



Yorkdale Block Master Plan & Transportation Master Plan

Local Advisory Committee Meeting #2

November 21, 2019



1. TRANSPORTATION MASTER PLAN STUDY OVERVIEW

Transportation Master Plan Study Area

There are two study areas for the TMP:

Larger Study Area

Addresses the broader travel issues of the area.


Project Focus Area

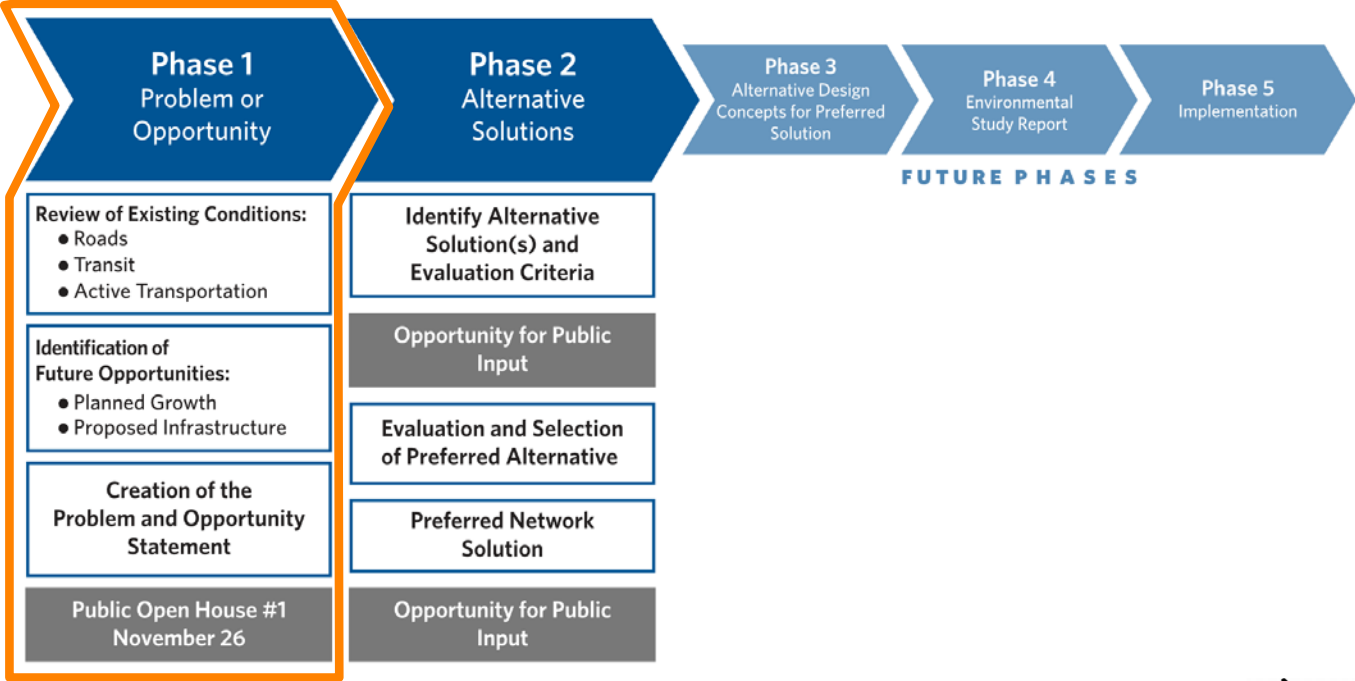
Addresses the area in which the shopping centre, and associated infrastructure, is situated.



Transportation Master Plan Study Process

Transportation Master Plans are an approved Provincial process to address infrastructure planning projects under the Environmental Assessment Act. It creates a framework for planning a range of infrastructure projects that may be implemented over a period of time. Public stakeholder consultation is a key component. Larger infrastructure recommendations will require further study by completing Phases 3 and 4 of the Municipal Environmental Assessment process.

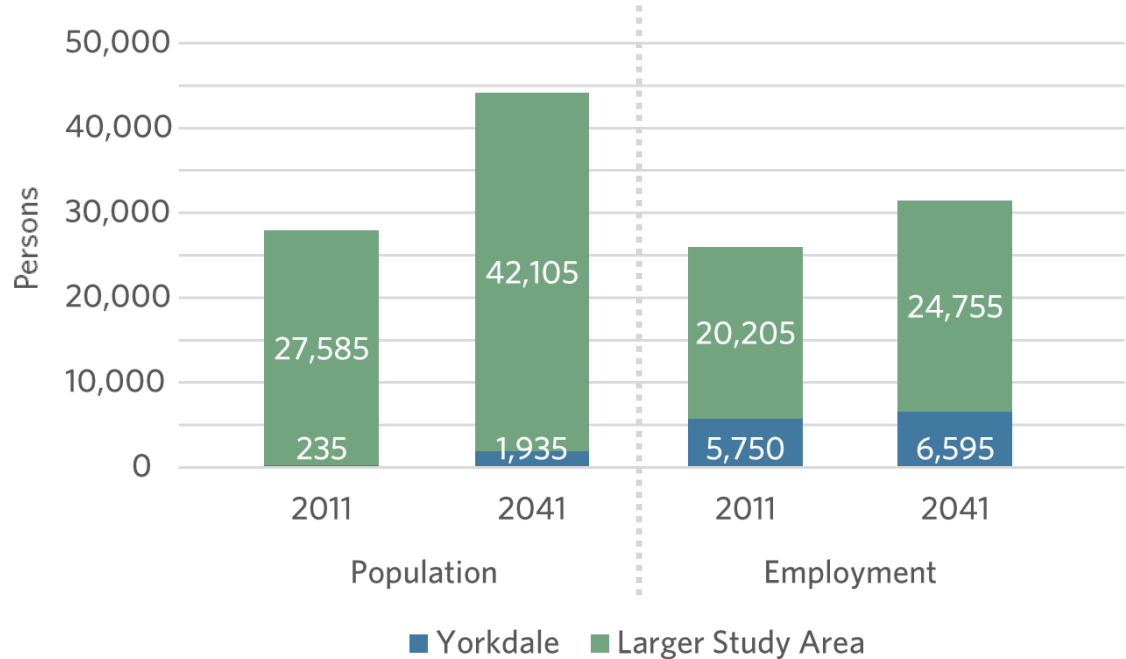
We are here 



2. EXISTING CONDITIONS

Population and Employment Growth Projections

- Larger study area will experience significant growth
 - 58% growth in population
 - 21% growth in employment
- Planned growth for the Yorkdale Shopping Centre will result in
 - 723% growth in population
 - 15% growth in employment
- Net Traffic Growth in the larger study area will be approximately 8-12%









Notes:

1. The land use growth represents the City of Toronto's 2041 Medium Growth with SmartTrack forecasts. This does not account for the proposed land use in the Yorkdale Block Master Plan.

