

Attachment 1
Listing of Policy Supports for Active Transportation in Markham

Markham Official Plan 2014

Chapter 2.0 A Framework for Sustainable Growth

2.2 Goals and Objectives

2.2.2 Goal: Building Complete Communities

2.2.2.1 To provide for an appropriate mix and density of land uses within walking distance of transit, with multi-storey buildings integrating retail and service activities, and community facilities to support the needs of residents, businesses and workers.

2.2.2.2 To effectively move people and goods within and beyond Markham by providing residents, employees and businesses with choices and accessibility in travel and movement, with particular attention to the promotion of walking, cycling and increased transit ridership.

2.2.3: Goal: Increasing Mobility Options

2.2.3.1: To support patterns of growth and land use that will ultimately require less travel for everyday activities and which encourage travel by transit, cycling and walking.

2.5 Centres and Corridors

2.5.2 Regional Corridors/Key Development Areas

2.5.2.1 That the Highway 7 and Yonge Street Corridors shown on Map 1 – Markham Structure and Map 2 – Centres and Corridors and Transit Network be planned to function as urban main streets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.”

Chapter 4.0 Healthy Neighbourhoods and Communities

4.3 Parks and Open Space System (Subject to City-wide Appeal Nos. 2 (issue 226), 15 (Issue 228) and 18 (issue 229))

4.3.1 General Policies

4.3.1.2 To plan and implement an interconnected system of parks and open spaces that, together with the Greenway System, streets, utility corridors, pedestrian and bicycle trails, contributes to the connectivity of Markham’s communities, particularly new mixed-use neighbourhoods and intensification areas and placemaking in the public realm as identified in Section 6.1.6 of this Plan.”

4.3.1.4 To design and develop high-quality parks and open spaces that provide for comfortable, safe, accessible, and year-round use and that address objectives related to:

- a) Connectivity of parks and open space: to create an integrated system or network of parks and open spaces that are connected to one another via trails, bikeways, streets, utility corridors, pedestrian walkways, ravines and/or valleylands and greenspace corridors.”
- b) Location: to locate parks and open spaces to balance community-wide interests and the interests of neighbourhoods and individuals ensuring that parks are central to the population they serve, to the extent possible, and that they are accessible by public transit and within a reasonable walking distance

4.3.3 Rouge Park

4.3.3.2 To work, in cooperation with Parks Canada to ensure that the public use components of the parkland including trails and trailhead locations within the Rouge National Urban Park are integrated and connected with Markham’s pathways and trails system.

4.3.4 Pathways and Trails

4.3.4.1 To support the implementation of Markham’s Pathways and Trails Master Plan by planning and developing a connected network of off-road pathways and trails through natural areas and hydro corridors.

4.3.4.2 To integrate, where possible, pathways and trails and adjacent land uses, and improve connections to the pathway and trails systems, and the cycling network identified in the Cycling Master Plan.

4.3.4.3 To plan and support an inter-regional system of trails that, together with the trail system planned for the Rouge National Urban Park, would provide a high level of connectivity for Markham residents.

Chapter 6.0 Urban Design and Sustainable Development

6.1 Urban Design

6.1.1 General Policies

6.1.1.1 “To provide leadership and excellence in the design of Markham’s communities, to achieve: a) compact, walkable neighbourhoods; b) pedestrian-friendly streets; c) high-quality building design and compatible built form; d) a clearly organized and well-designed public realm; and e) vibrant people places that create a sense of identity through placemaking.”

6.1.2 The Public Realm

6.1.2.2 To design and organize the public realm to: a) define streets and public spaces as places of shared use; b) place priority on pedestrians, cycling and transit; c) contribute to placemaking; and d) ensure consistency in quality and design.”

6.1.3 Streets and Blocks

6.1.3.4 To promote a well-defined pattern of street and blocks for Markham’s communities, particularly new mixed-use neighbourhoods and intensifications areas, in accordance with Section 7.1.3.3, that:

- a) delineates a street hierarchy and block typology accommodating: i. multiple routing options for pedestrians, cyclists and vehicles; ii. a mixture of building forms and associated permitted uses; iii. changes in land use and development intensities as the community evolves; iv. natural landforms and topographic features; v. appropriate pavement, sidewalk and boulevard widths including traffic calming, on-street parking, street tree planting, street furniture and green infrastructure, where appropriate; and vi. the physical needs of people of all ages and abilities including pedestrians, cyclists, transit riders and automobile users;
- b) contributes to placemaking by giving emphasis to natural heritage and hydrologic features and cultural heritage resources, architecturally significant buildings, landscapes, parks and open spaces, and public art;
- c) encourages connectivity and walkability by: i. maximizing the number of street and neighbourhood connections; ii. limiting the length of a typical block; iii. providing mid-block pedestrian and bicycle connections where appropriate; iv. minimizing the impact of vehicular access and egress from blocks; v. providing a better balance of mobility and safety needs of all street users; and vi. avoiding street closures and minimizing cul-de-sac and dead end streets;
- d) improves access to transit facilities, community facilities and public open spaces; and e) supports active transportation and promotes the principle of “complete streets” in accordance with Section 7.1.

