



The Regional Municipality of York



# Transportation

Master Plan



July 2016







# Addressing York Region's Mobility Needs to 2041 and Beyond

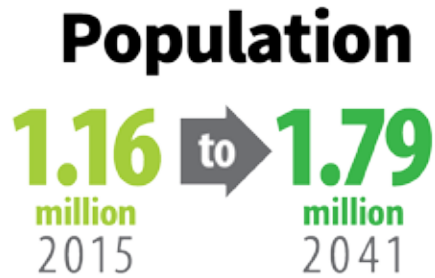
The future success of York Region as the number one destination within the Greater Toronto and Hamilton Area (GTHA) for people to live, work and play is dependent on the Region's ability to build an interconnected system of mobility. This update to the Transportation Master Plan (TMP) sets out the infrastructure and policy requirements to enable the Region to build and maintain such a system. This includes additional transit infrastructure, roads infrastructure and a system of sidewalks and trails to further enable active transportation. The TMP provides a 25-year outlook to respond to the following challenge:

*To create an advanced interconnected system of mobility in the Greater Toronto and Hamilton Area (GTHA) in order to give York Region residents and businesses a competitive advantage, making York Region the best place to live, work and play in the GTHA.*

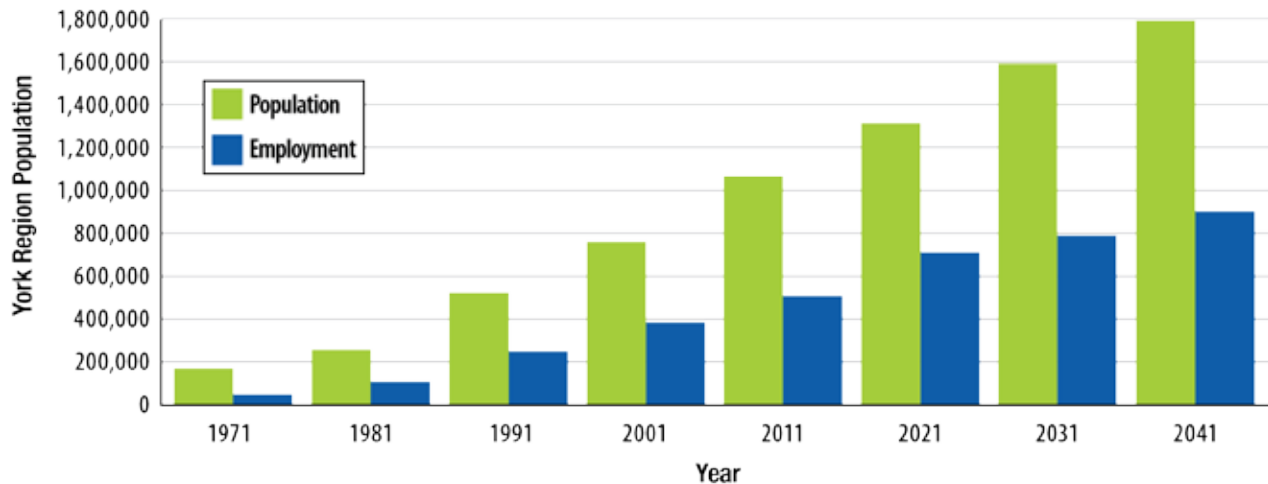




**Since 1971, York Region's population has increased nearly seven-fold.** Approximately 1.2 million people in 2015 now call York Region home, with an additional 630,000 people expected to move into York Region by 2041. Alongside this population growth, York Region is forecast to add approximately 325,000 jobs, which will spur significant economic activity and increase the resiliency of York Region's economy. An optimistic and dynamic future is predicted for York Region. It is also a challenging future raising pointed questions about the capacity of our current transportation service delivery model to safeguard the quality of life residents, businesses and visitors enjoy while accommodating such dramatic growth.



**York Region Population Growth - 1971 to 2041**





# Foundations



An interconnected mobility system that encourages active transportation, and is supported by compact, complete communities is essential to creating a healthy, economically-vibrant, socially-connected and sustainable Region. The delivery of this interconnected system of mobility is supported by the progressive objectives, policies and actions embedded in many of the Region's Council-approved plans and documents, including Vision 2051, the York Region Official Plan (2010), the 2015 to 2019 Strategic Plan, as well as the previous 2002 and 2009 Transportation Master Plans and the 2008 Pedestrian and Cycling Master Plan. The TMP update builds on this existing foundation to deliver transportation projects and programs that will continue to improve mobility and provide options for residents and businesses as well as position the Region to respond to emerging issues, policy changes and trends in the future.



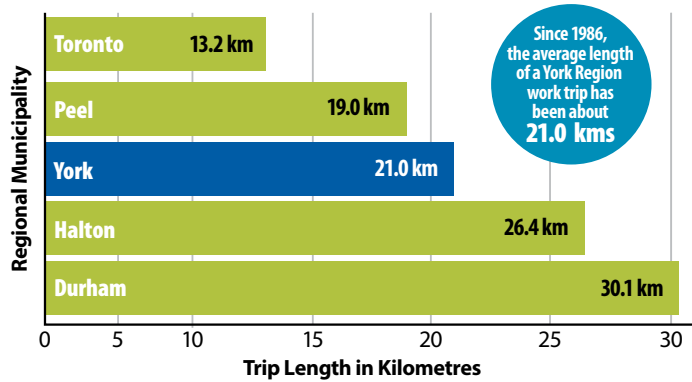
# Current and Future Conditions

Traffic congestion continues to be identified as the top issue facing York Region residents according to an annual survey conducted by an independent third party organization. Furthermore, in that same survey, residents identified traffic as the greatest threat to quality of life in York Region, followed closely by the high rate of development taking place. There is still a very strong reliance on use of a vehicle to meet travel needs. The existing Regional road network consists of more than 4,100 lane-kilometres of urban and rural roads that carry more than six billion vehicle-kilometres of travel annually. The TMP provides a detailed overview of a number of issues that may affect future travel demand in York Region and also outlines how the Region will continue to address future growth, respond to emerging trends in transportation, improve options for sustainable travel and manage the road network effectively.