2. Note that the existing population stems from the neighbourhood to the south of the Yorkdale Shopping Centre and north of Ranee Avenue

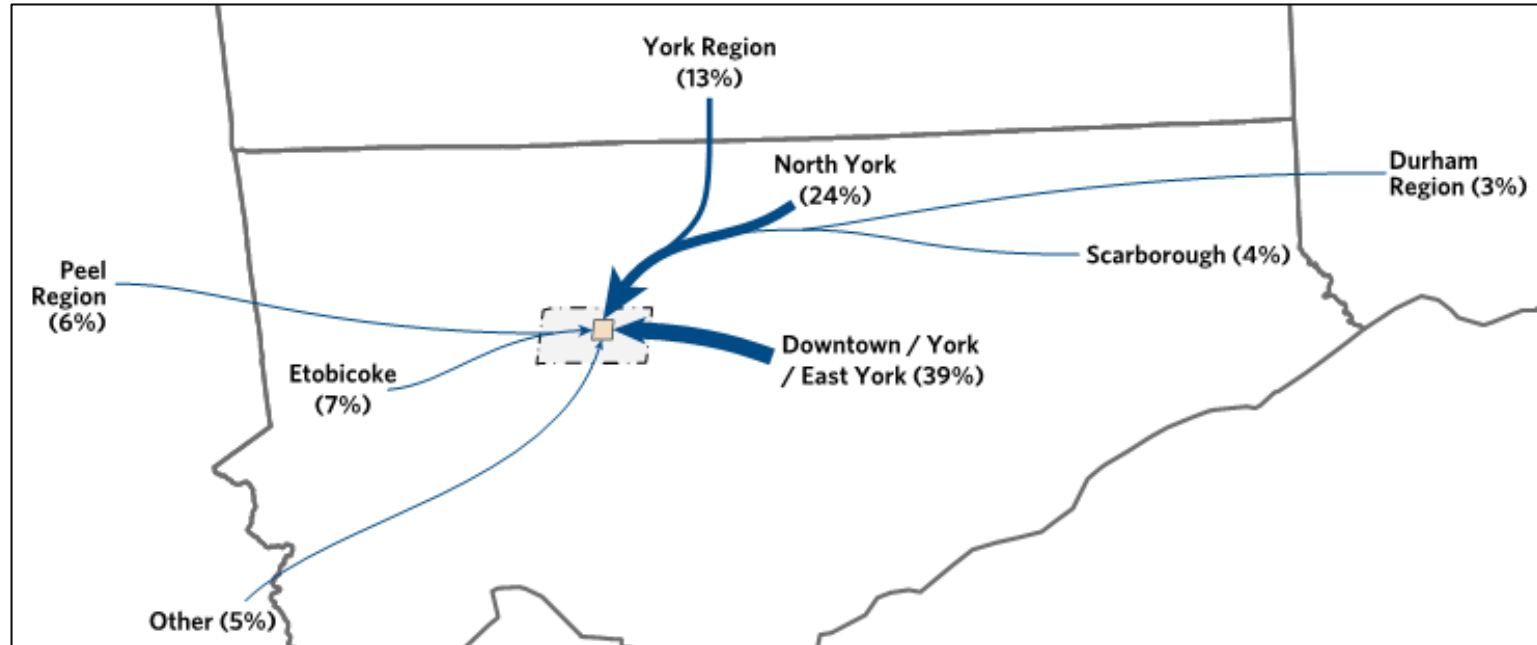
Key Statistics

	Project Focus Area	Larger Study Area
Total number of daily trips	 40,000	 191,300
Of daily trips, this percentage reflects those made by car	 75%	 74%
Of daily trips, only this many are made by active transportation	 170	 5,900

Project Focus Area – Daily Travel Patterns

74% of daily trips destined to the Yorkdale Shopping Centre come from the City of Toronto

19,420 daily trips to the Yorkdale Shopping Centre are made during a typical day



Project Focus Area – Trip Purposes

Of the 19,420 daily trips destined to the Yorkdale Shopping Centre:

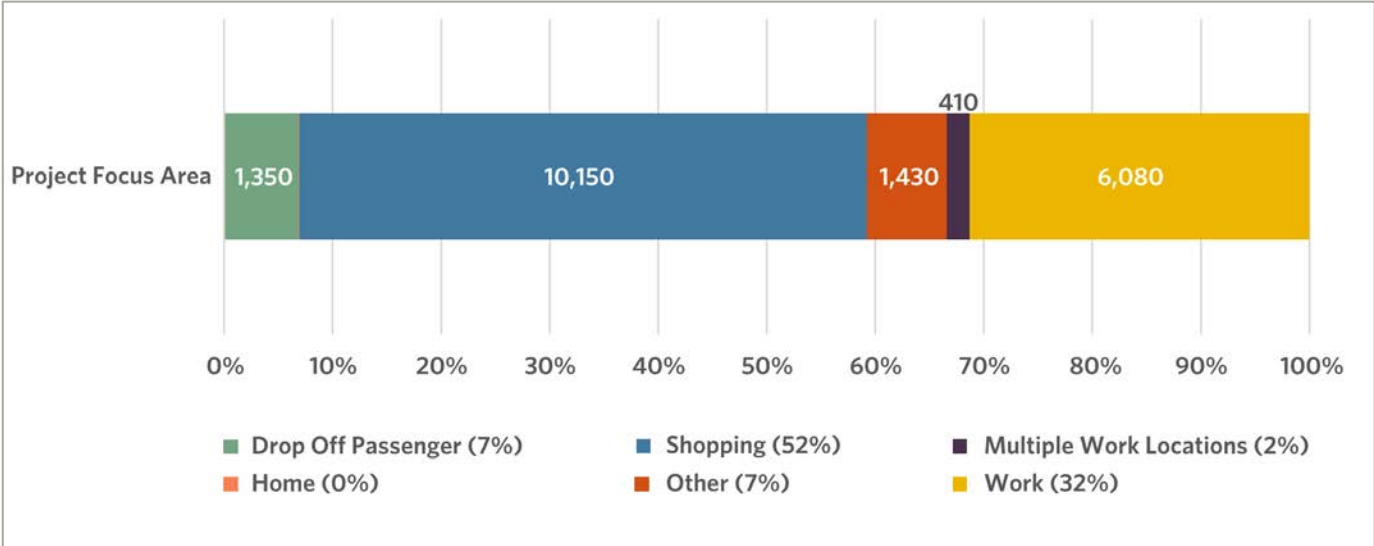
52%
are for shopping

32%
are to work

7%
are to drop off or
pick up a passenger

7%
are for other trips

2%
are for people who
have multiple work
locations



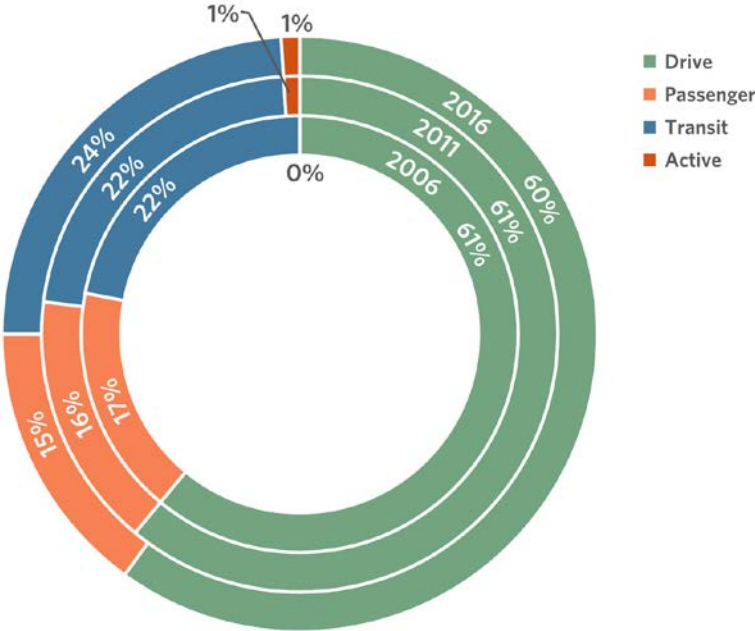
Larger Study Area – Trip Purposes

Of the 102,220 daily trips destined to the Larger Study Area:

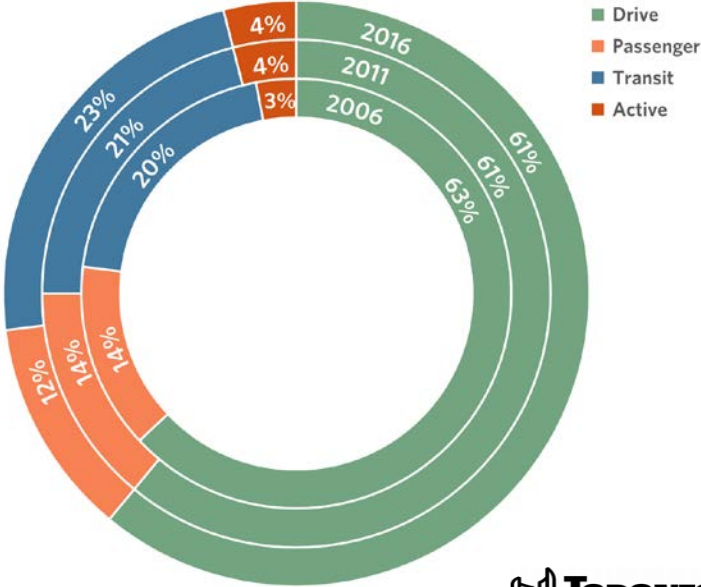


Mode Share

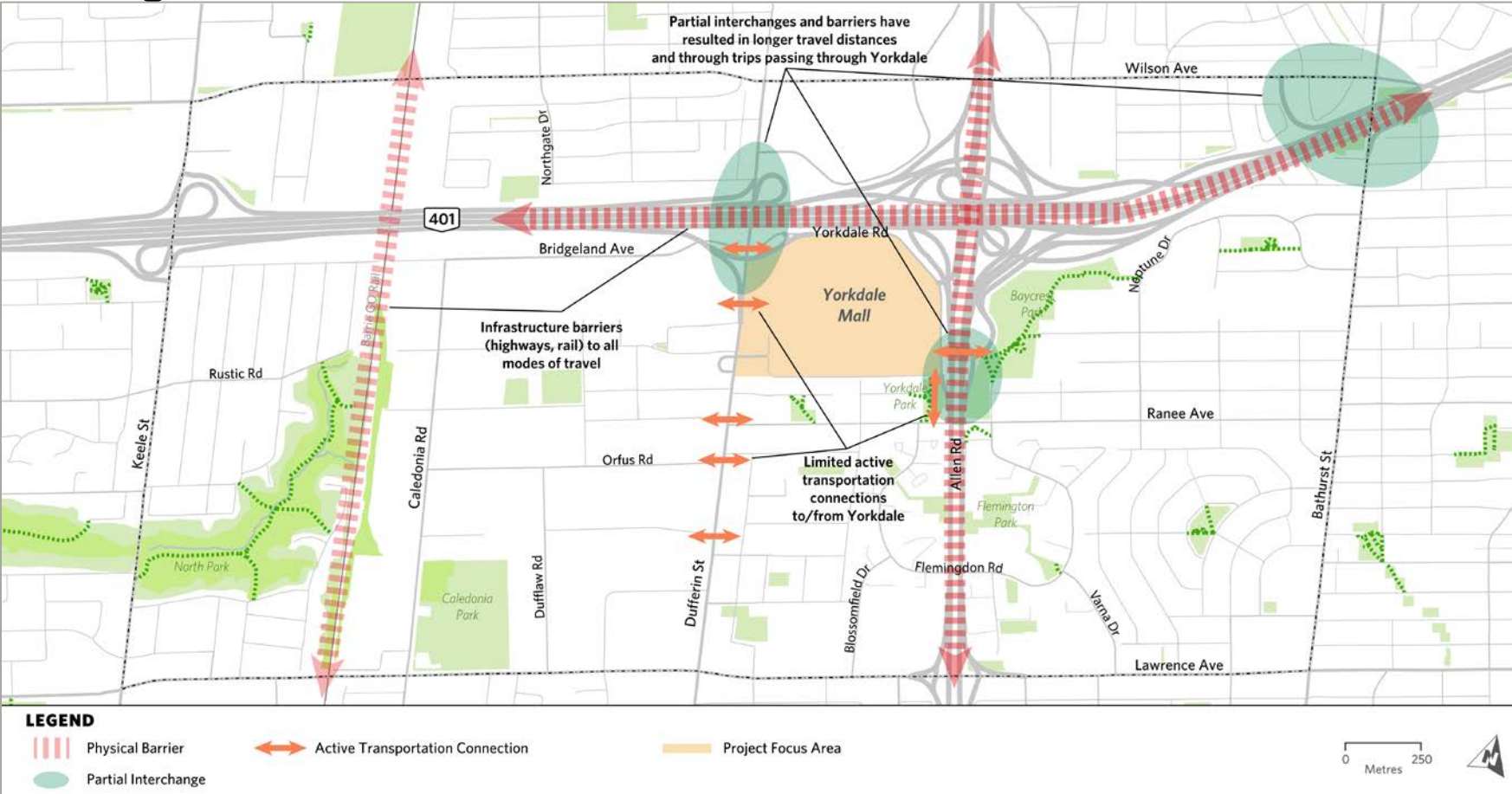
75% of daily trips destined to Yorkdale Shopping Centre in 2016 were made by car



