

Clause 3 in Report No. 2 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on February 18, 2016.

3

Transportation Master Plan Update
Draft Policy Principles and Actions

Committee of the Whole recommends:

1. Receipt of the presentation by Stephen Collins, Director, Infrastructure Management and Project Management Office.
2. Adoption of the following recommendations, *as amended*, contained in the report dated January 25, 2016 from the Commissioner of Transportation Services:
 1. Council *receive the interim* Transportation Master Plan Update proposed *draft* policy principles and actions outlined in this report.
 2. The Regional Clerk circulate a copy of this report to the local municipalities *with a request that they respond by March 29, 2016*.

1. Recommendations

It is recommended that:

1. Council endorse the Transportation Master Plan Update proposed policy principles and actions outlined in this report.
 2. The Regional Clerk circulate a copy of this report to the local municipalities.
2. Purpose

The purpose of this report is to seek Council endorsement of policy principles and actions for development of five policy areas to be recommended as part of the Transportation Master Plan Update.

3. Background

York Region is currently undertaking a five-year review of the Official Plan

The York Region Official Plan (YROP-2010) provides direction on how the Region will accommodate and address growth, including how people will move about the Region. The Planning Act requires that official plans be reviewed at least every five years to ensure conformity with Provincial direction on land use planning. The current YROP-2010 was adopted by Council in December 2009 and approved by the Province in September 2010. The majority of YROP-2010 is now in effect.

Since YROP-2010 was adopted, a number of Provincial plans and policies have been introduced or amended. In 2013, the Province released Amendment 2 to the Growth Plan for the Greater Golden Horseshoe (Growth Plan), which updates population and employment projections to 2041, from the current planning horizon of 2031. In 2014, Regional staff initiated an Official Plan Review which includes two components: a policy review and a Regional Municipal Comprehensive Review (MCR) to update population and employment forecasts, based on revised Growth Plan projections.

Updates to infrastructure master plans and the Development Charges Bylaw require input from the Regional MCR

In conjunction with the update to YROP-2010, the Transportation Master Plan (TMP) and Water and Wastewater Master Plan are being updated. The objective of this coordination is to plan comprehensively to accommodate and service growth sustainably in the future. Building upon direction provided in YROP-2010, and based on revised population and employment forecasts, the TMP will assess and plan for the Region's long-term transportation infrastructure requirements and will determine where and when infrastructure is required. In addition, the background work for the upcoming Development Charges Bylaw will commence in 2016 and will also be based on updated growth forecasts and inputs from the infrastructure master plans.

The update to the 2009 TMP is being supported by the Transportation Master Plan Advisory Task Force

In April 2015, Council established the Transportation Master Plan Advisory Task Force (Task Force) to provide feedback to staff on the development of Regional transportation policies as part of the TMP as noted below. The Task Force is chaired by the Regional Chairman and CEO and consists of nine additional members of Council.

Transportation Master Plan Update
Draft Policy Principles and Actions

The Task Force has met four times and will continue to meet and provide feedback in 2016.

- May 21, 2015 – Inaugural Task Force meeting. Policy areas were identified for further review and consultation with local municipal staff and stakeholders
- September 30, 2015 – Draft recommended principles and actions for each policy area were presented for Task Force feedback
- November 26, 2015 – Recommended principles and actions for each policy area were reviewed and confirmed
- January 13, 2016 – Network alternatives were presented for feedback

Objectives of the TMP are in line with Vision 2051, Strategic Plan 2016-2019 and YROP-2010

Transportation Services staff, through extensive consultation and analyses, developed the TMP objectives to respond effectively to future growth pressures, travel trends and changes in technology and innovation.

The objectives of the TMP are:

- **Create a world class transit system** by making transit more frequent, convenient and accessible, better supported by a more walkable network and availability of expanded carpool parking facilities.
- **Develop a road network fit for the future** through the provision of a finer, more permeable street network that will make alternative modes more accessible, increase system capacity and maximize mobility options and service levels.
- **Integrate Active Transportation in Urban Areas** by providing increased pedestrian and cycling facilities.
- **Maximize the potential of employment areas** on our Regional network.
- **Make the last mile work** by enabling integrated mobility systems, advancing innovation in technology and encouraging more sustainable travel choices.

The proposed policy principles and actions align with Vision 2051, YROP-2010 and the Strategic Plan. This alignment is presented in Attachment 1.

4. Analysis and Options

This report presents an overview of the proposed TMP policy areas, including the recommended principles and actions. For further detailed background and supporting information, refer to Attachment 2.

The proposed policy areas will deliver a transportation system that will meet present and future needs of residents and businesses

As one of the fastest growing municipalities in North America, York Region's population will grow 50 per cent to 1.79 million people by 2041. As the Region continues to evolve and become more urban, transportation needs of residents and workers will also change. The proposed policy principles will enable delivery of a transportation network that will meet the present and future needs of residents and businesses. They will also allow for flexibility and adaptability in operation of the network so the benefits from emerging technology and disruptive innovation can be realized to move people and goods efficiently and support economic growth.

The following five policy principles and actions are based on local municipal, stakeholder and public consultation, and are supported by the TMP Advisory Task Force.

I. 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 new community areas and within existing communities, will provide alternate routes for vehicles, cyclists and pedestrians to reach destinations more quickly and safely, and will better manage congestion by spreading traffic throughout the network.

Finer Grid Network - Recommended Policy Principles

- York Region be responsible for environmental assessments, design, construction, operation and ownership of all future 400-series highway crossings
- York Region be responsible for environmental assessments, design and construction of future interchange ramp extensions, with local municipalities responsible for operation and ownership
- York Region 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
- York Region 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

Finer Grid Network - Recommended Actions

- Define the infrastructure requirements as part of the TMP Roads, Transit and Active Transportation networks. This includes 400-series highway crossings and ramp extensions
- Develop an Arterial Road Classification Study to establish the role and function of the Major Arterial, Minor Arterial and Major Collector road network in York Region. Major Arterial and Minor Arterial roads should remain under York Region's jurisdiction. Major Collector roads should remain under local jurisdiction. The Arterial Classification Study should establish the Region's interest and role in protecting the transportation function provided by the Major Collector Road system
- Review existing turning restrictions and vehicle type restrictions on the Regional road network, and consider removal of these restrictions where they are not warranted for network optimization or asset preservation purposes
- Establish a development charges funded reserve to support these policy principles

II. Corridor Evolution

Regional streets are designed to accommodate a variety of travel modes, including passenger cars, transit vehicles, 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, such as introducing High Occupancy Vehicle/Transit lanes.

Corridor Evolution - Recommended Policy Principle

- York Region operates the Regional road network to move the most people
- Develop a policy to permit conversion of general purpose traffic lanes to HOV/Transit lanes or reserved bus lanes after established thresholds are met

Corridor Evolution - Recommended Actions

- Reaffirm that when widening a road from four-lanes to six-lanes, the additional lanes must be designated for HOV/Transit use
- Establish thresholds for converting existing general purpose lanes to HOV/Transit lanes or reserved bus lanes on four-lane and six-lane roads
- Develop a long-term traffic management strategy that incorporates existing and emerging technologies to optimize, expand and transform the people moving capacity of Regional corridors

III. Commuter Parking Management

Providing opportunities for residents to park their vehicles on the fringes of the urban area 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 the 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

Partnering with other agencies and the private sector to conduct an in-depth study that informs the Region's strategy in providing commuter parking, will ensure that the transportation network is being planned comprehensively to support travel needs of residents in the future.

Commuter Parking Management - Recommended Actions

Develop a Commuter Parking Management strategy that:

- Develops (in partnership with Metrolinx, MTO and/or local municipalities) new commuter parking lots in strategic areas of the Region that support reduced auto travel and increase transit ridership and use of existing and proposed HOV/Transit lanes
- Establish a governance model for Regional commuter parking management
- Provides direction regarding on-street parking on Regional roads
- Identify and implement pilot projects, including the use of paid parking

IV. 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 the Region becomes more urban, conflicts between industrial, commercial and residential land uses are becoming more difficult 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 the Region.

Goods Movement Network - Recommended Actions

Develop a Goods Movement Strategy in consultation with other levels of government, agencies, rail authorities, Ontario Trucking Association and the private sector. The Goods Movement Strategy should:

- Define the Region's role in supporting goods movement
- Identify demand management measures to reduce the impact of goods movement during peak travel periods
- Confirm a hierarchy/network of goods movement corridors, recognizing that all Regional roads are intended to move all types of vehicles

V. 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 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.

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.

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.

Boulevard Jurisdiction - Recommended Policy Principle

- York Region assume responsibility for planning, design, construction, operation and ownership of boulevard elements within Regional rights-of-way, including sidewalks, cycling facilities, illumination and streetscaping

Boulevard Jurisdiction - Recommended Action

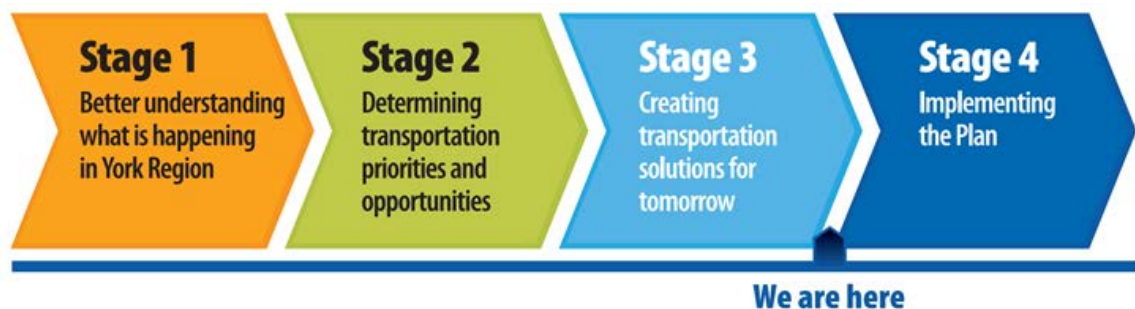
- York Region to work with local municipalities to assume planning, design, construction, maintenance and jurisdictional responsibility for boulevard elements within the Regional rights-of-way, including sidewalks, cycling facilities, illumination and streetscaping
- Establish a Development Charge funded reserve to support this policy principle

Council approval of the policies and/or strategies will be required as part of implementation

During 2016 and 2017 staff will develop detailed policies and strategies. These will be presented to Council for approval prior to implementation.

