

## Discussion Topic Information Sheet #3

# TRANSPORTATION

### Key Facts

- Today, the Town of Richmond Hill is home to over 180,000 citizens and 60,000 jobs. By 2031, Richmond Hill, population and employment is expected to increase to 242,800 people and 100,600 jobs. This will place increased travel demands on Richmond Hill's transportation network.
- Nearly 30% of all arterial roads in Richmond Hill are congested during peak hours. Congestion will continue to increase as Richmond Hill and neighbouring municipalities grow and intensify. Increased travel time and reduced reliability caused by congestion has environmental, social and economic consequences.



***Congestion will increase – it's unavoidable, but it can be managed. We cannot build enough roads to eliminate congestion.***

- Approximately 80% of all trips made by Richmond Hill residents are made by automobile. As vehicle congestion increases, the attractiveness of non-auto transportation alternatives tends to increase, resulting in a greater public awareness and support for improved transit service, cycling and pedestrian facilities, and high occupancy vehicle lanes.

### Accommodating Future Growth

Accommodating future growth will require a new urban form; one that will depart from the traditional suburban development typified by low densities, segregated land uses, auto-oriented neighbourhood design, and impervious road patterns.



Proactive land use patterns will be created to reduce further increases in travel demand. Intensification is proposed along major transit corridors to encourage transit usage and active transportation to reduce overall auto travel. The opportunity exists to transform regional arterial roads from car-oriented corridors to multi-modal corridors serving public transit, pedestrians, cyclists, and automobiles.

### Providing Transportation Alternatives

There has been a growing emphasis within transportation planning practices to improve the "sustainability" of transportation systems by reducing the role of the personal automobile and shifting travel toward other sustainable modes such as public transit, walking, and cycling. In order to reduce our reliance on automobile travel, alternative travel choices, such as walking, cycling, and transit need to be made more competitive (i.e. convenient, cost effective) with the automobile.



### Town of Richmond Hill Transportation Initiatives and Accomplishments

▪ <i>2006 Richmond Hill Transportation Master Plan</i>	▪ <i>Draft Pedestrian and Cycling Master Plan</i>
▪ <i>Smart Commute 404-7</i>	▪ <i>Downtown Richmond Hill Secondary Plan Area</i>

## What has Changed Since the 2006 Richmond Hill TMP

▪ <i>Places to Grow</i>	▪ <i>Metrolinx</i>
▪ <i>York Draft TMP Update</i>	▪ <i>Richmond Hill 2009 Strategic Plan</i>
▪ <i>Richmond Hill Official Plan Update</i>	

## Planned Transit Improvements for Richmond Hill

▪ <i>Extending the Yonge Subway to Richmond Hill</i>	▪ <i>VIVA next "Rapidways" on Yonge Street and Highway 7</i>
▪ <i>Extending the Richmond Hill GO rail line north to Bloomington Road and providing all-day, two-way between Richmond Hill and Toronto's Union Station</i>	▪ <i>Highway 407 inter-regional transitway</i>
	▪ <i>Rapid transit along Leslie and Major Mackenzie</i>
▪ <i>Transit-priority corridors along 16<sup>th</sup>/Carrville, Bayview and Bathurst</i>	

Details on the Town's initiatives, accomplishments, policy direction and planned road and transit improvements for Richmond Hill will be discussed in detail during the summit.

## We Need Your Input?

Given how strongly transportation affects our quality of life, our environment, and the economic well-being of our community, transportation investment decisions need to continue to be based on thorough discussions with the general public and stakeholders for sound reasoning and quality analysis. There are many transportation questions and challenges that we need your input on. These include:

- How high a priority should be given to public transit over the automobile?
- To what extent will people accept more traffic congestion to give greater priority to public transit?
- How high a priority should be given to cycling and walking over the auto?
- How can we make transit and other non-auto travel modes competitive with the automobile?
- How do we change people's attitudes towards transit use and active transportation?
- Will people accept the transformation of roads as multi-modal corridors? To also serve public transit, pedestrians and cyclists?
- How do we encourage carpooling, flex-hours, and tele-work?
- What are realistic goals for the future proportion of people walking, cycling and using public transit?

We will solicit and review feedback from the public, identify alternative strategies for the Town as a whole including the Downtown and the Richmond Hill Regional Centre areas, co-ordinate the TMP update with the Official Plan process and present our preliminary findings in the Fall for public feedback. You can provide your input by sending your comments by regular mail, fax, e-mail or by visiting the Town's website before June 30, 2009.

By mail:

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Go to: [www.richmondhill.ca/officialplan](http://www.richmondhill.ca/officialplan) to register your comments using the on-line form. Register your contact information at the same time to receive notification of upcoming consultation events.