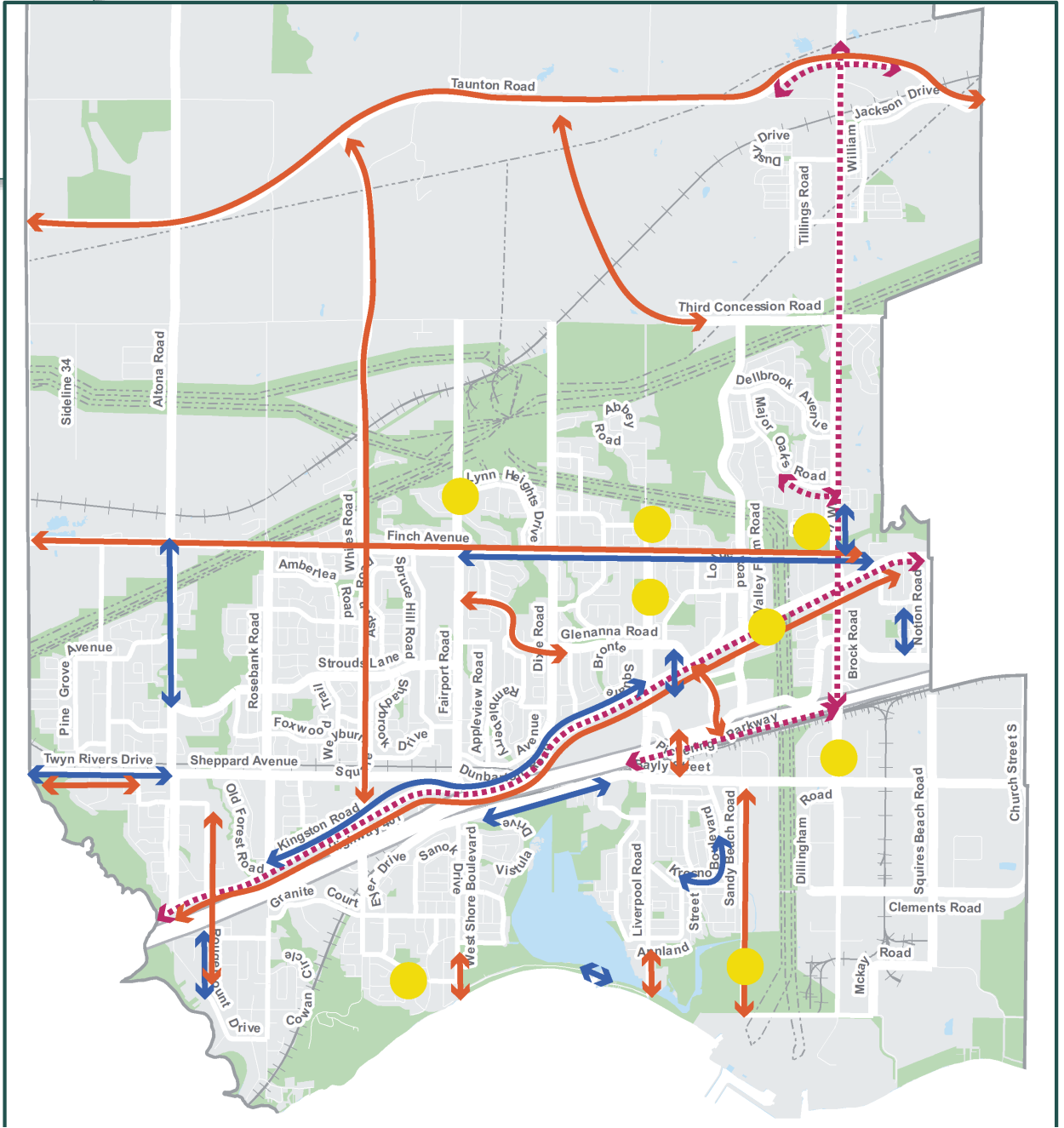
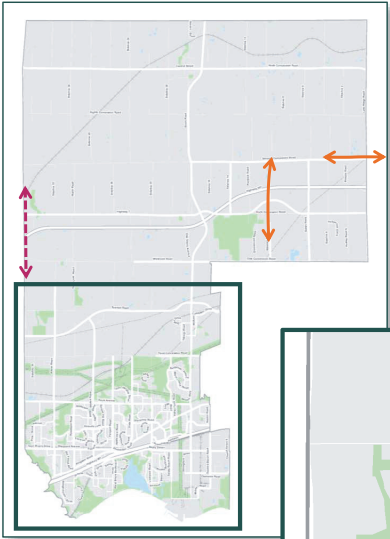
- Improve safety for all road users
- Improve pedestrian and cycling connections to major destinations
- Increase connectivity and frequency of transit to major destinations
- Traffic congestion is increasing in Pickering
- Locations of transportation issues and concerns (see map on next board)



