

Traffic Congestion is one of the most serious problems we face today...

Gridlock negatively affects quality of life.

Traffic congestion increases response time for emergency vehicles...generates emissions that can damage our health and the environment...and adds almost 30% to the cost of transporting goods within the GTA.

York Region is the fastest growing municipality in Canada.

By 2021, Markham's residential and employment levels will almost double from 1991 levels. This will further impact the capacity of already crowded roadways.

Travel patterns are changing.

More corporations are locating within the 905 area. Although southbound connections to Toronto remain important, eastbound, westbound and northbound travel demand is steadily increasing.



Today, traffic volumes exceed the capacity of many GTA roadways

MTPS-2002 is on track with funding and approvals...

A new public-private partnership is in place.

Markham has worked closely with Richmond Hill, Vaughan and the Region of York to launch and implement a public-private partnership initiative. The private-sector partner has been secured to provide expertise and a financial strategy that will make rapid transit a reality.

Regulatory approvals are on schedule.

Terms of reference for the Yonge Street Corridor EA have already been submitted to the Ministry of the Environment. The terms for the Highway 7 Corridor EA will be submitted in 2002, and the Warden Avenue Corridor EA will be initiated soon.



For more information about Markham's Transportation Strategy, visit the Town's website at www.city.markham.on.ca or call 905-477-7000 Ext. 3630.



MARKHAM TRANSPORTATION PLANNING STUDY 2002



Markham's
Transportation
Plan is on track!

ENGINEERING DEPARTMENT
DEVELOPMENT SERVICES COMMISSION



The Markham Transportation Planning Study (MTPS-2002) is a call to action!

A shift from traditional automotive-based travel is required.

Transit, road, policy and educational initiatives will be combined to provide a balanced transportation solution.

By 2011, use of public transit has been targeted to increase to 19%.

The current level of transit usage is 10%. To increase its appeal, public transit must be fast, reliable and convenient.

We're moving ahead with a 20-Year Action Plan.

Short, medium and long-term objectives will ensure that growth-related demands are effectively managed.



Tomorrow, rapid transit will provide Markham residents with fast, reliable and convenient service.

1. RAPID TRANSIT

Our ticket to the future!

Three rapid transit corridors, fed by an integrated, convenient bus network, are planned for the Markham area.

The **Yonge Street Corridor** will provide direct links with the Finch Subway Station and northern municipalities.

The **Highway 7 Corridor** will span York Region to provide connections east to Durham and west to Peel.

The **Warden Avenue Corridor** will enable a direct link to the new Don Mills Station on the TTC subway line.

2. ROADS NETWORK

Eliminating Future Roadblocks

High volume routes that support rapid transit and highway connections are key.

A modified 10-Year Capital Plan is being pursued with the Region of York to improve the major arterial roads.

The improved efficiency of existing roads will be achieved with traffic signal modifications, additional turn lanes, traffic calming initiatives and dedicated rights-of-way for public transit.

Protection of heritage and the environment will be addressed to enhance quality of life for Markham residents.

3. POLICIES

Building Healthy Communities

Amendments to the Official Plan are required to facilitate compact urban development and transit initiatives.

New Urban Design Guidelines will promote non-automotive modes of travel with conveniently located transit stops and stations, bicycle paths and pedestrian-friendly streetscapes.

Markham Centre will provide new opportunities for people to both live and work in Markham and set new standards for mixed-use urban planning.

A Parking Authority will be created to help optimize land development.

4. EDUCATION AND SUPPORT PROGRAMS

All Aboard!

The benefits of non-automotive travel must be communicated to businesses and residents.

Information Sessions, special events, advertising campaigns and promotions will raise public awareness.

Travel Demand Management strategies such as staggered hours, shuttle buses, carpooling and transit incentive programs will reduce traffic volumes during peak periods.

Transportation Management Associations will involve local employers, institutions and residents to make MTPS-2002 a reality!