6.1.6 Parks and Open Space

6.1.6.4 To plan and design new public parks and open spaces within the public realm to: a) integrate natural heritage and hydrologic features and their associated vegetation protection zones as part of the design of open spaces, while the design of new parks should complement natural heritage features; b) integrate cultural heritage resources, where appropriate; c) create extensions and connections to existing parks and open spaces; d) promote high visibility with prominent frontage on a public street, where appropriate; e) improve pedestrian and cycling access within the community; f) accommodate active and passive recreation opportunities; g) enhance the urban forest; and h) create safe and comfortable settings for community events and individual use.”

6.1.8 Built Form and Site Development

6.1.8.6 To organize and locate site access to minimize adverse impact on: a) pedestrian safety and comfort; b) cycling routes; c) opportunities for on-street parking and placement of street trees; d) the attractiveness of the streetscape; e) the continuity of the built form; and f) the character of the public realm.”

6.1.8.8 To develop and adopt built form, height and massing guidelines to guide built form and site development within Markham’s communities, and identify best practices that can be employed to create walkable, connected and transit-supportive neighbourhoods and communities.

6.2.2 Sustainable Communities

6.2.2.1 To support the sustainable development of Markham’s communities through the integration of land use, transportation and infrastructure planning, and building and site design to: a) create compact, complete communities that incorporate a mix of uses and improve accessibility for all users regardless of age and physical ability; b) increase mobility options for all users, with particular emphasis on pedestrians, cyclists and transit riders; c) ensure that natural heritage and hydrologic features are protected and enhanced in accordance with the provisions of Chapter 3 of this Plan; d) maximize energy conservation and reduce the production of greenhouse gases and local air pollutants; e) apply best practice approaches to water conservation and storm water management; and f) encourage efficient waste and resource management practices.”

6.2.2.2 To achieve sustainable design and development or redevelopment of Markham’s communities by addressing, where feasible: a) the scale, layout, proximity to a mix of uses, quality of place, and availability of infrastructure, site context and conditions that make sites walkable, bicycle-friendly, and easily served by transit, be a primary consideration to reduce dependence on automobiles; b) the orientation and alignment of streets, sites and buildings create optimum conditions for the use of passive and active solar energy; c) the use of materials and plantings (ie. green or white roofs, the use of light-coloured paving materials and planting to provide shade) to reduce local heat-island effects; d) natural heritage and hydrologic features be protected and enhanced, including the improvement of the urban forest, to increase biodiversity and ecological function; e) community gardens be encouraged to increase opportunities for local food production; f) stormwater runoff and increasing infiltration and potable/municipal water conservation as outlined in Section 3.3 through such approaches as bioswales, rain gardens and rain harvesting; g) community-wide approaches to waste management to reduce, reuse and recycle; and h) topsoil stripping and soil

compaction be minimized to support infiltration and improved growing conditions for street trees and vegetation.

6.2.3 Sustainable Buildings and Site Design

6.2.3.1 To consider the application of innovative sustainable design practices and technologies in site planning and building design through the development approval process and in particular, through the application of a sustainable development checklist as part of the site plan control application process to: a) encourage walking, cycling, and transit use through: i. integrated on-site pedestrian, cycling and transit connections; ii. site design that ensures bicycle parking and storage and facilitates car pooling; iii. appropriate location and design of sidewalks, appropriately scaled building setbacks, vehicular and pedestrian access, building design and landscaping to enhance the pedestrian experience; iv. measures to reduce speed and improve air quality;...”

6.3 Sustainable Buildings and Site Design

6.2.3.1 To plan and design Markham’s new communities, in particular new neighbourhoods, mixed-use neighbourhoods and intensification areas, within the context of more detailed secondary plan or local area studies identified in Section 10.1, which incorporate urban design and sustainable development policies specific to each community that include, but are not be limited to:
g) transportation demand management and active transportation policies and parking strategies consistent with Sections 7.1.4 and 7.1.5.

Chapter 7.0 Transportation, Services and Utilities

7.1.1 General Policies

7.1.1.1 To work in cooperation with the Region and the Province to develop a sustainable transportation system that is accessible to users of all ages and abilities and: a) effectively and safely accommodates the demand for person trips within and beyond Markham and increases travel choices, with particular emphasis on pedestrians, cyclists and transit riders; and b) supports an efficient, safe and integrated road and rail network for goods movement and service delivery; and c) supports energy efficient means of travel for both people and goods.