What We've Heard

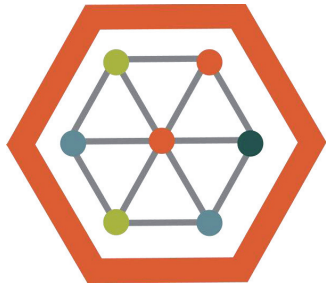
The following specific issues were identified by the public during the first PIC and the community survey

-  Areas in need of cycling facilities or facility improvements (e.g. continuous bike lanes, better separation from traffic)
-  Areas experiencing significant congestion
-  Areas in need of transit improvements (e.g. new stops, higher frequency service, more bus stop amenities)
-  Areas in need of pedestrian facility improvements (e.g. continuous sidewalks, crossing facilities etc.)



Pickering ITMP Vision

A safe and well-connected transportation system that offers inclusive mobility, supports complete and sustainable communities and facilitates continued economic growth.



Safe, Well-Connected Transportation System

- Improves transit access
- Supports and encourages active transportation
- Provides efficient movement of people and goods

Inclusive Mobility

- Provides safe transportation options for all ages and abilities

Complete and Sustainable Communities

- Minimizes impacts on natural heritage
- Provides community health benefits
- Fits Pickering's development strategies

Economic Growth

- Supports City's development strategies
- Provides efficient goods movement in and around Pickering
- Financially sustainable for the City



Transportation Alternatives

To address the transportation needs of Pickering and achieve the vision of the ITMP, the following alternatives were identified:

	Alternative 1: Incremental Improvements	Alternative 2: Complete Communities	Alternative 3: Infrastructure Focus
	<ul style="list-style-type: none"> • “Business as usual” – incremental improvements integrated with anticipated network changes 	<ul style="list-style-type: none"> • Building on existing City plans and studies, integrating transportation changes with proposed land uses and policies 	<ul style="list-style-type: none"> • Leverages major infrastructure projects to dramatically change how people move around Pickering
Programs and Policies	<ul style="list-style-type: none"> • Development continues as planned – Seaton, South Pickering Intensification, etc. • Continue participation in region-wide Travel Demand Management (TDM) initiatives (e.g. Smart Commute Durham) • Moderate changes to transportation related policies (e.g. reductions in required parking for development) 	<ul style="list-style-type: none"> • Strengthen process for aligning transportation improvements and land use plans • Ensure plans for neighbourhood intensification consider traffic impacts • Pedestrian-friendly design standards to support multi-modal access • Multimodal connections as a requirement for developing employment lands • Neighbourhood-focused Travel Demand Management, such as car- or bike-share • Promote recreation- and institution-based Travel Demand Management programs • Reduce parking supply in neighbourhoods with good transit and active transportation access • Transit-oriented development land use changes 	<ul style="list-style-type: none"> • Continue with planned land uses (employment, residential, etc.) • Establish a commuter-focused Travel Demand Management program • Encourage third-party car sharing or bike sharing services to operate in Pickering by providing necessary infrastructure and resources, e.g. dedicated parking spaces at major trip generators • Establish a city parking authority to manage on-street and lot parking in the city centre and waterfront • Pilot a city-run bike-share program • Allow for commercial and employment land to be developed adjacent to existing and proposed transit hubs
Road Network	<ul style="list-style-type: none"> • Build planned Seaton road network per the Central Pickering Development Plan, and regionally-planned road network improvements per the Durham Transportation Master Plan • Carry out planned improvements to the municipal road network 	<ul style="list-style-type: none"> • Build planned Seaton road network and regionally-planned roads • Retrofit roads and sidewalks in established communities to eliminate gaps and improve multimodal access • Leverage opportunities for traffic calming by removing lanes, reducing speeds, and reducing on-street parking 	<ul style="list-style-type: none"> • Build planned Seaton road network (including a Whitevale by-pass) and regionally-planned roads to their maximum widths • Increase access to Hwy 401 with new interchange ramps, potentially at Liverpool Road or Church Street • Additional crossings of Hwy 401 at Notion Road and in Downtown Pickering • Establish high-occupancy vehicle / managed lanes on Hwy 401 • Designate a local goods movement network to support the Regional goods movement network



