



MEMO to Development Services Committee

TO: **Development Services Committee**

CC: Andy Taylor, CAO
Brian Lee, Acting Commissioner, Development Services

FROM: Loy Cheah, Acting Director, Engineering x 4838
Joseph Palmisano, Manager, Transportation x 6200 *loy*

DATE: December 5, 2017

Re: **Draft Metrolinx 2041 Regional Transportation Plan**

Purpose

This Memorandum provides an overview of the Draft 2041 Regional Transportation Plan (RTP), next steps in the process, and specific concerns raised by Markham staff forwarded to Metrolinx for finalizing the 2041 RTP.

Background

Metrolinx is required to review the Regional Transportation Plan under the Metrolinx Act (2006) at least once every 10 years, in conformance with growth plans approved under the Places to Grow Act. The Draft 2041 RTP is the second Regional Transportation Plan developed by Metrolinx, with the first – *The Big Move* released in 2008. Once finalized and approved, the Draft 2041 RTP will replace *The Big Move* and shift the planning horizon from 2031 to 2041.

The Big Move set the stage for the current investment in rapid transit in the Greater Toronto Hamilton Area (GTHA) and has resulted in the completion of significant transit infrastructure such as dedicated rail link to Pearson International Airport (UP Express), extensions to GO Transit, and Bus Rapid Transit (BRT) systems in York (e.g. Highway 7 BRT) and Peel Regions. The Draft 2041 RTP recommends continued expansion and optimization of the rapid transit network but also aims to build an integrated transportation system for the GTHA.

Draft 2041 Regional Transportation Plan Overview

The Vision, Goals, and Strategies of the Draft 2041 Regional Transportation Plan

The **Vision** as documented in the Draft 2041 RTP is that:

“The GTHA urban region will have a transportation system that supports complete communities by firmly aligning the transportation network with land use. The system will provide travellers with convenient and reliable connections and support a high quality of life, a prosperous and competitive economy, and a protected environment.”

Under this overall Vision, the Draft 2041 RTP adopts the following **Goals**:

- **Strong Connections:** Connecting people to places such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities
- **Complete Travel Experiences:** Designing an easy, safe and comfortable travel experience that meets the diverse needs of travellers
- **Sustainable Communities:** Investing in the transportation system today but also for future generations, by supporting land use intensification, climate resiliency, and a low-carbon footprint

To achieve the 2041 Vision and Goals, the Draft 2041 RTP proposes the use of the following five **Strategies**:

- Strategy 1: Complete the Delivery of Current Regional Transit Projects
- Strategy 2: Connect More of the Region with Frequent Rapid Transit
- Strategy 3: Optimize the Transportation System
- Strategy 4: Integrate Land Use and Transportation
- Strategy 5: Prepare for an Uncertain Future

Priority actions for each of the five Strategies are summarized below.

Strategy	Priority Actions
Complete the Delivery of Current Regional Transit Projects	<ul style="list-style-type: none"> • Complete the building of projects In Delivery¹ (See Attachment A) • Advance the transit projects that are In Development² (See Attachment B) • Strengthen Union Station's capacity as the centre of GO Regional Express Rail (RER) • Coordinate with the Province, the federal government and VIA Rail Canada on High Speed Rail and High Frequency Rail initiatives
Connect More of the Region with Frequent Rapid Transit	<ul style="list-style-type: none"> • Implement a comprehensive and integrated Frequent Rapid Transit Network by 2041 (See Attachment C) • Develop complementary bus services including a 24-Hour Transit Network • Improve access to airports, prioritizing transit for passengers and workers
Optimize the Transportation System	<ul style="list-style-type: none"> • Advance the integration of services and fares • Expand first- and last-mile choices for all transit stations • Set consistent high-quality standards for the traveller experience • Develop and implement a Mobility as a Service (MaaS) strategy • Place universal access at the centre of all transportation planning and designing activities • Eliminate transportation fatalities and serious injuries as part of a regional "Vision Zero" program • Make Transportation Demand Management (TDM) a priority • Expand the High Occupancy Vehicle (HOV) network (See Attachment D) • Further integrate road and transit planning and operations • Further define and support a Regional Goods Movement System (See Attachment E)