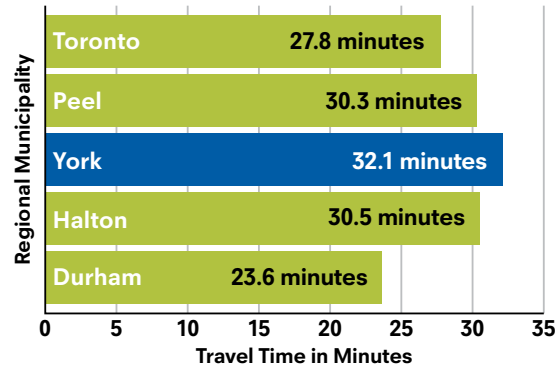




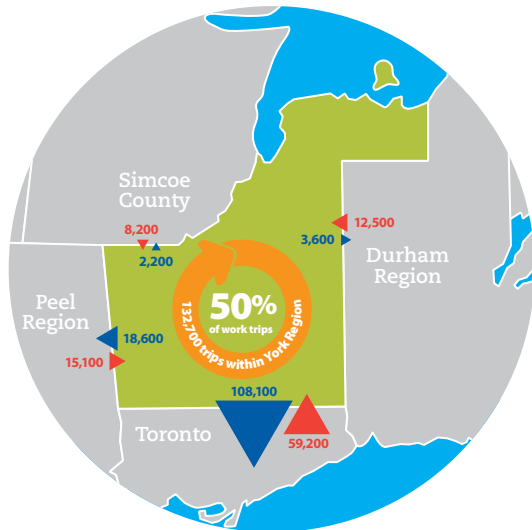
### Average Length of Trip to Work<sup>1</sup>



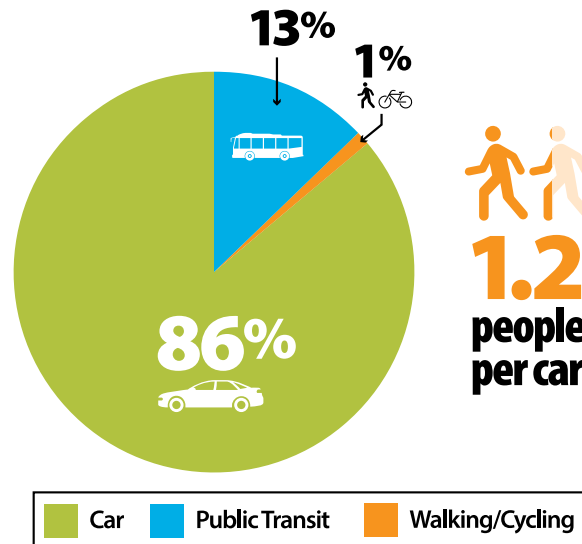
### Travel Times to Work<sup>2</sup>



### Where We Work



### How we get to Work



<sup>1</sup> Source: 2011 Transportation Tomorrow Survey

<sup>2</sup> Source: IBI Group, Greater Golden Horseshoe Travel Demand Model



# Objectives

Engagement was central to the development of this Plan. The objectives of the TMP were developed based on the Region's foundational documents, extensive consultation with stakeholders, the public and the Transportation Master Plan Advisory Task Force (Task Force) and will support the delivery of an interconnected system of mobility.

The Task Force, chaired by the Regional Chairman and Chief Executive Officer and made up of members of Regional Council, was formed to provide advice and guidance related to local issues and critical pieces of the Master Plan. It served as an advisory body to Council, providing feedback to Regional staff in the development of policies for the TMP. The Task Force has been instrumental in the development and refinement of the TMP's five objectives:







## **Objective 1 – Create a World Class Transit System**

York Region will have a World Class Transit System when there is a seamless interconnected system of subways, rapidways, a frequent transit network and other services that meet the needs of all York Region residents and businesses. This system will help to direct growth to Centres and Corridors and ensure a compact, mixed-use built form that minimizes the need for travel and reduces dependence on single occupant vehicles.

## **Objective 2 – Develop a Road Network Fit for the Future**

A Road Network Fit for the Future will use technology and innovation to optimize the road network by leading in traffic management, urban design and providing opportunities to support all modes of travel within the Region's right-of-way, including transit, driving, cycling and walking.

## **Objective 3 – Integrate Active Transportation in Urban Areas**

Focusing on improving the viability of active transportation in York Region's urban areas is vital to ensuring a sustainable transportation system for the future. The Region recognizes the benefits of providing a variety of active transportation options, including improved health of residents, better air quality and reduced greenhouse gas emissions, a more connected and efficient transportation network, reduced traffic congestion and less dependence on the automobile.

## **Objective 4 – Maximize the Potential of Employment Areas**

Through technology and partnerships, the Region will identify opportunities to efficiently and safely move employees and goods around and through York Region to support ongoing economic growth.