Transportation Alternatives (cont.)

	Alternative 1: Incremental Improvements	Alternative 2: Complete Communities	Alternative 3: Infrastructure Focus
Transit Service and Network	<ul style="list-style-type: none"> • “Business as usual” – incremental improvements integrated with anticipated network changes 	<ul style="list-style-type: none"> • Building on existing City plans and studies, integrating transportation changes with proposed land uses and policies 	<ul style="list-style-type: none"> • Leverages major infrastructure projects to dramatically change how people move around Pickering
Active Transportation Network	<ul style="list-style-type: none"> • Finish construction of Pulse infrastructure on Kingston Road (as curb-side bus lanes) • Work with Durham Region Transit on route changes 	<ul style="list-style-type: none"> • Continue with planned transit network and service improvements as outlined in the Durham Region Transit Service Strategy and Metrolinx 2041 Regional Transportation Plan • Explore the use of micro-transit and new mobility options for neighbourhoods • Reconfigure transit to work with mini hubs in neighbourhoods and leverage new mobility 	<ul style="list-style-type: none"> • Support the implementation of Seaton GO Rail service, providing multi-modal connections to the Seaton station • Provide access to proposed 407 Transitway by creating park-and-ride lots and configuring local transit connections • Support the development of, and ongoing infrastructure improvements for, the Highway 2 Rapid Transit Corridor • Establish high-frequency north-south and east-west priority bus corridors
	<ul style="list-style-type: none"> • Designate signed cycling routes to connect with regionally-designated cycling routes • Implement new cycling facilities (shared lanes, bike lanes etc.) on an opportunity basis (e.g. as part of major road construction) • Ensure new developments feature sidewalks and trail/path connections 	<ul style="list-style-type: none"> • Take advantage of road diets to build active transportation network, including signed routes on traffic-calmed neighbourhood roads • Improve visibility, markings, and lighting at pedestrian and cyclist crossings • Connect local active transportation infrastructure to regional infrastructure • Designate a spine route cycling network including signed routes and on- and off-road facilities 	<ul style="list-style-type: none"> • Develop a dedicated off-road cycling network utilizing hydro corridors, parks, and boulevards • Construct more pedestrian connections over Hwy 401, potential locations are in the vicinity of Fairport Road, Notion Road, or Valley Farm Road

Evaluation Criteria

Alternatives will be evaluated based on the following criteria:

- ITMP Vision
- Network Impacts
- Community Impacts
- Environmental Impacts
- Cost Effectiveness



Complete Streets Strategy

A complete streets strategy ensures that all streets are planned, designed, operated and maintained to allow safe, convenient and comfortable mobility for all users, regardless of age or ability.

What does Pickering do now?

- The Official Plan identifies road categories, associated right-of-way widths, and access restrictions
- The Downtown Pickering study identified opportunities to implement complete streets in the city centre, with policy recommendations to enhance pedestrian and cycling connectivity, and rebalance road space allocation to accommodate all users

Directions for the ITMP

- A street typology that prioritizes functional mobility as well as attracting users of all modes
- Multimodal performance standards to be used in identifying gaps in the network and prioritizing improvements
- Identify options for retrofitting streets to include pedestrian and cycling infrastructure in areas where an increase in density is planned



Complete Streets

Complete streets include roadway elements and boulevard elements that balance the need for all users. Elements can be prioritized to support the needs of users based on the context of each specific road.



