

Clause 4 in Report No. 10 of Committee of the Whole was adopted by the Council of The Regional Municipality of York at its meeting held on June 23, 2016 with the following additional recommendation:

6. Receipt of the communication from Dr. Anthony Francescucci, Weston Downs Ratepayers Association, dated June 23, 2016.

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2016 Transportation Master Plan Update

Committee of the Whole recommends:

1. Receipt of the presentation by Stephen Collins, Director, Infrastructure Management and Project Management Office, Transportation Services.
2. Receipt of the following deputations regarding the proposed widening and extension of 15th Sideroad:
 1. Franklin Moskoff, Q.C., Resident, King City
 2. Rosalind Elson, Resident, King City
 3. Alex Nelyubin, Resident, King City
 4. Joseph Gennaro, Executive Director, Augustinian Fathers (Ont) Inc., Marylake Monastery, King City
 5. Julie Nevin, Treasurer, Kingscross Ratepayers Association, King City
 6. Mandy Kang, Resident, King City
 7. Chris Dunn, Resident, King City
3. Receipt of the following communications regarding the proposed widening and extension of 15th Sideroad:
 1. John MacLennan, Resident, King City, dated May 30, 2016
 2. Gary and Jane Brooks, Residents, King City dated May 30, 2016
 3. Br. Paul Koscielniak, OSA, Local Superior, Marylake Monastery, The Augustinians, dated May 30, 2016
 4. Quinto M. Annibale, Loopstra Nixon, dated May 31, 2016

2016 Transportation Master Plan Update

5. Hiltrude and Rolf Zugelder, Residents, King City dated May 31, 2016 and June 8, 2016
 6. Mary Muter, Co-Chair, Kingscross Ratepayers Association
 7. Adina Smolcic, Resident, King City, dated May 31, 2016
 8. Noel Corbett, Resident, King City, dated May 31, 2016
 9. Annette K. Hansen, Resident, King City, dated June 1, 2016
 10. Julie and Dave MacIver, Residents, King City, dated May 31, 2016
 11. Boris and Marleen Bratuhin, Residents, King City, dated June 5, 2016
 12. Karen Fiorini, Resident, King City, dated June 8, 2016
 13. Maria Polsinelli, Resident, King City, dated June 8, 2016
 14. Tony and Tiziana DiLena, Residents, King City, dated June 8, 2016
 15. Ric Bedard, Cetaris, dated May 31, 2016
4. Receipt of the communication from Quinto M. Annibale, Loopstra Nixon, dated May 31, 2016 regarding the proposed completion of the link for Pine Valley Drive in the City of Vaughan.
 5. Adoption of the following recommendations, as amended, contained in the report dated May 31, 2016 from the Commissioner of Transportation Services:
 1. Council endorse the 2016 Transportation Master Plan update study and Executive Summary report (Attachments 1 and 2).
 2. A Special Study Area be added to the 2016 Transportation Master Plan update for the area surrounding the proposed extension and expansion of 15th Sideroad west of Keele Street (Y.R. 6), in the Township of King.
 3. The Regional Clerk forward the 2016 Transportation Master Plan update study and Executive Summary report to local municipalities, Durham Region, Peel Region, Simcoe County, City of Toronto, Toronto Transit Commission, Metrolinx, Toronto and Region Conservation Authority, Lake Simcoe Region Conservation Authority, Greater Toronto Airport Authority, Provincial Ministries of Transportation, Municipal Affairs and Housing, Environment and Climate Change and Economic Development, Employment and Infrastructure, Federal Ministry of Transport, Parks Canada and the Building Industry and Land Development Association for information.

4. Implementation of future projects generated from the 2016 Transportation Master Plan update be determined through the annual budget process.
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Report dated May 31, 2016 from the Commissioner of Transportation now follows:

1. Recommendations

It is recommended that:

1. Council endorse the 2016 Transportation Master Plan update study and Executive Summary report (Attachments 1 and 2).
2. The Regional Clerk forward the 2016 Transportation Master Plan update study and Executive Summary report to local municipalities, Durham Region, Peel Region, Simcoe County, City of Toronto, Toronto Transit Commission, Metrolinx, Toronto and Region Conservation Authority, Lake Simcoe Region Conservation Authority, Greater Toronto Airport Authority, Provincial Ministries of Transportation, Municipal Affairs and Housing, Environment and Climate Change and Economic Development, Employment and Infrastructure, Federal Ministry of Transport, Parks Canada and the Building Industry and Land Development Association for information.
3. Implementation of future projects generated from the 2016 Transportation Master Plan update be determined through the annual budget process.