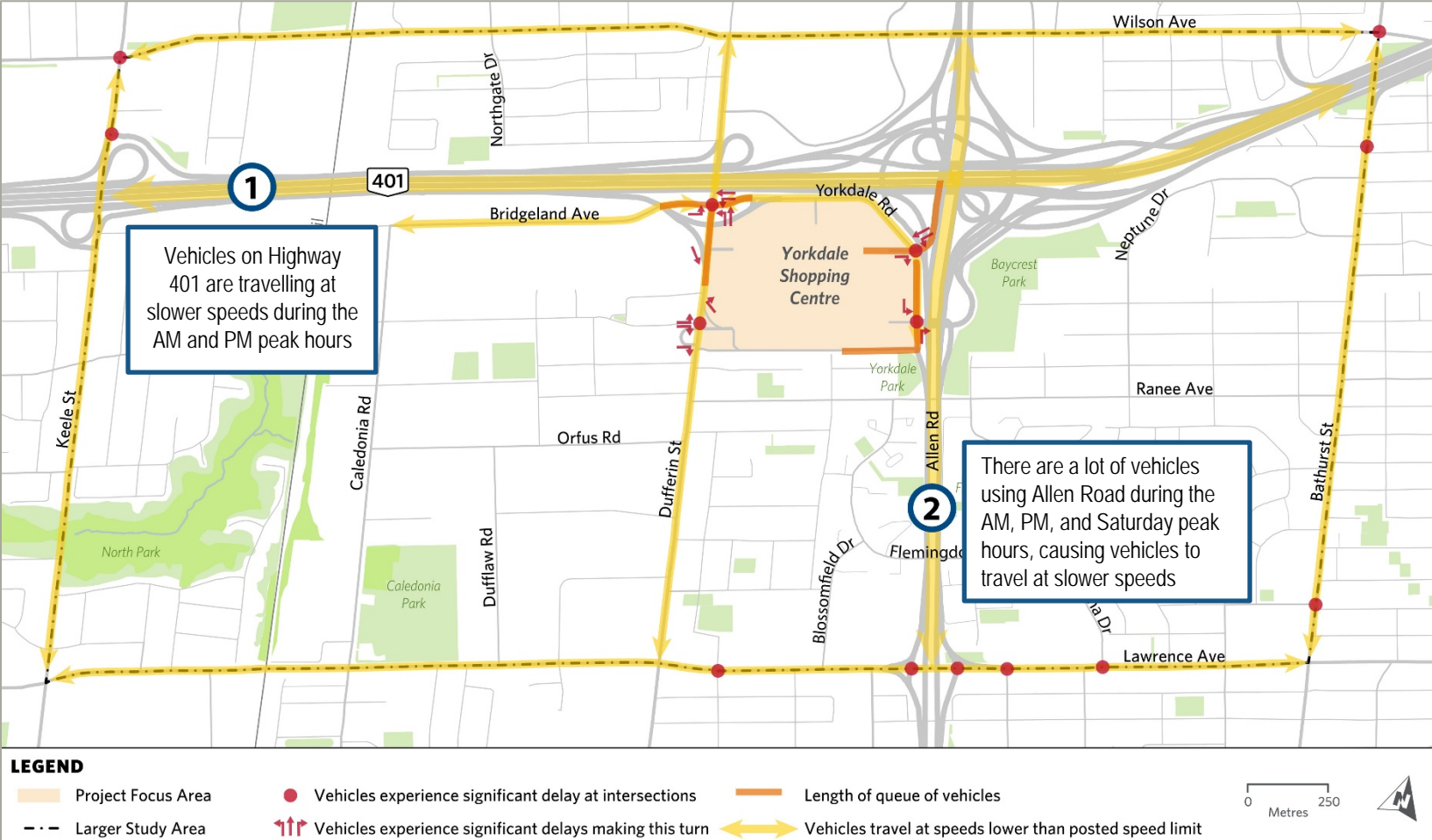
73% of daily trips destined to the larger study area in 2016 were made by car



