

# Welcome

## City of Pickering Integrated Transportation Master Plan

Public Information Centre #3 – June 19 and 20, 2019

### 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	Phase 4
Establish a Vision	Assess Alternatives	Develop Supporting Strategies	Develop the ITMP
<i>Winter 2017</i>	<i>Spring 2018</i>	<i>Fall 2018</i>	<i>Spring 2019</i>
Public Information Centre #1	Public Information Centre #2		Public Information Centre #3

### At this Public Information Centre, find out more about:

- The vision for the Pickering ITMP
- Draft networks and recommendations
- Next steps of the study



# What We've Heard

## Public Consultation – by the numbers



**Over 100**  
members of  
the public  
participated



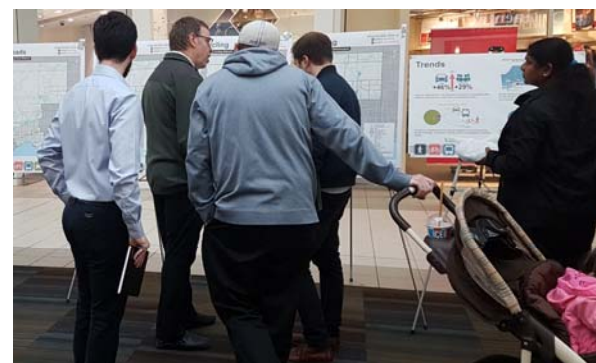
**81**  
hot spots  
identified on  
the maps



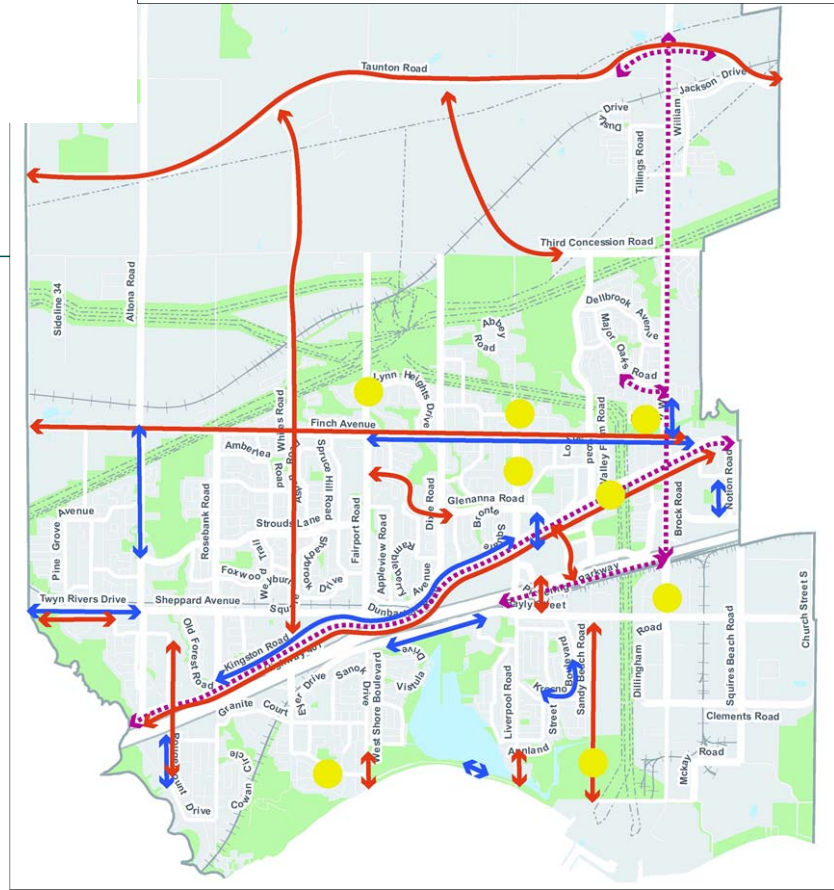
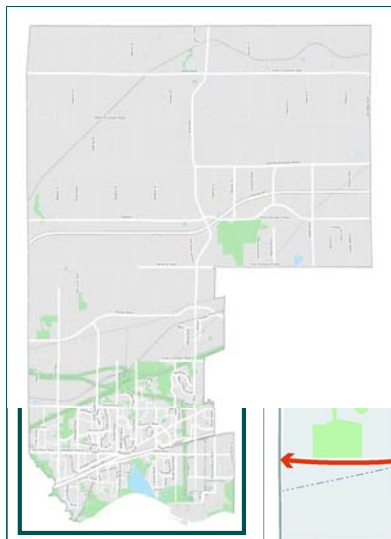
**Over 200**  
survey  
responses  
received

