



Executive  
Summary

2022 YORK REGION

# TRANSPORTATION MASTER PLAN









# Planning for the next 30 years

York Region Council's vision of Strong, Caring, Safe Communities guides all Regional departments and staff to be accountable to the communities we serve. The **2022 Transportation Master Plan (TMP)** is the long-term vision for York Region's transportation network and aligns with the Vision's four areas of focus: **Economic Vitality, Good Government, Healthy Communities and Sustainable Environment.** The TMP considers the Region's transportation infrastructure needs over the next 30 years to support growth and the changing needs of travellers, while highlighting focus areas for further study.

By 2051, York Region's population is expected to grow to over two million residents and nearly one million jobs. To support this growth, the TMP is reviewed every five years to ensure the regional transportation network meets the needs of all motorists, pedestrians, cyclists and transit riders. The 2022 TMP builds upon the elements of the 2016 TMP and has been coordinated to align with the [Regional Official Plan](#) and the [Water and Wastewater Master Plan](#) updates.

The Plan also aligns with other applicable provincial legislation and guidance, including the Provincial Policy Statement, other land-use considerations and Metrolinx and Ministry of Transportation plans.

The 2022 TMP considered:

- Updates to the Regional Official Plan to accommodate population and job growth in line with new provincial forecasts
- Growing interest in active and eco-friendly travel options, including walking, cycling, carpooling and transit
- Participation and feedback from York Region residents and stakeholders
- Alignment with the Region's fiscal strategy
- Commitments by senior levels of government and the Region to build the Yonge North Subway Extension to the City of Richmond Hill

- Provincial plans for new and extended freeways with provision for parallel corridors dedicated to rapid transit
- New technology to collect and use data to improve efficiency, enhance safety and save costs

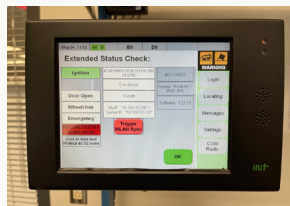


▲ York Region staff discuss and collect feedback on proposed changes to public transit system at a Public Information Centre held in 2019.

#### Safety technologies used in York Region:



Bluetooth and wi-fi sensors



Bus monitoring system

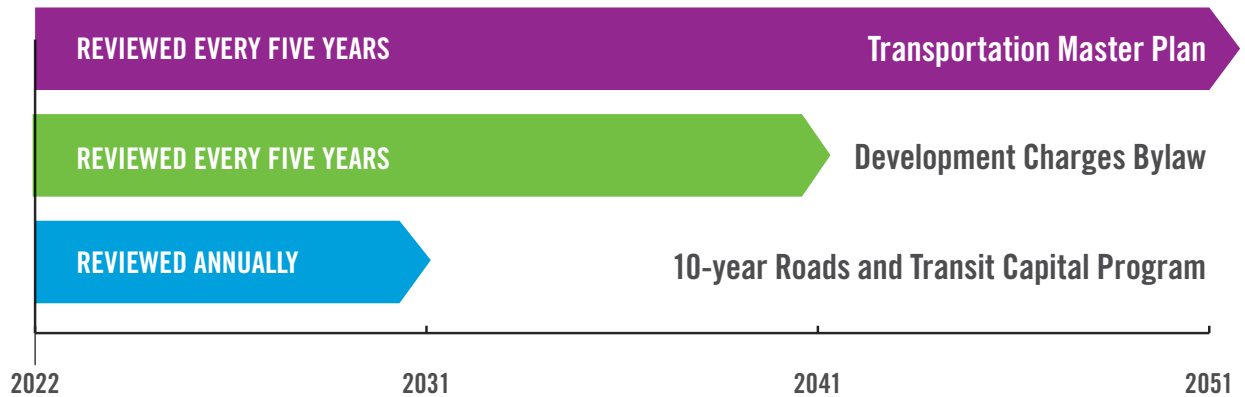


Pedestrian warning and collision avoidance system



Pre-emption for emergency vehicles

## Long Term Planning, Funding and Delivery of Capital Projects



▲ Time line for long-term planning, funding and delivery of capital projects

York Region's priorities for investment in the 2022 TMP are based on comprehensive input from a wide range of transportation users and other interested parties, including residents, elected officials, municipal, provincial and federal governments, Indigenous communities and other community and agency partners.

Progress on achieving the projects and priorities outlined in the 2022 TMP will be monitored through a comprehensive review every five years. In addition, annual status updates will inform Regional Council and the public on all focus area initiatives and actions, planned and completed work. Developing progress indicators and a framework for reporting will be key initiatives of the first status update.