For Pedestrians

- Sidewalks or multi-use paths
- Visible and accessible crossings with appropriate markings
- Curb cuts and tactile walking surface indicators at intersections



For Cyclists

- Bike facilities suitable for the context (e.g. shared lanes on traffic calmed residential streets, cycle tracks on arterial roads)
- Bike parking
- Intersection crossing markings



For Motorists

- Travel lanes
- Parking and loading areas
- Traffic signals and controls at intersections



For Transit Users

- Visible and accessible transit stops
- Transit shelters and/or benches
- Sidewalk connections to transit stops
- Transit priority measures

Benefits of Complete Streets:



- Ensure Pickering residents have safe options to travel around the city for school, work, and recreation



- Help create safe, livable, and sustainable communities by encouraging active transportation



- Improve safety for vulnerable road users and people with disabilities



- Create a network of streets to serve all users, including goods movement



Active Transportation Strategy

Pickering's active transportation network consists of infrastructure for pedestrians and cyclists such as sidewalks, trails, bike lanes, and multi-use paths.

What does Pickering do now?

- The City's Official Plan identifies policies to enhance pedestrian and cyclist safety in order to encourage walking and cycling, including traffic calming measures and accessible design
- Pickering's cycling network includes
 - Bicycle lanes and boulevard multi-use paths on regional roads such as Kingston Road, Altona Road, and Brock Road
 - Bicycle lanes or edgelines providing cyclists with dedicated space on local corridors such as Rosebank Road, Strouds Lane, Fairport Road, and Glenanna Road
 - Trail network including Waterfront Trail, Seaton Trail, Duffins Trail and Trans Canada Trail
 - Bike shelters and bike racks at municipal buildings
- The City is improving the pedestrian network to meet accessibility standards, including tactile warning plates and curb cuts at intersections, as well as building and upgrading multi-use paths

Directions for the ITMP

- Focus on increasing connectivity in the existing network by addressing gaps (e.g. establish multimodal connections to community facilities, improve east-west connections to boost the active transportation commuter network)
- Explore creative solutions and retrofit options that do not solely rely on road widening to improve the active transportation network



Cycling Network Concept

This map outlines the **strategic elements** that can be used to continue to advance the **active transportation network** in the City of Pickering.