### 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 (cont.)



More winter maintenance of pedestrian connections and bus stops

Kingston Road traffic is too heavy. Congestion is not sustainable.

Cyclists do not feel safe riding in Pickering

More transit connections to GO Station

More multi-modal connections over Hwy 401 e.g. Notion Road, Valley Farm Road

More signage and wayfinding for active transportation

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

The ITMP considered three scenarios to guide plan development.

## Scenario 1: Incremental Improvements

“Business as usual” – incremental improvements integrated with anticipated network changes.

## Scenario 2: Complete Communities

Building on existing City plans and studies, integrating transportation changes with proposed land uses and policies, emphasizing connectivity.

## Scenario 3: Infrastructure Focus

Leverages major infrastructure projects to dramatically change how people and goods move around Pickering.

## Preferred Alternative – Complete Communities

Policies and Programs	Road Network	Active Transportation Network
<ul style="list-style-type: none"> <li>• Strengthen process for aligning transportation improvements and land use plans</li> <li>• Pedestrian-friendly design standards to support multi-modal access</li> <li>• Neighbourhood-focused Travel Demand Management</li> <li>• Manage parking supply in neighbourhoods with good transit and active transportation access</li> <li>• Encourage transit-oriented development in growth areas</li> </ul>	<ul style="list-style-type: none"> <li>• Build planned Seaton road network and regionally-planned roads</li> <li>• Retrofit roads and sidewalks in established communities to eliminate gaps and improve multi-modal access</li> <li>• Increase network capacity at strategic locations to accommodate growth and improve connectivity</li> </ul>	<ul style="list-style-type: none"> <li>• Take advantage of existing pavement widths to build cycling network, including bike lanes or signed routes on neighbourhood roads</li> <li>• Connect active transportation infrastructure to regional, TRCA/Parks Canada, Toronto, Markham, and Ajax infrastructure</li> <li>• Improve pedestrian and cyclist crossings</li> </ul>