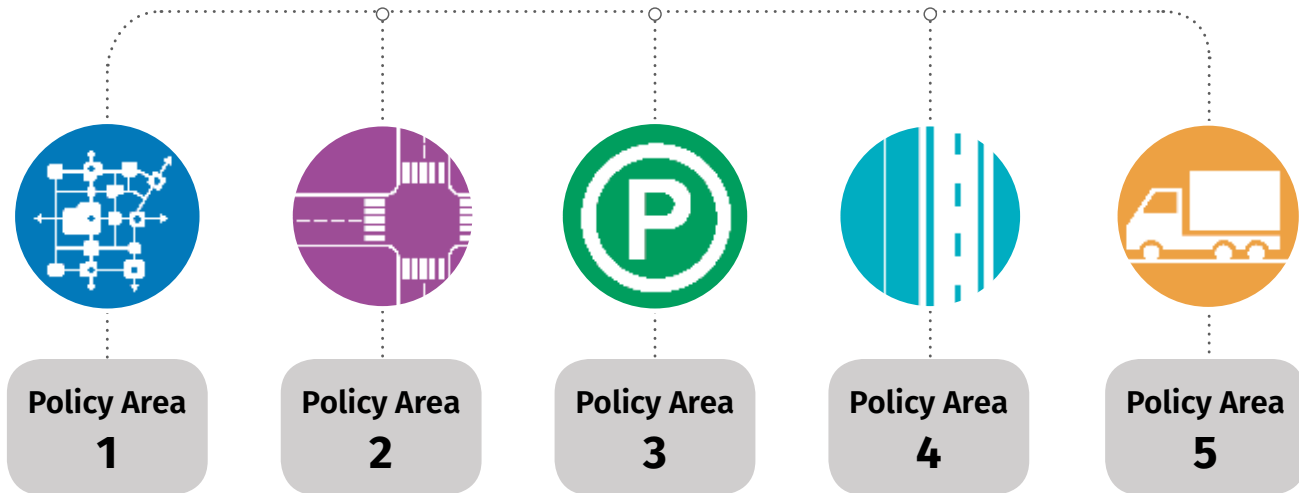
## **Objective 5 – Make the Last Mile Work**

The “last mile” refers to the point or moment when consumer decisions are actually made. It refers to the tactics used to increase adoption of transit and active transportation while lowering the amount of single occupant vehicle use especially during peak periods.



# Policy Areas

There are five main policy areas developed as part of this TMP that will enable the Region to deliver an interconnected system of mobility to serve residents and businesses of York Region to 2041 and beyond.



## Policy Area 1 – Finer Grid Network



Currently, the Regional road network is built on two-kilometre concession blocks, with a limited number of continuous collector roads spanning between Regional roads. This results in limited route options for people to reach destinations throughout the Region and contributes to congestion on the existing Regional road network.

Working with the Province and local municipalities to plan for and protect a series of mid-block highway crossings and continuous collector roads in York Region will provide alternate routes for vehicles, cyclists and pedestrians to reach destinations more quickly and safely. It will also better manage congestion by spreading traffic throughout the network.



- The Region will be responsible for environmental assessments, design, construction, operation and ownership of all future 400-series highway crossings.
- The Region will be responsible for environmental assessments, design and construction of future interchange ramp extensions, with local municipalities responsible for operation and ownership.
- The Region will provide financial assistance and support to local municipalities for mitigating/bridging barriers (watercourses, railways, etc.) in the major collector road network for new and existing development areas.
- The Region will restrict implementation of new turning restrictions and vehicle-type restrictions on the Regional road system, except those required for network optimization and asset preservation purposes.

## Policy Area 2 – Corridor Evolution



Regional streets are designed to accommodate a variety of travel modes, including transit vehicles, passenger cars, cyclists, pedestrians and trucks. As the transportation network continues to focus on the movement of people, the design and operation of Regional roads will continue to change over time.

The Region will ensure the most effective use of road space and financial resources over the long term by designing and operating Regional streets to maximize capacity to move people. This proposed policy principle will support the Region's ability to meet the mobility needs of today's users, while ensuring the corridor can be adapted in the future to meet changing travel needs.

The Region will develop a policy to permit redesignation of general purpose traffic lanes to HOV/Transit lanes or reserved bus lanes after established thresholds are met.

## Policy Area 3 – Commuter Parking Management



Providing opportunities for residents to park their vehicles on the fringes of urban areas and access different modes of travel for part of their trips, such as transit or car sharing, will enable people to make choices about how they move around and through York Region. The outcome of this strategy is anticipated to be a lower number of auto trips accessing and parking at key destinations in the urban centres, including employment areas and transportation hubs/stations.

The Region will partner with other agencies and the private sector to conduct an in-depth study that informs the Region's strategy in providing commuter parking in order to ensure that the transportation network is being planned comprehensively to support travel needs of residents in the future. It will provide direction regarding on-street parking. The Region will identify and implement pilot projects, including the use of paid parking.



## Policy Area 4 – Goods Movement Network



The Regional road network accommodates significant volumes of truck traffic, due in part to increasing economic activity in the Region and the presence of major rail facilities, highway corridors and distribution centres in the southern municipalities. As York Region becomes more urban, with a combination of industrial, commercial and residential land uses, conflicts between road users are more challenging to resolve.

The absence of a goods movement strategy and identification of priority routes in York Region has resulted in a goods movement service not currently aligned with adjacent municipalities or industry best practices.

Developing a Goods Movement Strategy will enable the Region to work in partnership with other agencies and the trucking industry to develop solutions that meet the needs of all residents and stakeholders, and will continue to attract investment, create jobs and foster economic growth in York Region.

## Policy Area 5 – Boulevard Jurisdiction



The Municipal Act, 2001 determines which services are the responsibility of the Region and those to be provided by local municipalities. On Regional roads, local municipalities are currently responsible for construction and maintenance of some major boulevard elements, such as sidewalks, multi-use paths and illumination, while the Region is responsible for building and maintaining roadway elements primarily between curbs. The division of responsibility creates public confusion and issues with consistency around construction and maintenance of sidewalks, street lights and streetscape elements on Regional roads. With the current split in jurisdictional responsibility, significant gaps continue to exist in the provision of sidewalks and illumination along Regional roads. Working with local municipalities to transfer responsibility to the Region for construction and maintenance of these boulevard elements will ensure that residents are best served with continuous sidewalks, consistent street lighting and context-sensitive streetscape elements on Regional roads.