Strategy	Priority Actions
Integrate Land Use and Transportation	<ul style="list-style-type: none"> • Review the legislative and regulatory linkages between the provincial and municipal planning to achieve the objectives of the Growth Plan and the Regional Transportation Plan • Make provincial investments for transit projects contingent on corresponding transit-supportive planning by municipalities being in place • Focus development on Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors • Evaluate financial and policy-based incentives and disincentives to support transit-oriented development • Plan and design communities including development and redevelopment sites and public rights-of-way that support and promote a shift in travel behaviours • Complete the regional commuter cycling network (See Attachment F) • Embed Transportation Demand Management into land use planning and development • Rethink the future of parking including the review of zoning standards with the expectation that minimum parking requirements will be reduced particularly in transit supportive neighbourhoods • Establish school travel programs for Kindergarten to Grade 12
Prepare for an Uncertain Future	<ul style="list-style-type: none"> • Develop a regional framework for on-demand and shared mobility that complements the provincial framework • Develop a region-wide plan for autonomous mobility • Coordinate across the region to address climate resiliency of the transportation system • Proactively prepare for a future with low-carbon mobility options • Develop a regional transportation big data strategy • Partner for innovation

¹ transit projects that are either in the engineering design stage or under construction

² transit projects that are in advance stages of planning and design

Funding the Draft 2041 Regional Transportation Plan

The Province has made an investment of more than \$30 billion in the GTHA's transit infrastructure. This committed funding will cover the capital cost of building 16 transit projects that are In Delivery (see Attachment A). The Draft 2041 RTP recommends several new transit projects with a preliminary capital cost estimate of \$45 billion over 25 years. It is noted that the \$45 billion is in addition to the \$30 billion commitment. The \$45 billion is required to fund the following:

- Estimated \$20 billion for projects In Development that are currently in the planning and design stage. Notable projects include the Yonge Subway Extension and the remaining unfunded segments of the Highway 7 and Yonge Street VivaNext rapidways.
- Estimated \$23 billion for investments in new rapid transit projects. Notable projects include the Major Mackenzie East and Leslie Street Transit Corridors and 15-minute service of the Stouffville GO Line to Mount Joy Station



- Estimated \$2 billion for other infrastructure, e.g., walking and cycling infrastructure including station access infrastructure

In addition, the preliminary net operating funding requirement for the Draft 2041 RTP (over and above what is needed to operate existing services and the In Delivery projects) is estimated to be approximately \$1 billion annually by different levels of government.

Consultation

Metrolinx has collaboratively developed the Draft 2041 RTP with input from transportation experts, municipal planning professionals, and the public. Markham staff have been actively involved as participants of the RTP Technical Advisory Committee.

The Draft 2041 RTP was presented to the Metrolinx Board on September 14, 2017 and was available for public consultation until November 17, 2017. Metrolinx has completed six regional Public Roundtables on the Draft 2041 RTP. A Public Roundtable took place in York Region on Wednesday, November 8, 2017.

Next Steps

Following the consultations and further technical work, a final draft of the RTP is planned to be presented to the Metrolinx Board of Directors on December 7, 2017.

Subsequent to the completion of the 2041 RTP, implementation and funding strategies will be developed by Metrolinx.