# Draft 2031 Road Network

## Road network development considerations:

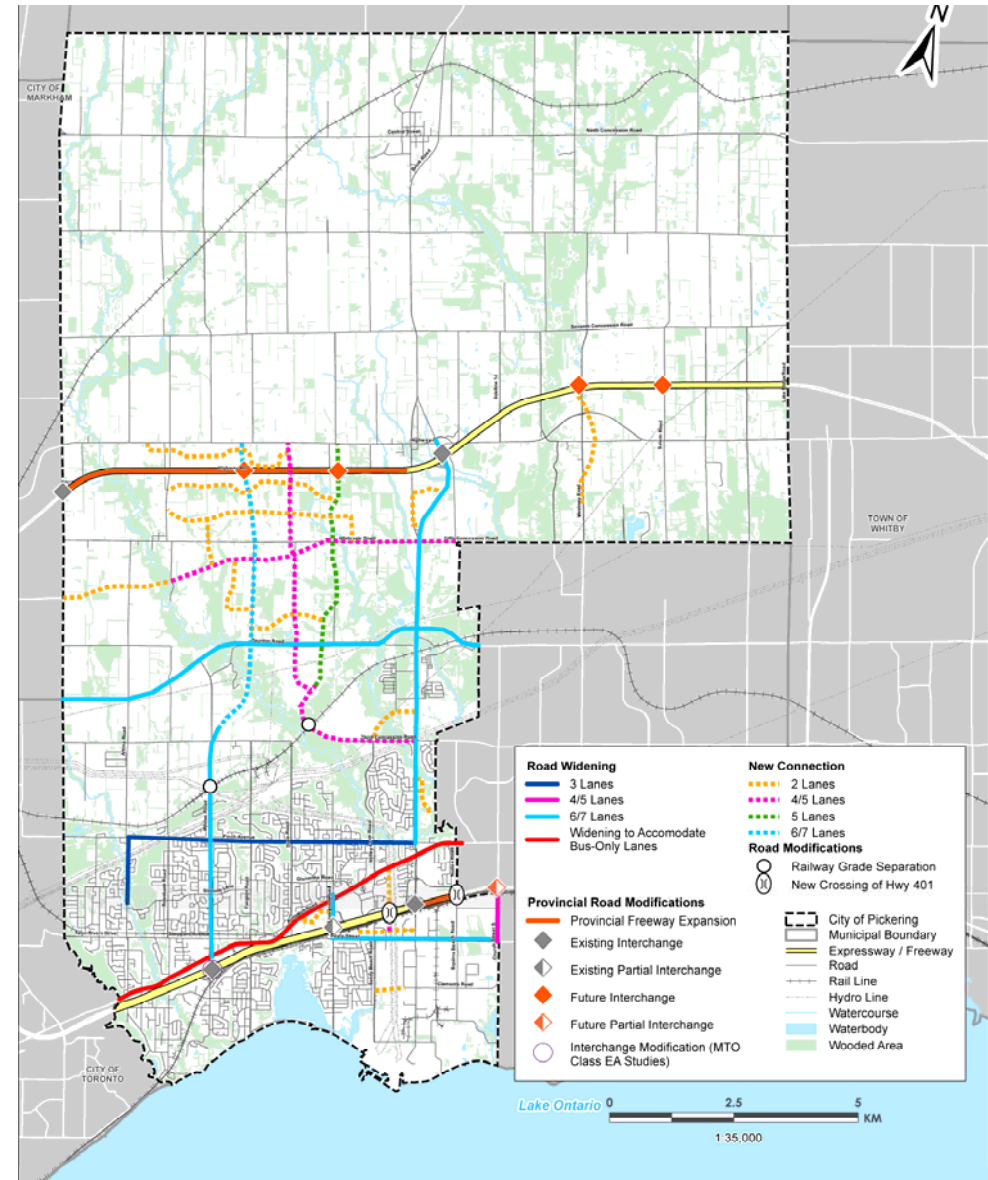
- Pickering Official Plan
- Durham Region TMP
- Potential new road connections

## Draft 2031 Network includes:

- Seaton Urban Area (as planned)
- Durham Region TMP recommendations

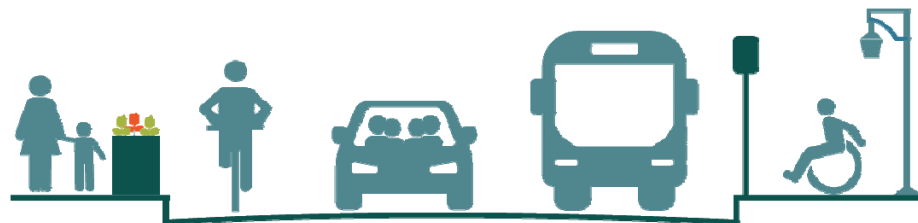
## Plus:

- Church Street widening and Hwy 401 interchange
- Notion Road crossing of Hwy 401
- City Centre crossing of Hwy 401
- Clements Road to Sandy Beach Road
- Type C Arterials and Collector roads to support growth areas



# Complete Streets

Complete Streets are streets that are planned, designed, operated and maintained to improve road safety for all modes and users.