7.1.1.2 To Strengthen the coordination of land use planning, transportation planning and urban design to: a) focus development growth in new mixed-use neighbourhoods and intensification areas in the form of transit-supportive development at higher densities that are being well served by transit; b) increase the opportunities for people to make shorter trips and more trips by foot, bicycle or transit; c) create an integrated transportation system that supports urban growth

by improving network connectivity, including the timely completion of missing mid-block links along major collector roads, and by providing convenient inter-modal transfer points to widen the range of travel choices; and d) emphasize the placemaking role of transportation facilities by making people, rather than vehicles, the focus of street activity.

7.1.1.3 To work in collaboration with the Region to plan and design Markham's streets and the Region's arterial roads shown on Map 10 - Road Network to better balance the needs of all road users including pedestrians, cyclists, transit and motorists, and the integration of land uses.

7.1.1.5 To actively promote, in consultation with other stakeholders, transportation demand management measures that make more efficient use of the existing transportation system and which may avoid or delay the high capital costs of road expansion by: a) reducing auto dependency by encouraging a greater proportion of trips to be made by walking, cycling or transit;

7.1.2 Transit Network

7.1.2.3 To plan and design new communities, major new developments and redevelopments in accordance with Markham, Regional and Provincial guidelines and policies for transit-supportive development, including reducing walking distances to transit stops.

7.1.3 Road Network

7.1.3.6 To design and construct all new roads and reconstruct existing roads by applying appropriate right-of-way design standards and having regard for urban design guidelines set out in Section 6.1.1.5 to:

- a) better balance the safety, accessibility, convenience and comfort of all street users, regardless of age or ability, including pedestrians, cyclists and transit riders and to provide a full range of travel choices;
- b) encourage a more compact and sustainable urban form to: i. reduce average trip lengths; ii. support the use of walking, cycling and transit; and iii. reduce overall dependence on car travel;
- c) enhance the quality of the streetscape to create more attractive and vibrant communities for residents and businesses including increased opportunities for planting of street trees and accommodation of green infrastructure;
- d) achieve better integration with adjacent land uses and improve connections to the trails and pathways systems, and to foster greater social interaction, and
- e) transform the appearance and functioning of the road network over time by placing the overall emphasis on the movement of people not vehicles without compromising the safety of all road users.

7.1.3.7 To work with stakeholders from the Region, the Province and the community to support design initiatives and standards, taking into account the local context and planning objectives, that:

- a) increase road user safety;
- b) improve the enforcement of road safety measures; and
- c) support local traffic calming schemes where warranted on road safety grounds.

7.1.4 Transportation Demand Management and Active Transportation

7.1.4.1 To provide leadership in the development, implementation and promotion of transportation demand management policies, programs and measures as an effective means of slowing the rate of growth in vehicle trips and managing peak-period congestion in the pursuit of a more environmentally sustainable future by:

- a) requiring that new significant development applications include a transportation demand management strategy;
- b) encouraging the inclusion of “travel plans” in the required transportation demand management strategies for non-residential development applications referred to in Section 7.1.4.1 a), in accordance with the Markham Transportation Strategic Plan;
- c) placing priority on the needs of pedestrians, cyclists and transit riders through the preparation of “mobility plans” in the ‘Future Urban Area’, as required by the Regional Official Plan;
- d) continuing to support and work with “Smart Commute Markham – Richmond Hill Transportation Management Association” to expand and strengthen the range of services offered to local workplaces;
- e) committing to support the continued provision of transportation demand management services and programs for Markham employees;
- f) supporting transportation demand management pilot projects as a strategic means to gain experience, develop best practices, build partnerships and demonstrate successful sustainable transportation initiatives; and
- g) continuing to work with the School Boards and the educational sector, and York Region to develop travel plans and to provide alternatives to car travel by developing safer and more attractive conditions for students to come to school by bicycle or on foot.”

7.1.4.2 To support walking and cycling throughout Markham as competitive mobility choices for everyday activities such as work, school, shopping, business and leisure by:

- a) creating a more pedestrian-friendly environment that is interconnected by a network of safe, direct, comfortable and convenient pedestrian routes that are suitable for year-round walking;
- b) designing, constructing and integrating new streets and retrofitting existing streets, where appropriate, to focus on the needs of pedestrians, cyclists and persons with disabilities and ensuring safety, accessibility, convenience, and comfort of all street users are considered;