2. Purpose

This report seeks Council endorsement of the 2016 Transportation Master Plan (TMP) update study and Executive Summary report. The 2016 Transportation Master Plan update provides infrastructure and policy recommendations necessary to accommodate anticipated population and employment growth to 2041 and to inform the Development Charge Bylaw update in 2017. Upon Council endorsement, staff will notify the public and stakeholders of the completion of the 2016 Transportation Master Plan update including posting the master plan report onto the Regional website (www.york.ca).

3. Background

Transportation remains the number one issue for residents in York Region

Residents have identified transportation, and specifically congestion, as one of the Region's most significant issues for more than a decade. To ensure the needs of residents and the Region are met, a Transportation Master Plan Advisory Task Force (Task Force) was established to oversee development of the TMP. The creation of this Task Force, chaired by the Regional Chairman and Chief Executive Officer, emphasizes the Region's commitment to responding to the concerns of its residents and key stakeholders. The Transportation Master Plan update has been further supported and informed by extensive community consultation and input from many partners including local municipalities, agencies, other stakeholders and members of the public.

York Region is building a seamless, interconnected system of mobility to address the Region's forecasted growth to 2041

Since 1971, the Region's population has increased nearly seven-fold, as more than 1.16 million people now call York Region home, with an additional 630,000 people expected to move into the Region by 2041. Alongside this population growth, the Region is forecasted to add more than 325,000 jobs over the same period. Through Amendment 2 to the Growth Plan for the Greater Golden Horseshoe, the Province has allocated the highest proportion of growth in the Greater Toronto Hamilton Area (GTHA) to York Region.

Accommodating forecasted growth and achieving the vision articulated in Vision 2051 and the York Region Official Plan is dependent on the Region's ability to build an interconnected system of mobility. This system will provide residents, business and visitors with transportation options to reach destinations both within and beyond the Region's borders. Realizing this vision will be accomplished by facilitating connections between YRT/Viva and GO Transit and other adjacent transit systems and by enabling better integration of all modes of travel, including the use of technology-based services.

To meet the needs of the growing population and workforce, the Region will need to adapt the transportation network to provide flexibility in the future. Historically, throughout the Province, transportation infrastructure has been underinvested, which has contributed to congestion experienced throughout the Region today.

Senior levels of government must continue investing in and building an integrated transportation network

The inter-jurisdictional nature of mobility in the GTHA continues to increase the complexity of delivering transportation services and infrastructure. There are significant opportunities for the Region to align current master planning efforts with both the Provincial and Federal governments continuing to invest in sustainable transportation options. Based on progress made delivering objectives of the 2002 and 2009 TMPs and the 2008 Pedestrian and Cycling Master Plan, the Region is positioned to leverage the Province's recent investments in rapid transit and highway expansion to fundamentally shift how people choose to travel in York Region.

In 2015, the Province announced a commitment to deliver Regional Express Rail within the next 10 years. The Regional Express Rail service concept will provide all day, two-way GO Transit service on two of the Region's three GO Transit rail corridors. Both the Provincial and Federal governments must continue to play a significant role in providing capital investments in infrastructure necessary to support mandated population and employment growth. With multiple levels of government having jurisdiction over various components of the transportation network, a partnership approach is necessary to ensure the delivery of an integrated network for the Region's residents, businesses and visitors and to support growth to 2041.

This TMP update increases reliance on the Provincial and Federal governments to create a flexible and efficient transportation system focused on sustainability

The TMP seeks to meet the goals and objectives articulated in Vision 2051 and the York Region Official Plan to support population and employment growth by maximizing the use of existing infrastructure while strategically leveraging future infrastructure investments. The TMP addresses the needs of future growth, responds to evolving transportation trends, improves options for sustainable travel and optimizes and transforms the road network in York Region. Historically, transportation master planning efforts focussed on improving traffic flow, road capacity and speed. However, this TMP update embraces changes in the transportation industry and will ensure the Region is positioned to leverage emerging technology and focus on sustainable mobility planning for the future.