This detailed work will include development of appropriate plans to, where appropriate, transition service delivery and responsibility from local municipalities to York Region. Significant consultation with all stakeholders will be undertaken.

Path to Draft Transportation Master Plan



This report is part of a series of reports presented to Council in advance of the anticipated adoption of the Draft Transportation Master Plan in late Q2 2016. Following Council's endorsement of the proposed policy principles and actions, staff will continue to work with Long Range Planning to inform policy updates to YROP-2010 required to provide the appropriate land use policy framework to

Transportation Master Plan Update
Draft Policy Principles and Actions

move forward with developing detailed master plan implementation policies and programs.

It is anticipated that a report on Draft Network Recommendations will be presented to Council in early Q2 2016. Together with this report, the Council endorsed policy principles, directions and actions and network recommendations will form the foundation for the final Draft Transportation Master Plan.

Link to key Council-approved plans

This report links to the following Council-approved plans and policies:

Regional Official Plan

- This report supports implementation of the Region's TMP and its objectives to support the Region's growing population and employment, and will inform policy updates to the Regional Official Plan, currently under review.

Vision 2051

- The development and implementation of the TMP supports the Goal Areas of providing 'Interconnected Systems for Mobility' by prioritizing the movement of people and goods, and developing 'Liveable Cities and Complete Communities' by achieving better connections between where people live, work, learn and play.

2015 to 2019 Strategic Plan

- This report supports the Strategic Priority Areas of 'Strengthening the Region's Economy' by fostering an environment that attracts, grows and maintains businesses; 'Supporting Community Health and Well-being' by making our communities more welcoming and inclusive; and 'Managing Environmentally Sustainable Growth' by managing traffic congestion.

5. Financial Implications

Staff are currently preparing cost estimates for each proposed policy principle

Financial implications of the proposed policy principles will be developed in further detail and considered as part of the Fiscal Impact Strategy being undertaken as part of the Regional Official Plan Review. Preliminary cost estimates of the proposed policy principles are shown in Table 1. The timing and

implementation of these policies are subject to financial approvals through the budget process.

Table 1
Preliminary Cost Estimates of Proposed Policy Principles

Policy Principle	Capital (\$)	Operating (\$)	Comments
Finer Grid Network	850 million	2 million/year	Recommended that the Region own and operate mid-block crossings; Local municipalities to operate ramp extensions, collector roads, etc. Annual operating costs will increase over time as projects are constructed.
Corridor Evolution	10 million	100,000/year	Capital and operating costs are limited to signage and pavement markings required to support lane conversions from general purpose Lanes to Transit/HOV
Commuter Parking Management	100 million	1 million/year	Annual operating costs for commuter parking facilities will gradually increase as the number and complexity of parking facilities increase. Costs may be offset by revenue; however, this has not been included in the analysis.
Goods Movement Network	TBD	150,000/year	The Region will undertake a Goods Movement Strategy which may have additional capital and operating funding requirements. Study results will be presented to Council for consideration.
Boulevard Jurisdiction	140 million	7 million/year	Work is likely already planned by local municipalities. Capital and operating costs for jurisdiction should be a transfer, whereby the Region collects Development Charges and tax levy to fund.

Plans for transitioning service delivery and responsibility will include financial coordination between York Region and local municipalities

Policies developed based on these principles and actions will result in York Region assuming responsibility for some services currently provided by local municipalities. In addition to transitioning service delivery, financial aspects of

collecting development charges and tax levy to fund the implementation of these policies and strategies will also need to be transitioned.

6. Local Municipal Impact

Extensive local municipal consultation is underway and will continue in 2016

Staff have met with local municipalities as part of the Municipal Liaison Committee, and individually with respect to the proposed policy principles. The TMP Advisory Task Force, which is comprised of Regional Councillors and Mayors, has been and will continue to be consulted throughout the TMP process. Local municipalities will continue to be engaged as detailed policies are developed in 2016.

Development of the policies and implementation of the actions will include significant community and stakeholder consultation

Consultation with municipal staff has been ongoing through the development of the policy principles and actions. Municipal staff have expressed general support for the proposed policy principles and actions. However, local municipal staff also indicated that certain aspects of these policy principles and actions may create localized concerns from existing residents.

It is recognized these proposed policy principles and actions represent new directions for the Region and local municipalities in delivery of an integrated transportation system. Development and implementation of these policies will require extensive consultation to fully understand the localized community impacts and benefits.

7. Conclusion

The TMP is being coordinated with the Regional Official Plan Review and the Water and Wastewater Master Plan update to ensure the Region continues to efficiently deliver services and plan comprehensively for growth. The recommended policy principles and actions would enable delivery of a transportation network to meet the present and future needs of residents and businesses. The policy principles and actions would further set the framework for flexibility and adaptability in operation of the network so the benefits from emerging technology and disruptive innovation can be realized to move people and goods efficiently and support economic growth.

Transportation Master Plan Update
Draft Policy Principles and Actions

Staff is seeking Council endorsement of the policy principles and actions presented in this report to enable staff to move forward with developing detailed master plan policies in 2016, and inform the Regional Official Plan Review and upcoming Development Charges Bylaw update in 2017.

For more information on this report, please contact Stephen Collins, Director Infrastructure Management and PMO, at ext. 75949.

The Senior Management Group has reviewed this report.

January 25, 2016

Attachments (2)

6551756

Accessible formats or communication supports are available upon request

**Alignment of Transportation Master Plan
Policy Principles and Actions with Council Approved Plans**

Council Plans	Objective / Policy Area	FINER GRID NETWORK	CORRIDOR EVOLUTION	COMMUTER PARKING MANAGEMENT	GOODS MOVEMENT	BOULEVARD JURISDICTION
VISION 2051	A Place where everyone can thrive	✓		✓		✓
	Liveable Cities and Complete Communities	✓	✓	✓	✓	✓
	A resilient Natural Environment and Agricultural System		✓	✓	✓	✓
	Appropriate Housing for all Ages and Stages					
	An Innovation Economy	✓	✓		✓	
	Interconnected systems for Mobility	✓	✓	✓	✓	✓
	Living Sustainably	✓	✓	✓		✓
	Open and Responsive Governance	✓	✓	✓	✓	✓
REGIONAL OFFICIAL PLAN	Create high-quality, sustainable communities	✓	✓	✓	✓	✓
	Achieve complete, diverse, compact, vibrant, integrated and well-designed Regional Centres that serve as focal points for housing, employment, cultural and community facilities, and transit connections	✓		✓		✓
	Achieve attractive and vibrant urban Regional Corridors that link Regional Centres	✓	✓			✓
	Ensure the Region's new community areas prioritize people, sustainability and livability	✓		✓		✓
	Reduce automobile dependence by enhancing opportunities for residents and workers to walk, cycle, take transit and carpool	✓		✓		✓
	Create an active transportation system and programs that encourage walking, cycling and the use of public transit	✓	✓	✓		✓
	Provide transit service that is convenient and accessible to all residents and workers of York Region	✓	✓	✓		✓
	Ensure streets support all modes of transportation including walking, cycling, transit, automobile use, and the efficient movement of goods	✓	✓	✓	✓	✓
	Plan and protect future urban and rural streets to accommodate transportation demands	✓	✓	✓	✓	✓
	Promote a linked and efficient network for goods movement that supports economic vitality and minimizes conflicts with sensitive land uses	✓			✓	
2015-2019 STRATEGIC PLAN	Strengthen the Region's Economy	✓	✓	✓	✓	✓
	Support Community Health and Well-Being	✓	✓	✓		✓
	Manage Environmentally Sustainable Growth	✓	✓	✓	✓	✓
	Provide Responsive and Efficient Public Service					
TMP OBJECTIVES	Create a World Class Transit Network	✓	✓	✓		✓
	Develop a Road Network Fit for the Future	✓	✓		✓	✓
	Integrate Active Transportation in Urban Areas	✓				✓
	Maximize the Potential of Employment Areas	✓	✓	✓	✓	✓
	Making the Last Mile Work	✓				✓



Transportation Master Plan



Updated Recommended Policy Principles and Actions | February 2016



Page intentionally left blank

Table of Contents

Version History	2
Purpose	3
Importance of Transportation Policy Framework	3
Transportation Master Plan Update	3
Objectives	4
The Transportation Master Plan Policy Areas and Principles	4
Evaluation Criteria	5
Policy Principles	6
Finer Grid Street Network	6
Corridor Evolution	10
Commuter Parking Management	14
Goods Movement	18
Boulevard Jurisdiction	22
Making the Last Mile Work	26

Version History

Version	Update	Date
Version 1	Original	September 2015
Version 2	<ul style="list-style-type: none"> • Introduction <ul style="list-style-type: none"> • Updated Importance of Transportation Policy Framework Section • Added TMP Updates Section • Added Objectives Section • Corridor Evolution <ul style="list-style-type: none"> • Revised Entire Section • Updated Opportunity • Refinement of Corridor Evolution Policies • Making the Last Mile Work <ul style="list-style-type: none"> • New Section 	November 2015
Version 3	<ul style="list-style-type: none"> • Updated cover title • Updated Introduction sections • All Sections: <ul style="list-style-type: none"> • Replaced “Options Considered” and “Evaluation” sections with Recommended Policy Principles and Actions to reflect the recommendations of Committee of the Whole Report going forward in February • Updated “What is the Value to Residents?” sections • Updated photos and images 	February 2016

Purpose & Background

This Guidebook was presented to the Transportation Master Plan Advisory Task Force in September and November 2015 and has been updated to reflect the refined recommended policy principles and actions. The purpose of the Guidebook is to provide the background for the development of recommended policy principles and actions. For each policy area, the existing problem and opportunity, rationale, policy context, snapshot of best practices, recommended policy principles and actions, as well as the overall value to residents is summarized. The policy principles and actions will inform the development of Network Alternatives.