November 2017 York Region Committee of the Whole Report

On November 2, 2017, York Region staff brought forward a report on the Draft 2041 RTP to the York Region Committee of Whole. The key recommendations identified in the York Region report include:

1. Delineation of the Downtown Relief Line into two phases on the maps (south of Bloor Street – phase 1, north of Bloor Street Phase 2)
2. Inclusion in the 2041 Frequent Rapid Transit Network of Bus Rapid Transit on Major Mackenzie East as per the York Region Transportation Master Plan
3. Confirmation that the conceptual new freight corridor depicted as part of the In Delivery Regional and Rail Rapid Transit Network will not increase freight rail traffic through York Region
4. Regional Council affirm that the Yonge Subway Extension to Richmond Hill remains the number one rapid transit priority for York Region

Markham staff have reviewed the 2041 Draft RTP in collaboration with York Region and therefore the York Region recommendations are consistent with the specific concerns raised by Markham staff.

Markham's Review of the Draft 2041 Regional Transportation Plan

Markham staff is generally supportive of the overall direction of the Draft 2041 RTP, however the comments noted below have been forwarded to Metrolinx for clarification and discussion.



Both the City of Markham Official Plan and the York Region Transportation Master Plan (TMP) identify Major Mackenzie Drive East as a Rapid Transit Corridor with buses intended to operate in their own exclusive right-of-way. The Metrolinx Draft 2041 RTP identifies the Major Mackenzie Drive East as a Priority Bus corridor with “*bus transit service running fully or partially in a semi-exclusive right-of-way, providing some protection from mixed-traffic.*” It is inappropriate for the RTP to make this determination as these are specifics that will be determined through a Class Environmental Assessment. Furthermore, the Priority Bus definition has implications on how York Region and the City of Markham plan and protect for the right-of-way of this corridor and the integration of other elements within the corridor. Staff recommend that Metrolinx revise the plan to reflect Bus Rapid Transit (in a fully exclusive right-of-way) along the Major Mackenzie Drive East corridor, consistent with the recommendation included in the November 2017 York Region Committee of the Whole report.

The Metrolinx Draft 2041 RTP identifies McCowan Road from Steeles Avenue to Highway 7 as another Priority Bus corridor. The recommendation has not been identified in York Region’s TMP. Further clarification outlining the basis of this recommendation with regards to north-south transit network connectivity opportunities and integration of land use within the City of Markham is required.

There is a new freight corridor shown in the Draft 2041 RTP as identified in Attachment A. This project is related to the issue of re-routing freight rail traffic through York Region. Markham staff will be reporting further on this issue to Development Services Committee shortly.

Summary

The Draft 2041 RTP is the second Regional Transportation Plan developed by Metrolinx, with the first – *The Big Move* released in 2008. Once finalized and approved, the Draft 2041 RTP will replace *The Big Move* and shift the planning horizon from 2031 to 2041.

Metrolinx has collaboratively developed the Draft 2041 RTP with input from transportation experts, municipal planning professionals, and the public. Markham staff have been actively involved as participants of the RTP Technical Advisory Committee. The Draft 2041 RTP recommends several new transit projects with a preliminary capital cost estimate of \$45 billion over 25 years. The \$45 billion is in addition to the \$30 billion already committed by the Province.

Markham staff is generally supportive of the overall direction of the Draft 2041 RTP, however the comments contained herein have been forwarded to Metrolinx for clarification and discussion.

Attachments

Attachment A: Existing and In Delivery Regional Rail and Rapid Transit Projects – DRAFT