## Listening and learning

The Region consulted and engaged with a diverse and inclusive range of travellers, residents, Indigenous communities, community partners, stakeholders and other interested parties in updating the TMP.

The TMP utilized a variety of engagement tools to seek input including virtual public information centres, interviews, surveys, virtual meetings, focus groups and various online platforms. All input received throughout the process was reviewed and considered for inclusion in the final plan.

Engagement focused on three elements: discover, explore and reveal.

### **Discover: Needs and opportunities**

Discover was the first phase of the TMP study. It provided an opportunity for the community to learn about the master plan process and to envision the future of transportation in York Region.

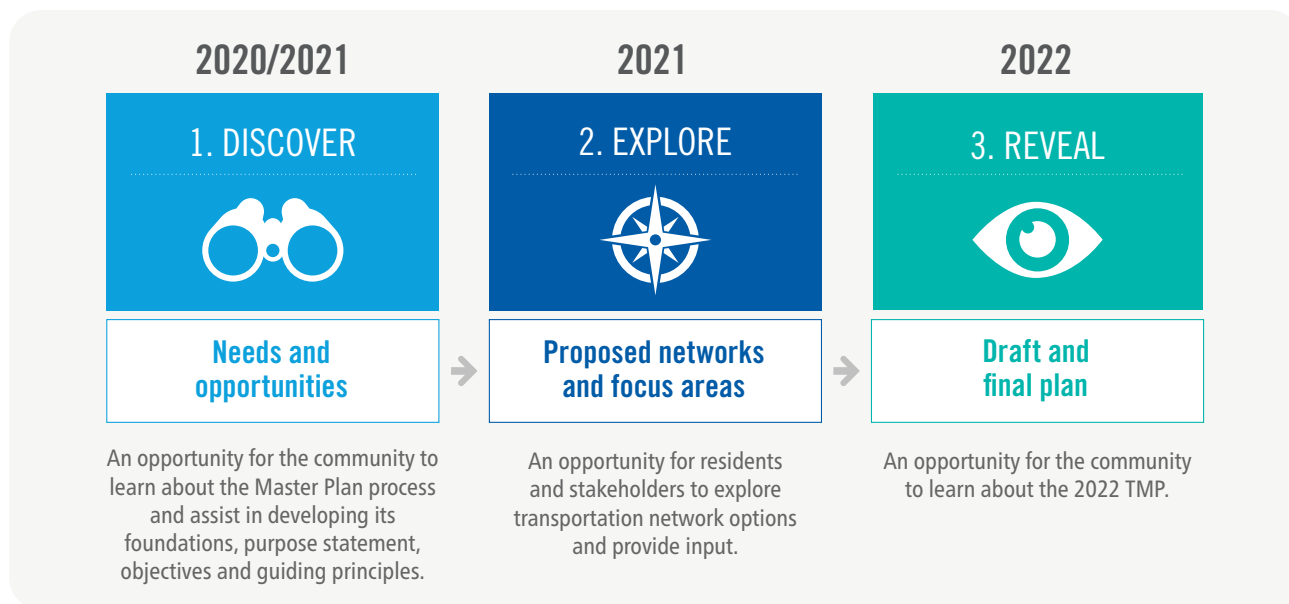
### **Explore: Proposed networks and focus areas**

This element focused on encouraging residents and interested parties to explore transportation network options and provide input through a variety of engagement tools including an interactive mapping tool and a virtual ideas wall.

### **Reveal: Draft and final plan**

The third and last step was to reveal the outcomes of engagement, technical assessment, background studies, planning and other work that went into drafting the 2022 TMP.

Through the engagement process, staff learned residents and stakeholders see connected communities and safe, sustainable and convenient travel options as high priorities. While most residents now travel mainly by car, many are interested in using other options.



It is clear residents understand the connection between how transportation is provided and how welcoming and livable a community is. While residents want to be able to easily get to transit hubs, schools and stores in their communities and even to further destinations using options other than their car, they want to feel safe and supported while doing so.