During 2016 and 2017 staff will complete the necessary policy documents and strategies. These will be brought to Council for approval prior to implementation. This work will include development of appropriate plans to, where appropriate, transition service delivery and responsibility from local municipalities to York Region. This will include significant consultation with all stakeholders.

Importance of Transportation Policy Framework

The current **Regional Official Plan** (ROP, 2010) describes how York Region plans to accommodate future growth and development while meeting the needs of existing residents and businesses. It sets out directions and policies that will guide economic, environmental and community planning decisions in creating sustainable communities as well as provides a strong foundation of policies that support the existing and future transportation directions focused on moving people more efficiently throughout the Region.

The **Transportation Master Plan** (TMP) was established to support and be consistent with the Regional Official Plan to implement its city building policies and providing services to residents. The current and future world of mobility has changed drastically with the introduction of all-day 15 minute Regional Express Rail (connecting the GTHA to York Region), autonomous vehicles, and high-occupancy toll (HOT) lanes, as well as the emergence of the “sharing economy” and peer-to-peer services, such as Uber and car/bike share. These disruptions or shifts will have impacts on the way people move to and throughout the Region.

Transportation Master Plan Update

The TMP updates builds on the previous ROP and TMP to provide additional principles, policies and actions to address changing mobility needs over the next 25 years.

- deliver policy direction and confirm infrastructure requirements to develop transportation networks that support the goals of Vision 2051
- facilitate for land value capture to support the Region’s economy
- build compact, complete communities that support a mix of land use, density and design to help manage congestion, reduce overall trip lengths, enable efficient transit service, and make walking and cycling more attractive
- be more flexible and allow for innovation in order to respond to rapidly changing and shifting mobility
- seek opportunities to optimize the Region’s infrastructure through advancements to technology and recent innovations to the sharing economy
- incorporate and update to the 2008 Pedestrian and Cycling Master Plan and build on the YRT/Viva Five-Year Transit Service Plan.

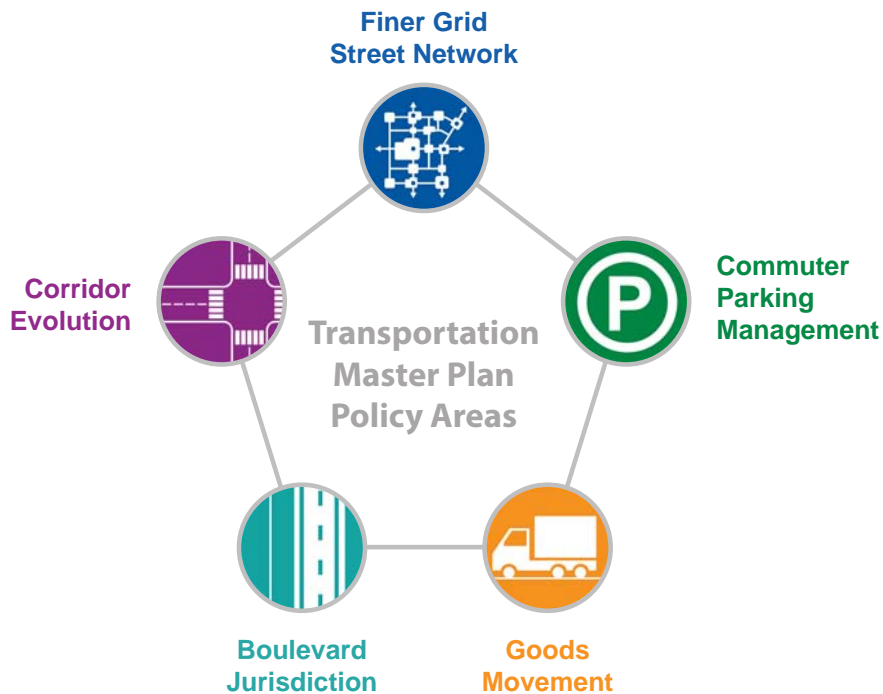
TMP Objectives

The objectives of the TMP have been reprioritized and refined to be more progressive to reflect these changing trends and influences on mobility:

1. **Create a world class transit system** by making transit more convenient and accessible, supported by a more walkable network and availability of expanded carpool parking facilities
2. **Develop a road network fit for the future** through the provision of a finer, more permeable street network which will make alternative modes more accessible, improve system capacity, mobility options and service levels
3. **Integrate active transportation in urban areas** by providing increased pedestrian and cycling facilities
4. **Maximize the potential of employment areas** by supporting the efficient movement of goods throughout our Region
5. **Making the last mile work** by integrating mobility systems and advancing innovation in technology and encouraging more sustainable travel choices

The Transportation Master Plan Policy Areas, Principles and Actions

There are five main Transportation Master Plan policy areas currently under review. Policy principles were developed for each policy area. Benefits and strengths were analyzed for each policy principle under consideration, which were then evaluated against a set of criteria. Qualitative ‘PESTLE’ criteria (Political Viability, Economic Efficiency, Social/Cultural Feasibility, Technical Feasibility, Legal Feasibility, Environmental Sustainability) as well flexibility, effectiveness and ease of implementation were used. The principles under consideration were evaluated on how well they responded to the criteria based on a ‘high’, ‘medium’, or ‘low’ ranking. These evaluations can be found in previous iterations of the guidebook. Definitions of the evaluation criteria used can be found on the following page.



Evaluation Criteria used to select Recommendations



Political Viability

Acceptability from York Region residents, stakeholders, politicians and partners at all levels of government



Economic Efficiency

Ability to achieve cost-effective solution; ability to support York Region's economy and increased fiscal responsibility; consideration for rehabilitation/replacement value



Social/Cultural Feasibility

Responsiveness to the needs of residents; consistency and support for Regional policies and programs; ability to achieve social equity; ability to make communities become more "livable"



Technical Feasibility

Availability of necessary resources and competencies; ability to meet Transportation Master Plan objectives within the Regional network; ability to implement within Regional capabilities



Legal Feasibility

Consistency with current Provincial, Regional and area municipal policies, legislation and mandates, as appropriate



Environmental Sustainability

Ability to reduce greenhouse gas and carbon emissions through management of congestion while improving mobility and accessibility; responsiveness to climate change and environmental sustainability



Flexibility

Ability to create a more diverse and flexible transportation system that can respond to variable and unpredictable conditions



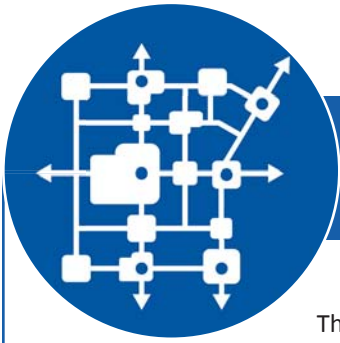
Effectiveness

Overall effectiveness to respond to resident and stakeholder mobility and accessibility needs



Implementation

Ability to deliver projects and programs that most effectively meet required service levels for mobility and transportation



FINER GRID STREET NETWORK

Opportunity

The current major collector road network lacks connectivity to support a multi-jurisdictional network grid, and therefore provides limited Regional functionality. Missing, discontinuous or inadequate links in the network increase congestion on arterial roadways.

Development blocks in York Region are designed to be supported by a permeable system of major local collector roads; however, the majority of concession blocks in York Region lack major collector roads.

Constructing missing links and developing continuous finer grid streets will improve mobility for all modes and increase network capacity.

Policy Context

Road Network Jurisdiction

The road network in York Region falls under three jurisdictions.

- The Province has jurisdictional responsibility for Provincial highways
- York Region owns and operates arterial roads
- Area municipalities own and operate major collector roads as well as local residential streets.

Municipal Act

An upper-tier municipality may add a lower-tier highway, including a boundary line highway, to its highway system from any of its lower-tier municipalities.

Provincial Policy Statement

Land use patterns, densities and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Planning authorities shall promote compact form and a structure of nodes and corridors to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation.

Mid-Block Collector Road Crossings

York Region policy is to fund a one third share for mid-block collector road crossings of 400-series highways. Recent requirements imposed by the Province indicate that mid-block collector road crossings of freeways may also require funding by York Region and area municipalities for long-term capital replacement cost.

Regional Road Assumption Policy

The Regional Road Assumption Policy provides flexibility to allow non-arterial roads to be assumed into the Regional road network. A Regional road is one that:

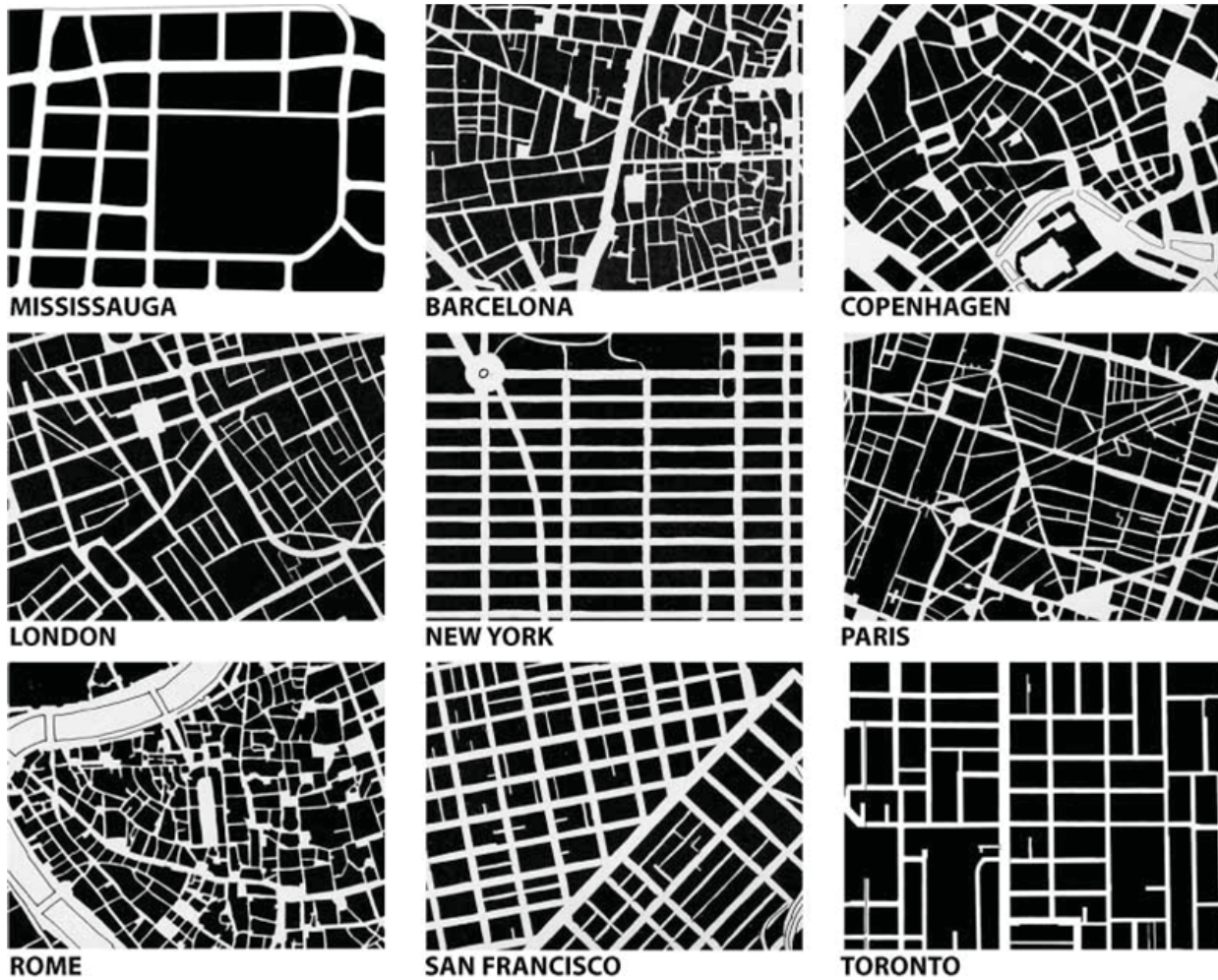
- Performs a cross-boundary, inter-regional or inter-municipal function
- Provides a local connection in the Regional road network to fill a gap where one exists
- Provides a direct link to the Provincial highway system
- Supports an existing or planned rapid transit route or connection to a major transit hub

Regional Official Plan

Regional Centres and urban areas will support the construction of a finer grid street network that facilitates the flexible and efficient movement of people and goods.



What Others Are Doing



Source: Toronto Star, "Beyond Density", Jan. 26, 2008

What We Heard From Local Municipalities

Need to address the finer grid network and support a continuous collector road network.

Increased Regional role in implementing a finer grid network is generally supported.

Collector roads are easier to implement in greenfield development areas and more challenging to implement in existing built-up residential areas.

High priority items include mid-block freeway crossings, ramp extensions, and better east-west connectivity.

Municipalities currently face difficulties implementing crossings of Provincial highways due to MTO's requirement for upfront life cycle costs and would benefit from assistance from York Region.

A finer grid network will result in more permeability and increased capacity of the network, improving mobility for all modes including transit, walking, and cycling.

RECOMMENDED POLICY PRINCIPLES OR ACTIONS

PRINCIPLES:

- York Region be responsible for environmental assessments, design, construction, operation and ownership of all future 400-series highway crossings.
- York Region be responsible for environmental assessments, design and construction of future interchange ramp extensions, with local municipalities responsible for operation and ownership.
- York Region 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.
- York Region 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.

ACTIONS:

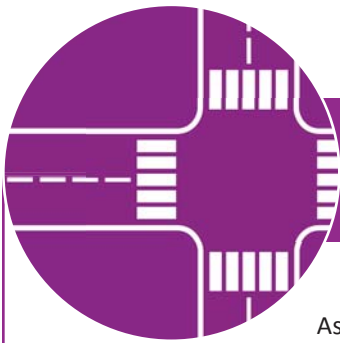
- Define the infrastructure requirements as part of the TMP Roads, Transit and Active Transportation networks. This includes 400-series highway crossings and ramp extensions.
- Develop an Arterial Road Classification Study to establish the role and function of the Major Arterial, Minor Arterial and Major Collector road network in York Region. Major Arterial and Minor Arterial roads should remain under York Region's jurisdiction. Major Collector roads should remain under local jurisdiction. The Arterial Classification Study should establish the Region's interest and role in protecting the transportation function provided by the Major Collector Road system.
- Review existing turning restrictions and vehicle type restrictions on the Regional road network, and consider removal of these restrictions where they are not warranted for network optimization or asset preservation purposes.
- Establish a Development Charges funded reserve to support these policy principles.

What is the Value to Residents?

It is the intent of this policy to address all five objectives of the Transportation Master Plan, in particular "Integrating Active Transportation in Urban Areas" by providing alternative routes that support alternative modes in order to access the Regional arterial network.

This policy area is also critical to connecting local communities that are separated due to a major physical barrier, such as a 400-series highway, watercourse or railway crossing. The financial assistance that the Region is proposing will assist area municipalities to achieve their local planning objectives.

The implementation of this policy will require coordination between the area municipalities and the Region to ensure that local planning and community interests are further integrated with the development of the transportation network. This means that a context sensitive approach will be used, recognizing that a "one size fits all" approach does not address the needs of all area municipalities.



CORRIDOR EVOLUTION

Opportunity

As multi-modal corridors, Regional roads must accommodate a variety of travel options including passenger cars, transit, active transportation and goods movement vehicles. Current Regional policy indicates widening for six lanes is only permitted for high-occupancy vehicles (HOV) or reserved bus lanes.

However, the Province has recently announced plans to create High-occupancy toll (HOT) lanes on some existing Provincial HOV lanes and these toll lanes could also be created on any new or expanded provincial highways. As such, there may be opportunities for the Region to optimize the regional HOV network with the provincial network.

Policy Context

Provincial Policy Statement

Corridors and infrastructure, including transportation and transit, shall be planned and protected to meet current and projected needs.

Places to Grow Act

In planning for the development, optimization, and/or expansion of new or existing transportation corridors, the Province, other public agencies and municipalities will ensure that new or existing transportation corridors shall be identified and protected to meet current and projected needs for various travel modes.

Regional Official Plan

High-occupancy vehicle lanes on all 400-series highways within and/or adjacent to York Region should be implemented.

The Region shall work with partners to complete the transit network, including subway line extensions, Metrolinx enhancements, the 407 Transitway and other rapid transit corridors.



What Others Are Doing

Province of Ontario: 2015 Pan Am/Parapan Am Games Route Network and Temporary High-Occupancy Vehicle (HOV) Lanes



The Games Route Network



The Games Route Network is a series of existing roads linking the CIBC Pan Am/Parapan Am Athletes' Village to Games venues and the Toronto Pearson International Airport. The Games Route Network provided a safe and reliable network for Games' participants (athletes, officials, and media). The Province worked with the City of Toronto and surrounding municipalities to determine primary and alternate routes to and from each venue. Flexible traffic management measures used during the games included:

HOT Lanes

High-occupancy toll (HOT) lanes allow vehicles with a limited number of occupants to pay a toll for the right to use HOV lanes.

California introduced North America's first HOT lanes in 1995. The U.S. now has approximately 473 kilometres of HOT lanes in operation.

- Temporary HOV lanes
- Turning bans and parking restrictions in some high traffic areas
- Coordinated response from police and road crews to clear delays
- Coordinated construction schedules to keep lanes open

Following the success of the temporary HOV lanes, the Province has announced that it is exploring the implementation of HOT lanes on 400-series highways.

What We Heard From Local Municipalities

One size does not fit all.

The Transportation Master Plan should identify road classification or function for consideration of road transfer to upload or download.

York Region should consider revenue tools, such as toll roads; these tools can help offset maintenance costs.

Creating flexibility in the network will allow York Region to maximize benefits in responding to changing conditions and travel needs.

RECOMMENDED POLICY PRINCIPLES OR ACTIONS

PRINCIPLES:

- York Region operates the Regional road network to move the most people.
- Develop a policy to permit conversion of general purpose traffic lanes to HOV/Transit lanes or reserved bus lanes after established thresholds are met.

ACTIONS:

- Reaffirm that when widening a road from four-lanes to six-lanes, the additional lanes must be designated for HOV/Transit use.
- Establish thresholds for converting existing general purpose lanes to HOV/Transit lanes or reserved bus lanes on four-lane and six-lane roads.
- Develop a long-term traffic management strategy that incorporates existing and emerging technologies to optimize, expand and transform the people moving capacity of Regional corridors.



What is the Value to Residents?

This policy will serve to maximize the people moving capacity within the Region's rights-of-way, including sidewalks, cycling facilities and travel lanes. Ensuring that the Region evolves over time, using a context sensitive approach, will mean that these corridors will reflect the communities they surround. This supports the Region's ability to meet the mobility needs of today's users and help alleviate congestion while ensuring that the corridor can be adapted in the future to meet changing travel needs.



COMMUTER PARKING MANAGEMENT

Opportunity

Although parking management supports key Regional priorities, such as increasing transit ridership and viability of Centres and Corridors, area municipalities are relied upon to develop parking policies, programs and services. Until now, York Region has had a little influence in the supply and operation of parking. Market trends have resulted in an abundance of free parking and relaxed parking Bylaws that encourage

higher parking ratios, limiting the ability to change travel behaviour. Free parking at GO transit stations increases congestion around stations and discourages the use of sustainable modes of transportation.

There is an opportunity to improve transit service levels in combination with commuter parking strategies to manage congestion and increase transit ridership.

Policy Context

Municipal Act

Area municipalities regulate private and local parking lots.

Places to Grow Act

When planning lands for employment, municipalities are to facilitate the development of transit-supportive, compact built form, and minimize surface parking.

Regional Official Plan

Secondary Plans and Zoning Bylaws require parking management policies and standards that include reduced minimum and maximum parking requirements, appropriate site design with pedestrian friendly urban form, surface parking to support redevelopment and include preferential locations for carpooling.