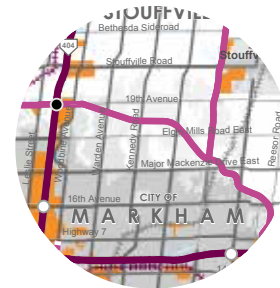
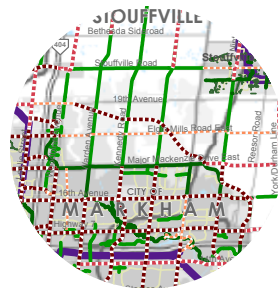
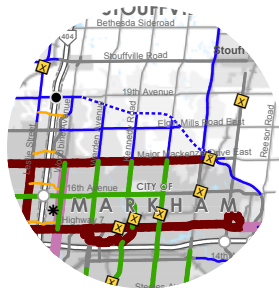
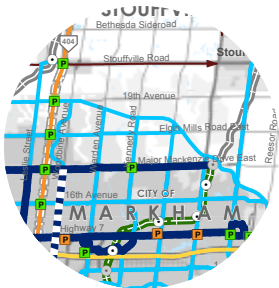
The Region is responsible for delivery of public transit service in York Region. Transit users typically begin and end their trips as pedestrians or cyclists and use Regional roads to access transit stops and stations. As the Region continues to expand transit service, providing continuous sidewalks and illumination will ensure residents have safe and accessible routes to transit stops, stations and destinations.



# Networks

Networks presented within this TMP represent the ultimate build-out of the transit, roads, active transportation and goods movement networks to the year 2041. The TMP forms part of the Region's long-term investment strategy that will enable the Region to keep up with the pace of growth in a manner that is sustainable and responsible. To meet evolving needs of York Region's growing population, networks will be phased in over the next 25 years. In addition, this TMP is required to undergo a regular review as part of legislated Official Plan and Development Charge Bylaw updates. Phasing for implementation of the networks is presented in detail within the TMP.

This TMP has followed the Municipal Class Environmental Assessment (EA) Master Plan process thereby fulfilling the requirements of Phases 1 and 2 of EA requirements for roads. The Municipal Class EA process recognizes that it is beneficial to begin the planning process for infrastructure by considering groups of related projects or overall systems before dealing with project specific issues. Master Plans provide for this system-wide approach to infrastructure planning and, at the same time, integrate environmental assessment principles.



For full maps refer to pages 19 through 25



## Implementation and Action Plan

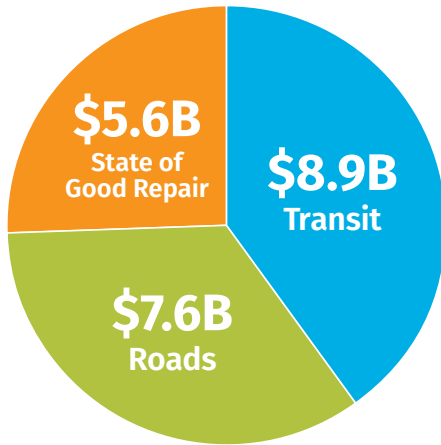
The inter-jurisdictional nature of mobility in the GTHA will continue to increase the complexity of service delivery in York Region. Further, the success of the Region's TMP will be heavily dependent on leveraging successful partnerships with other levels of government. The Province's recent commitment to deliver Regional Express Rail within the next 10 years and to build new Provincial highway facilities will require continued cooperation with Metrolinx, Ontario Ministry of Transportation and other Provincial ministries.

In the coming years, the Region will also be looking to collaborate more closely with local municipalities to deliver services in a more efficient way. This TMP identifies several key policy changes that will require the support and ongoing involvement of local municipal elected officials and staff. With multiple levels of government having jurisdiction over various components of the transportation network, a partnership approach will be the best way to ensure the delivery of an interconnected system of mobility for residents of York Region.





# Funding the Plan



**Total = \$22.1B**

The recommended networks and related programs will require \$8.9 billion for transit and \$7.6 billion for road related capital expenditures to 2041. Requirements for State of Good Repair of transportation infrastructure over this same time period are estimated to be \$5.6 billion.

Governments around the world, including the Province of Ontario and the Region, are facing challenges with respect to funding infrastructure and other programs. New sources of funding and new ways of delivering services will need to be explored to ensure the continued affordability and sustainability of the system for all users. The Region currently funds Roads and Transit capital costs with a combination of development charges, tax levy and funding from other levels of government, including grants. Operating costs are primarily funded through a combination of operating revenues and tax levy.

In conjunction with other levels of government, the Region is exploring a number of alternative funding options to determine the most appropriate methods to fill the funding gap for building and maintaining the transportation system needed to service residents in the long-term. Options currently being investigated include: introducing a land transfer tax, land value capture, road pricing, sales taxes, vehicle licensing and registration fees and parking-related charges. The Region will continue to work in partnership with other levels of government, institutions, the private sector and the public to find funding solutions and infrastructure delivery methods that provide the most efficient and effective results.