These themes are not new, as they have been raised in previous TMP updates. What is new, however, is the extent to which residents are not just talking about these changes — they are adopting them:

- Most want to continue working from home at least part of the time
- Interest in other travel options is growing
- A larger share of people both live and work in the Region
- A shift to electric vehicles is underway among car owners
- Respondents would invest half the budget in transit, walking and cycling options
- Youngest and oldest age groups are least likely to own or drive a car

## Foundations of the TMP

The purpose of the TMP is to guide staff in planning, building, operating and maintaining a connected transportation network that is safe, sustainable, efficient, reliable and ready for the future. It balances the needs of the unique communities across York Region and is further supported by the following objectives:



▲ York Region staff discuss plans at a road construction site.

**Make the best use of infrastructure and services:** Maximize the effectiveness of the existing road network

**Encourage all types of travel:** Design Regional roads to accommodate all ages, abilities and modes of travel, including active transportation, transit, passenger vehicles and goods movement

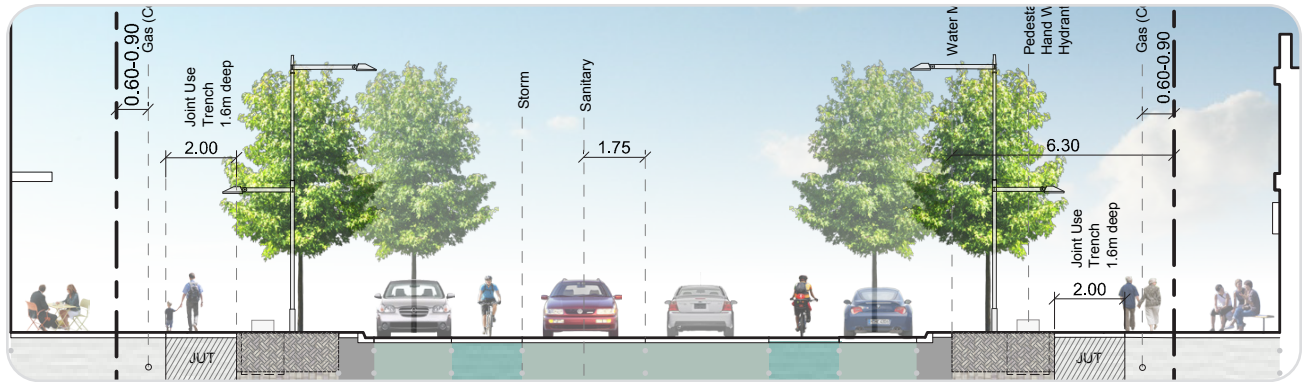
**Provide a resilient and adaptable transportation network:** Adapt to changing environmental, social, financial and technological landscapes

**Enhance partnerships:** Recognize the importance of collaborating with the public, private and non-profit organizations to provide transportation infrastructure, programs and services

**Actively engage and share information:** Learn from all residents and stakeholders

**Align project costs:** Ensure project costs are consistent with the Region's fiscal strategy, the 10-Year Roads and Transit Capital Construction Program and obtain Regional Council approval annually





## Mapping York Region's transportation future

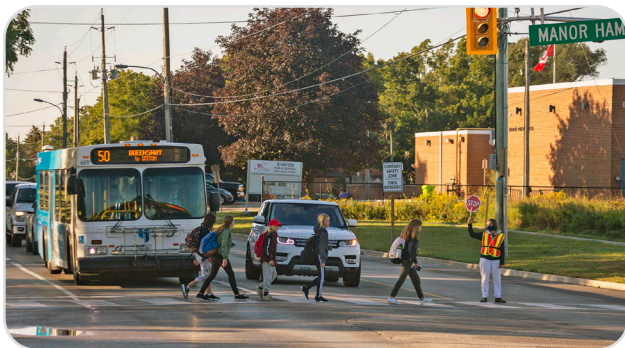
As a long-term infrastructure plan, the TMP contains three main elements:

- 1. Active transportation:** Travellers are walking, cycling and using other human-powered options to get to work or school, run errands or simply enjoy being outdoors more often. The plan supports a well-integrated network of bike lanes, trails and multi-use paths to make these options easier and safer for all users. (See Cycling [Map 1](#) and Trail [Map 2](#) in the Appendix)
- 2. Rapid transit:** The plan recommends additional rapid transit corridors to address the Region's growth to 2051 and beyond. (See Transit [Map 3](#) in the Appendix)

▲ Cross-section of street corridor demonstrating integration of space for multiple modes of travel and utilities. Where feasible, cycling facilities will be relocated to the boulevard.