The Complete Streets strategy includes the following key policy directions:

- Take an **area-wide approach** to address different land use contexts: South Pickering Urban Area, Seaton Urban Area, and Rural Area.
- Adopt a **street typology**, which includes guidance for streets with a distinct modal hierarchy focused on the most vulnerable road users.
- **Update design guidelines and standard drawings** to improve accessibility for all ages and abilities
- Consider the **mobility needs of all users** when implementing all road projects (e.g. road resurfacing, road reconstruction, new construction projects).
- Apply a **multi-modal** lens to measuring **level of service**.
- **Enhance maintenance standards** to improve year-round mobility.
- Identify a **procedure** for documenting and addressing **exceptions** to the Complete Streets policy.



# Complete Streets

The success of the Complete Streets strategy depends on making it applicable to all city processes related to streets.

## Planning Recommendations

- Encourage grid/fused-grid developments for new subdivisions to improve connectivity for all modes.
- Encourage street-oriented development in intensification areas, to create a sense of place.
- Accommodate on-street parking in intensification areas.

## Design Recommendations

- Include minimum accommodations for all users on all streets, and enhanced features for primary users on priority networks in city design guidelines.
- Include roundabouts as a complete streets solution for intersections based on their safety benefits.
- Improve wayfinding signage for pedestrians and cyclists.

## Operation and Maintenance Recommendations

- Develop a priority winter maintenance network for active transportation.
- Review traffic operational study policies and procedures to ensure that they explicitly consider the safety of all users.
- Review pavement marking and signage guidelines to enhance safety of vulnerable users (high visibility crosswalks, cycling facility intersection markings, etc.), where warranted.
- Consider restricting on-street parking where road width does not allow for comfortable passing of cyclists.





# Active Transportation

Increasing the use of active transportation is a key objective of the ITMP.

## Strategies

- **Connect and grow the network** - 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)
  - Adopt the long-term network as the guiding vision
  - Implement cycling facilities as part of road construction projects where possible
  - Explore creative and retrofit options for infill projects
  - Improve crossing opportunities
- **Build a walking and cycling culture** through programming and initiatives that support walking and cycling, such as wayfinding, cycling route maps, etc.
- **Plan for walk-friendly and bike-friendly destinations** by incorporating pedestrian and cycling facilities and amenities as new development/re-development occurs.

## Cycling Impact Analysis

Five factors were considered when identifying potential links:

- **Connectivity:** connect existing and planned pieces of cycling infrastructure to improve the usability of standalone links
- **Density:** areas of higher population and employment density often have built form and land use patterns that support active transportation
- **Potential Demand:** areas with many short trips (2 km or less) have high cycling potential
- **Key Destinations:** connect major community destinations (schools, libraries, parks, places of worship, transit stations, etc.)
- **Barriers:** infrastructure that crosses barriers (highways, rail corridors, water courses, etc.) can provide critical connections



# Cycling Network

## Cycling Facility Types



### Multi-Use Paths / Trails

- Pathways that allow pedestrian and cyclists, as well as other users to share space.



### Cycle Tracks

- Cycle tracks (or protected/separated bike lanes) provide some form of physical protection between cyclists and moving cars – such as bollards, curbs, or parked cars.



### Bike Lanes and Buffered Bike Lanes

- Bike lanes are exclusively for use by cyclists through a combination of pavement markings and signage. Buffered bike lanes include a painted buffer area to provide additional clearance and comfort for cyclists.



### Bicycle Boulevards

- Bicycle boulevards incorporate a variety of pavement markings, signage and traffic calming measures to create a comfortable cycling route.