# Recommendations

Recommendations in this TMP update support the Region's efforts to create an advanced interconnected system of mobility in the GTHA and include more than 120 policies, actions and major initiatives governed around five objectives of the TMP to address growing transportation needs. Policies and actions presented in the TMP will provide the basic principles and specific steps that will guide actions of the Region to achieve the objectives of the TMP. The big moves presented under each objective are the key actions identified, which have the potential to transform the delivery of transportation services and mobility in York Region to 2041 and beyond:







## **Objective 1 - Create a World Class Transit System**

- Maximize the potential of Regional Express Rail
- Improve transit frequency and coverage through implementation of the Frequent Transit Network
- Extend the Yonge North Subway to Richmond Hill Centre

## **Objective 2 - Develop a Road Network Fit for the Future**

- Utilize technology to improve efficiency of the road network
- Expand high occupancy vehicle/transit network
- Develop the finer grid road network

## **Objective 3 - Integrate Active Transportation in Urban Areas**

- Accelerate active transportation infrastructure that connects communities to transit spines, major destinations and Regional Centres
- Support the last mile
- Complete gaps in sidewalks

## **Objective 4 - Maximize the Potential of Employment Areas**

- Complete the Langstaff Road Missing Link
- Designate a Strategic Goods Movement Network
- Protect for and implement ramp extensions and interchange

## **Objective 5 - Make the Last Mile Work**

- Provide safe and convenient walking/cycling opportunities to mobility hubs
- Manage parking supply and demand with innovation, pricing and technology
- Embrace emerging technologies and the sharing economy to improve convenience and mobility

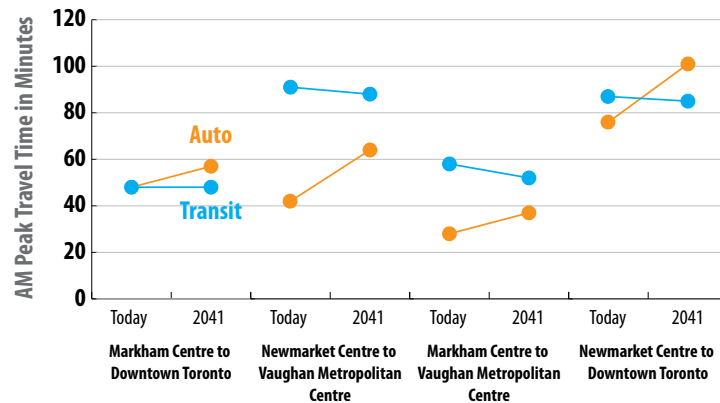


# Performance Monitoring and Key Performance Indicators

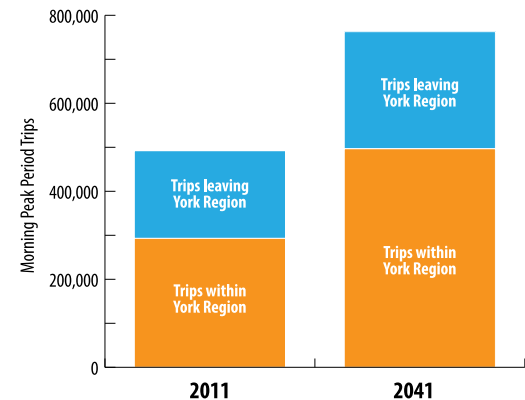
Performance measurement is a key aspect of ensuring objectives and initiatives are being met in the years following this TMP. Ongoing monitoring and evaluation helps determine the effectiveness of the objectives, policies and program improvements moving forward.

The Region is developing a framework to evaluate and report on the progress and effectiveness of the TMP. The framework of indicators will be structured to align with the Region's Vision 2051, the York Region Official Plan (2010) and the strategic objectives of this TMP. Accurately evaluating the progress, effectiveness and implementation of the TMP will help ensure the Region is on the right track moving forward so that residents and stakeholders know where the Region is headed.