Existing Traffic Network Constraints



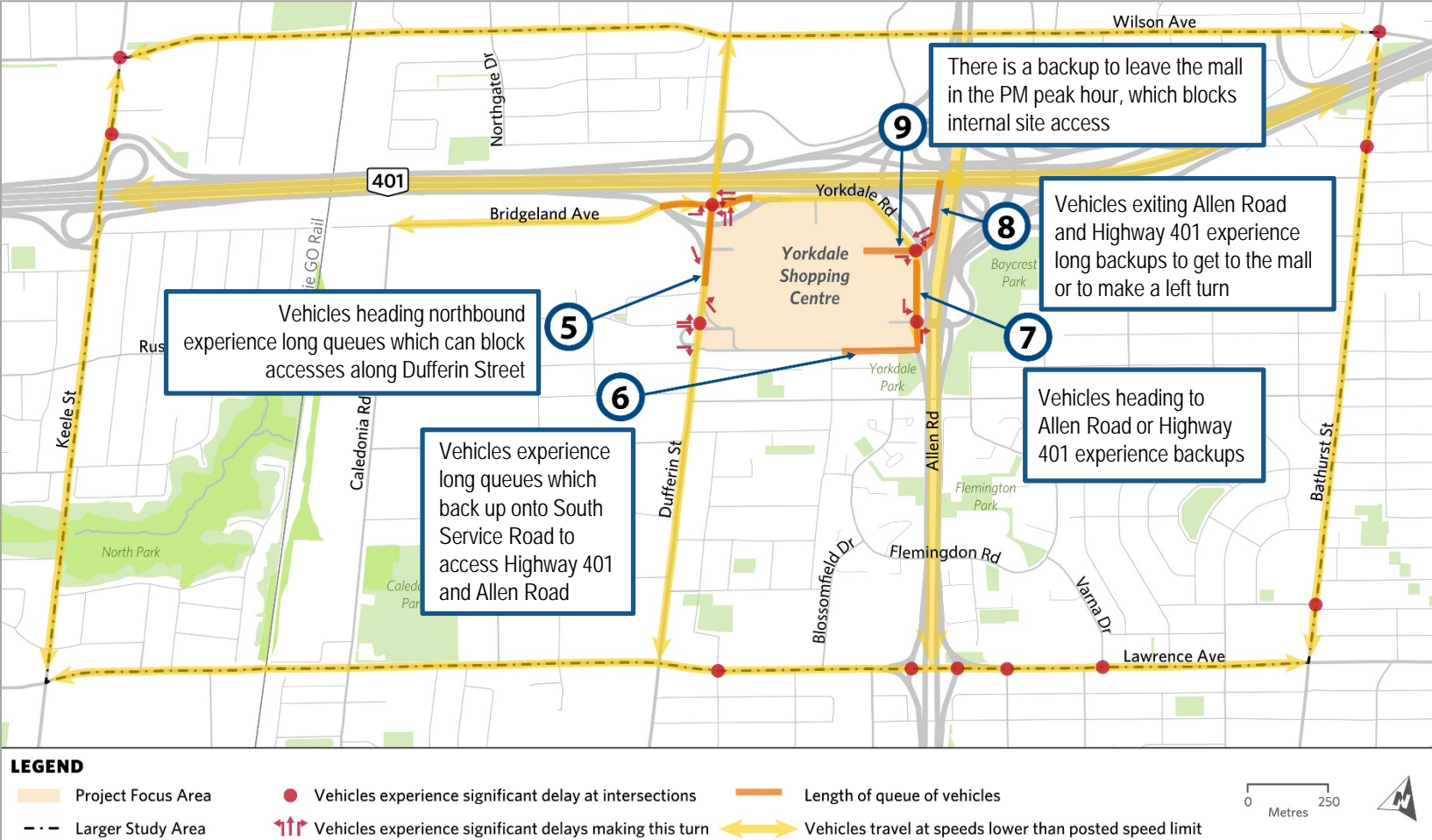
Existing Traffic Constraints



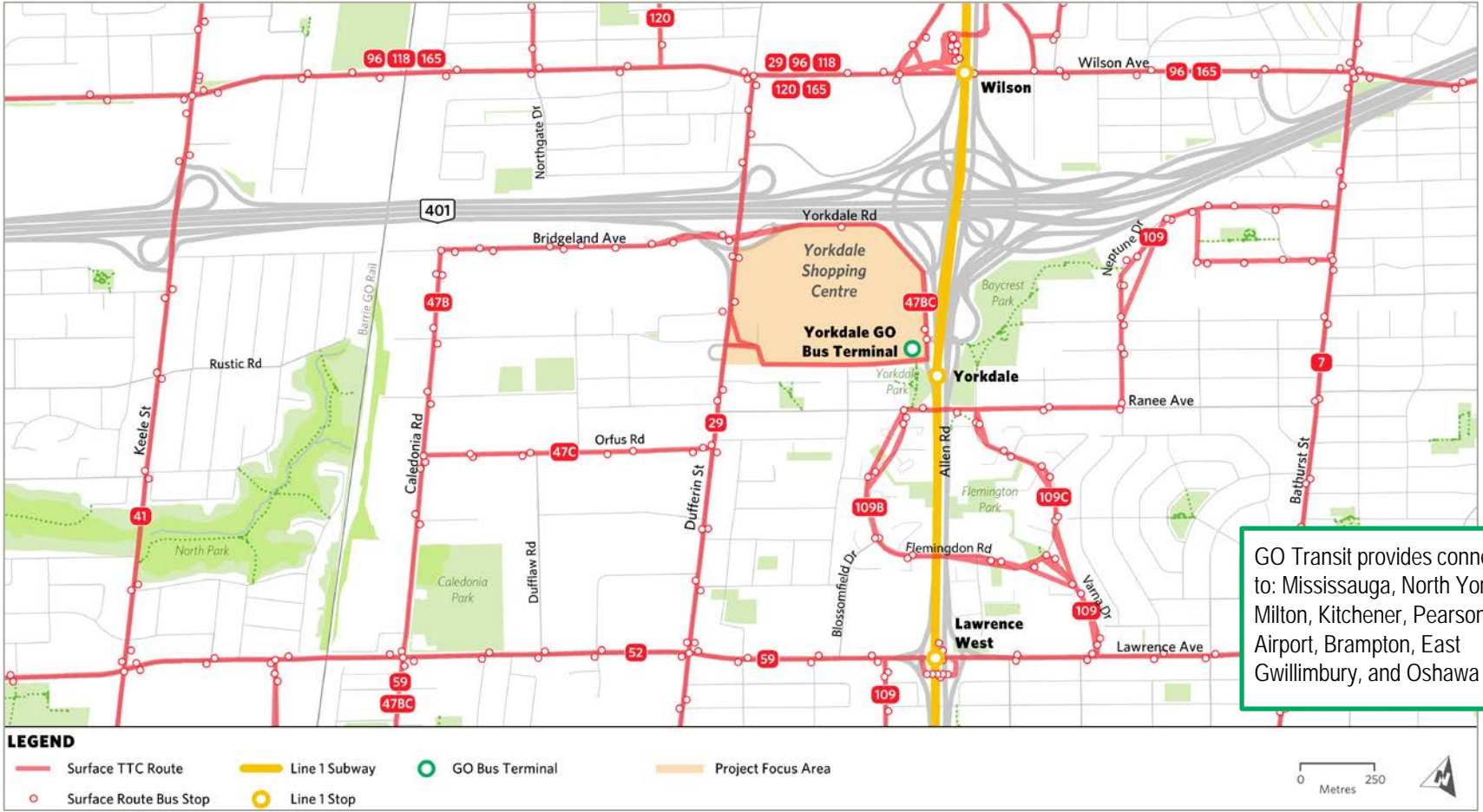
Existing Traffic Constraints



Existing Traffic Constraints



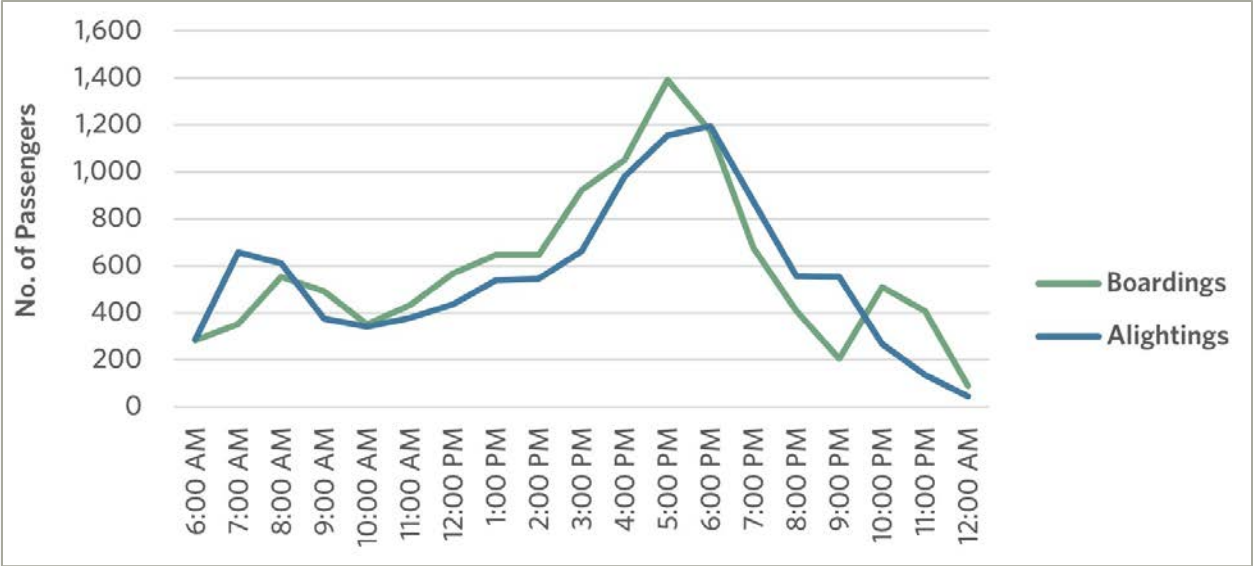
Transit Network



GO Transit provides connections to: Mississauga, North York, Milton, Kitchener, Pearson Airport, Brampton, East Gwillimbury, and Oshawa