Regional Official Plan

Within Regional Centres, York Region works with area municipalities to establish a system of municipal parking authorities to develop and/or operate shared public parking facilities, cash-in-lieu-of-parking policies, and, the planning for parking by structured or underground facilities for all site development.

The supply of parking within Regional Centres and Corridors is managed in accordance to Section 5.4 of the Regional Official Plan.

Improvements in service, convenient access, including, creating a system of parking and drop-off facilities for commuters, will achieve higher transit usage.

Planning lands for facilities such as transit stations including intermodal terminals, mobility hubs, subway, bus, and light rail stations, and related passenger drop-off and commuter parking lots will support the transit network.



What Others Are Doing



Shared Parking Facilities

Collective shared parking facilities provide more efficient parking than single lots.



Parking Authority

Kitchener, ON - Parking Enterprise is based on user-pay and supports transportation demand management initiative to support active transportation.



Stratified Parking

Can increase land efficiency through a flexible approach.
Toronto, ON - 51-storey Bay and Adelaide Centre has parking underneath a public park.



Park and Ride

TransLink - TransLink manages nine of 18 Park and Ride locations in Metro Vancouver with respective municipalities managing the remaining lots. Rates vary between \$2 to \$3 per day.



Variable Priced Parking

San Francisco, CA - SFpark uses demand-responsive pricing to open up parking spaces on each block and reduces double-parking and circling. Rates go up or down based on supply and demand.



Advanced Parking Management System

Seattle, WA - ePark is a parking guidance system that provides real-time short term parking information at garages.

What We Heard From Local Municipalities

Parking supply should be limited in urban growth centres.

Some municipalities currently looking at strategies to manage parking, including development of a parking authority; others would benefit from some guidance on parking management.

Opportunities exist for partnerships with York Region and Province to coordinate municipal, transit, and carpool parking.

Municipal staff use parking as a tool to help influence development.

Managing parking can influence the mode people will choose to travel by.

RECOMMENDED PRINCIPLES OR ACTIONS

ACTION:

Develop a **Commuter Parking Management Strategy** that:

- Develops (in partnership with Metrolinx, MTO and/or local municipalities) new commuter parking lots in strategic areas of the Region that support reduced auto travel and increase transit ridership and use of existing and proposed HOV/Transit lanes
- Establish a governance model for Regional commuter parking management.
- Provides direction regarding on-street parking on Regional roads.
- Identify and implement pilot projects, including the use of paid parking.



What is the Value to Residents?

Providing opportunities for residents to park their vehicles and access different modes of travel for part of their trips, such as transit or car sharing, will shift travel behaviour and help alleviate congestion by enabling people to make sustainable choices about how they move around and through the Region.

Partnering with other agencies and the private sector to conduct an in-depth study that informs the Region's strategy in providing commuter parking will ensure that the transportation network is being planned comprehensively to support travel needs of residents in the future.



GOODS MOVEMENT

Opportunity

Regional roads connect major 400-series highways to employment areas and communities, and therefore must support all modes of transportation. There are often conflicts between land uses and the function of Regional roads, impacting safety, congestion, environment and the economy.

Regional Official Plan policies support a context sensitive “linked and efficient” goods movement network. However, there is a lack of clarity around which corridors are prioritized to facilitate the safe and efficient movement of goods to and from key origins and destinations including Provincial highways, intermodal rail yards and commercial/ industrial employment areas.

Policy Context

Provincial Policy Statement

Protection for major goods movement facilities and corridors shall be protected for the long term.

Places to Grow Act

Policy directions ensure that highway corridors are planned to promote efficient goods movement.

The first priority of highway investment is to facilitate efficient goods movement by linking inter-modal facilities, international gateways and communities within the Greater Golden Horseshoe.

The Province and municipalities will work with agencies and transportation service providers to co-ordinate and optimize goods movement systems; improve corridors for moving goods across the Greater Golden Horseshoe; promote and better integrate multi-modal goods movement and land-use and transportation system planning.

Places to Grow Act

Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of areas of significant employment, industrial, and commercial activity and to provide alternate routes connecting to the provincial network.

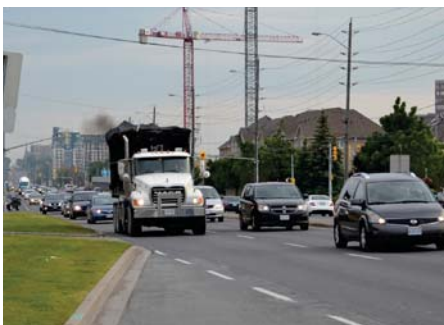
Metrolinx Urban Freight Study

Contains strategic directions and actions to address challenges, including increasing network efficiency of goods movement and related impacts, collaboration and data sharing, improving operational practices, and planning and development.

Regional Official Plan

Provincial highways and Regional streets are generally corridors for goods movement, subject to existing truck and load restrictions.

A linked and efficient network for goods movement that supports economic vitality and minimizes conflicts with sensitive land uses should be promoted.



What Others Are Doing

Edmonton, AB: Goods Movement Strategy (June 2014) is supported by a Goods Movement Policy that guides transportation, funding, and land use decisions to enhance the efficiency and safety of goods movement in the city within a regional context.

Carried out a Roadside Truck Survey (2012) to understand the changes in goods movement, including volumes, origins, and destinations.

Hamilton, ON: Conducted a Truck Route Master Plan (2010) that updated the truck route network to account for changing demands and to ensure access to major economic generators.

Vancouver, BC: Updated their existing truck route network to address perceived impact of heavy trucks on residential and business areas, through a combination of technical analysis, stakeholder input, and assessment of existing routes.

Peel Region, ON: Strategic Goods Movement Network Study (2013) developed a systematic, hierarchical, truck network to account for demands and to ensure access to major economic generators.

TransLink: Working with Metro Vancouver to develop a Goods Movement Strategy as an integrated part of their Regional Transportation Strategy. They function as an intermediary between the public and private sectors. This is beneficial because they can leverage their influence and collaborate with the various stakeholders to identify an appropriate policy response.

What We Heard From Local Municipalities

Regional roads are for all traffic (including trucks) and safety for all modes should remain a priority.

Intermodal hubs (e.g. CP and CN) and communities/corridors with through truck movements (Bloomington Road) are areas of concern in regards to congestion.

A Goods Movement Strategy is needed to address the key generators for commercial vehicle traffic.

More Regional municipalities and transportation agencies are recognizing the importance of efficient movement of goods to the economic prosperity of their respective Regions.

RECOMMENDED PRINCIPLES OR ACTIONS

ACTION:

Develop a **Goods Movement Strategy** in consultation with other levels of government, agencies, rail authorities, Ontario Trucking Association and the private sector. The Goods Movement Strategy should:

- Define the Region's role in supporting goods movement
- Identify demand management measures to reduce the impact of goods movement during peak travel periods
- Confirm a hierarchy/network of goods movement corridors, recognizing that all Regional roads are intended to move all types of vehicles



What is the Value to Residents?

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 the goods movement industry and residents. The Strategy will aid in attract further investment, create jobs and foster economic growth in the Region.

A dedicated hierarchy of goods movement corridors will potentially alleviate operational, safety, and traffic congestion issues impacting the goods movement industry.



BOULEVARD JURISDICTION

Opportunity

The *Municipal Act* assigns responsibility for construction and maintenance of sidewalks along Regional roads to area municipalities in which the road is located, unless otherwise agreed upon. Since the Act does not assign responsibility for illumination and cycling facilities within boulevards, area municipalities combine this responsibility with jurisdiction over sidewalks. Consideration for cycling facilities, as part of future Regional road projects, has increased the number of municipal requests for off-road

cycling facilities. This requires agreements that extend beyond the conditions in *Municipal Act*. The coordination of sidewalks, illumination and cycling facilities on Regional roads may not be aligned with the implementation of active transportation in support of Regional transit.

York Region having more involvement in the construction and maintenance of boulevard elements can result in increased operational efficiencies and improved service levels.

Policy Context

All boulevard elements (all visible elements, and their related components)

The *Municipal Act* permits the transfer of responsibility for construction, operations & maintenance of sidewalks, multi-use paths, and street lighting to York Region, if agreed upon.

Sidewalks

Area municipalities currently own, build and operate sidewalks along Regional roads, and manage associated liability.

The current model has resulted in gaps, maintenance challenges, and funding pressures.

Signalization

York Region is responsible for approximately 800 traffic control signals including all intersections on Regional roads.

Transit

York Region provides transit service and all associated facilities and amenities, including stops and standing areas.

Bicycle Facilities

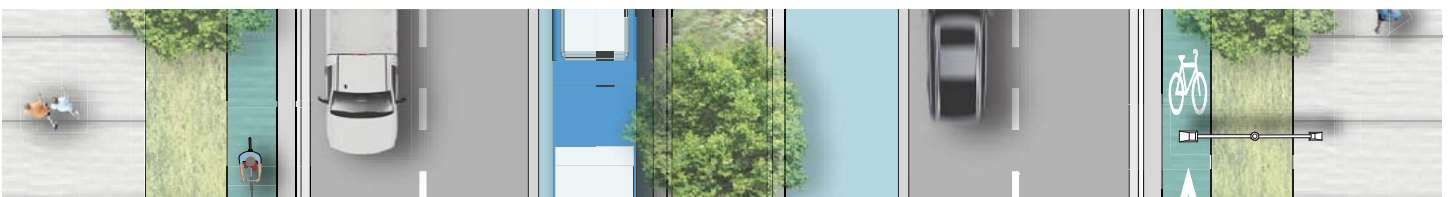
Until recently, York Region plans, constructs and maintains on-street cycling facilities on Regional roads, while area municipalities have been responsible for multi-use paths. Since 2014, York Region began implementing hybrid solutions like cycle tracks and multi-use paths where these modified solutions still meet regional transportation needs.

Illumination

York Region is responsible for intersection illumination, and area municipalities are responsible for mid-block lighting between intersections (approximately 6,000 lights).

Grass and open areas

York Region is responsible for the installation and maintenance of street trees and grass cutting in road boulevards and medians. Instances where area municipalities have funded enhanced planting/streetscaping operations and maintenance has been challenging.