### Travel Times by Car and Transit

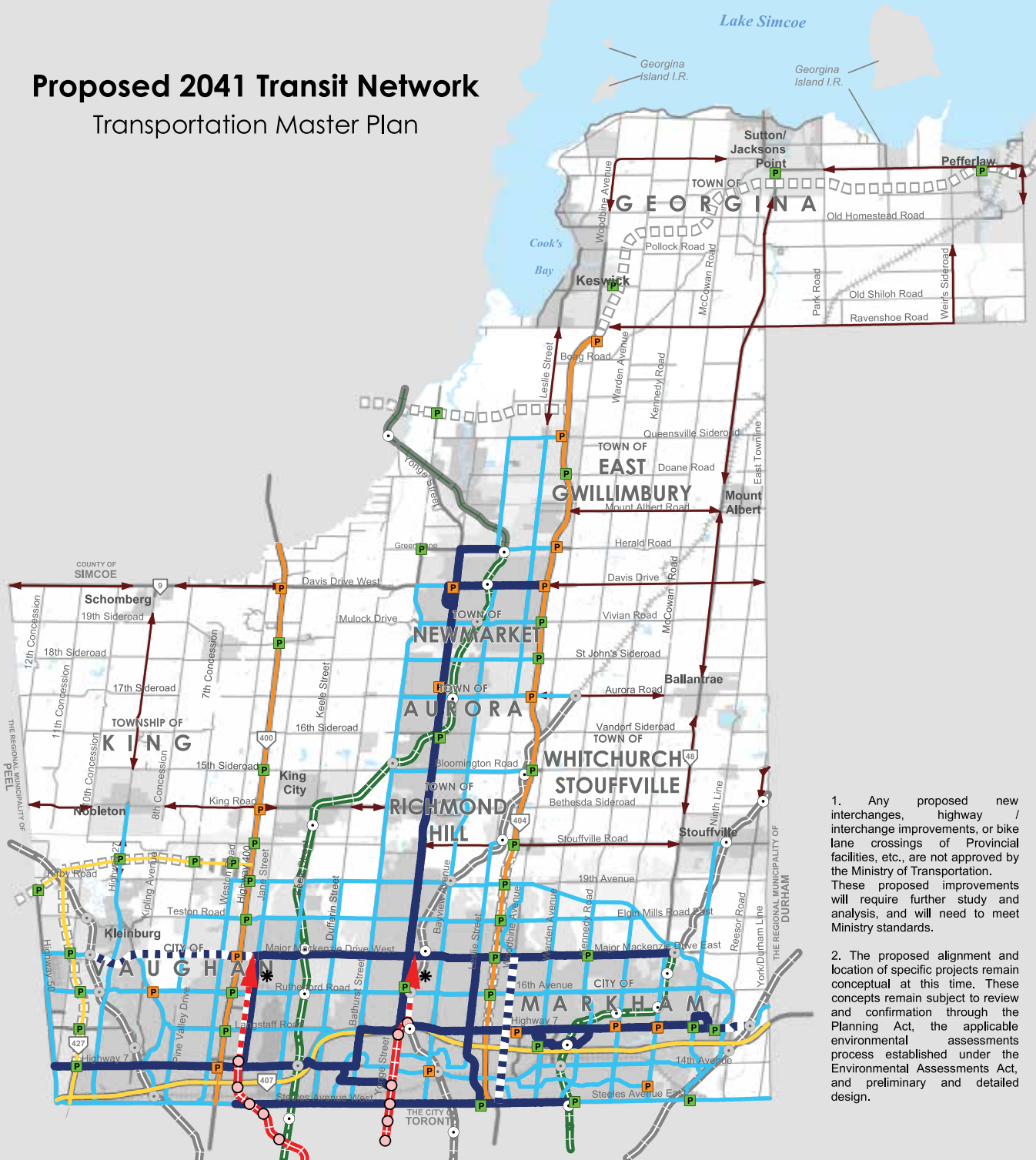


### Morning Peak Period Travel Patterns



# Proposed 2041 Transit Network

## Transportation Master Plan



- Rapid Transit Corridor
- Rapid Transit Subject to Further Study
- Frequent Transit Network
- Highway Bus Service (YRT/Viva, GO)
- Transitway
- Rural Bus Connections
- Subway Extension
- Potential Subway Extension to be Determined by Future Study
- Future Subway Station
- Potential Subway Station
- GO Train, 15-min Two Way All Day Service
- GO Train, Two Way All Day Service
- GO Train, Rush Hour Service
- Existing GO Station
- Potential GO Station
- Existing Commuter Lots
- Potential Commuter Lots

**Note:**  
 Special Study Area

- BASE MAP INFORMATION**
- Provincial Freeway
  - Provincial Highway
  - Road
  - Railway



1. Any proposed new interchanges, highway / interchange improvements, or bike lane crossings of Provincial facilities, etc., are not approved by the Ministry of Transportation. These proposed improvements will require further study and analysis, and will need to meet Ministry standards.

2. The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the Planning Act, the applicable environmental assessments process established under the Environmental Assessments Act, and preliminary and detailed design.