- c) to work with York Region to ensure that sidewalks and street lighting are provided on all streets served by transit;
- d) supporting the provision of accessible, grade-separated crossings, where feasible and environmentally acceptable, at barrier points where major roads, highways, rail lines, and natural features such as ravines and waterways present a significant disruption to the movement of pedestrians and cyclists;
- e) promoting a safe and comprehensive network of signed bike routes, bike lanes, cycling trails and multi-use paths for cyclists of all ages and abilities generally as identified in Appendix D – Cycling Facilities based on the Markham and York Region Cycling Master Plans;
- f) implementing segregated bicycle lanes and/or off-road bicycle paths along arterial roads and major and minor collector roads where cycling safety is a foremost concern;
- g) enhancing and integrating convenient and secure public bicycle parking within: i. inter-modal locations such as rail stations and transit stops; ii. major trip attractors such as sports venues, entertainment centres, shopping complexes and community service centres; and iii. the right-of-ways of streets in new mixed-use neighbourhoods and intensification areas;
- h) updating the zoning by-law to include bicycle parking standards and requirements for shower and change facilities in major non-residential developments;
- i) supporting the implementation of Markham’s Pathways and Trails Master Plan to create a connected network of off-road trails through natural areas and hydro corridors for use by pedestrians and cyclists; j) considering the introduction of a bike-share program for residents and visitors to Markham; and
- j) partnering with the Region and organizations in the local cycling community to support on-going promotional, safety and educational programs for pedestrians and cyclists.

7.1.5 Parking

7.1.5.4 To design surface parking lots and above-grade parking garages to address pedestrian access, bicycle and carpooling parking, and in accordance with the urban design policies of Section 6.1.8.7.

York Region Official Plan 2010

Chapter 3 Healthy Communities

3.1 Human Health and Well-Being

3.1.2 To promote healthy active lifestyle choices and disease prevention through education, information and supportive communities.

3.1.3 To require high-quality urban design and pedestrian-friendly communities that provide safety, comfort and mobility so that residents can walk to meet their daily needs.

3.2 Air Quality and Climate Change

3.2.3 To reduce vehicle emissions by ensuring that communities are designed to prioritize pedestrians and cyclists, reduce single occupancy automobile use, and support public transit and Transportation Demand Management initiatives.”

3.3 Provision of Human Services

3.3.5 To ensure that public buildings and facilities are designed to be accessible, and are located in proximity to pedestrian, cycling and transit systems.

Chapter 4 Economic Vitality

4.2 City Building

4.2.4 To require a mixed-use pedestrian environment in Regional Centres and Corridors that promotes transit use and enhances these areas as destinations for business, entertainment and recreation.

4.2.6 To work with local municipalities to ensure that Regional Centres and Corridors include a significant amount of mixed-use, pedestrian-oriented, and street-related uses including retail.

4.4 Planning for Retail

4.4.1 To require that retail be designed to be walkable, transit-supportive, and integrated into communities and pedestrian and cycling networks, with high-quality urban design.

4.4.9 That new retail facilities in excess of 30,000 gross leasable square metres shall require a Regional impact analysis that addresses the following: a. transportation requirements; b. the impact on existing and approved future retail facilities; c. pedestrian, cycling and transit access to the facilities; and, d. the manner in which the proposal is supportive of the centres and corridors policies of this Plan.

Chapter 5 An Urbanizing Region: Building Cities and Complete Communities

5.2 Sustainable Cities, Sustainable Communities

5.2.3 That communities be designed to ensure walkability through interconnected and accessible mobility systems. These systems will give priority to pedestrian movement and transit use, provide pedestrian and cycling facilities, and implement the York Region Pedestrian and Cycling Master Plan.

5.2.8 To employ the highest standard of urban design, which:

- a. provides pedestrian scale, safety, comfort, accessibility and connectivity;

5.2.9 That retail, commercial, office, and institutional structures be carefully designed in a compact form and be pedestrian-oriented, transit-supportive, and multi-storey where appropriate.

5.2.10 That secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:

- a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
- b. shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;
- c. on-street parking;
- d. site design that orients the main building entrance(s) to face the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street;
- e. the design of surface parking to support redevelopment and retrofitting; and,
- f. preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.

5.3 Intensification

5.3.8 That the Regional Greenlands System shall be protected and enhanced and include pedestrian-accessible green spaces and passive parks, where appropriate.

5.3.10 That retail, commercial, office, and institutional structures shall be well designed, street-oriented and pedestrian scaled, and shall include, wherever appropriate as determined by the local municipality , mixed-use, multi-storey

buildings, and public meeting spaces in order to support the planned urban structure and density targets of this Plan.