Attachment B: Rapid Transit Projects In Development – DRAFT

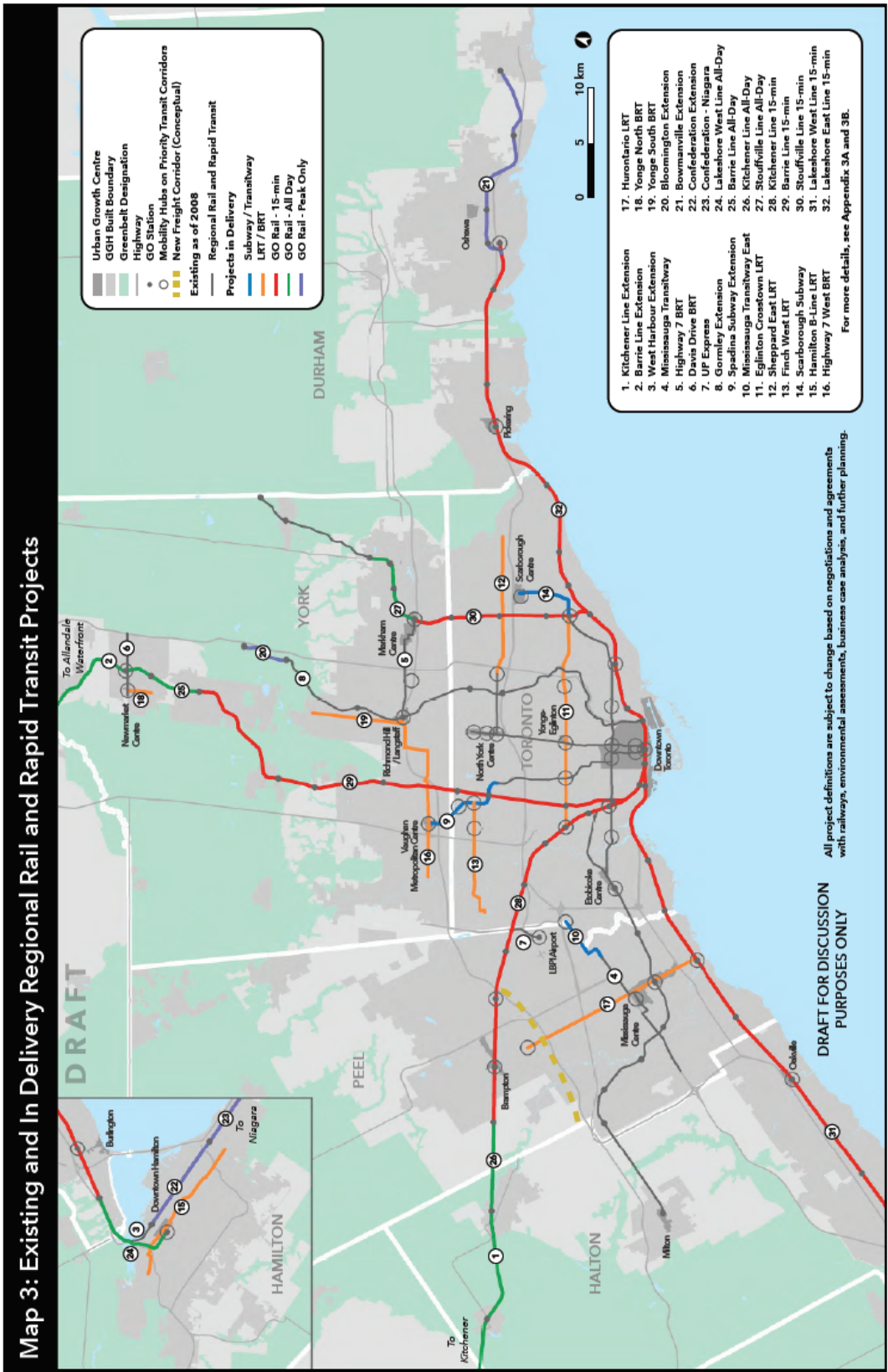
Attachment C: Detailed Proposed 2041 Frequent Rapid Transit Network – DRAFT