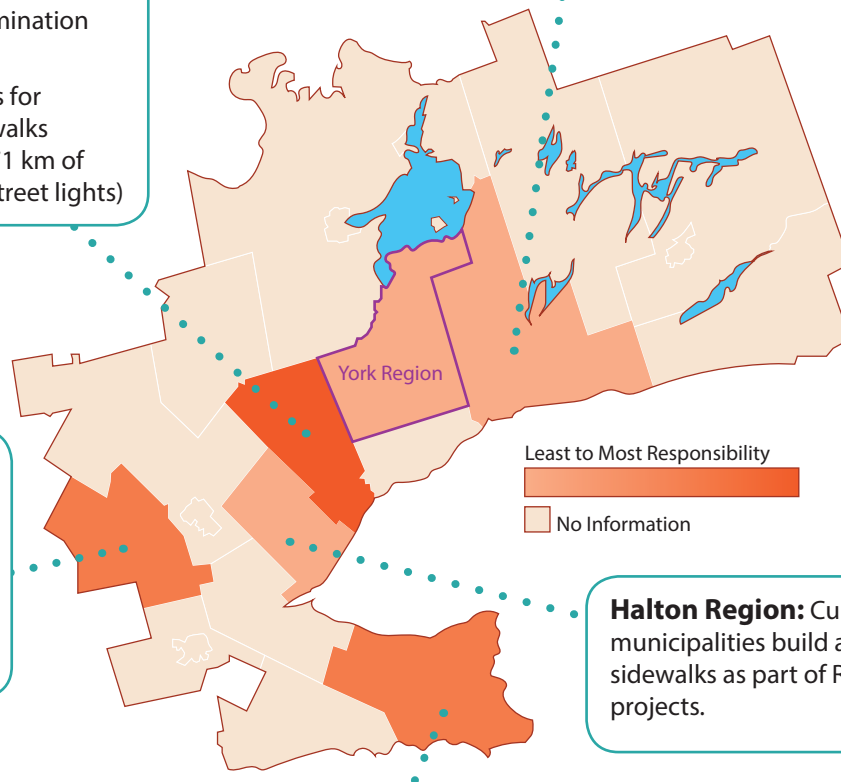
What Others Are Doing

Map of Boulevard Jurisdiction Regulation in the Greater Golden Horseshoe

Peel Region: In 2013, council endorsed the uploading of sidewalks, illumination and multi-use paths.

Operations & maintenance costs for assuming responsibility of sidewalks and illumination is \$3.7M (for 271 km of sidewalks and trails, and 8,012 street lights)

Durham Region: Currently, area municipalities build and maintain sidewalks as part of Regional road projects.



Waterloo Region: The Region assumed responsibility for capital construction of sidewalks, illumination and cycling facilities and area municipalities operate and maintain.

Halton Region: Currently, area municipalities build and maintain sidewalks as part of Regional road projects.

Niagara Region: The Region, area municipalities and hydro are all responsible for illumination, depending on the road segment, however the Region is now working towards assuming full jurisdiction. Currently the Region constructs sidewalks and area municipalities operate and maintain them. The Region owns, constructs and maintains on-street cycling facilities.

What We Heard From Local Municipalities

Consensus to simplify the process.

York Region should assume responsibility for construction and operations of boulevard elements along Regional roads, including sidewalks, illumination, cycling facilities and streetscaping. However, municipalities would like to be consulted in the design of these facilities.

Fill in the gaps in the active transportation network, including partnering with the Region to fill in sidewalk gaps to support transit and the Province to address walking and cycling across freeway interchanges.

Regional municipalities in the Greater Golden Horseshoe are taking an increasing role in the planning, building, and operating of boulevard elements within Regional road right-of-ways.

RECOMMENDED POLICY PRINCIPLES OR ACTIONS

PRINCIPLE:

- York Region shall assume responsibility for planning, design, construction, operation and ownership of boulevard elements within Regional rights-of-way, including sidewalks, cycling facilities, illumination and streetscaping.

ACTIONS:

- York Region to work with local municipalities to assume planning, design, construction, maintenance and jurisdictional responsibility for boulevard elements within the Regional rights-of-way, including sidewalks, cycling facilities, illumination and streetscaping.
- Establish a Development Charge funded reserve to support this policy principle.



What is the Value to Residents?

While this policy supports all five Transportation Master Plan objectives, it serves to strengthen the objectives of “Creating a World Class Transit System” and “Integrating Active Transportation in Urban Areas”. With the Region assuming responsibility for boulevard elements within its right-of-way, more sidewalks will be built on Regional roads. In addition, gaps within the sidewalk network will be filled and influence the prioritization of the Region’s Capital Program.

As the Region continues to expand transit service, providing and maintaining continuous sidewalks and illumination will ensure residents have safe and accessible routes to transit stops, stations and destinations. This will help to encourage walking, cycling and transit.

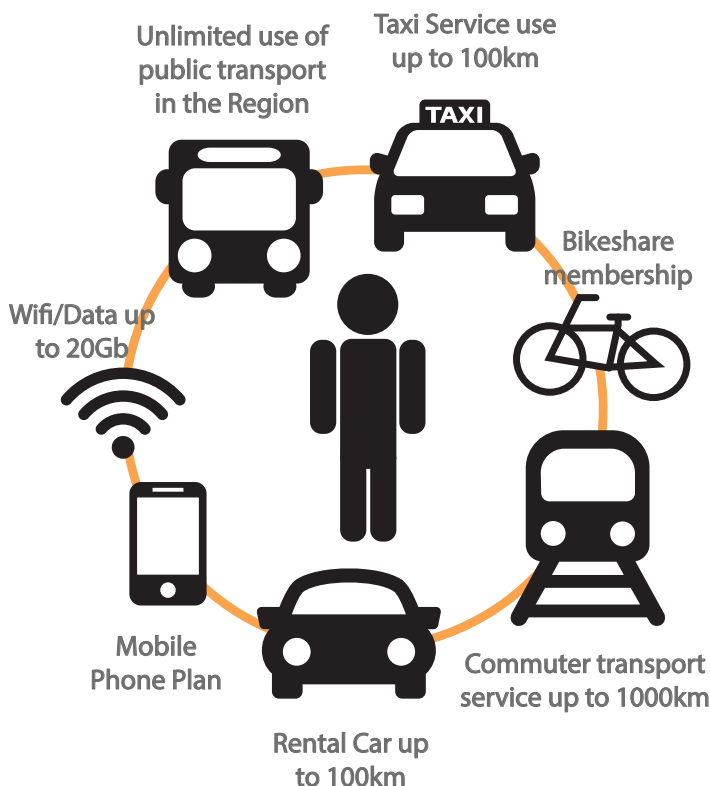
MAKING THE LAST MILE WORK

Transportation is at a tipping point as the world urbanizes and gets more complex with advances in technology and the changes in how people are moving. With rapid advancement in technology and new players entering the industry, there is an opportunity to improve mobility more immediately and at a lower cost than has ever been possible in the past.

Changing travel behaviour with Mobility as a Service

Mobility as a Service (MaaS) refers to a mobility distribution model where a customer's major transportation needs are combined into a single interface by a single service provider, and paid for in a customizable bundle, much like a mobile phone plan. The MaaS system consists of transportation infrastructure, services, and information, as well as payment services. The vision is to see the entire transportation sector as a cooperative, interconnected mobility system, providing services reflecting the diverse needs of customers.

Monthly Bundled Price of \$150



What are the Benefits?

For the Customer

- seamless transportation system
- personalized and user-oriented
- addresses first and last mile problems
- entire trip planned, door-to-door
- significantly lowers the "hassle" costs
- reducing carbon footprint
- providing ample travel options

For the Region

- reduces the use of single occupancy vehicles
- optimizes existing and new infrastructure
- supports transit use and increases ridership
- creates a more reliable transport system
- efficient allocation of resources based on actual needs of customers
- data collection/access
- reduces congestion
- manages growth sustainably
- supports community health and well being
- additional public service

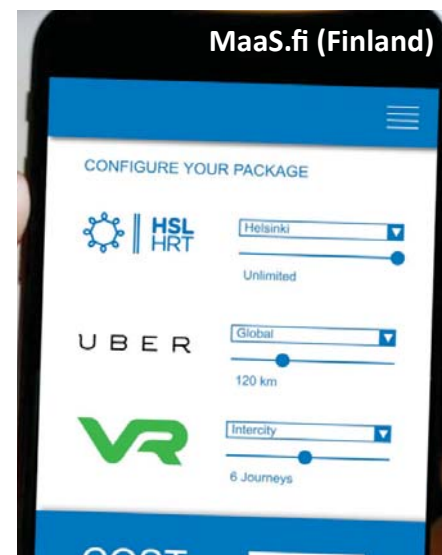
MaaS in motion...

Helsinki - Finland (MaaS.fi)

- Partnership of 23 key organizations
- Functional by 2025
- Open market model

Gothenburg - Sweden (UbiGO)

- 6 month pilot project
- 70 paying households/190 users
- Flexible subscription
- 0 drop outs



"MaaS is a paradigm change in transportation, not only in the customers' eyes but also for the transportation system and its other stakeholders."

-Sampo Hietanen, CEO of ITS-Finland



What the government's role will be

By creating policies, the Region can act as an enabler building a regulatory framework that ensures transparent and fair market performance to secure the rights of the customer. Appropriate data policy is an important factor for progress.

Where do we start?

1. Mobi-Prize

Find, promote, connect, and support entrepreneurs, investors, and accelerators to present exciting solutions to the mobility issues of today and tomorrow.

2. Transportation Camp

Host an unconference for transportation professionals, technologists and others interested in the intersection of urban transportation and technology to discuss solutions and brainstorm ideas.

3. Request for Proposals

Invite experts to present tailored solutions to meet Region's objectives.

