



*Regional Clerk's Office
Corporate Services Department*

December 16, 2005

Ms. Sheila Birrell
Town Clerk
Town of Markham
101 Town Centre Boulevard
Markham, Ontario L3R 9W3

Dear Ms. Birrell:

Re: Transportation Master Plan Update

Regional Council, at its meeting held on Thursday, December 15, 2005, adopted the following recommendation of the Planning and Economic Development Committee regarding the report entitled "Transportation Master Plan Update":

1. The Regional Clerk forward a copy of this report to the Clerks of the local municipalities, the City of Toronto, Regional Municipalities of Durham and Peel, County of Simcoe, the Provincial Ministry of Infrastructure Renewal, the Provincial Ministry of Transportation, GO Transit, and the TTC.

The purpose of this report is to provide information regarding the update to the 2002 Transportation Master Plan (TMP) Study.

A copy of Clause 4, Report No. 10 of the Planning and Economic Development Committee is enclosed for your information.

Please contact Paul May, Director, Infrastructure Planning, at 905-830-4444, ext. 5029, if you have any questions with respect to this matter.

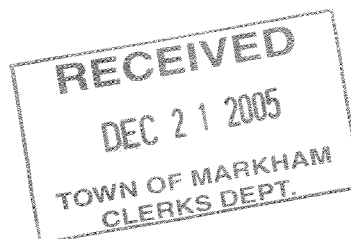
Sincerely,

A handwritten signature in cursive script, appearing to read "Denis Kelly".

Denis Kelly
Regional Clerk

K.Price
Attachment
Copy to: P. May, Director

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Clause No. 4 in Report No. 10 of the Planning and Economic Development Committee was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting on December 15, 2005.

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TRANSPORTATION MASTER PLAN UPDATE

The Planning and Economic Development Committee recommends the adoption of the recommendation contained in the following report, November 14, 2005, from the Commissioner of Planning and Development Services:

1. RECOMMENDATION

It is recommended that:

1. The Regional Clerk forward a copy of this report to the Clerks of the local municipalities, the City of Toronto, Regional Municipalities of Durham and Peel, County of Simcoe, the Provincial Ministry of Infrastructure Renewal, the Provincial Ministry of Transportation, GO Transit, and the TTC.

2. PURPOSE

The purpose of this report is to inform Council about the update to the 2002 Transportation Master Plan (TMP) Study.

3. BACKGROUND

The TMP is intended to provide a framework for future transportation decisions, which would support the Regional goals of Sustainable Natural Environment, Economic Vitality and Healthy Communities. The TMP is a thirty year planning framework which will build on the previous Master Plan and recent reports to Council concerning the growth plan for the Greater Golden Horseshoe and required Provincial funding for York Region's 30 year infrastructure projects. The 2002 TMP outlined a rapid transit investment strategy to complement the maturing urban area road system. The new plan update will allow the Region to address future transportation needs in an efficient, effective and integrated manner considering new Provincial initiatives and further growth in the Region.

The York Region Official Plan recognizes the importance of a long-term transportation plan as a key component of the Region's growth management strategy. Safe, efficient and effective movement of people and goods is essential to support and foster the Region's planned urban and community structure. As was noted in the preparation of the original TMP, a master plan provides a long term vision and direction and helps address

the future needs of the Region in an integrated, timely and cost-effective manner. The update will take into account land use policy changes of the local municipalities as well as the Region and the Province that have occurred in the past five years, along with changes to the road and transit network.

Transportation ranks high among issues of importance to the residents of York Region. Road congestion and lack of convenient and timely transit have repeatedly been identified as key concerns.

4. ANALYSIS AND OPTIONS

A summary of the draft Terms of Reference (*Attachment 1*) is presented in the following sections.

4.1 Vision

The first Transportation Master Plan, presented in 2002, defined a vision for long term investment in public transit to supplement the established Regional road system. The Plan itself was meant to be a living document which would be regularly updated every five years. It will provide the basis for revisions to the transportation components of the Regional Official Plan and provide guidance and direction to the local area municipalities in the preparation of updates to their Official Plans.

The vision of the original Plan is still considered valid. The Region has made substantial progress toward the development of the transit component of the plan and has embarked on a variety of other complementary programs such as the Smart Commute Initiative, this update will allow a review and comment by the public and other stakeholders on the direction that the Plan is taking.