Attachment D: Proposed 2041 HOV & Regional Express Bus Network– DRAFT

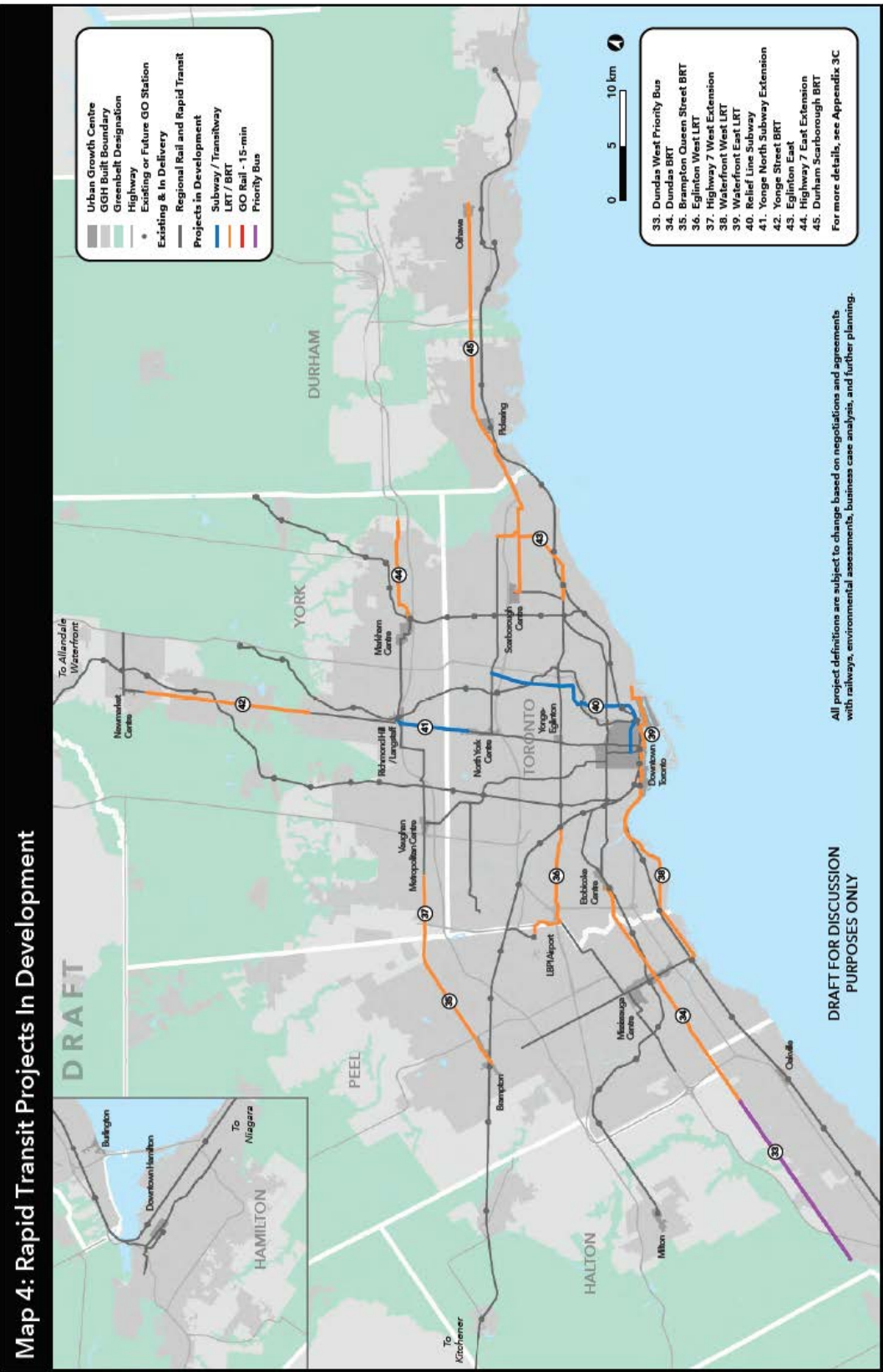
Attachment E: Proposed Regional Goods Movement Network (for Roads and Highways) – DRAFT