5.4 Regional Centers and Corridors

5.4.5 That development within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.

5.4.6 That comprehensive secondary plans for Regional Centres and key development areas along Regional Corridors be prepared by local municipalities and implemented in co-operation with the Region and related agencies. These secondary plans shall include:

- b. the establishment, implementation and/or continuation of a fine-grained street grid that incorporates sidewalks and bicycle lanes;
- c. an urban built form that is massed, designed and oriented to people, and creates active and attractive streets for all seasons with ground-floor uses such as retail, human and personal services;

5.4.15 To require local municipalities to adopt official plan policies and related zoning by-law provisions, to provide community benefits in Regional Centres and Corridors in exchange for additional height and density, consistent with the Increased Density provision of the Planning Act. Community benefits shall include consideration of:

- a. transit station improvements, in addition to lands required as a condition of development approval;
- b. social housing;
- c. direct pedestrian connections to transit stations;
- d. Regional community and health facilities;
- e. Regional emergency medical services and police stations;
- f. additional facilities and services identified by local municipalities; and,
- g. appropriate provisions for pedestrian and cycling facilities.

5.4.16 To require, as a condition of development approval, the provision of facilities to encourage an increase in the mode share of cycling trips, such as covered bicycle storage, lockers, and shower facilities.

5.4.20 That the planning and implementation of Regional Centres will provide:
“c. mobility choices and associated facilities for all residents and employees for walking, cycling, transit, and carpooling, which shall be supported through the preparation of a mobility plan;”
“d. the construction of a fine-grained street grid that facilitates the flexible and efficient movement of people and goods;”

5.4.28 That Regional Corridors are planned to function as urban mainstreets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.

5.4.30 That the boundaries of the Regional Corridors be designated by the local municipality, based on: “a. reasonable and direct walking distances between the Regional Corridor street frontage and adjacent lands;”

5.5 Local Centres and Corridors

5.5.3 That local municipalities shall address in secondary plans or other appropriate studies the following criteria for Local Centres:

“i. that land use and transit is co-ordinated to ensure that Local Centres are focal points for current and/or future public transit services and infrastructure and that they prioritize pedestrian movement, transit use and access; and,”

5.5.4 That development, secondary plans, or other appropriate studies in the Local Corridors address the following criteria:

“f. to encourage pedestrian activity through the arrangement and design of land development sites and related streetscaping treatments; and,”

5.6 Building Complete, Vibrant Communities

5.6.5 That new community areas shall be designed to contain community core areas, which will be the focus of retail, personal services, human services, community services and provide connections to rapid transit. The community cores shall be within a reasonable walking distance from the majority of the population.

5.6.10 That the local municipality shall develop a Community Energy Plan for each new community area to reduce community energy demands, optimize passive solar gains through design, maximize active transportation and transit, and make use of renewable, on-site generation and district energy options including but not limited to solar, wind, water, biomass, and geothermal energy.

5.6.12 That mobility plans shall be completed to ensure that:

- a. communities are designed to have interconnected and accessible mobility systems, with a priority on pedestrian movement, and on transit use and access;
- b. communities are designed to include a system of pedestrian and bicycle paths linking the community internally and externally to other areas, and providing access to the transit system;
- c. a transit plan is completed in consultation with York Region Transit, which identifies transit routes and corridors, co-ordinates transit with land use patterns and ensures the early integration of transit into the community;

- d. the distance to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents;
- e. all schools and community centres shall be integrated into the community mobility system and provide the ability to walk, cycle, transit and carpool to these locations;
- f. the street network includes continuous collector streets that run both north- south and east-west and/or a grid system of streets linked to the Regional Street network;
- g. new community areas are designed to meet the York Region Transit-Oriented Development Guidelines;
- h. planned rapid transit corridors, and/or transit terminals that connect to a rapid transit corridor, are included in the community;
- i. parking standards, consistent with policy 5.2.10, encourage and support transit use and include reduced minimum and maximum parking standards; and,
- j. trip-reduction strategies consistent with the policies of Section 7.1 are promoted.

5.6.13 That new community areas shall be designed to implement the York Region Pedestrian and Cycling Master Plan.

5.6.14 That a Greenlands System Plan shall be prepared that identifies how the Greenlands System will be managed in an urban environment including:

“e. developing a trail system, which is integrated as appropriate into the mobility systems of the community;”

Chapter 7 Servicing Our Populations

7.1 Reducing Demand for Services

7.1.1 To require that appropriate Transportation Demand Management measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications.

7.1.2 To work with local municipalities, Metrolinx and other stakeholders to support local Smart Commute associations.

7.1.8 To work with developers to provide all new-home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules.

7.1.9 To require that new institutional, commercial and industrial development applications include a Transportation Demand Management strategy that considers preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.

7.1.10 To work with institutional, commercial and industrial employers to undertake Transportation Demand Management strategies to encourage preferential carpool parking, bicycle facilities, employee transit passes, and alternative work arrangements.

7.1.11 To require local municipalities to adopt land use and site design policies that promote sustainable modes of transportation, including walking, cycling, transit, and carpooling.

7.1.15 To encourage retailers and community facilities to provide discounts and incentives to those using transit and active forms of transportation.