4.2 Objectives and Benefits

The update to the TMP is intended to build on the previous study by, among other things:

- Assessing the impact of recent Provincial development growth scenarios. This should include a review of the implications to the Region of the “Places to Grow” legislation and development adjacent to the borders in Simcoe County, Durham and Peel. The TMP will also be developed in conjunction with the Growth Management Public Information and Engagement Work Plan for the Region’s Growth Management Initiative.
- Recognizing other recent Provincial legislative changes – particularly the Oak Ridges Moraine and Greenbelt legislation.
- Seek Provincial funding commitment for the recommendations of the 30 Year Infrastructure report presented to Council in April 2005.
- Assessing the impact of development within the Region and determining whether or not it is proceeding on pace and in the direction of the original vision for development of a concentrated Centres and Corridors strategy.

- Examining and developing new policies in conjunction with the local area municipalities on ways to support the Centres and Corridors strategy.
- Applying sustainability factors in developing plans and policies for future development.
- Examining the need to tie development growth to available transportation capacity.
- Development of a new short term 5 year infrastructure implementation plan.
- Extending the horizon year for transportation infrastructure needs and development to the year 2036.

The updated plan is intended to provide:

- A basis for further updates to the Regional Official Plan.
- An outline of strategies and programs to deliver a sustainable funding model for a mature transportation system.
- An infrastructure program based on newly adopted environmental and growth management sustainability factors.
- A framework for partnership with the local area municipalities and the Provincial and Federal governments to provide infrastructure and funding to support the continued development of necessary transit and highway facilities.
- Consideration of other environmental effects such as air quality and traffic congestion in determining priorities for new investment.
- An update to transit market share estimates.
- Strategies, policies and facilities to support effective goods movement.
- Strategies, policies and facilities to increase walking, cycling, ridesharing and telecommuting.
- Strategies, policies and infrastructure to integrate transit with TTC, GO and other adjacent transit systems.
- A determination of in-house staffing needs to deliver new programs and infrastructure.

4.3 Scope of the Plan

The Transportation Master Plan deals primarily with surface transportation, but recognizes the existing vision for subway connections from Toronto to York Region and the needs of the airports in the GTA. It will include all modes, i.e., roads, air, marine, expressways, rail - conventional, rapid and commuter transit, walking and bicycling. It will deal with both passenger and goods transportation and will address the emerging urban form and changing travel patterns. It will update policies, guidelines and standards for capital improvements and deal with coordination between modes and other jurisdictions, particularly the Province, adjacent Regions and local municipalities for capital infrastructure. It will also need to examine the role of the Province and Federal governments for funding new Regional and highway infrastructure as well as the implications to the Region and the GTA of non-participation by the Province and Federal governments in funding.

The plan will deal with the growing transportation needs of the elderly and people with disabilities. It will also deal with all types of trips, i.e., work, school, shopping, recreational and goods movement and with non-capital opportunities to use

Transportation Demand Management (TDM) programs and Intelligent Transportation Systems (ITS)(for example, advanced systems to manage traffic, respond to incidents, locate and control transit fleets, facilitate transit fare integration and provide real time information to travellers). And finally, it will take into account the Region's growth management program and new sustainability factors for development.

4.4 Study Process

This study will be conducted with the assistance of consultants and the active participation of staff from the Planning Department, Finance Department and the Transit and Roads branches of the Transportation and Works Department. Significant portions of the study such as mapping, report preparation and publication, the supporting public web site, public presentation materials and portions of the background research and policy preparation will be completed by in-house staff. As the final product will ultimately be the responsibility of York Region to implement, it is essential that in-house staff are completely familiar with all aspects of the plan including assumptions and final recommendations. In depth knowledge of the plan provides greater ability to adapt the plan to changing conditions if required.

The knowledge and expertise of the Region's staff in these areas are leading edge. Regional staff have been at the forefront of planning and operations issues and are in the best position to provide the most intimate and valuable contribution to this study in areas of road needs, transit planning, operations and policy development. The Region must continue to maintain and expand its investment in this intellectual capital in order to address the challenges of continued growth in York Region and its role in the GTA.

In the future, it is foreseen that there should be further investment for sufficient in-house staff to ensure delivery of new programs and infrastructure with less reliance on outside consultants.

4.5 Project Schedule

The project is expected to start early in 2006, with a final draft to be formally circulated to the local area municipalities by June 2007. Adoption by Council is expected by the fall of 2007.