Attachment F: Proposed 2041 Regional Cycling Network

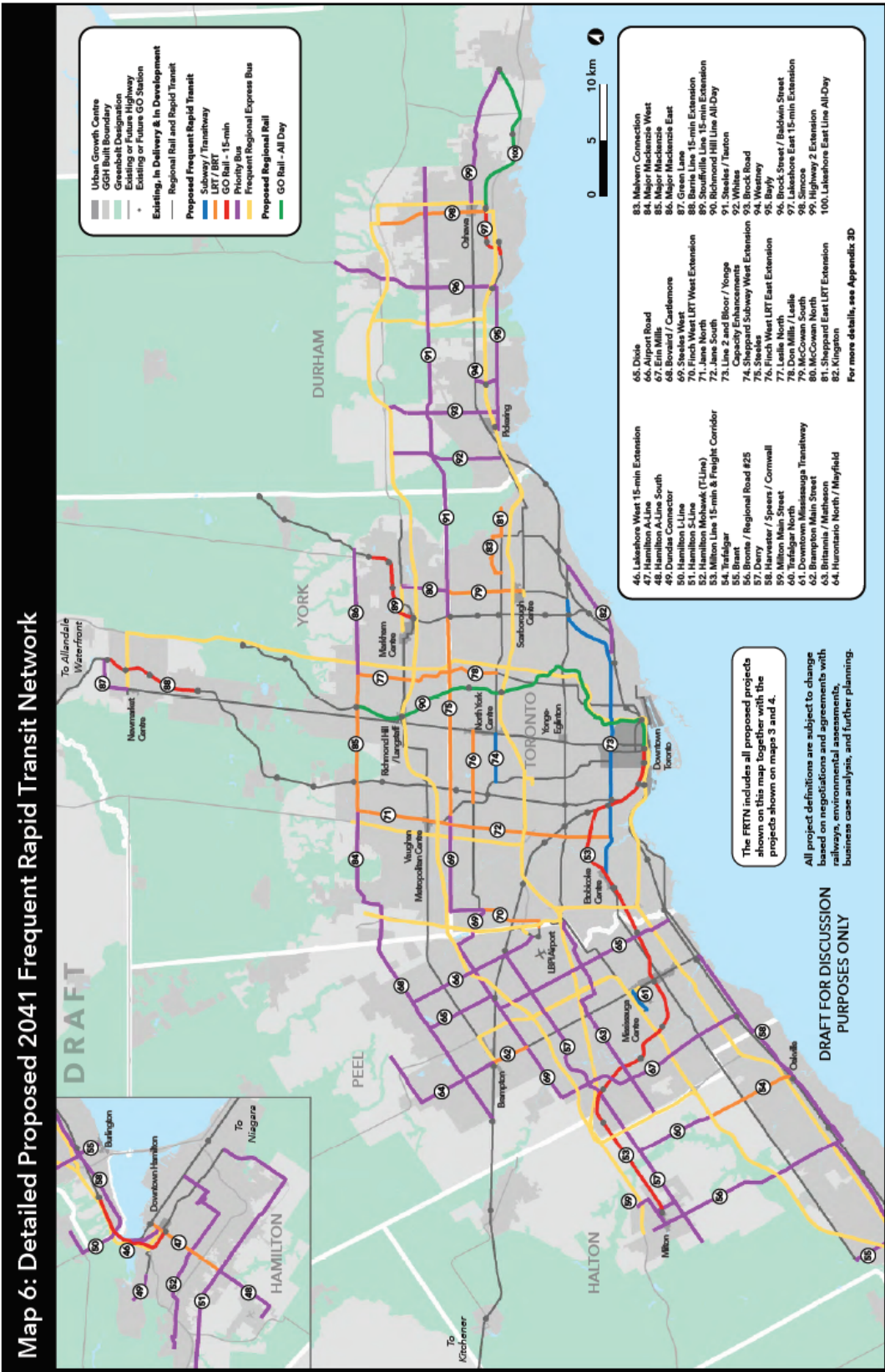