The TMP update has been coordinated with updates to the York Region Official Plan and Water and Wastewater Master Plan and will inform the Development Charge Bylaw in 2017

Updates to the York Region Official Plan, Water and Wastewater Master Plan and TMP are being coordinated to ensure the Region is planning comprehensively to accommodate future growth and support the future articulated in Vision 2051. This coordination will inform background studies required to update the Region's Development Charge Bylaw in 2017. Throughout the TMP update process, extensive public and stakeholder consultation efforts have been coordinated between the Region's infrastructure master plans and the York Region Official Plan update to ensure residents and stakeholders understand the relationship between these three foundational documents.

The TMP update and future project implementation will continue to protect and enhance the natural environment and cultural heritage

The 2009 TMP introduced Principle 3: Protect and Enhance Natural Environment and Cultural Heritage. Many of the actions presented under Principle 3 are also reflected in the York Region Official Plan, which provides part of the foundation for the TMP update. Chapter 2 of the York Region Official Plan includes specific policies related to planning infrastructure to avoid impacts to the Regional Greenlands System, ensure careful management of stormwater through innovative techniques, coordinating projects and reducing the overall need for infrastructure. It is also an objective of the York Region Official Plan to identify, protect and enhance the Regional Greenlands System and its functions to ensure a healthy system rich in biodiversity. Section 2.1 further confirms this is a policy of Council and provides direction to ensure that infrastructure projects are sensitive to and enhance features of the Regional Greenlands System.

Staff have incorporated principles previously established in the 2009 TMP in the 2016 TMP update. The inclusion of this particular principle provides a strong foundation for the Region to continue to deliver infrastructure projects in a manner that preserves and enhances the natural environment and cultural heritage.

Draft growth scenarios for population and employment to 2041 informed TMP recommendations

Working with the Planning and Economic Development branch and the Finance Department, transportation needs were assessed based on analysis conducted for the Municipal Comprehensive Review, specifically the 2041 York Region Draft Growth Scenarios and Land Budget (Clause 6, Report No. 7 of Committee of the Whole, April 23, 2015) presented to Council in April 2015. Draft growth scenarios

were developed based on varying degrees of intensification, including a 40 per cent intensification scenario, a 50 per cent intensification scenario and a “no urban expansion” (approximately 65 per cent intensification) scenario. In February 2016, Council confirmed a minimum intensification target of 40 per cent be used for growth management to 2041. In response, the Planning and Economic Development branch developed a refined and updated 40 per cent intensification scenario and land budget.

In May 2016, the Province released draft amendments to Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan). Proposed amendments are extensive and recommend the minimum intensification rate be increased from 40 per cent to 60 per cent and further proposes to increase minimum greenfield area density from 50 jobs and people per hectare to 80 jobs and people per hectare. Population and employment forecasts for York Region remain unchanged, with the Region expected to accommodate approximately 1.79 million people and 900,000 jobs by 2041. Once the Province finalizes amendments to the Growth Plan, and other Provincial plans, the 2041 growth scenario will be finalized.

The TMP update is based on infrastructure and policy needs to support the delivery of an interconnected system of mobility for residents, businesses and visitors to 2041. TMP recommendations focus the vast majority of infrastructure investment in the Region’s existing built-up areas. This will ensure infrastructure delivery is aligned with anticipated population and employment growth in the Region’s Urban Growth Centres in Markham, Newmarket, Richmond Hill and Vaughan. Proposed investments in the TMP update, particularly in transit, support direction and levels of intensification in line with draft amendments to the Growth Plan. In addition to alignment with Provincial plans and direction, other factors considered in the development of TMP recommendations include connectivity with transportation systems of local and adjacent municipalities and delivering a comprehensive, connected network. Staff will continue to monitor and review a revised Regional growth management strategy and will review phasing of proposed infrastructure delivery, if necessary.

The TMP is based on infrastructure and policies to achieve mobility goals of Vision 2051 and the York Region Official Plan

The TMP has been developed based on the specific mobility needs of York Region. In response to the top concern of residents to reduce congestion, the TMP puts forth a number of recommendations for new initiatives and improvements to existing policies and programs based on what is required to best manage increasing levels of congestion corresponding with growth and provide sustainable options for improved mobility.

York Region currently has some of the longest commute times in the GTHA, with private automobiles carrying nearly 86 per cent of all person-trips in the weekday morning peak period. More than 90 per cent of all trips less than five kilometres taken within the Region are made using a car. As the Region grows by more than 50 per cent to 2041, residents will need to reconsider their current mobility choices. Due to a number of factors, including limited space, the Region will not be able to build enough additional road capacity for private automobiles in the future. Improving the transit and active transportation networks will provide viable alternative options for people to move about the Region safely and efficiently, without a car.