- 3. Optimized road network:** Investments will target managing traffic flow in the Region's most congested areas, improving roads in new development areas and enabling better access to freeways, Regional Centres, rapid transit and key links to major employment areas by making efficient use of the existing assets, such as roads, lanes and intersections, as well as investing in new projects. (See Road [Map 4](#) in the Appendix)

Transportation network maps have been developed to identify the transportation infrastructure required in York Region by 2051 to provide multiple travel options to serve pedestrians, cyclists, transit users and motorists.



▲ TOP TO BOTTOM: Cyclist travels along multi-use path between Woodland Hills Boulevard and Cliff Trail in the Town of Aurora. Students cross Leslie Street in the Town of East Gwillimbury with assistance from a crossing guard. Mobility On-Request client exits vehicle.

## Strategic approach to change

The TMP identified five focus areas, each of which brings together several related priorities:

- > Safety for all travellers
- > Transportation equity and inclusion
- > Reduce car travel, especially during rush hours
- > Fiscal and environmental sustainability
- > Role and function of Regional corridors

While many investments and actions within Transportation, Public Works already reflect these priorities, further work and study by the Region and its partners will identify opportunities for new and/or improved approaches. Recommended actions and initiatives will be brought forward to York Regional Council for review and endorsement through the annual capital plans over its next four-year term.

## From plan to action

This TMP identifies the need for both specific and groups of projects to meet the demands of growth and provides an estimate of total costs for these projects. The cost of a project may be shared in part or fully by local municipalities, rail authorities and senior levels of government. The following section discusses funding sources, including contributions from other levels of government. Estimated initial capital costs of the networks and related programs recommended in this update are \$12.4 billion for transit, \$496 million for active transportation and \$4.2 billion for roads.

It is important for York Regional Council, stakeholders, partners and the public to see progress being made towards the TMP's purpose statement, goals and objectives.

Progress will be monitored through an annual TMP status update and a lengthier progress report every five years that help determine when the next update is needed. The annual update will show the status of all focus area initiatives and actions in the TMP. It will keep York Regional Council and the public informed about the work the Region has done and plans to do. The status update will also be used by staff in annual work planning and budgeting.

Developing progress indicators and a framework for reporting will be key initiatives of the first status update as measurement is key to evaluating effectiveness.



▲ Aerial view of Major Mackenzie Drive West in the City of Vaughan including agricultural land and storm water management ponds.



## Appendix Maps

**Enlarged maps may be found in the links below:**

Map 1 [2051 Regional Road Cycling Network](#)

Map 2 [2051 Regional Trails Network](#)

Map 3 [2051 Regional Rapid Transit Network](#)


Map 4 [2051 Regional Road Network](#)

# YORK REGION


## Map 1 2051 Regional Road Cycling Network

### LEGEND








#### Existing Network\*

 Dedicated/Separated Facilities (Protected Bike Lane, Shared Pathway, Bike Lane)

#### Proposed Cycling

 Cycling Facility to be determined in Consultation with Pedestrian and Cycling Planning and Design Guidelines

### BASE MAP INFORMATION

	Provincial Freeway		Urban Boundary
	Provincial Highway		Built-up Area
	Road		Designated Urban Area
	Railway		

\*Note: Wherever possible, existing cycling network is subject to infrastructure improvements in order to align with the Pedestrian and Cycling Planning and Design Guidelines

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0 1 2 4 6 8 10 12 km



 York Region

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Date: 9 November 2022

# YORK REGION

## Map 2 2051 Regional Trail Network

### LEGEND

#### Trails of Regional Significance

- Existing Region-Wide Trail Network
- Recommended Region-Wide Trail Network

### BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway
- Urban Boundary
- Built-up Area
- Designated Urban Area

\*Note: Wherever possible, existing cycling network is subject to infrastructure improvements in order to align with the Pedestrian and Cycling Planning and Design Guidelines