### 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.

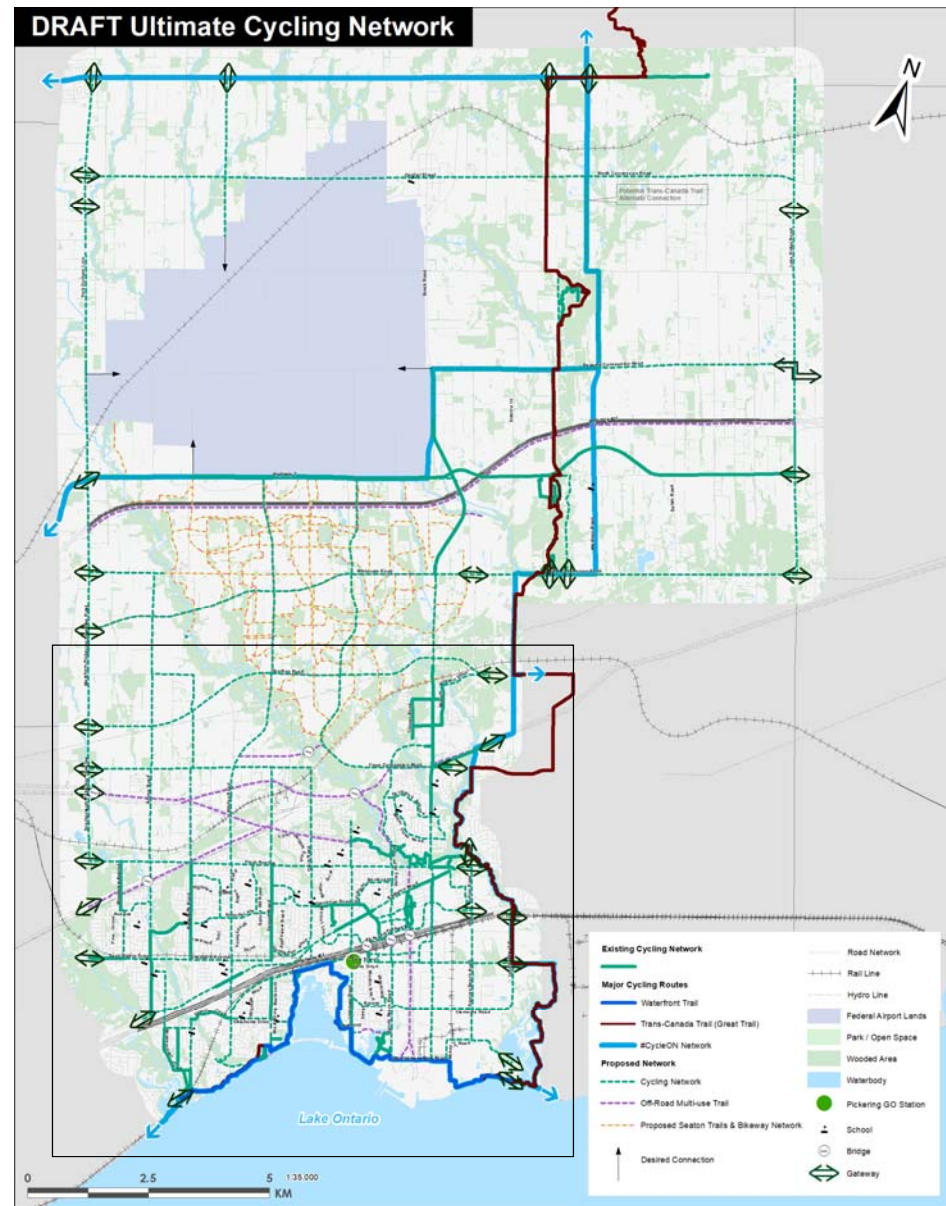
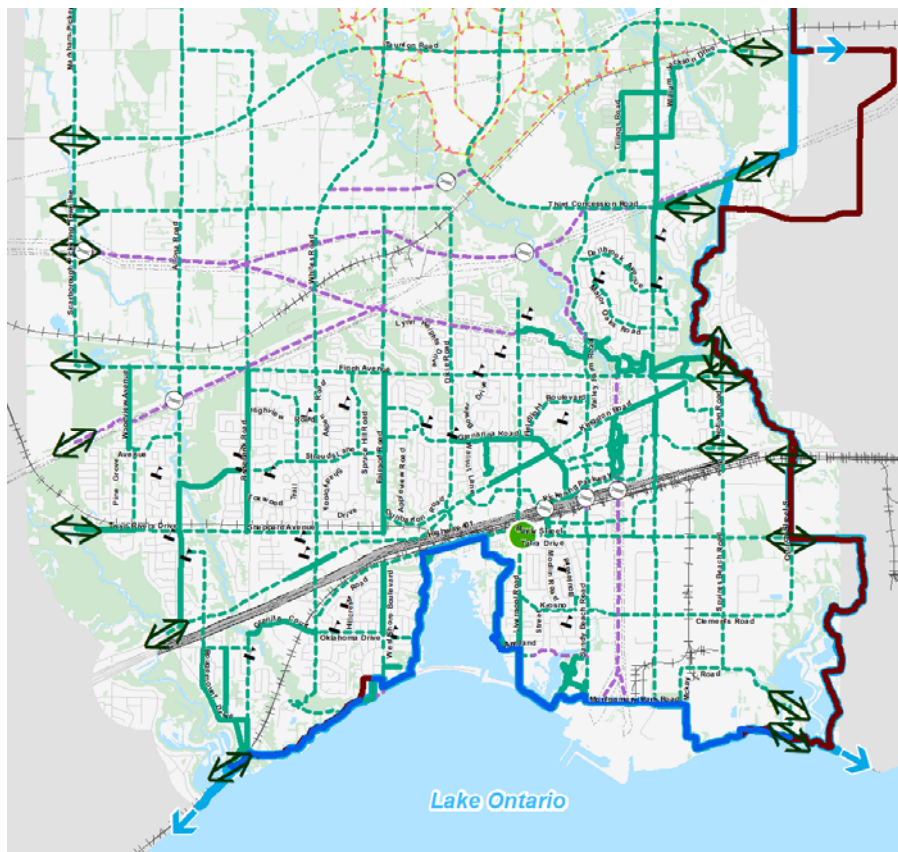
## Retrofit Opportunities