The TMP update introduces new policy areas to support delivery of a transportation system that meets present and future needs of residents and businesses in York Region

As the Region continues to grow and urbanize, transportation needs and preferences of residents and workers will continue to shift away from private automobile use. To support and encourage this shift in behaviour, the TMP update proposes five new policy areas, previously presented to Council in February 2016 ([Clause 3, Report No. 2 of Committee of the Whole, February 4, 2016](#)). The proposed policy principles and actions will enable delivery of a transportation network that will meet present and future needs of residents and businesses in York Region. Further development of policy principles and actions during implementation of the TMP update will promote flexibility in operation of the transportation network so benefits of emerging technology are leveraged to move people and goods efficiently and support economic growth. The following five new policy areas are based on local municipal, stakeholder and public consultation, and are supported by the Task Force. These are presented in detail in Attachment 1.

- Finer grid network
- Corridor evolution
- Commuter parking management
- Goods movement network
- Boulevard jurisdiction

Infrastructure projects in the TMP are prioritized based on meeting the needs of growth and development

TMP recommendations have undergone a rigorous process of evaluation, refinement and prioritization throughout development of the update. Timing for infrastructure projects identified in the 2041 TMP networks were prioritized based on an evaluation of two kilometre by two kilometre segments using consistent criteria in four broad categories, including current and projected infrastructure capacity, levels of anticipated development, multimodal connections and population and employment projections.

Objectives of the TMP focus on providing residents and businesses with a competitive advantage. The TMP objectives (Table 1) were developed through consultation with the Task Force, various internal departments, local municipal staff and external stakeholders. To achieve each objective, a number of strategies, policies and actions are recommended to optimize, expand and transform the transportation system in York Region.

**Table 1
Transportation Master Plan Objectives**

Objective	Purpose
1. Create a World Class Transit System	Provide a seamless, interconnected system of subways, rapid transit lines, a frequent transit network and other transit services
2. Develop a Road Network Fit for the Future	Using technology and innovation, optimize the road network to move the most people by optimizing traffic management, urban design and providing opportunities to support all modes of travel
3. Integrate Active Transportation in Urban Areas	Ensure a sustainable transportation system for the future that will support healthy communities and reduce greenhouse gas emissions through supporting cycling and walking
4. Maximize the Potential of Employment Areas	Through technology and partnerships, efficiently and safely move employees and goods across and through York Region and support economic growth
5. Making the Last Mile Work	Influence travel choices through a combination of transportation demand management initiatives, innovative solutions and pricing options

4. Analysis and Options

The TMP update will guide the creation of an advanced interconnected system of mobility in the GTHA that will give York Region residents and businesses a competitive advantage. Objectives of the TMP will enable the Region to continue to focus on maintaining residents' high quality of life, while delivering a sustainable and accessible transportation system that further supports economic vitality, social equity and health of the Region's residents. The following sections articulate how each objective of the TMP will move the Region towards achieving Vision 2051.

Providing convenient, frequent and accessible transit service is essential to support mobility and growth in York Region

Providing exceptional customer experiences on transit in York Region enhances the mobility of residents by providing an attractive alternative to private automobiles. The TMP provides a long-term plan to achieve a 30 per cent mode split by shifting behaviour and making transit a more attractive travel option to more residents, businesses and visitors of the Region. Achieving the target of 30 per cent of the Region's population meeting their mobility needs by modes other than the car is critical to supporting the goals of Vision 2051 and the York Region Official Plan.

Partnerships with senior levels of government are vital to ensuring necessary rapid transit infrastructure is delivered to support mandated growth and intensification

Continuing to leverage investments made by senior levels of government in the delivery of rapid transit programs and projects, such as the vivaNext BRT program, Regional Express Rail and the Toronto-York Spadina Subway Extension, is vital to the creation of a world class transit system in the Region. In addition to optimizing the transit system to capitalize on Provincial investments, a number of currently unfunded rapid transit corridors identified in the TMP are required to accommodate growth to 2041. These unfunded corridors include the future Yonge North Subway Extension, new bus rapid transit along Major Mackenzie Drive, Jane Street, Woodbine Avenue, Leslie Street/Don Mills Road and extensions of existing rapidways on Yonge Street and Highway 7. By enabling more residents to choose transit for all or part of their trips, the Region will ensure the continued sustainability of the transportation system, relieve congestion and better protect the natural environment.