7.1.18 To explore and leverage opportunities for funding from the Province and Federal government, as well as from other funding sources, for Transportation Demand Management measures and programs.

7.2 Moving People and Goods

Active Transportation

7.2.1 To implement the Regional Cycling Network shown on Map 10.

7.2.2 To update the York Region Pedestrian and Cycling Master Plan at least every 5 years, concurrent with the 5-year review of this Plan.

7.2.3 To apply the York Region Pedestrian and Cycling Master Plan's Planning and Design Guidelines in the implementation of the Regional pedestrian and cycling network.

7.2.4 To develop an integrated Regional cycling network connecting people to places of recreation, services and employment and transit.

7.2.5 To provide safe, comfortable and accessible pedestrian and cycling facilities that meet the needs of York Region's residents and workers, including children, youth, seniors and people with disabilities.

7.2.6 To partner with local municipalities and other stakeholders to implement pedestrian and cycling programs.

7.2.7 To work with local municipalities to co-ordinate infrastructure within Regional rightsof-way for operating and capital components, including street lighting, sidewalks and cycling facilities.

7.2.8 To work with local municipalities to provide sidewalks and street lighting on all streets within the Urban Area, and Towns and Villages.

7.2.9 To ensure the safe year-round operation of Regional pedestrian, cycling and transit facilities through design, signage, enforcement and effective maintenance.

7.2.10 That the construction of proposed pedestrian and cycling paths will protect and enhance the Regional Greenlands System.

7.2.11 To integrate pedestrian, cycling and transit activities through improvements such as bicycle racks and storage at transit stops, bicycle racks on buses, and improved access for pedestrians and bicycles at transit stops, stations and terminals.

7.2.12 To encourage property owners to provide facilities such as benches, shelters and secure bicycle storage at major destinations, including employment, educational, institutional and shopping locations.

7.2.13 To co-ordinate Regional and local pedestrian and cycling networks with trail connections to the Regional Greenlands System trails network, where appropriate.

7.2.14 To develop and promote a continuous pedestrian and cycling path from Lake Simcoe to Lake Ontario in partnership with local municipalities and the City of Toronto.

7.2.15 To encourage the development and implementation of local municipal pedestrian and cycling master plans.

7.2.16 To partner with the York Region District and Catholic School Boards to implement the Active and Safe Routes to School program, and to design and locate school campuses to promote walking, cycling and transit as a primary means of transportation.

7.2.17 To work with the Province, Metrolinx and other partners to develop innovative programs that support active transportation, such as cycling safety training, education and information, bicycle sharing programs and bicycle libraries.

7.2.18 To encourage the Province and Federal government to provide funding and tools to support the development and promotion of active transportation as part of a healthy, active lifestyle.

Transit

7.2.25 To achieve higher transit usage by supporting improvements in service, convenient access and good urban design, including the following:

“a. minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns. The Region will plan to provide transit service so that the distance to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents;”

“b. connecting transit stops directly to sidewalks and adjacent buildings in the Urban Area;”

“h. giving priority to pedestrian and cycling access to transit through the planning and development approval process;”

7.2.27 To work with local municipalities to provide multi-use paths, sidewalks and street lighting along Regional streets serviced by transit.

7.2.28 To work with local municipalities to ensure that sidewalks and street lighting are provided on both sides of all streets within the Urban Area, and Towns and Villages that are serviced by transit.

7.2.31 To support the Transit Network shown on Map 11 by securing lands in accordance with policy 7.2.30 of this Plan, for facilities such as: a. transit stations including intermodal terminals, mobility hubs, subway, bus and light rail stations and related passenger drop-off and commuter parking lots; b. related infrastructure, including vent shafts, transit operation and maintenance facilities, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic infrastructure and passenger safety facilities; and, c. pedestrian and cycling facilities.

7.2.32 That the Transit Network shown on Map 11 is further described in one or more of the following documents: a. approved environmental assessments or approved transit project assessments; b. the York Region Transit 5-Year and annual Service Plans; c. the York Region Transportation Master Plan; d. Regional Rapid Transit Standards; e. the Regional Rapid Transit Network Plan; and, f. the Pedestrian and Cycling Master Plan.

7.2.33 To manage the movement of traffic in the Regional Rapid Transit Corridors shown on Map 11 to improve the safety and efficiency of all movements including that of pedestrians, cyclists and transit vehicles.

Streets

7.2.38 That the hierarchy of streets on Map 12 supports the Region’s urban structure. These corridors are to accommodate all modes of transportation

including walking, cycling, transit, automobile use and the movement of goods, as well as public and private utilities.