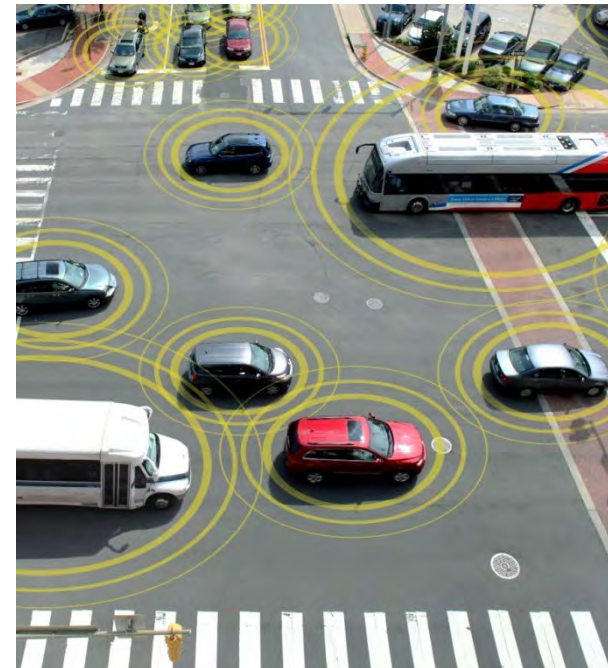
Page intentionally left blank



Transportation Master Plan



Your community, your say.



Stephen Collins
Director, IMPMO
Transportation Services

February 4, 2016



Presentation Outline

This presentation accompanies Agenda Item D.2.1

1. Study Progress
2. Background
3. Transportation Master Plan Objectives
4. Recommended Policy Principles and Actions
5. Alignment with Approved Regional Plans
6. Next Steps



Study Progress

Transportation Master Plan (TMP) Study Stages



Consultation Summary

TMP Exposure (users/visitors)

92,279		Facebook Reach
42,614		LinkedIn Impressions
8,096		TMP Website
3,000*		GO Station Pop Ups
1,800*		Outreach Booths
454		Open House
196		Twitter Retweets
95		Instagram Likes
10		Rounds of Newspaper and E-mail Ads

TMP Feedback (respondents)

1,944		Online Survey
107		Open House Vision Board Posts
68		Open House Comment Sheets
33		Accessible Online Survey

* Numbers approximate

Reached approximately 150,000 people and over 2,000 people provided feedback

Current Reality

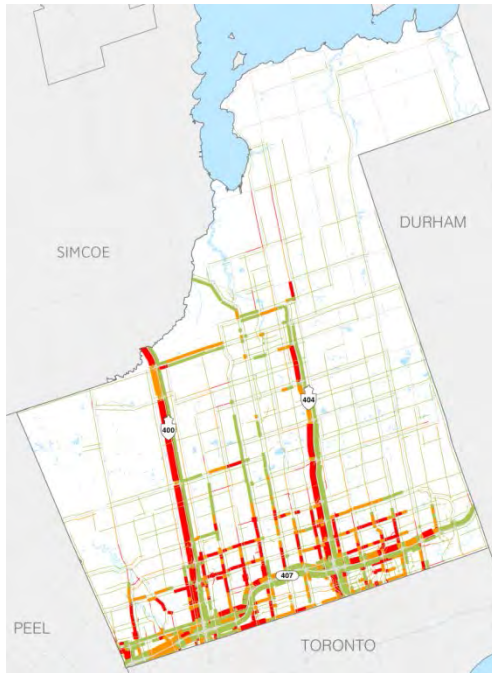
- 81% of AM peak work trips made by car
- 96% of trips less than 5 km are made by car
- 13% of AM peak work trips made by public transit
- Less than 4 % of trips within York Region are made using transit



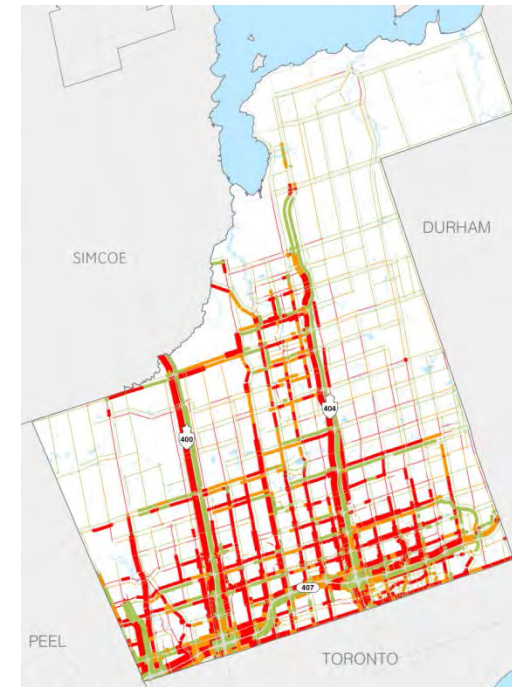
Transformative changes are needed to change travel behaviour

Projected Congestion

Existing Situation 2011 AM Peak Hour



Future Base Case Scenario 2041 AM Peak Hour



Congestion is a reality now and under any future scenario

Regional Official Plan Chapter 5: An Urbanizing Region



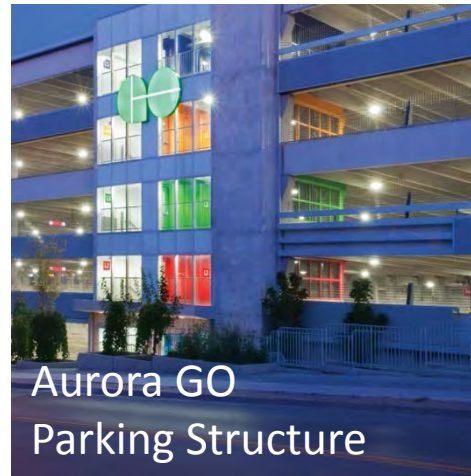
Regional Official Plan Chapter 7: Servicing our Population



Hwy 7 and Chalmers Blvd



CN MacMillan Yard



Aurora GO
Parking Structure



Ninth Line and Elgin Mills



Objectives of the TMP

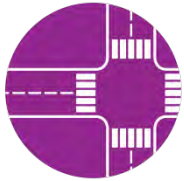
- ① Create a World Class Transit System
- ② Develop a Road Network fit for the Future
- ③ Integrate Active Transportation in Urban Areas
- ④ Maximize the potential of employment areas
- ⑤ Make the “Last Mile” work



Recommended Policy Principles and Action



Finer grid street network



Corridor evolution



Commuter parking management

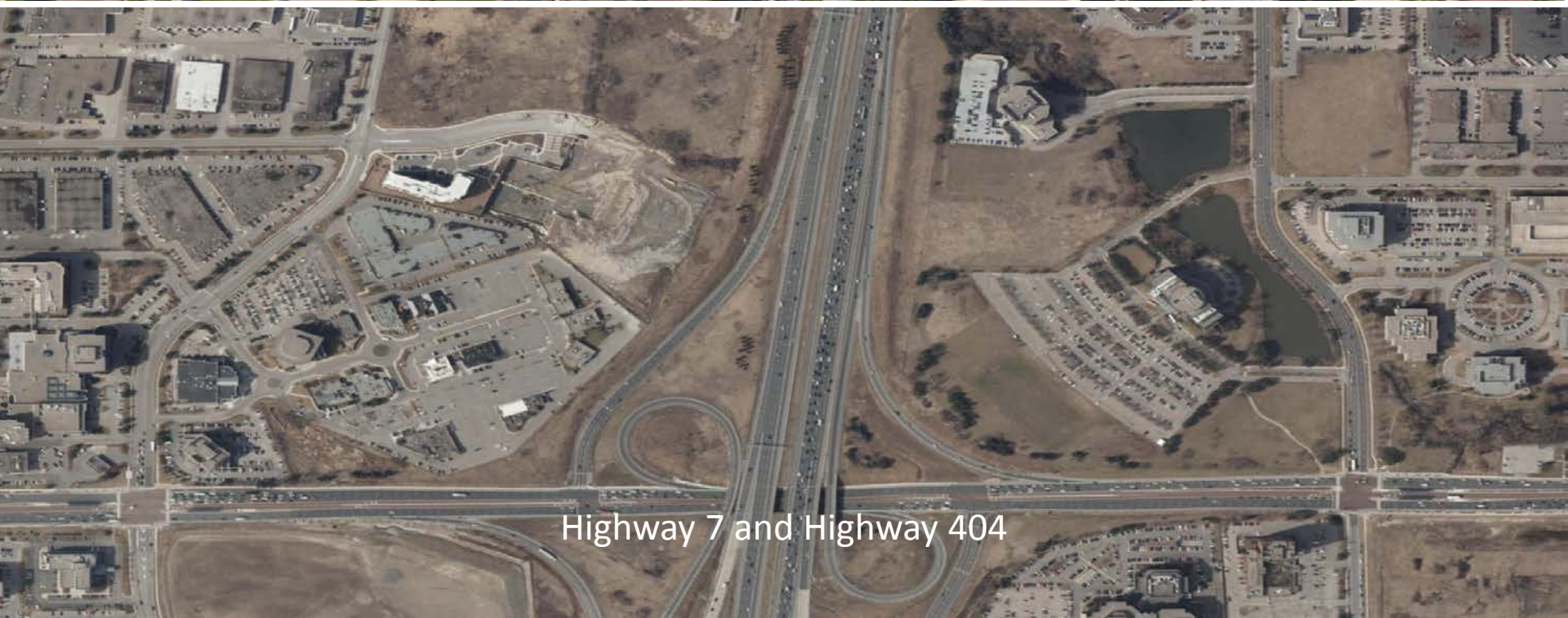


Goods movement



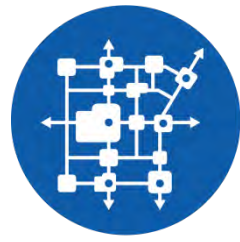
Boulevard jurisdiction

Finer Grid Street Network



Highway 7 and Highway 404

Finer Grid Street Network: Principles

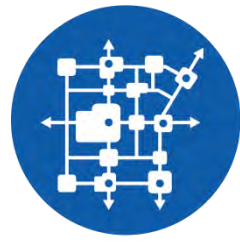


- York Region be responsible for environmental assessments, design, construction, operation and ownership of all future 400-series highway crossings.
- York Region be responsible for environmental assessments, design and construction of future interchange ramp extensions
- York Region provide financial assistance to local municipalities for mitigating/bridging barriers in the major collector road network
- York Region restrict new turning and vehicle-type restrictions on the Regional road system