Many cycling facilities can be implemented without major construction.

- **Lane narrowing or other low impact strategies** – In some cases, it may be possible to provide additional width for a cycling facility and by implementing lane narrowing of existing wide lanes.
- **Parking reduction** – In some cases, on-street parking can be removed or consolidated to one side provide additional width to introduce a cycling facility (for example, removal of parking to provide a buffered bike lane that can be physically separated with bollards, planters or concrete curbing).
- **Road diet/lane reduction opportunities** – In some instances, cycling facilities can be provided by implementing a road diet (depending on several factors: current roadway AADT, peak hour volume, transit service, etc.).
- **Shoulder paving** – Along rural road with sufficient base/granular shoulder, the shoulder can be paved to provide a cycling facility along rural roads - it is anticipated there are limited opportunities within Pickering.
- **Signed routes** – No physical changes may be required to accommodate cycling facilities along low-volumes, low speed roadways.



# Draft Cycling Network





# Goods Movement

As Pickering grows and intensifies, the City will have to proactively manage freight needs in a way that supports a liveable community.

## Key Actions for Pickering:

### Land Use

- Develop guidelines for evaluating land use plans from a goods movement perspective.
- Create standards for access and loading for different land use types, including standards for on-street loading, off-street loading, and nearby loading areas.
- Develop guidelines for noise and vibration mitigation for new residential developments.

### Data Collection

- Work with Durham Region to collect goods movement data to inform decision making.