4.6 Guidelines for a Sustainable Transportation Master Plan

The Transportation Association of Canada is in the process of developing a set of sustainable transportation development guidelines. These are still draft at this stage, but provide an excellent guide to the Region and others on policy areas for the Master Plan to address. The Region has also established a "Towards Sustainability in York Region (TSYR) Advisory Group" to provide advice and suggestions on how to make Regional master plans more sustainable. This stakeholder advisory group is comprised of environmental and developer representatives in the Region. It is expected to develop a set of recommendations early in 2006. Notwithstanding this, it is contemplated that this study's municipal technical advisory committee (TAC) will review these guidelines and

develop an augmented set of sustainability guidelines for the study. Once these guidelines have been determined, the study would follow them.

One of the important aspects of the plan will be to review and assess the cost of providing for the capital infrastructure needs of the Region in light of changing economic developments forecasts.

4.7 Relationship to Vision 2026

The Vision 2026 goals include a vibrant economy, managed and balanced growth and the development of a world class transit system to support the major urban areas of the Region. Associated with the development of transit and other non-auto travel options is the protection for the natural environment. These liveable and sustainable concepts are essential elements of the Transportation Master Plan.

5. FINANCIAL IMPLICATIONS

Funds to retain a consultant to undertake the Master Plan update have been allocated in the 2006 and 2007 capital budget.

6. LOCAL MUNICIPAL IMPACT

As with the previous study, the study will involve representatives of all the local municipalities. It will also have an extensive public consultation process as outlined in the requirements for a master plan environmental assessment, followed by a formal municipal and agency review of the conclusions of the study.

7. CONCLUSION

The 2002 Transportation Master Plan stipulated a regular five year review of the plan. During the interval there have been a number of significant development and legislative changes. There has also been a great deal of success in starting up the planned VIVA transit network and the policies regarding development of the Regional Centres and Corridors have begun to take effect. It is now necessary to assess the degree to which these changes and initiatives have met with the expectations of the original plan and to project the Region's needs further to the year 2036. It will also offer the opportunity to put before the Province the business case for further investment by them in critical areas of new transportation infrastructure.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)

York Region

TERMS OF REFERENCE

Preface

York Region's vision for future transportation, as identified in 2002, outlined the need to develop a balanced network of roads and transit investment to support the Region's long term land use plan. The 2002 Transportation Master Plan (TMP) defined a thirty year plan for the continuing maturity of the arterial roads network in the urban areas, and the development of a rapid transit network that would effectively integrate local transit with GO Transit, TTC and other neighbouring existing and planned rapid transit systems.

This vision of the original plan is still considered valid. Now that the Region has made substantial progress toward the development of the transit plan and has embarked on a variety of related sustainable transportation projects such as the Smart Commute Initiative, this update will allow the public and other stakeholders the opportunity to comment on the further direction of the Plan.

The Region has also started on a growth management plan which will involve substantial consultation with the general public and other stakeholder groups. It is also nearing completion of the development of a set sustainability factors for new growth and infrastructure developed in consultation with environmental groups and developers.

The local area municipalities, surrounding Regions, the Province and Federal governments have recognized and supported the Region's Plan. Notwithstanding this support, this plan must also make the Region's business case for the need and timing of necessary Provincial infrastructure to support the Region's growth plan.

Background

York Region continues to be one of the fastest growing regions in Canada and it is expected to continue to experience rapid growth during the next 20 to 30 years. This rapid growth has already strained its transportation system. The 2002 TMP anticipated that the performance of the road system will degrade to unacceptable levels without policies and plans to significantly improve transit market share and develop more sustainable land use development plans to support the four designated Regional centres located along the major transit corridors. An update to the TMP is needed to ensure that continuing transportation decisions for an integrated network can be made within the

- Update the plan in the context of the Oak Ridges Moraine, Greenbelt and Places to Grow policies of the Province.
- Address continuing needs for freight/ goods movement in order to ensure the economic vitality of the Region.
- Examine policies and initiatives to support the development of pedestrian and cycling plans for healthy and diverse communities.
- Ensure that the future road and transit needs of the Region can be provided in a timely, efficient, cost effective and integrated manner.
- Provide a framework and plan for better inter-regional transportation connections and corridor protection including to the proposed Pickering Airport, Seaton community and other road needs in the Steeles Avenue corridor.
- Provide a business case for further improvements to Provincial highways and GO Transit.
- Consider the traffic implications of continued growth on the borders of York Region in Simcoe County, Peel Region and Pickering.