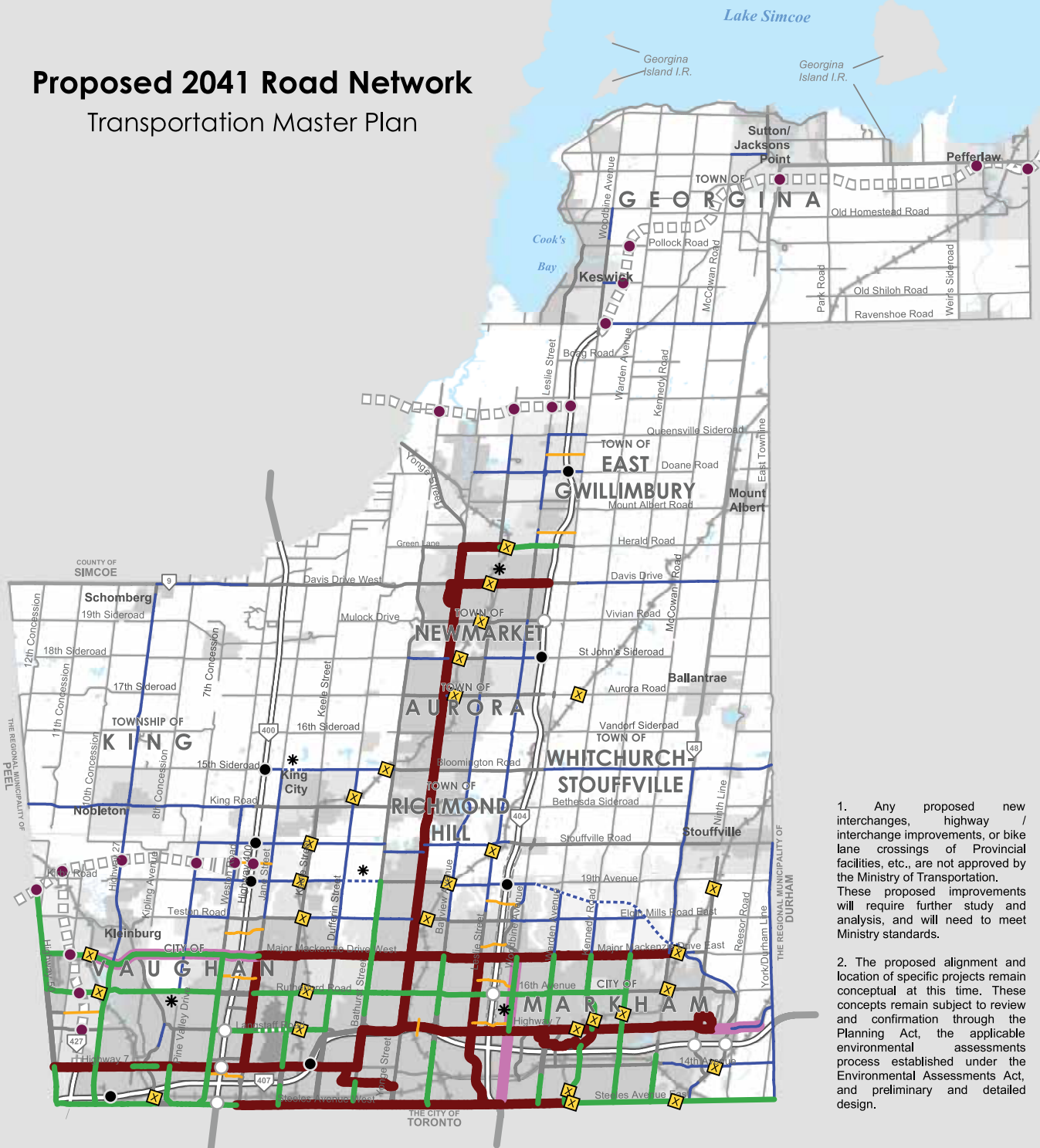


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# Proposed 2041 Road Network

## Transportation Master Plan



### 4 Lane Network

- Proposed Future 4 Lane Widening
- Existing 4 Lane Road
- Proposed New 4 Lane Road

### 6 Lane Network

- Proposed Future 6 Lane Widening
- Existing 6 Lane Road
- Proposed New 6 Lane Road

### Note:

- Special Study Area

### Interchange Improvements (to be confirmed by MTO)

- Future Interchange on Existing Freeway
- Future Interchange on Future Freeway
- Other Interchange Improvement

### Other Improvements

- Rapid Transit
- Rapid Transit Subject to Further Study
- Midblock Crossing
- Proposed Grade Separation (Road Classification Study to identify grade separations on collector roads)

### BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway



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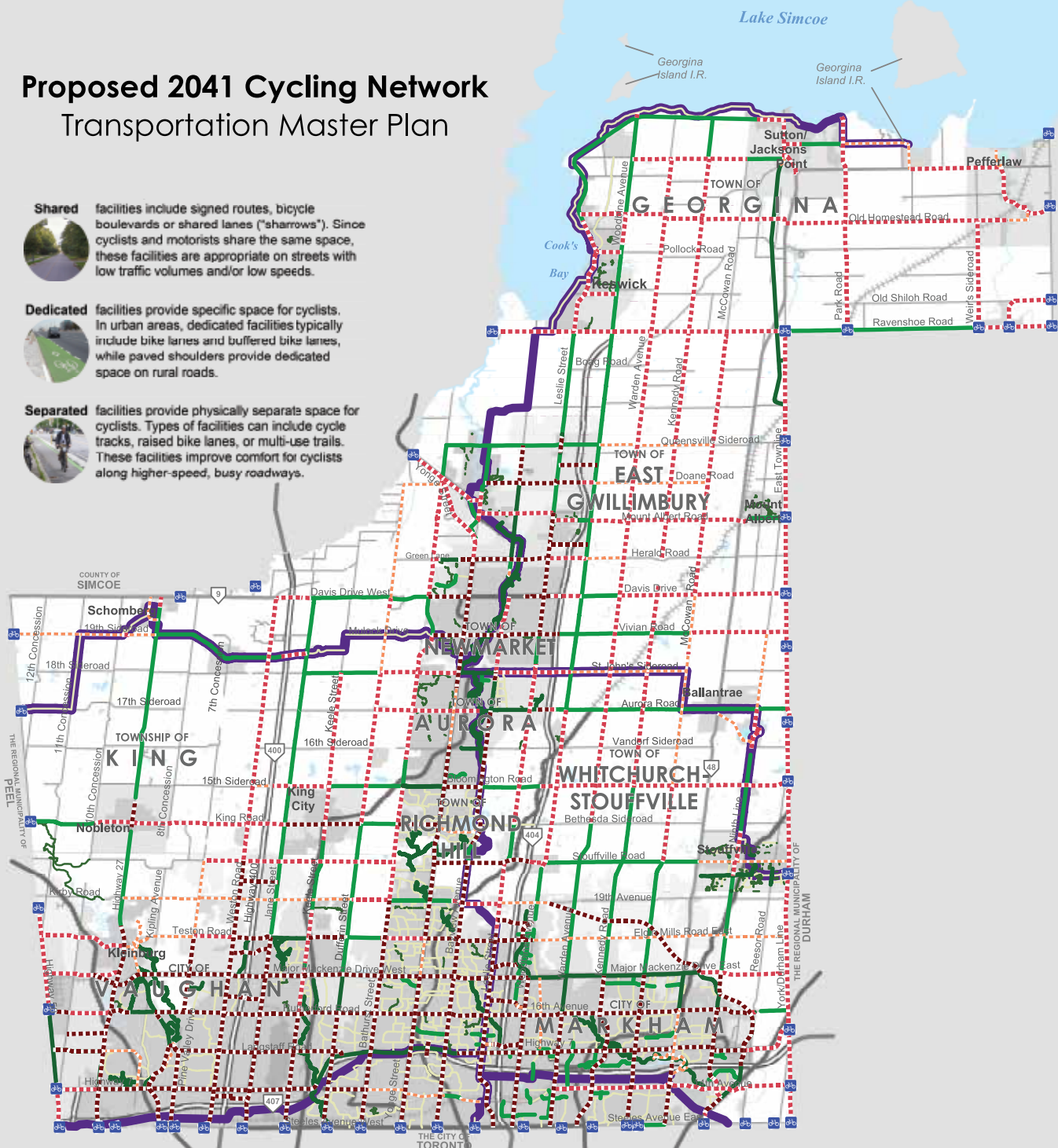
# Proposed 2041 Cycling Network

## Transportation Master Plan

**Shared** facilities include signed routes, bicycle boulevards or shared lanes ("sharrows"). Since cyclists and motorists share the same space, these facilities are appropriate on streets with low traffic volumes and/or low speeds.