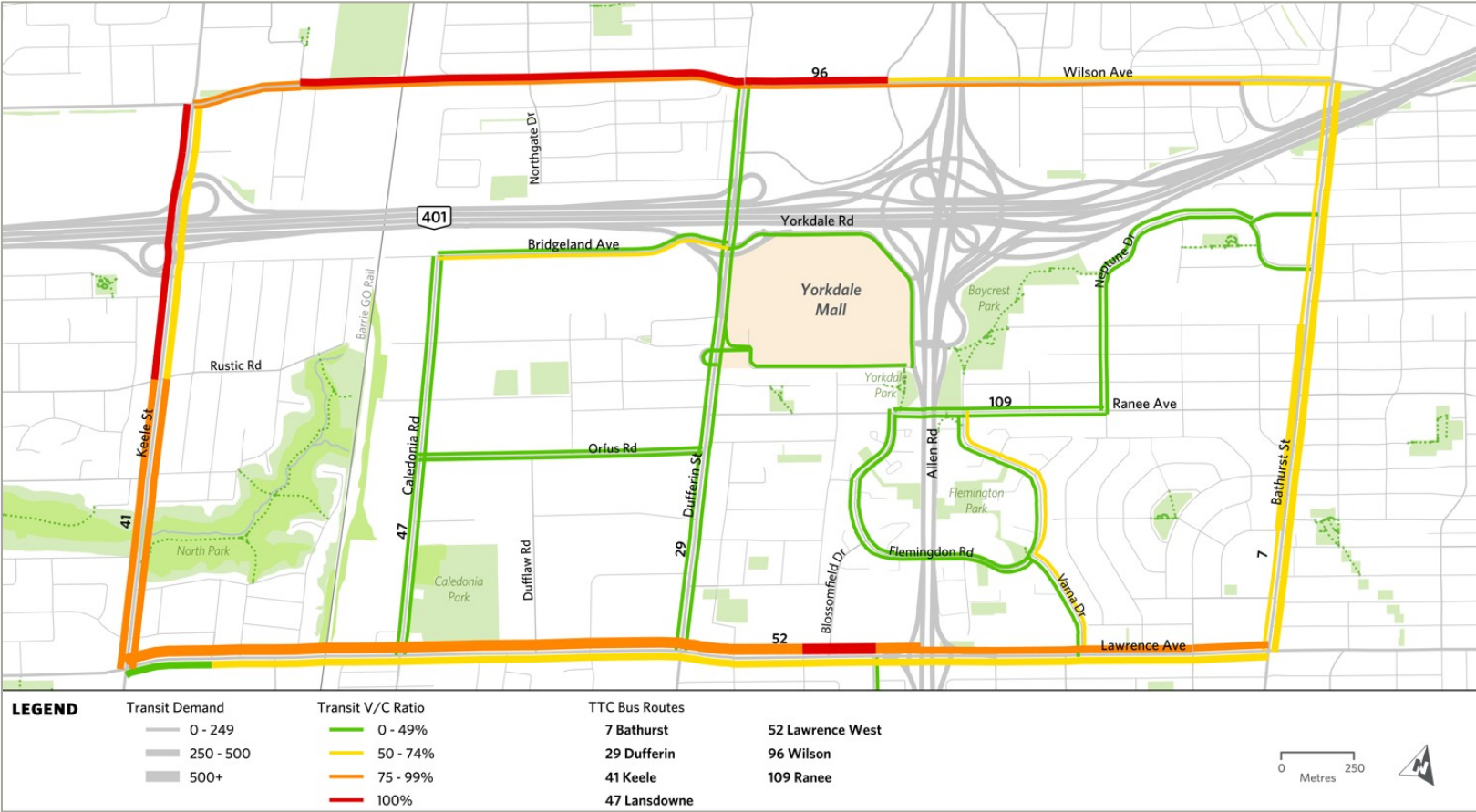
Line 1 at Yorkdale Station

Weekday Yorkdale Station Boardings and Exiting

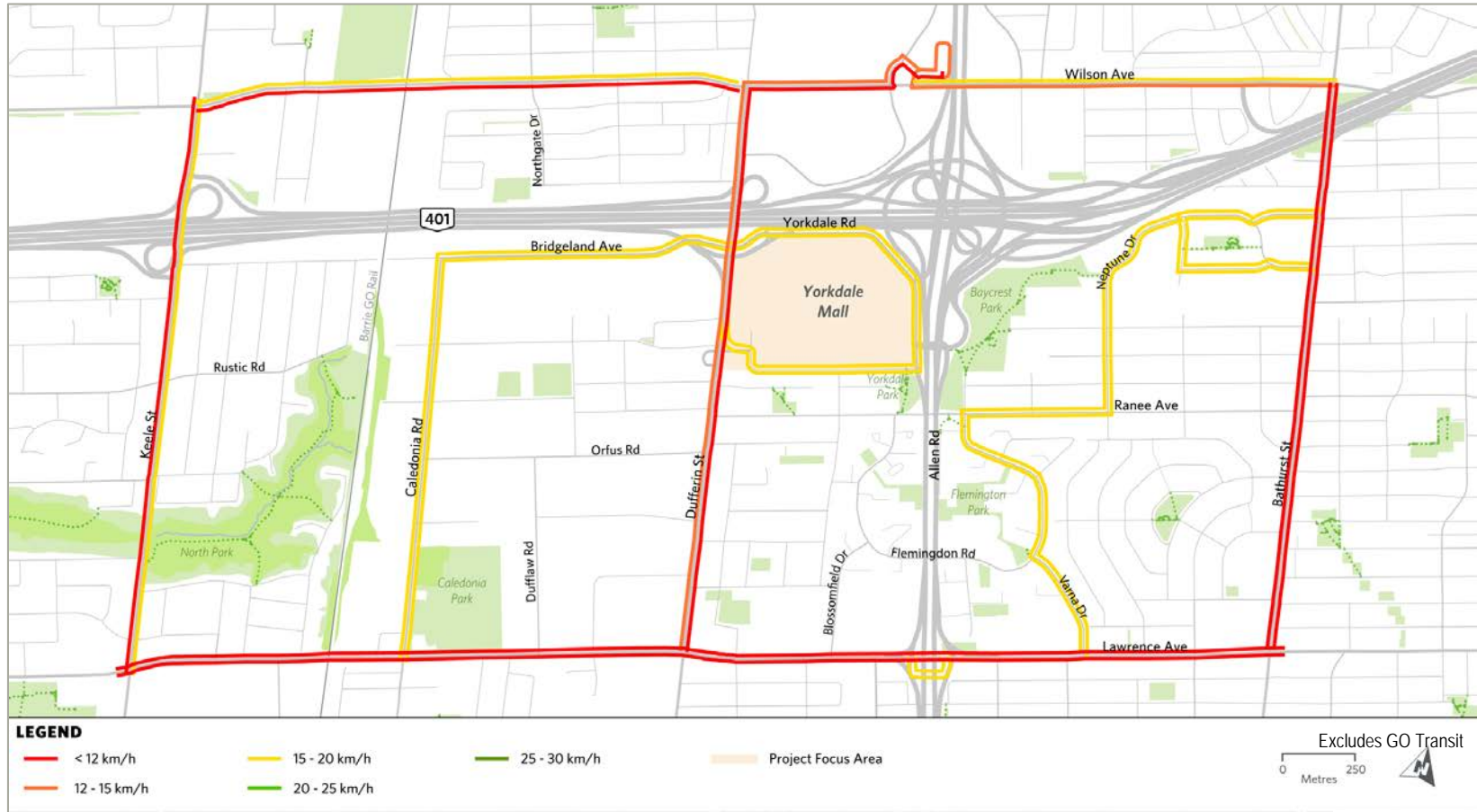


Source: TTC 2016

Existing Local Transit Ridership and Volume-to-Capacity (V/C) Analysis for PM Peak Hour