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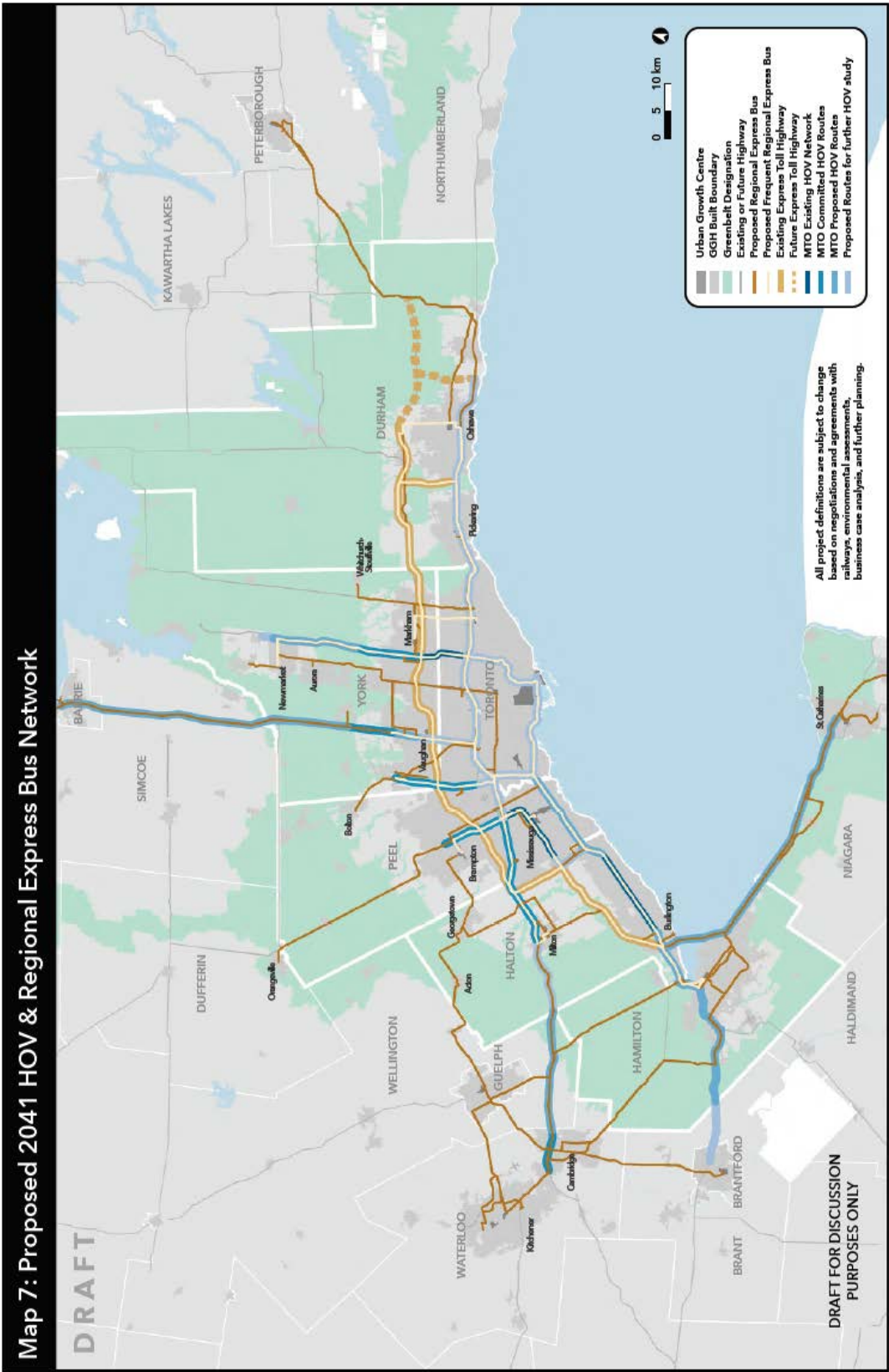
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