7.2.39 To improve the street network identified on Map 12, based on the following:

- a. the York Region Transportation Master Plan and the 10-Year Capital Plans;
- b. the completion of the necessary planning and environmental assessment studies for each project;
- c. street improvement projects that take into account the needs and requirements of all forms of transportation including walking, cycling, transit, automobiles, and goods movement; and,
- d. priority accorded to the needs of pedestrians, cyclists and transit users and the integration of adjacent land uses in Regional Centres and Corridors, to promote these forms of transportation.

7.2.40 To implement transit improvements on urban streets as identified on Map 11, which may include transit lanes, high-occupancy vehicle lanes, queue jump lanes, bicycle lanes and other transit signal priority needs.

7.2.41 To require transit or high-occupancy vehicle lanes and bicycle lanes within the right-of-way of 6-lane Regional streets.

7.2.57 To require local municipalities to design street systems to accommodate pedestrian, cycling and transit facilities.

Goods Movement

7.2.73 To encourage the protection of abandoned railway rights-of-way for public uses such as trails, cycling paths, and transit.

The 2041 Regional Transportation Plan

Vision and Goals:

1. Strong Connections
2. Complete Travel Experiences
3. **Sustainable and Healthy Communities**

Strategies

1. Complete Delivery of Projects
2. Connect the Region
3. **Optimize the System**

3.2 Expand first- and last-mile choices at all transit stations:

- Fully implement the GO Rail Station Access Plan (2016) to achieve higher shares of station access by walking, cycling, transit, passenger pick-up and drop-off, and carpooling.
- Invest in first- and last-mile solutions to maximize all-season access to and from all rapid transit stations, including but not limited to:
 - priority transit access;
 - pedestrian access to workplaces and destinations;
 - improved on-demand services including taxis and microtransit services (with potential applications in rural areas);
 - on- and off-site bicycle facilities; and
 - car-share and bike-share programs.

3.7 Make TDM a priority:

- Collaborate to develop and implement TDM programs as required by the Growth Plan.
- Advance workplace TDM programming and encourage private sector leadership, participation and investment with mandated participation by large employers, institutions and other venues that generate a significant number of trips.
- Develop new approaches to TDM delivery from the fields of service design and behavioural economics.
- Reinvigorate carpooling with a compelling and user-friendly online regional platform integrated with trip planning and payment tools, and drive participation, including removing regulatory obstacles to user incentives.
- Deliver TDM programming to support all new rapid transit services, transit station areas, and areas impacted by major construction and events.
- Develop incentives for off-peak travel to reduce peak travel demands and, in the case of transit, to grow off-peak ridership.

4. Integrate Transportation and Land Use

To achieve the 2041 RTP's Vision, transportation investments and decisions must align with land use plans. This plan contains actions to better integrate transportation planning and land use, especially around transit stations and Mobility Hubs. Regional collaboration, supported by appropriate regulatory measures, will encourage the planning of communities and road networks to support transit, cycling and walking. Parking management will encourage car-sharing and prepare the region for the arrival of autonomous vehicles. A Regional Cycling Network will make it easier for commuter cyclists to make longer trips, overcome barriers and connect more easily to rapid transit stations.

4.1 Develop an approach and framework for Metrolinx to review and provide input to secondary plans, publicly funded development plans and large-scale planning applications (e.g., at GO stations) to advise on alignment with the 2041 RTP.

4.2 Focus development at Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors identified in the Growth Plan

4.5 Plan and design communities, including development and redevelopment sites and public rights-of-way, to support and promote the greatest possible shift in travel behaviour, consistent with Ontario's passenger transportation hierarchy:

- Develop region-wide standards for highways, overpasses, roads and streets to consistently reflect the passenger transportation hierarchy.
- Develop shared investment criteria for cycling facilities that focus on cycling potential and connectivity, consistent with regional and local plans.
- Adopt a complete streets approach in the delivery of transit infrastructure investments, incorporating facilities for walking and cycling access to transit stations.
- Expand and promote bike-share in locations where there is an opportunity to meet and increase the demand for cycling.

4.6 Develop and implement a Regional Cycling Network (see Map 9), creating new on- and off-road facilities that connect areas with high cycling potential to rapid transit stations and Urban Growth Centres, helping commuter cyclists traverse boundaries and physical barriers.

4.7 Embed TDM in land use planning and development

- Use TDM plans in the development approval process to ensure that major residential, commercial and institutional developments are designed and operated to reflect the passenger transportation hierarchy, with realistic, long-term implementation plans.
- Develop regional TDM standards and guidelines.

- Leverage the development approval process to generate dedicated funding for TDM programming.

4.8 Coordinate across ministries, school boards, municipalities, service providers, public health agencies, non-governmental organizations and other stakeholders to establish school travel programs and service solutions for Kindergarten to Grade 12 that encourage future generations of pedestrians and cyclists:

- Continue to advance active and sustainable school travel through regional coordination and delivery of the school travel program. Adopt approaches that are locationspecific to ensure that solutions involving walking, cycling and transit are tailored to each community.
- Expand the resources and community capacity available to advance active and sustainable school travel in the GTHA, including to high school students.
- Develop policies, plans and standards that prioritize active and sustainable travel by children and youth in school areas and the broader community (e.g., to recreational and cultural facilities).