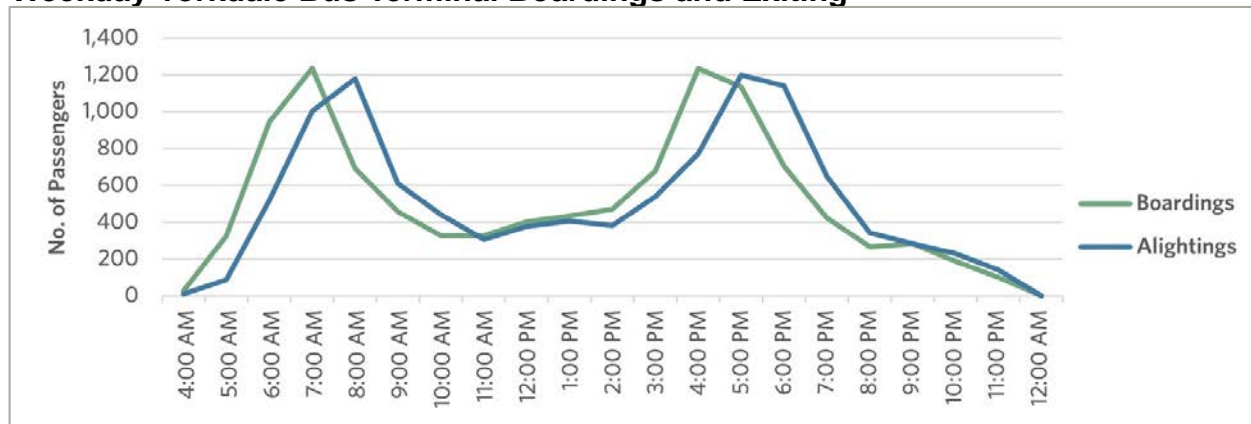


TTC Surface Transit Travel Speeds - Weekday PM Peak Hour



Yorkdale Bus Terminal

Weekday Yorkdale Bus Terminal Boardings and Exiting



Source: GO Transit 2017

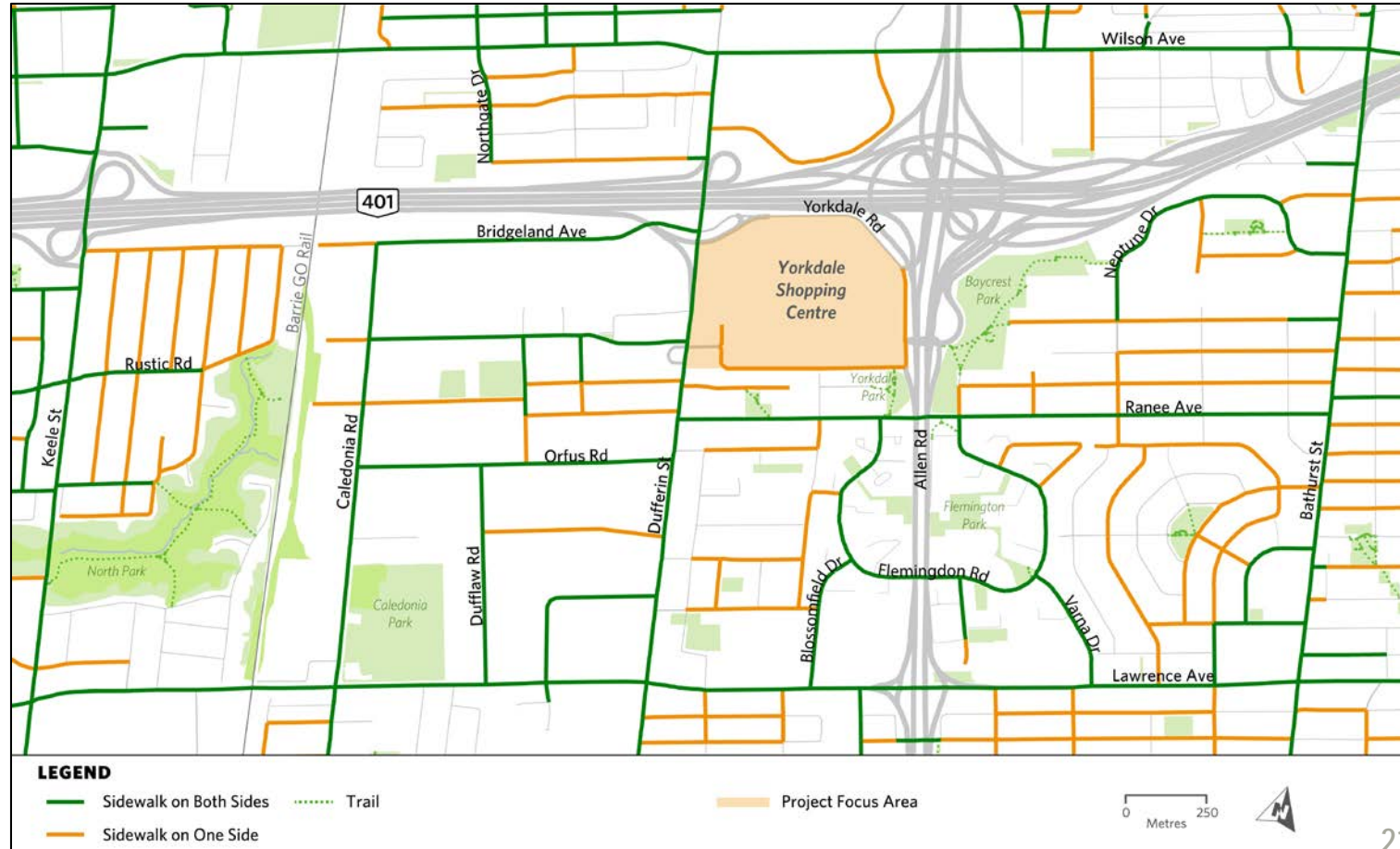
Weekend Yorkdale Bus Terminal Boardings and Exiting



Source: GO Transit 2017

Existing Pedestrian Network and Gaps

There are several gaps in the larger study area as many roads do not have any sidewalks. There are also several roads which only provide a sidewalk on one side.



Level of Comfort for Pedestrians

Level of comfort is calculated based on a number of criteria including: sidewalk width, road width, number of vehicles using the road, the presence of a barrier between the sidewalk and the road (e.g. on street parking), and the vehicle travel speeds. The most common criteria which result in a poor score in the surrounding area are due to:



Main thoroughfares perform poorly due to high vehicle operating speeds, narrow sidewalks, and little to no separation from vehicular traffic



Constant interference with sidewalks / pedestrians due to the many driveways & access points



Unmarked crosswalks reduce pedestrian (Note: these are to accommodate dual left turns)

