

OTC TRANSPORTATION PLANNING WORKSHOP

April 12, 2019
Hilton Garden Inn Airport
1870 Matheson Blvd.
Mississauga, ON

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Friday, April 12, 2019

AGENDA	
8:30 am to 9:00 am	Registration & Breakfast
9:00 am to 9:15 am	Opening Remarks
9:15 am to 10:00 am	<p>King St. Pilot Project <i>Allan Abrogena, City of Toronto</i></p> <p>Launched in November 2017, King Street Transit Pilot between Bathurst Street and Jarvis Street, aims to improve transit reliability, speed, and capacity by giving priority to streetcars over private vehicles. King Street Transit Pilot explored ideas for how to redesign King Street in order to achieve objectives: move people more efficiently, support economic prosperity, improve place-making. Compared to the November 2017 baseline data, overall weekday ridership of the 504 King streetcar has increased by 17%, with peak period ridership up to 45% higher</p>
10:00 am to 10:45 am	<p>McKay Need and Justification Study <i>Ralph Scheunemann, City of Barrie</i></p> <p>Barrie's Transportation Master Plan identifies the needs for new crossings and interchanges along the Highway 400 corridor in Barrie. It also identified modifications required to the existing crossings and interchanges in order to mitigate capacity deficiencies and improve their operations. These identified improvements are sometimes in addition to the recommended improvements in the Ministry of Transportation of Ontario (MTO) 2017 Transportation Environmental Study Report (TESR) Update for the Highway 400 section in Barrie. The City of Barrie retained a consultant to conduct a Need and Justification Study (N&J) to assess and justify the needs by 2031 specifically for:</p> <ol style="list-style-type: none"> 1) A new crossing at Salem Road / Lockhart Road over Highway 400 2) A new interchange at McKay Road over Highway 400 at the existing crossing <p>This presentation will summarize the history, N&J scope, successes, lessons learned and next steps related to this study.</p>
10:45 am to 11:00 am	Break

11:00 am to 11:45 am	<p>Mobility Hub: Processes, Challenges, Opportunities and Outcomes <i>Samantha Romlewski & Jenna Puletto, City of Burlington</i></p> <p>The City of Burlington has set a new course for the growth of the city. After running out of traditional greenfield/subdivision land and making the decision to not expand the urban boundary, Burlington has ended sprawl. The City will focus future population and job growth to key areas of the City called Mobility Hubs: consisting of the downtown and areas around the three GO train stations. Burlington’s Mobility Hubs will be planned to be complete, compact and sustainable communities founded on key elements including: walkability; expanding parks and green space; creating new and improved pedestrian and cycling connections; creating a diverse range of housing, including those that serve families and residents of all ages; stronger retail and business communities and achieving a mix jobs and employment types. City staff will discuss the Mobility Hubs Study, which began in early 2017 and share some of the opportunities, challenges and outcomes with the overall secondary planning process.</p>
11:45 am to 12:45 pm	Lunch
12:45 pm to 1:30 pm	<p>Accommodating Pedestrians and Cyclists at Roundabouts <i>Phil Weber, CIMA+</i></p> <p>Much of the transportation planning and design community is of the opinion that while roundabouts may be good for keeping traffic moving, they are not necessarily all that pedestrian- or cyclist-friendly. This presentation will begin with some facts about pedestrian and cyclists safety at roundabouts. Then it will discuss the design of pedestrian and cyclist facilities at roundabouts, including content in OTM Books 15 and 18, and the various treatments available to increase accessibility for pedestrians with vision loss. It will conclude with information on pedestrian and cyclist accommodation at roundabouts in the Netherlands.</p>
1:30 pm to 2:00 pm	<p>Multi-Modal Level of Service Analysis-State of the Practice <i>Muna Awatta, Parsons</i></p> <p>In recent years, transportation planning has become more multimodal, and transportation planners have started to apply level of service ratings to walking, cycling and transit. Multi-Modal Level of Service (MMLOS) analysis techniques aim to provide the tools for assessing the performance of all travel modes, and thus allow the consideration of tradeoffs between different road users. However, there is currently no “universal” or “one-size-fits-all” methodology for assessing MMLOS, and a variety of criteria and approaches are in use. In fact, development of new MMLOS performance measures is still ongoing. Given OTC’s commitment to multimodal planning and design, the OTC Transportation Planning Committee, in collaboration with the Peel Region Health Services Department, is considering the development of an Ontario-wide guideline that provides clear guidance for assessing the performance of all travel modes. This presentation will share the results of the MMLOS state of the practice literature</p>

	review completed to date, and solicit feedback regarding current MMLOS guidelines implemented in Ontario municipalities.
2:00 pm to 2:15 pm	Break
2:15 pm to 2:45 pm	<p>Integrating Smart Mobility and City Planning for Livable Cities <i>Dewan Karim, Dillon</i></p> <p>Urban planning, infrastructure design, and mobility policy are up against a tough system-level challenge: the rapid adaptation of shared mobility, urbanization and introduction of new technologies. The new mobility paradigm is destabilizing the current auto-oriented transportation paradigm, and gradually moving towards a new mobility ecosystem. In order to capture the future potential and secure shared infrastructures, several planning areas in Toronto applied an innovative mobility master plan process to modify the current paradigm of city planning process. This new mobility planning approach provides a conceptual framework of emerging mobility ecosystem to improve quality of urban life. The presentation will describe this new mobility planning process that incorporates new mobility modes, application of emerging technologies, smart data, emerging potential of artificial intelligence and vehicle automation while changing mobility analysis and assessment process. The aim of this new approach is to build capacities and competencies as well as enable municipal authority to quantify and accurately model the potential impact and benefits of various innovative mobility strategies.</p>
2:45 pm to 3:30 pm	<p>From Policy to Action: Adapting to the New World of Mobility in Vaughan <i>Winnie Lai, City of Vaughan and Lauren Bates, PointA</i></p> <p>City of Vaughan will open by discussing the exciting things they know are coming their way and that they are thinking of piloting in the future (modular roadways, e-bikes/scooters, autonomous vehicles). PointA will then speak to the importance of supporting new mobility options through education, travel planning, and trialing new options and then follow up to discuss how partnerships between the City and PointA are necessary for education, utilization, and acceptance of new options, arguing that “if you build it, they will come”, and that we need to pursue efficient infrastructure and transportation solutions.</p>



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