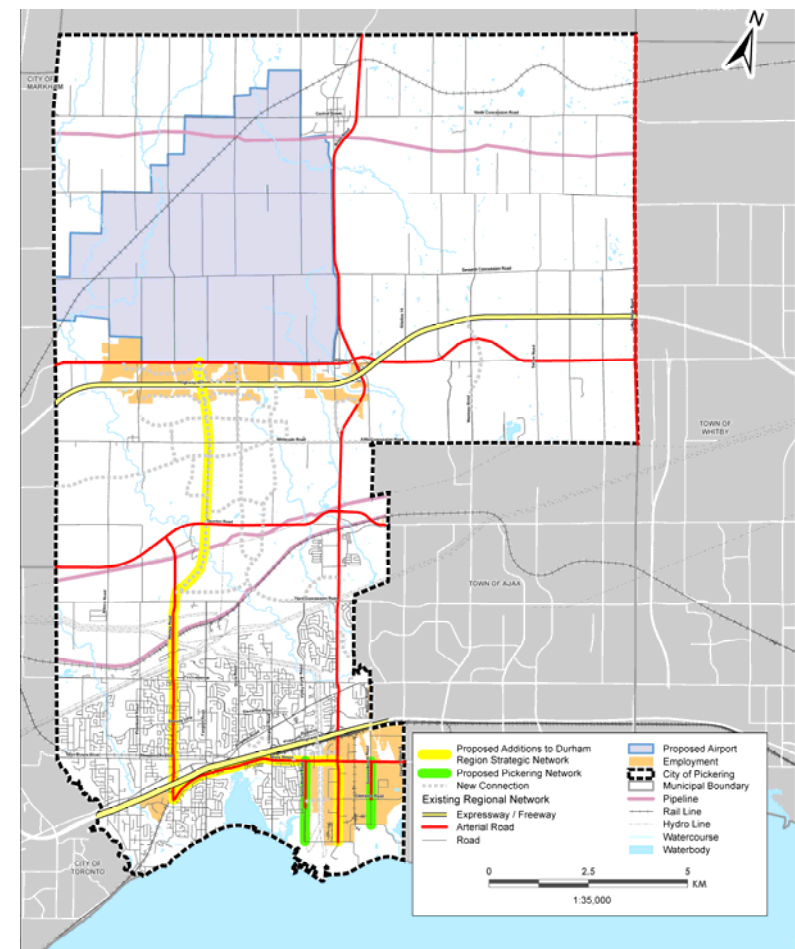
### Passenger Travel

- Continue to work with Durham Region and Metrolinx to implement policy and infrastructure to encourage and grow the use of transit and active transportation.

### Goods Movement Network

- Create a local goods movement network.
- Work with Durham Region to expand the Regional Strategic Goods Movement Network to include sections of Whites Road, Brock Road and Bayly Street.

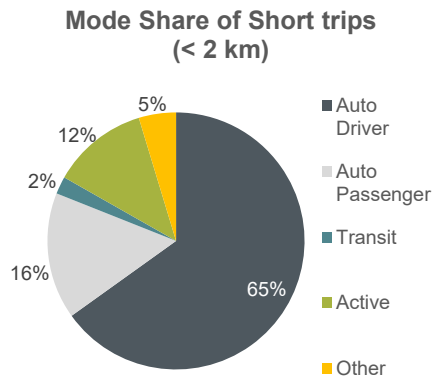
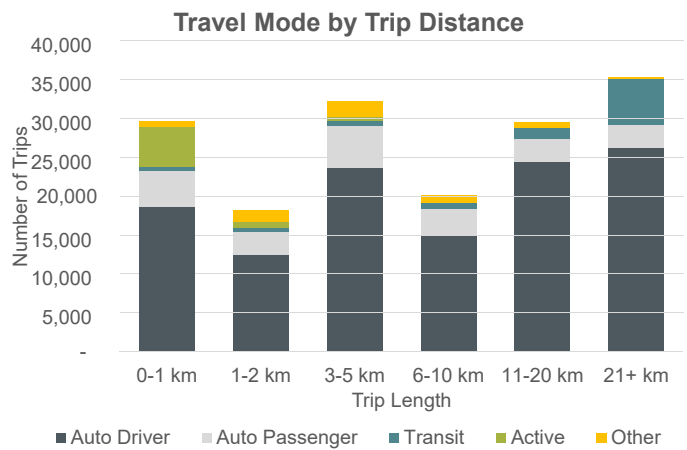
## Draft Goods Movement Network