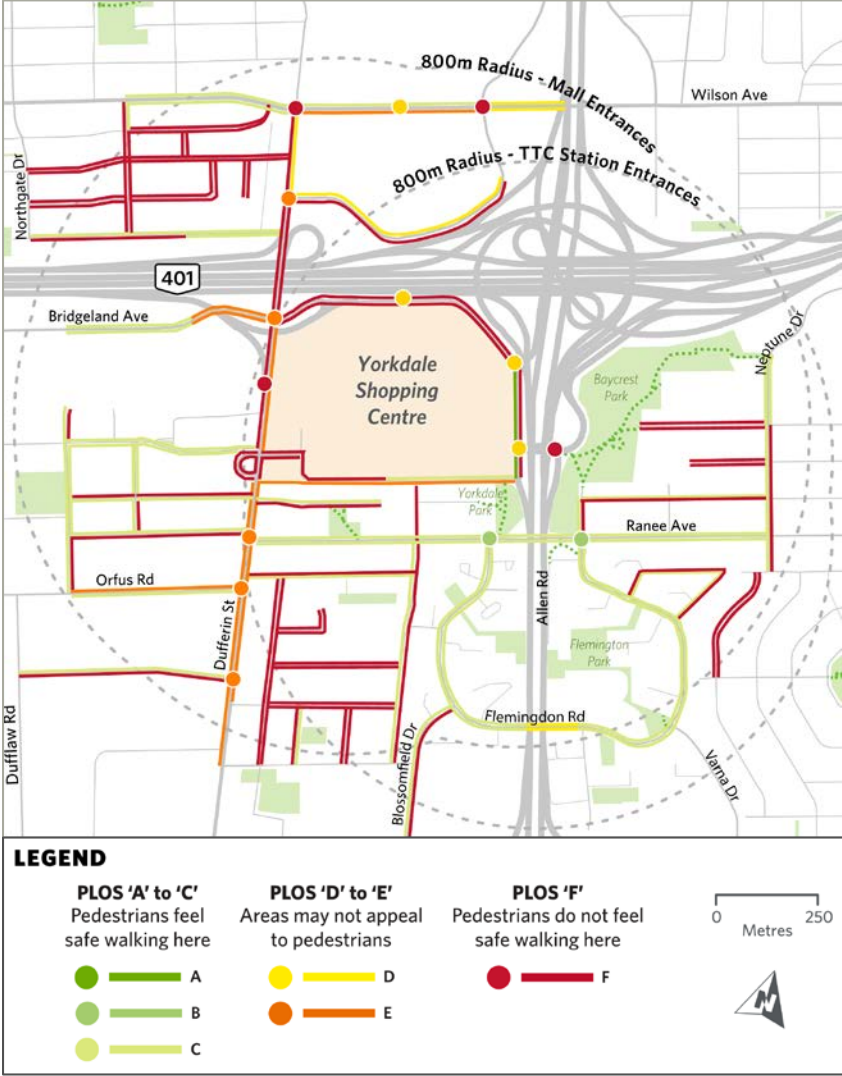


Intersections and off-ramps are not designed with pedestrians in mind, with large turning radii and longer crossing distances

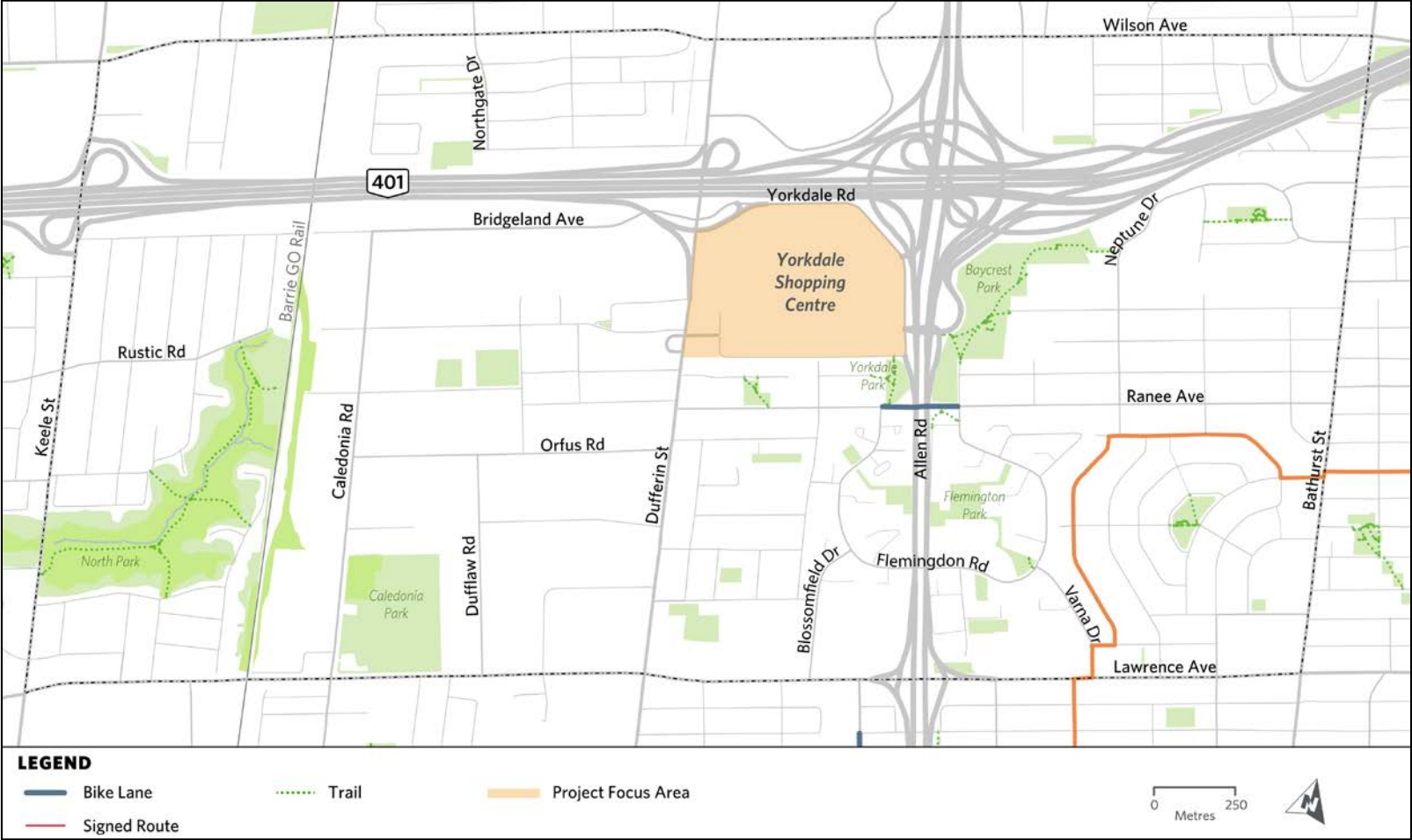


Missing sidewalks on both sides of the street, often in residential neighbourhoods

Note: Analysis is based on the City of Ottawa Multi Modal Level of Service Guidelines



Existing Cycling Network and Gaps



Level of Comfort for Cyclists

Level of comfort is calculated based on a number of criteria including: type of cycling facility, cycling facility width, number of vehicular travel lanes, any blockage of the cycling facility, and the vehicle travel speeds. The most common criteria which result in a poor score in the surrounding area are due to:



Only 1 dedicated cycling facility is provided; a bike lane along a 250m segment of Ranee Avenue



Poor scores at high volume intersections with large cross-sections and turning speeds adversely impact cycling LOS



Dufferin Street is particularly hostile to cyclists due to high speeds, vehicular volumes, and the lack of dedicated cycling facilities



Local roads perform better due to lower volumes and lower speeds due to the school zone limits



The mall is inaccessible to cyclists as its surrounding infrastructure is geared toward driving (e.g. on/off ramps, large intersections)



LEGEND

BLOS 'A' to 'C'
Cyclists feel safe biking here



BLOS 'D' to 'E'
Areas may not appeal to cyclists



BLOS 'F'
Cyclists do not feel safe biking here



0 Metres 250



3. PROBLEM AND OPPORTUNITY STATEMENT

Problem and Opportunity Statement

There are long-term plans for development and growth at Yorkdale Shopping Centre and in the surrounding areas that will place increased demands on the transportation network. It is important that the City develop a plan to address the area's existing and future transportation needs.

Currently, Yorkdale is surrounded by major physical barriers including Highway 401, Allen Road, and a 6-lane Dufferin Street, which causes longer travel distances and poor walking and cycling connectivity and access in the study area. To address current problems and meet future needs, there are opportunities to:

- Improve travel connections through a finer street grid;
- Establish Yorkdale as a transit hub by improving services, operational reliability, and access to TTC and GO Transit;
- Improve connections to promote walking and cycling;
- Design streets to safely accommodate all users; and
- Improve access to/from municipal expressways and provincial highways.

4. NEXT STEPS

Thank you!

Next Steps

- Public Open House on November 26 from 6:30-8:30 pm at Yorkdale Secondary School
- Continue with Phase 2 of the TMP process
- Next LAC meeting will focus on a review of alternative solutions and criteria used to evaluate them