1 Connect to Major Recreation Facilities

Rouge National Urban Park

2 Overcome Barriers

Major Barrier Crossing

Conceptual desire line

3 Serve New Development Areas

Seaton Development Area

4 Support Higher-order Transit

Rapid Transit / High Frequency Bus

Protect for Future Rapid Transit

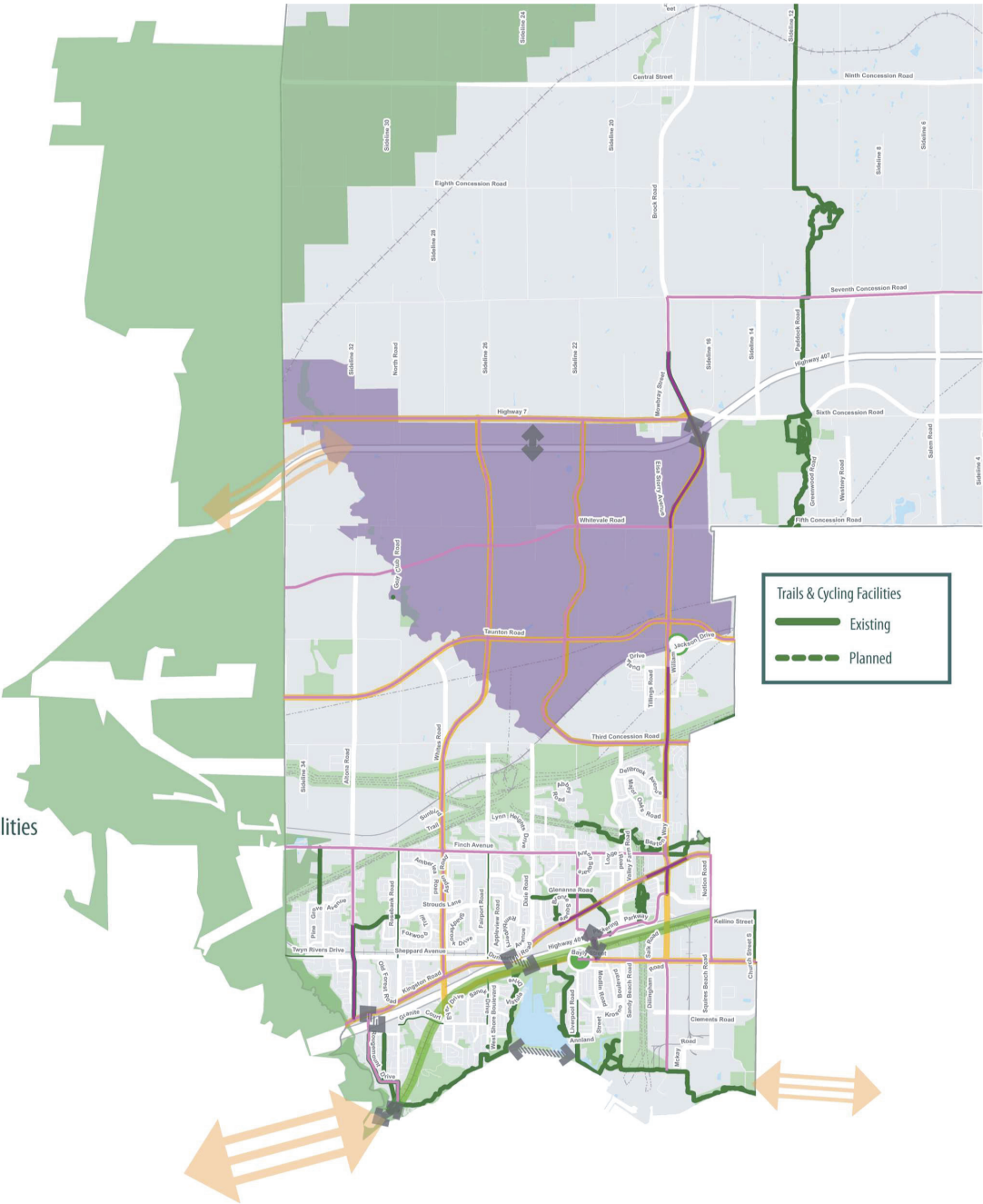
GO Transit Corridor

5 Integrate with Neighbouring Municipalities

Major Commuting Desire Line

Existing Regional Cycling Network

Future Proposed Regional Cycling Network



Network development will draw on the existing **City of Pickering network**, the **existing and planned Durham Region Network** and **other connections** as noted above.



Facility Types

A variety of facility types will make up the **Active Transportation Network**.

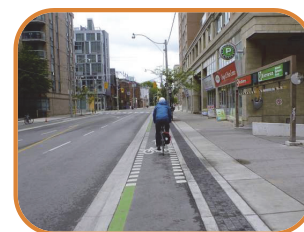


Multi-Use Paths

- Pathways that allow pedestrian and cyclists, as well as other users to share space
- Where these facilities are located through green space, they are often referred to as multi-use trails

Cycle Tracks

- Cycle tracks (also referred to as protected bike lanes or separated bike lanes) provide some form of physical protection between cyclists and moving cars – such as bollards, curbs, or parked cars
- Cycle tracks are most appropriate on arterial roads, depending on the speed and volume of traffic

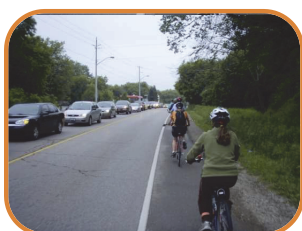


Bike Lanes and Buffered Bike Lanes

- Bike lanes are lanes dedicated exclusively for use by cyclists through a combination of pavement markings and signage. Buffered bike lanes incorporate a painted buffer area to provide additional clearance and comfort between cyclists and vehicles
- Bike lanes are most appropriate on collector or minor arterial roads, depending on the speed and volume of traffic