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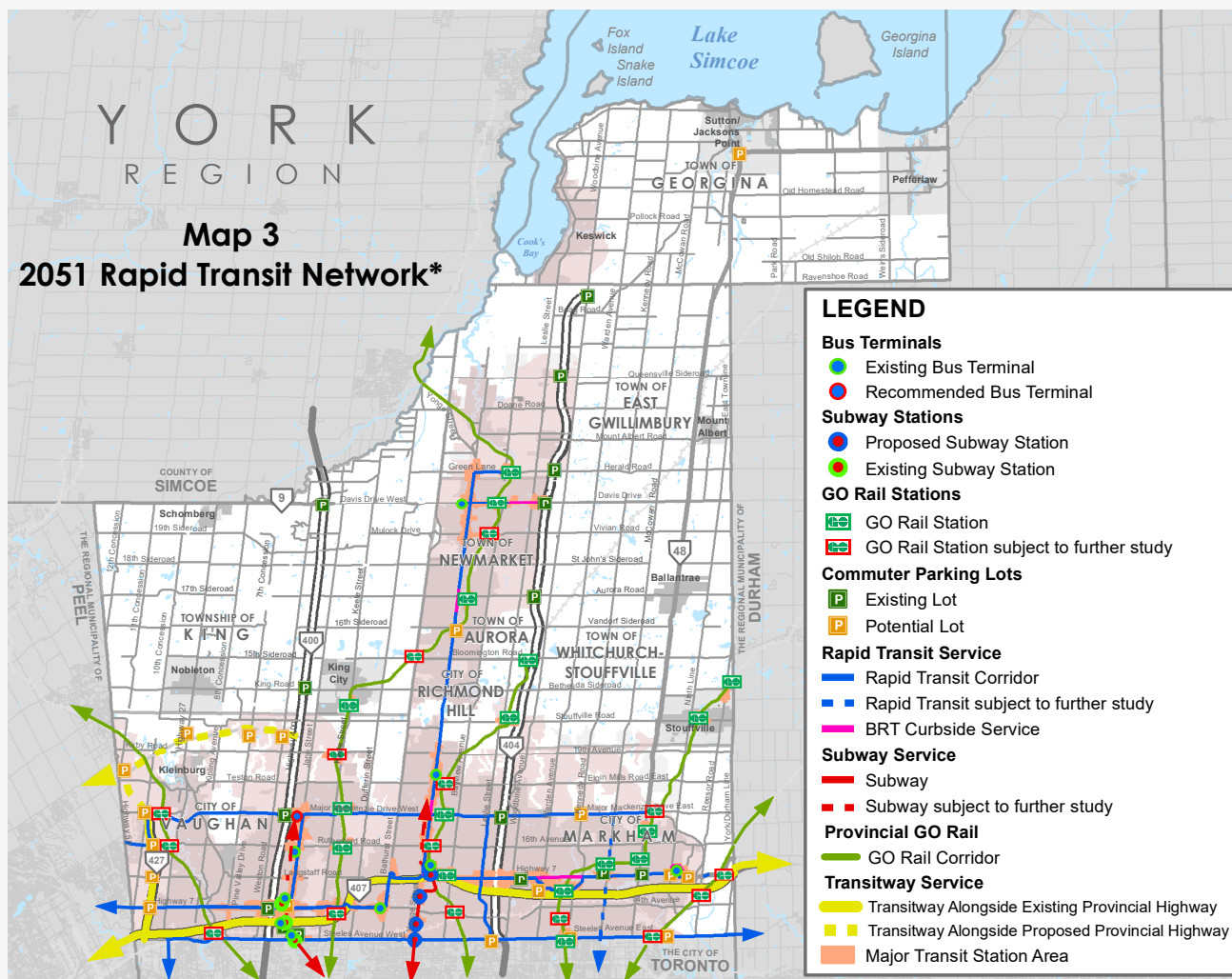


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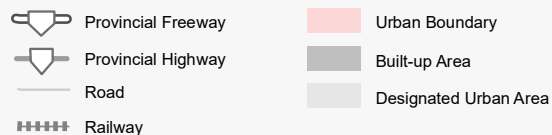
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### BASE MAP INFORMATION



\*Note: This map represents the long-term transit plan for the Region. For more information on current transit services, please visit [www.yrt.ca](http://www.yrt.ca)