In addition to making infrastructure investments, the TMP recommends development of a Ridership Growth Strategy, which includes implementing the Frequent Transit Network, undertaking a commuter parking strategy and supporting improved fare integration with adjacent transit systems. Providing more options to bridge the “last mile” of a transit trip is also supported with improved pedestrian and cycling connections and integration with technology-based solutions.

Optimizing and transforming the road network enables the Region to adapt to future changes in technology and travel demand

To develop a road network fit for the future, the Region will continue to operate the Regional road network to efficiently move the most people and goods. To achieve this objective, the Region will pursue a number of new directions and undertake significant capital works, such as completing missing links in the arterial grid network, planning for and protecting midblock collector road crossings of 400-series highways and establishing criteria to designate existing and future general purpose lanes to High Occupancy Vehicle or transit-only lanes. The Region is working with Metrolinx on delivering context-sensitive road-rail grade separations to support the Regional Express Rail service concept, while minimizing impacts to transit services and the Regional road network.

Technology will continue to play an increasingly important role in improving the capacity of the transportation system to move people efficiently. Emerging advancements in vehicle design and capability are based on the concept of connected vehicles that are able to communicate with other vehicles, smartphones, traffic signals and other technology used in transportation. Integrating broadband communication infrastructure within transportation corridors, such as fibre optic cable installed along vivaNext corridors, further supports opportunities to leverage emerging technologies. Staff continue to monitor and assess the potential benefits and impacts of these technologies.

Completing the pedestrian and cycling network supports healthy and active communities

York Region is advancing the vision of creating vibrant and livable communities by strategically focusing growth within the Region’s four Provincially-designated Urban Growth Centres. By concentrating population and employment growth in the Region’s urban areas, opportunities to support active modes of transportation such as walking and cycling will increase. The TMP recommends a number of policies and actions to enable residents to choose to walk or cycle for all or part of their trips, particularly in urban areas where greater connections to rapid transit and amenities exist.

The Region recognizes the benefits of providing active transportation options, including improved health of residents, better air quality through reduced greenhouse gas emissions, a more connected and efficient transportation network and decreased levels of traffic congestion. By providing more consistent and connected active transportation infrastructure such as multi-use paths, continuous sidewalks and illumination, the Region will also be bridging the “last mile” of transit trips for longer distance travel. To date, jurisdiction over boulevard elements on Regional roads, such as sidewalks and illumination, has been the responsibility of local municipalities. As a result, coordinating the delivery of road work with boulevard elements has created gaps in the sidewalk network and illumination along many Regional roads. The TMP recommends the Region assume full jurisdiction of boulevards on Regional roads to support a complete network for pedestrians and ensure residents have safe and accessible routes to transit stops, stations and destinations.

Prioritizing the efficient movement of people and goods will support economic vitality and prosperity in the Region

Maximizing the efficient movement of people and goods and accessibility of the Region’s employment areas is integral to York Region’s economic vitality. In an increasingly global economy, vibrant, livable and healthy communities offering high-quality services and infrastructure attract top employers and employees. The Region’s significant investment in transit has also helped shape York Region’s employment growth in the Centres and Corridors. Continued investment in rapid transit will serve to increase workforce accessibility for existing and future employers.

The TMP recommends a number of initiatives to support a competitive economic environment that encourages investment and a diversity of employment opportunities for the Region’s residents to live, work and play in the same communities. The highest priority projects required to support employment and goods movement in the Region are the delivery of the Langstaff Road “missing link” and facilitating better connections between rapid transit and employment areas. For the Langstaff Road missing link, bridging this significant gap in the Region’s arterial grid network will divert truck traffic from Highway 7 to Langstaff Road, helping to foster the active, urban corridor envisioned for Highway 7.

Today, congestion causes delays in travel times for the movement of both goods and people, which ultimately diminishes the quality of life of the Region’s residents. Implementing the TMP and developing a comprehensive strategy for goods movement will enable the Region to work in partnership with other agencies and industries. This partnership approach will help ease congestion and develop innovative solutions that meet the needs of all residents and stakeholders, while continuing to attract investment, create jobs and foster economic growth in York Region.