5. Prepare for Uncertain Future

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Section 5.4 Recommendations To support development of a road network fit for the future in York Region:

- P9 Plan, design and operate the Regional road network to efficiently move the most people and goods

Section 6.4 Recommendations To support the integration of active transportation in urban areas:

- P24 - Continue to participate in the Municipal Liaison Committee with the objectives of sharing information among jurisdictions, enabling integrated active transportation planning and highlighting issues where Regional integration has significant benefits
- P25 Collaborate with local municipalities as they develop and implement their own plans to improve active transportation P
- 26 Continue to work with local municipalities, Toronto and Region Conservation Authority, the Lake Simcoe Region Conservation Authority, Parks Canada, Ontario Parks and other stakeholders to advance the development of a Regional Trails System. Regional trails should be designed and developed to a high standard, consistent across York Region, forming a network of safe and comfortable trails for multiple active transportation users
- P27 The Region will assume responsibility for planning, design, construction, operation and ownership of boulevard elements within Regional rights-of-way, including sidewalks, cycling facilities, illumination and streetscape design
- P28 Prepare a strategy to allocate development charges levied for constructing in-boulevard infrastructure along Regional roads to the level of government responsible for the construction
- P29 Collaborate with local municipalities to identify missing links and substandard elements in the sidewalk network along transit routes and within Regional Centres and Corridors and to develop a shared strategy for correcting deficiencies
- P30 Promote safer road use through the use of clear, consistent signage and way-finding for drivers, pedestrians and cyclists
- P31 Collaborate with local municipalities, schools and school boards to assess schools using York Region's Safety and Traffic Circulation at School Sites Guidelines and help them plan and implement remedial measures at schools where necessary
- P32 Include paved shoulders for cyclists as part of all new construction and rehabilitation projects and consider them for inclusion in resurfacing projects on Regional roads in rural areas
- P33 Maintain a 10-Year Capital Plan for the proactive implementation of strategic cycling facilities in Regional rights-of-way, giving priority to cycling network elements in areas of high demand
- P34 Collaborate with local municipalities, non-governmental organizations and advocacy groups in the promotion of active transportation programs and special events, such as Bike Month, Bike to School Week and Bike to Work Day

- P35 Designate Regionally-significant cycling routes and require consistent design standards and connectivity between them

Section 8.4 Recommendations **To support making the last mile work:**

- P46 Collaborate with one or more local municipalities and Metrolinx to refine and demonstrate the concept of “mobility hubs” or community spaces where intensive land uses are combined with the widest range of mobility options
- P47 Work with local municipalities to proactively review ways to make existing communities more complete through interventions addressing both land use and transportation systems
- P48 Support implementation of requirement for new community areas to have a development mix, density and design that supports short trips, offers attractive environments for walking, cycling and transit users and minimizes surface parking
- P49 Support implementation of mobility plans required for new community areas to ensure connected, accessible, multimodal transportation networks that prioritize access and circulation for walking, cycling and transit users
- P50 Continue to emphasize and inform the key role of TOD in shaping York Region
- P51 Maintain and strengthen the Region’s role as the leading voice for TDM policies and programs in York Region
- P52 Collaborate with local municipalities to apply guidelines that maximize the TDM supportiveness of new developments across York Region
- P53 Continue to apply development charges that enable the delivery of TDM programs and services to new commercial and residential developments after initial occupancy
- P55 Continue to support and promote local Smart Commute, workplace programs organizations and investigate ways for the Region to leverage the Smart Commute identity without drawing on the resources of those organizations
- P56 Collaborate with local municipalities and the provincial government to monitor the growth and development of shared mobility options (i.e. different forms of carsharing and ridesharing) with a particular interest in their impacts on road safety and the potential to reduce traffic demands
- P58 Continue to lead (via York Region Public Health) the York Region Active and Safe Routes to School Committee and to coordinate the efforts of Regional and local municipal transportation departments, school boards, school administrations and school communities to deliver needed resources, services and infrastructure
- P59 Continue to support and collaborate with local municipalities to develop and implement municipal school travel planning policies
- P60 Continue to advocate for the school travel planning approach and work with all interested publicly funded Elementary schools in York Region to develop school travel plans
- P61 Consider opportunities for engaging directly with individuals and families to encourage sustainable travel choices, in order to maximize future uptake of facilities and services for walking, cycling, carpooling and public transit
- P63 Support new active transportation infrastructure through marketing, promotion and education of transportation options