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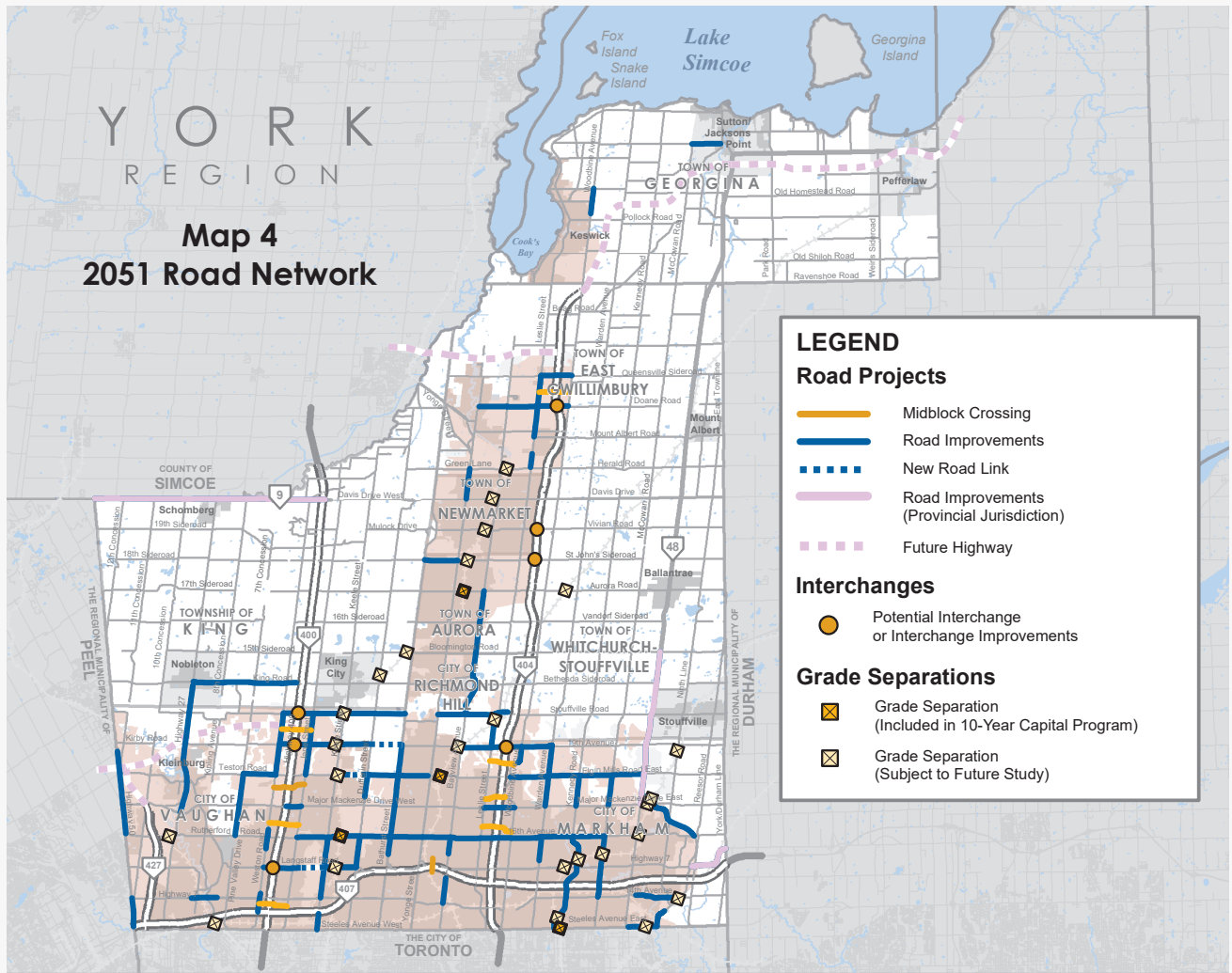
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## Map 4 2051 Road Network



### LEGEND

#### Road Projects

- Midblock Crossing
- Road Improvements
- - - New Road Link
- Road Improvements (Provincial Jurisdiction)
- - - Future Highway

#### Interchanges

- Potential Interchange or Interchange Improvements

#### Grade Separations

- Grade Separation (Included in 10-Year Capital Program)
- Grade Separation (Subject to Future Study)

### BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- - - Railway
- Urban Boundary
- Built-up Area
- Designated Urban Area

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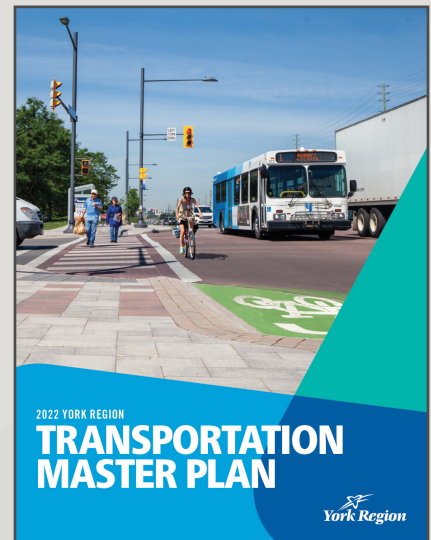
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To read the full version of the 2022 Transportation Master Plan, or for more information about other York Region official plans, visit: [york.ca/TMP](https://york.ca/TMP)



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