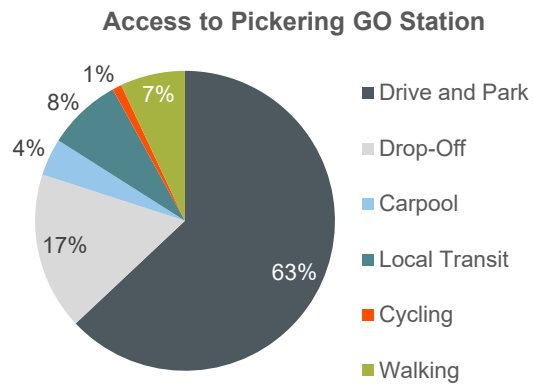
# Transportation Demand Management

Transportation demand management will reduce congestion and support more sustainable modes of travel.

There are almost 50,000 daily trips starting in Pickering that are 2 km or less. Of these, 80% are made by car (driver + passenger).



Currently, access to Pickering GO Station is primarily by car.



## Key TDM Opportunities for Pickering:

- **Pickering GO Station access:** The GO station attracts approximately 3,000 trips each day. Increasing the active and transit mode share will be necessary as GO ridership increases in the coming years.
- **TDM guidelines for new developments:** As Pickering grows and intensifies, new developments present an excellent opportunity to incorporate TDM measures at the planning and design stage.
- **School programs:** School trips represent nearly 20% of morning peak period travel in Pickering and many are short trips that are well suited to active modes.
- **Workplace programs:** With forecasted employment growth in Pickering, there is an opportunity to increase the reach of workplace TDM programming.





# Parking Management

As parking demand grows, strategies to help manage demand and supply will be needed.

## Recommended Actions

- **Update parking space requirements in zoning by-law:** The city should review and update its current parking space requirements to address demand, new land uses, and vehicle ownership trends.
- **Consider cash-in-lieu of parking in the City Centre:** The City should consider using cash-in-lieu to generate funds to construct public parking to support land uses in City Centre instead of requiring each developer to construct parking.
- **Adopt shared parking:** Shared parking helps manage the parking supply of private development. Shared parking can be applied wherever an appropriate mix of land uses can pool parking resources.
- **Adopt bicycle parking space requirements:** Bicycle parking requirements should be adopted across the city to support and encourage cycling.
- **Paid Parking:** As development occurs, the City should look for opportunities to consolidate off-street parking supply in the City Centre to provide paid parking. As retail uses develop at street-level, charge fees for on-street parking.
- **Residential On-Street Parking Program:** A residential on-street parking permit program, accounting for street maintenance requirements, should be considered in neighbourhoods where on-site parking is not sufficient to meet residents' needs.
- **Carshare:** The City should consider granting parking requirement reductions to developers proposing to include carshare vehicles as part of the on-site parking supply.



# Access Management

Managing the interactions of driveway entrances and side streets in the road network serves an important role in traffic operations and road user safety. A consistent and predictable distribution of access points that reflects the function of a roadway can help reduce traffic friction and conflicts that contribute to delay and collisions.

## Recommended Actions

- Take a context-sensitive approach to access on City streets and apply the Region’s Arterial Corridor Guidelines where appropriate
- Establish/formalize City guidelines for connecting new developments to the existing road network:
  - Intersection spacing
  - Driveway spacing
  - Corner clearance



# Next Steps

- 1 Refine strategies and recommendations based on your feedback
- 2 Prepare Draft ITMP
- 3 Present Final Draft ITMP to City Council and provide for public review
- 4 Implement ITMP

## Get Involved!

Send us your questions or ideas at [ITMP@pickering.ca](mailto:ITMP@pickering.ca)

Visit our website [pickering.ca/ITMP](http://pickering.ca/ITMP) for updates.

Contact the project team:

Nadeem Zahoor, P.Eng., M.Eng  
Transportation Engineer  
City of Pickering  
One The Esplanade  
Pickering, ON L1V 6K7  
905.420.4660

Suzette Shiu, P.Eng.  
Consultant Project Manager  
IBI Group  
55 St. Clair Avenue West  
Toronto, ON M4V 2Y7  
416.596.1930