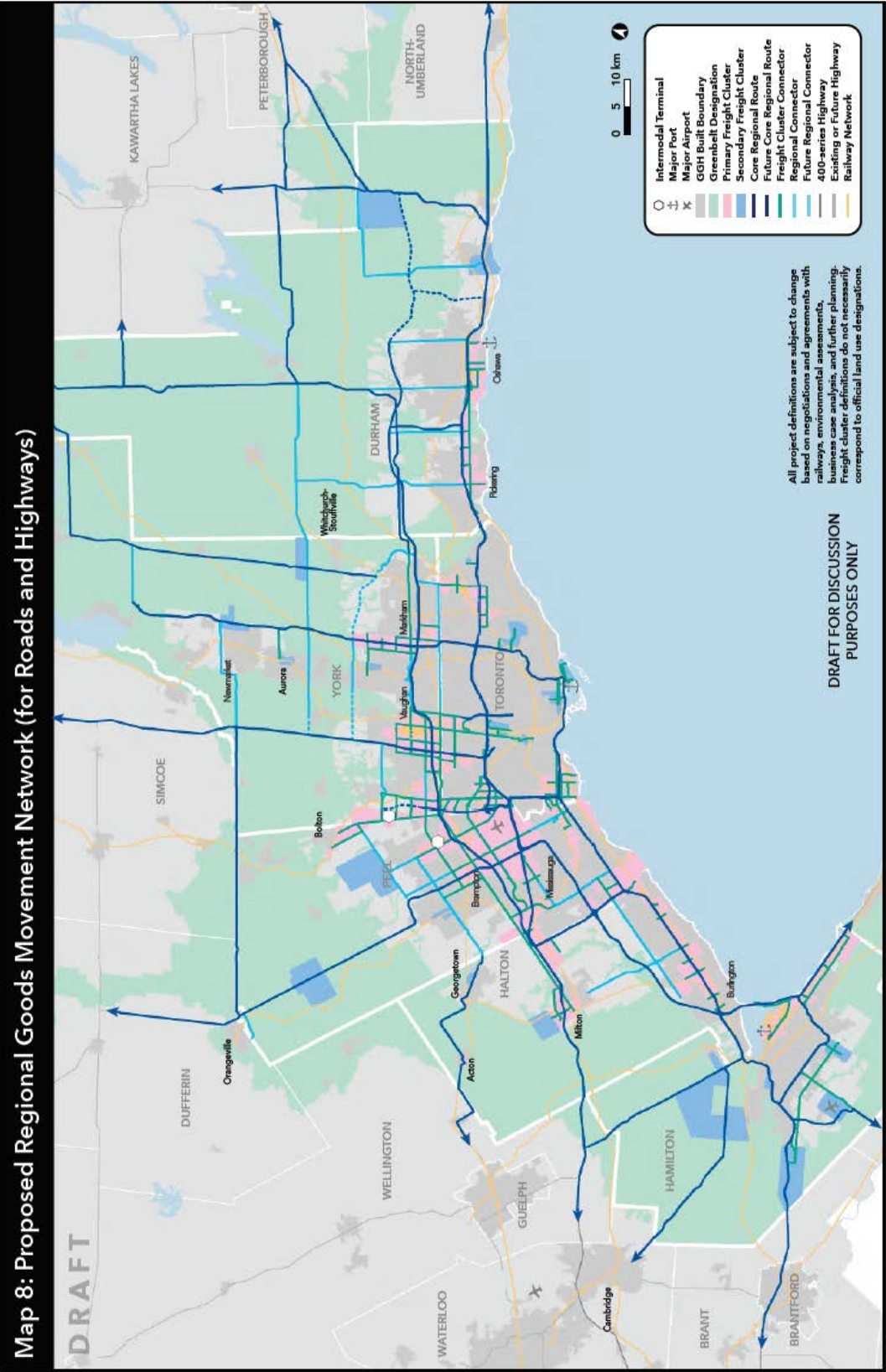
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