**Dedicated** facilities provide specific space for cyclists. In urban areas, dedicated facilities typically include bike lanes and buffered bike lanes, while paved shoulders provide dedicated space on rural roads.

**Separated** facilities provide physically separate space for cyclists. Types of facilities can include cycle tracks, raised bike lanes, or multi-use trails. These facilities improve comfort for cyclists along higher-speed, busy roadways.



### Existing Cycling Network

- Shared Facility
- Dedicated Facility
- Separated Facility

### Proposed Cycling Facilities

- Local Cycling Route of Regional Significance
- Dedicated
- Separated
- Conceptual Region-Wide Trail System
- External Connection

### GO Rail

- Rapid Transit / GO Corridor

### BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway

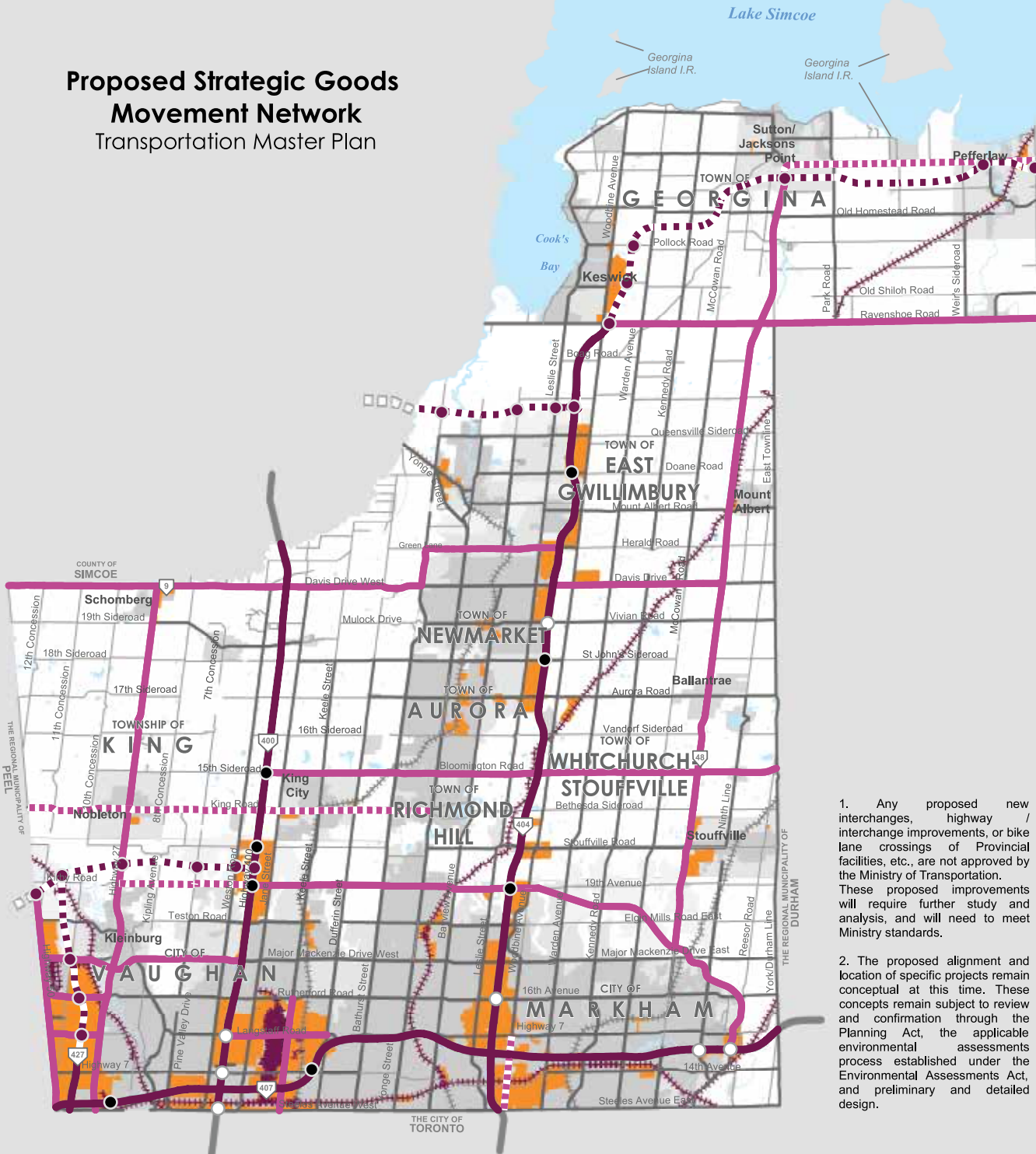


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# Proposed Strategic Goods Movement Network

## Transportation Master Plan



### Strategic Goods Movement Corridors

#### Tier 1

- Highway Goods Movement Corridor
- Future Highway Goods Movement Corridor
- Railway

#### Tier 2

- Interim Primary Arterial Goods Movement Corridor
- Primary Arterial Goods Movement Corridor

#### Tier 3

- Secondary Goods Movement Corridor

### Interchange Improvements (to be confirmed by MTO)

- Future Interchange on Existing Freeway
- Future Interchange on Future Freeway
- Other Interchange Improvement
- Employment Areas (as of mid-2013)

### BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway



1. Any proposed new interchanges, highway / interchange improvements, or bike lane crossings of Provincial facilities, etc., are not approved by the Ministry of Transportation.

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**Transportation**  
Master Plan



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