Along with a full review of the previously recommended infrastructure program, this update to the 2002 Master Plan must, among other areas, also address:

- The need for complementary infrastructure such as HOV lanes, other priority measures, parking policies, sidewalks, bicycle facilities and street lighting that will be required to support transit and land uses in mature urban communities.
- Organizational issues related to the provision and funding of necessary related infrastructure by others to support the sustainability plans outlined in the TMP update.
- Collector roads which will relieve the volume of local traffic along arterial roads and allow more effective transit bus services to be delivered.
- Policy and infrastructure (commuter lots, pricing) necessary to support the programs for transportation demand management alternatives which would be provided through emerging transportation management associations.
- The role of each level of government in providing and maintaining road and transit infrastructure.
- Examine the implications of the Province and/ or the Federal government not providing funding for transit or necessary highway improvements.
- Financing of major improvements required to serve traffic to and from major developing areas outside York Region.
- Funding mechanisms to ensure sustainable long term maintenance and reconstruction programs for a fully developed road and transit infrastructure system in order to maintain a state of good repair.

Expected Benefits

The Transportation Master Plan will provide numerous benefits to the Region:

Proposal:	P-05-92
Description:	2006 York Region Transportation Master Plan
Closing Date:	
Closing Time:	

recognizes the existing vision for subway connections from Toronto to York Region and the needs of the airports in the GTA. It includes all modes, i.e., roads, air, marine, expressways, rail - conventional, rapid and commuter transit, walking and bicycling. It deals with both passenger and goods transportation. It addresses the emerging urban form and the changing travel patterns. It includes policies, guidelines and standards for capital improvements. It deals with coordination between modes and other jurisdictions, particularly the Province, adjacent Regions and local municipalities for capital infrastructure, and the Province and Federal governments for funding. The plan will deal with the growing transportation needs of the elderly and people with disabilities. It will also deal with all types of trips, i.e., work, school, shopping, recreational and goods movement and with non-capital opportunities to use Transportation Demand Management (TDM) programs and Intelligent Transportation Systems (ITS), for example, advanced systems to manage traffic, respond to incidents, locate and control transit fleets, facilitate transit fare integration and provide real time information to travellers.

A major element of the study will be to determine the funding requirements for the Plan.

The time horizon for the plan will be 2036.

Regional Structure Component

Within the time frame for this plan, most major arterial roads in the southern urban area will be fully built out to six through traffic lanes, with a need to accommodate an increased number of buses, cyclists and pedestrians. The TMP will examine the implications of limited additional vehicular capacity in the built up areas and the vision for a higher density urban structure.

Over the last decade the Region has become more of an urban place with increasingly diverse housing stock, as well as a significant increase in the amount and nature of employment. Trends in the workplace such as telecommuting, variable work hours and the revolutionary effects of technology have altered work and travel patterns and the changing age demographic will also require an assessment of changing transportation needs.

These changes are evidenced by increasing east-west travel, two-way north-south travel patterns, an intensification of key Regional corridors such as Highway 7 and Yonge Street, and changes to the average trip length. In addition, York Region residents and workers have increased expectations regarding transportation choices. These recent growth trends, as well as new information available, make it essential to examine the impact of the Region's changing urban structure on the transportation system.

A number of Regional Official Plan amendments have been approved since the first TMP regarding policy directions that are closely tied to the transportation

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- Selected background reports on:
 - Pedestrians and cycling
 - Monitoring change 2001-2006
 - Streetscaping
 - Travel demand management
 - Infrastructure asset evaluation
 - YRT 5 year plan
 - YRTP network configuration

Participants

The study will be conducted under the direction of the Commissioner of Planning and Development Services. A small project management team with staff from the Planning and Transportation and Works departments will manage this project. Involvement of many agencies throughout the study is critical to its success. To facilitate such involvement, a Technical Advisory Committee will be established to include the following:

- York Region Local Municipalities
- GO Transit
- TTC
- Ministry of Transportation
- Ministry of Environment
- Ministry of Natural Resources
- City of Toronto, Regions of Peel and Durham, County of Simcoe
- Conservation authorities
- York Region Transportation and Works (Roads and Transit)
- York Region Finance

Products

The Transportation Master Plan study will result in a number of products, which will provide valuable information and guidance for future transportation decisions in the Region. Key products will include:

- Transportation vision
- Policies, guiding principles and performance targets dealing with such matters as coordination of land use and transportation, transit modal split, Transportation Demand Management and asset management
- Priority Setting Framework
- Medium and Long term (2036) transportation networks
- Short term (5 and 10 year) priorities and action plans
- Funding requirements to ensure sustainable development
- Process for annual performance monitoring, review and assessment