Parking management and technology are vital to influencing travel mode choice and bridging the “last mile”

Making the “last mile” work will be achieved by influencing travel choices through transportation demand management initiatives, innovative solutions and pricing options. The “last mile” refers to the point or moment when decisions are actually made regarding which mode to use to complete a given trip. The introduction of this concept is a progression from previous TMPs. A number of policies, actions and strategies presented in the TMP support transit-oriented development and endeavour to manage the supply of free parking in the Region to encourage residents to consider alternate options to reach destinations.

According to the 2015 Environics Survey, approximately 61 per cent of residents in York Region would consider not driving if they were required to pay for parking at their destinations. To capitalize on encouraging this behavioural shift, the TMP recommends undertaking a commuter parking management strategy to introduce a suite of parking policies to encourage the use of technology-based solutions such as trip-planning, ride-hailing and ride-sharing smartphone apps to help connect people to transit.

Implementation of the TMP requires a continuous partnership approach with all stakeholders

The Region’s proven ability to cultivate and leverage partnerships to deliver transportation services will continue to be vital to the success of the TMP. Coordination with the public, other levels of government, agencies and the development industry will ensure proactive implementation, consensus-building, accountability and transparency in the delivery of TMP initiatives to meet evolving needs of residents and businesses.

As part of the master planning process, the TMP update will be filed for a minimum 30-day public review period and circulated to all local municipalities and stakeholders for review and comment to comply with Municipal Class Environmental Assessment requirements. Ongoing monitoring and assessment of the TMP will enable the Region to respond to new trends and to continuously improve the effectiveness of the recommended policies and actions towards achieving the goals in Vision 2051 and the York Region Official Plan.

The Implementation Strategy and Action Plan for the TMP will be presented to the Transportation Master Plan Advisory Task Force on June 15, 2016.

Link to key Council-approved plans

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

Vision 2051

The TMP supports the Goal Areas of:

- “Interconnected Systems for Mobility” by supporting transportation demand management initiatives that reduce automobile dependence and enhance opportunities for residents and workers to walk, cycle, take transit and carpool and by managing congestion and optimizing the road network, while providing a variety of transit facilities and services linking people to places
- “Livable Cities and Complete Communities” by enhancing mobility within Regional Centres and Corridors through higher order transit systems, including subways and rapid transit and planning for an integrated urban network of communities, human services, jobs, transportation and infrastructure systems that connect people to places, jobs and services
- “An Innovation Economy” by encouraging a strong, resilient, competitive and diverse economy that attracts global investment and supports the efficient movement of people and goods throughout the Region and surrounding area
- “Living Sustainably” by promoting an energy efficient transportation network and reducing fossil fuel emissions by promoting walking, cycling and public transit

Regional Official Plan

The TMP update supports the following Objectives:

- To reduce automobile dependence by enhancing opportunities for residents, workers and visitors to walk, cycle, take transit and carpool
- To provide transit service that is convenient and accessible to all residents and workers of York Region
- To create an active transportation system and programs that encourage walking, cycling and the use of public transit

To ensure streets support all modes of transportation including walking, cycling, transit, automobile use and the efficient movement of goods

2015 to 2019 Strategic Plan

The TMP supports the Strategic Priority Areas of:

- “Strengthening the Region’s Economy” by fostering an environment that attracts, grows and maintains businesses
- “Supporting Community Health and Well-being” by making our communities more welcoming and inclusive
- “Managing Environmentally Sustainable Growth” by managing traffic congestion

5. Financial Implications

Continued investment in the Region’s transportation network will support complete communities

Proposed TMP networks and associated policies and strategies represent a significant investment in moving the Region towards the future articulated in Vision 2051 and the York Region Official Plan. This investment is required to meet the needs of a growing and dynamic region. The TMP will require \$8.9 billion for transit and \$7.6 billion for road-related expenditures. These represent gross capital costs, including anticipated contributions from senior levels of government. Costs associated with the currently funded Toronto-York Spadina Subway Extension and Metrolinx First Wave vivaNext program are excluded. Estimated required State of Good Repair expenditures to 2041 are approximately \$5.6 billion. The estimated total cost breakdown for the TMP is presented in Table 2.