Bicycle Boulevards

- Bicycle boulevards are streets that incorporate a variety of pavement markings, signage and traffic calming measures to create a comfortable cycling route
- Bicycle boulevards are typically implemented as part of a network of connected streets to provide connectivity through a neighbourhood and are most appropriate on local roads



Paved Shoulder

- In some rural areas, a paved shoulder can provide dedicated space for cyclists and pedestrians along rural roads where other improvements are not feasible



Goods Movement Strategy

Efficient goods movement impacts the competitiveness and prosperity of businesses in Pickering. Due to proximity to large markets and access to the highway and rail networks, a significant value of goods travel in and through Pickering.

What does Pickering do now?

- The City's Official Plan identifies the need to examine signed truck routes for efficient goods movement
- Brock Road, Taunton Road and Bayly Street are identified as part of Durham's Regional Strategic Goods Movement Network

Directions for the ITMP

- Explore designated truck routes on City roads
- Explore policies for the allocation of curbside space to support the "last mile" of goods movement
- Incorporate a process for implementing grade separations at major rail lines



Municipal Parking Management Strategy

The management of public parking supply through policies, bylaws and enforcement can influence land use and travel behaviour. Unrestricted on-street parking is a challenge to road maintenance activities.

What does Pickering do now?

- The Official Plan identifies the need for a comprehensive parking strategy that considers reduced parking requirements where transit options are available
- The Downtown Pickering study recommended policies to limit surface parking and locate parking in a manner that promotes pedestrian-oriented design

Directions for the ITMP

- Explore the idea of a municipal parking authority and/or area-wide approaches to parking management
- Review the City's parking policies and develop recommendations for:
 - Shared parking facilities and parking reductions
 - Specialty parking – bike, carpool, electric vehicle, car-sharing, etc.



Transportation Demand Management Strategy

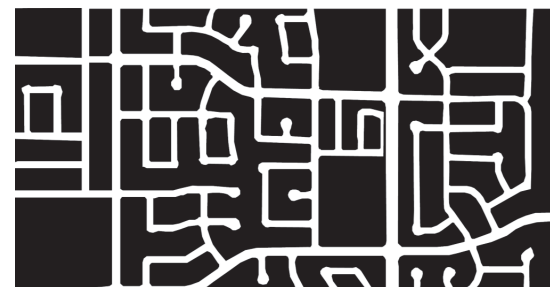
Transportation demand management (TDM) strategies are used to influence travel behaviour to reduce travel demand by single-occupant vehicles.

What does Pickering do now?

- The Official Plan identifies the need to manage travel demand and optimize existing infrastructure by promoting and supporting initiatives like ride share, bus priority and high-occupancy vehicle lanes.
- Residents and employers in Pickering have the opportunity to participate in programs offered by Smart Commute Durham.

Directions for the ITMP

- Provide policy support and incentives for workplaces in Pickering to influence commuting travel behaviour.
- Create guidelines for new developments to address their transportation impact.



Access Management Strategy

Access management directs the location of intersections and private entrances to assist in preserving the safety and efficiency of the transportation network.

What does Pickering do now?

- The Region's Arterial Corridor Guidelines discourage driveways and drive-throughs in regional centres and corridors to minimize conflict with turning vehicles and other users of the road.

Directions for the ITMP

- Align with the Region's review of their Arterial Corridor Guidelines, and take a context sensitive approach for collector and local roads
- Establish guidelines for connecting new developments to the existing transportation network



Next Steps

We will:

1 Review and consider your feedback.

2 Continue to develop the supporting strategies that will accompany the ITMP.

3 Prepare the draft ITMP.

4 Hold the final Public Information Centre in spring of 2019 – see you there!

Get Involved!

Send us your questions or ideas at ITMP@pickering.ca

Visit our website pickering.ca/ITMP for updates.

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