Maximize the effectiveness and efficiency of the integrated road network



Finer Grid Street Network: Actions



- Define the infrastructure requirements including 400-series highway crossings and ramp extensions
- Develop an Arterial Road Classification Study
- Consider removal of existing turning and vehicle type restrictions where they are not warranted for network optimization or asset preservation purposes
- Establish a Development Charges funded reserve to support these policy principles

A context sensitive approach will be used in the implementation of these actions

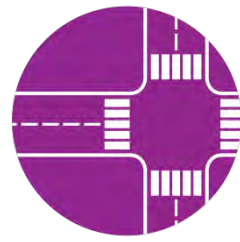


Corridor Evolution



Dufferin Street

Corridor Evolution: Principles

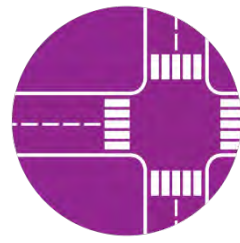


- York Region operate the Regional road network to move the most people
- Develop a policy to permit conversion of general purpose traffic lanes to HOV/Transit lanes or reserved bus lanes after established thresholds are met



The objective is to maximize people moving capacity of Regional corridors

Corridor Evolution: Actions



- Reaffirm that when widening a road from four-lanes to six-lanes, the additional lanes be designated for HOV/Transit use
- Establish thresholds for converting existing general purpose lanes to HOV/Transit lanes or reserved bus lanes on four-lane and six-lane roads
- Develop a long-term traffic management strategy that incorporates existing and emerging technologies to optimize, expand and transform the people moving capacity of Regional corridors

Emerging technologies can be used to increase the efficiency of our systems



Commuter Parking Management



Richmond Hill / Langstaff GO Parking Lot



Davis Commuter Lot



Develop a Commuter Parking Management strategy that:

- Identifies new commuter parking lots in strategic areas of the Region
- Establishes Regional governance model for commuter parking management
- Provides direction regarding parking on Regional roads
- Identifies and implements pilot projects, including the use of paid parking

Goods Movement



CN MacMillan Yard



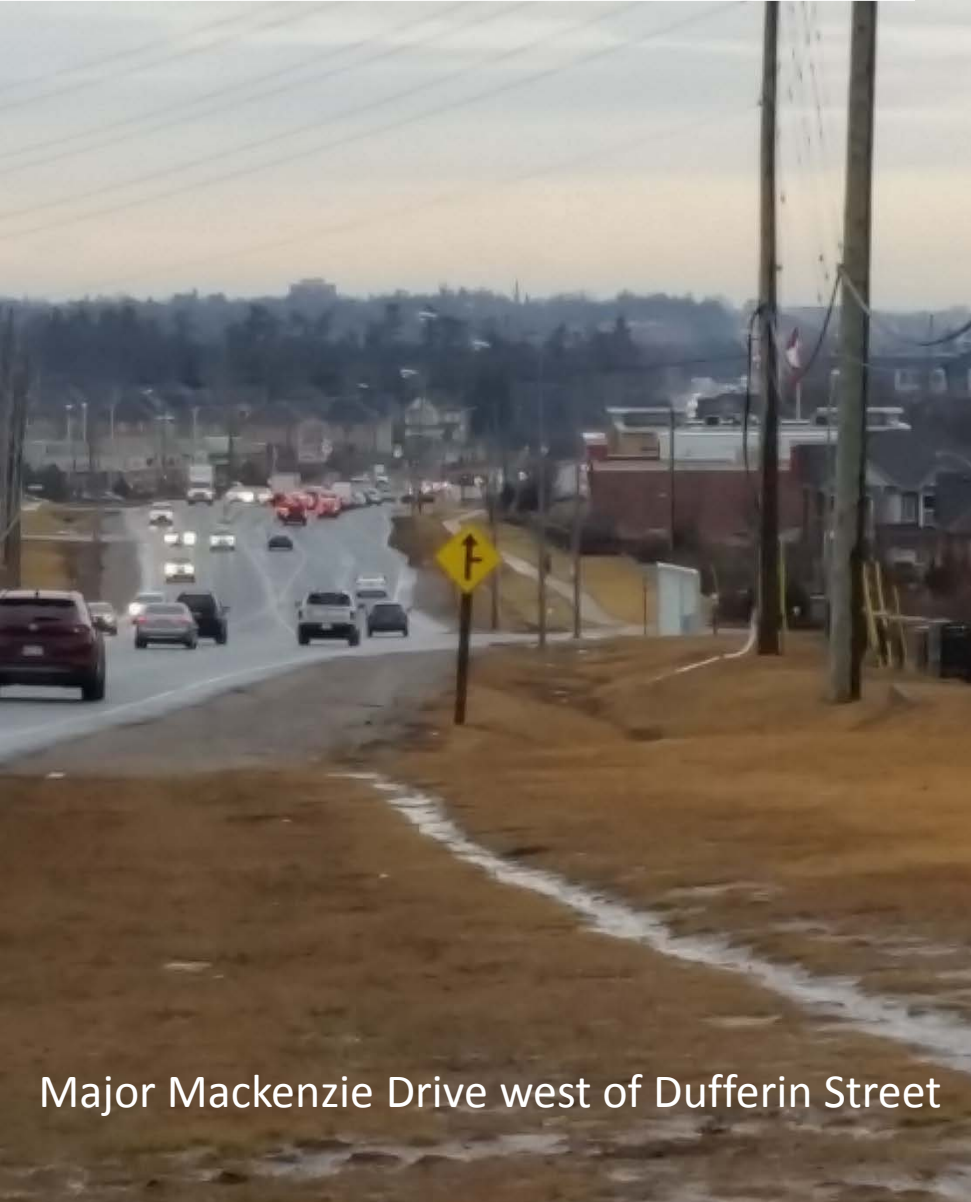
Keele St and Hwy 7



Develop a Goods Movement Strategy to:

- Define the Region's role in supporting goods movement
- Identify demand management measures to reduce the impact of goods movement during peak travel periods
- Confirm a hierarchy/network of goods movement corridors, recognizing that all Regional roads are intended to move all types of vehicles

Boulevard Jurisdiction



Major Mackenzie Drive west of Dufferin Street



Transit stop with no sidewalk access

Boulevard Jurisdiction: Actions



- York Region accept responsibility/ownership for boulevard jurisdiction*
- York Region work with local municipalities to transition planning, design, construction, maintenance and responsibility for boulevard elements*
- Establish a Development Charge funded reserve to support this policy principle

* sidewalks, cycling facilities, illumination and streetscaping



Alignment of Transportation Master Plan

Alignment of Transportation Master Plan Policy Principles and Actions with Council Approved Plans

Council Plans	Objective / Policy Area	FINER GRID NETWORK	CORRIDOR EVOLUTION	COMMUTER PARKING MANAGEMENT	GOODS MOVEMENT	BOULEVARD JURISDICTION
VISION 2051	A Place where everyone can thrive	✓		✓		✓
	Liveable Cities and Complete Communities	✓	✓	✓	✓	✓
	A resilient Natural Environment and Agricultural System		✓	✓	✓	✓
	Appropriate Housing for all Ages and Stages					
	An Innovation Economy	✓	✓		✓	
	Interconnected systems for Mobility	✓	✓	✓	✓	✓
	Living Sustainably	✓	✓	✓	✓	✓
	Open and Responsive Governance	✓	✓	✓	✓	✓
REGIONAL OFFICIAL PLAN	Create high-quality, sustainable communities	✓	✓	✓	✓	✓
	Achieve complete, diverse, compact, vibrant, integrated and well-designed Regional Centres that serve as focal points for housing, employment, cultural and community facilities, and transit connections	✓		✓		✓
	Achieve attractive and vibrant urban Regional Corridors that link Regional Centres	✓	✓			✓
	Ensure the Region's new community areas prioritize people, sustainability and livability	✓		✓		✓
	Reduce automobile dependence by enhancing opportunities for residents and workers to walk, cycle, take transit and carpool	✓		✓		✓
	Create an active transportation system and programs that encourage walking, cycling and the use of public transit	✓	✓	✓		✓
	Provide transit service that is convenient and accessible to all residents and workers of York Region	✓	✓	✓		✓
	Ensure streets support all modes of transportation including walking, cycling, transit, automobile use, and the efficient movement of goods	✓	✓	✓	✓	✓
	Plan and protect future urban and rural streets to accommodate transportation demands	✓	✓	✓	✓	✓
Promote a linked and efficient network for goods movement that supports economic vitality and minimizes conflicts with sensitive land uses	✓			✓		
2015-2019 STRATEGIC PLAN	Strengthen the Region's Economy	✓	✓	✓	✓	✓
	Support Community Health and Well-Being	✓	✓	✓		✓
	Manage Environmentally Sustainable Growth	✓	✓	✓	✓	✓
	Provide Responsive and Efficient Public Service					
TMP OBJECTIVES	Create a World Class Transit Network	✓	✓	✓		✓
	Develop a Road Network Fit for the Future	✓	✓		✓	✓
	Integrate Active Transportation in Urban Areas	✓				✓
	Maximize the Potential of Employment Areas	✓	✓	✓	✓	✓
	Making the Last Mile Work	✓				✓

Next Steps

FEBRUARY 2016

Report to Council

Key Policy Principles

JUNE 2016

Report to Council

Transportation Master Plan

APRIL 2016

Report to Council

Network Recommendations

Activities following Council approval of the Final Draft Transportation Master Plan

- Publish Notice of Completion
- Provide input into the Regional Official Plan review and Development Charges background study
- Develop policies for Council approval
- Implement the recommendations through projects, programs and partnerships

Transportation Master Plan



Your community, your say.

Report D.2.1 Recommendations

1. Council endorse the Transportation Master Plan Update proposed policy principles and actions outlined in this report.
2. The Regional Clerk circulate a copy of the report to the local municipalities.