Table 2
Estimated Total Costs (2017 – 2041)

	Estimated Total Capital Costs (\$M)	Estimated Region Share (\$M)
<u>Growth Transit</u>		
vivaNext rapidways, bus rapid transit corridors	\$4,975	\$0
Yonge North Subway Extension (north of Steeles Ave)	3,090	0
Transit facilities/fleet (expansion)	823	823
Growth Transit Sub-total	\$8,888	\$823
<u>Roads</u>		
Roads	7,460	6,979
Cycling and major trails	126	126
Growth Roads Sub-total	\$7,586	\$7,105
Growth Transit and Roads Sub-total	\$16,474	\$7,928
<u>State of Good Repair</u>		
Rapid transit	735	0
Transit facilities/fleet	1,154	1,154
Roads*	3,750	3,750
State of Good Repair Sub-total	\$5,639	\$4,904
Estimated Total Cost	22,113	12,832

*Approximately 60 per cent of Roads State of Good Repair costs are attributable to asset needs of existing Regional road network, regardless of expanding the network for growth.

Further detailed analysis of the financial impact of the TMP will be undertaken. A number of fiscal issues will require detailed review and analysis of potential impacts on the tax levy, debt levels and servicing costs, development charge revenues and adequacy of reserve contributions for asset replacement.

The Region's share of growth-related costs would be funded through a combination of development charges and tax levy. Exact funding sources will be determined through the Region's Development Charge Bylaw update in 2017. State of Good Repair costs are primarily funded through tax levy. Given the overall estimated costs of the TMP and the preliminary impacts to both development charges and tax levy, it will be critical to obtain significant, sustainable, long-term alternative revenue sources. This may require legislative changes to grant the Region similar powers to those in place in the City of Toronto.

Cost estimates from the Transportation Master Plan update will be provided as inputs to the Development Charge Bylaw update to be completed in June 2017. Estimates presented may be revised going forward, should amendments to the Growth Plan be finalized and result in the need for such revision.

Implementation of TMP recommendations will require significant investments from senior levels of government

The Region currently funds roads and transit capital costs with a combination of development charges, tax levy and funding from senior levels of government, including grants. Operating costs are funded through a combination of operating revenues and tax levy.

New sources of funding and new ways of delivering transportation services will have to be explored to ensure continued affordability and financial sustainability of the Region's transportation network. The Region will continue to collaborate with and advocate to senior levels of government, the development industry and other business partners to find funding solutions and infrastructure delivery methods that provide the most efficient and effective results.

The TMP update assumptions and cost estimates are based on best information available today. Although rapid innovation in disruptive technology continues, no reduction in costs has been applied for future advancements likely to occur within the 2041 planning horizon.

Additional funding sources are required to support implementation of the TMP

In order to fully implement the TMP, the Region will need to examine the impact the TMP has on current funding sources and identify alternative funding to ensure long-term fiscal sustainability. The addition of new funding sources will be required to deliver the infrastructure needed to realize Vision 2051. Alternative sources of revenue are not currently available to the Region and will require legislative changes in order to implement. The Region will continue to work with senior levels of government to determine the most appropriate means to fund the capital and operating costs to service growth to 2041. Analysis of alternative revenue sources will be carried out over the next several months. Implementation of the plan is subject to further financial analysis and annual budget approvals.

The Region's 10-Year Capital Plan helps prioritize projects based on need to accommodate growth

The TMP is a long-term plan providing strategic direction for implementation of infrastructure, policies and programs to deliver an interconnected system of mobility for the Region. Implementation of improvements to the transportation network is an ongoing process. All capital projects identified within the TMP will be considered for programming as part of the Region's rolling 10-Year Capital Plan evaluated during the annual budget process and through subsequent updates of the TMP, every five years prior to 2041. While the 2009 Transportation Master Plan outlined future transportation needs for consideration in the annual budget process, fiscal considerations have necessitated adjustments in the timing of projects. The Region's fiscal strategy involves management of the 10-Year Capital Plan and associated timing of capital projects, reducing reliance on debt and saving for the future to ensure long-term fiscal sustainability.

6. Local Municipal Impact

Local municipal councils, staff and stakeholders have been partners throughout the TMP update process

Regional staff undertook an extensive consultation program with local municipal councils, staff and other important stakeholders throughout the TMP update process. The Task Force has also been consistently engaged and provided valuable input into the development of the recommended policies and initiatives for action.

Throughout February, March and April of this year, the TMP project team attended local committee and council meetings at all nine local municipalities. The TMP project team presented an overview of key policy areas and draft networks to provide local councils with an opportunity to contribute input directly into the TMP update process. Local municipal council comments captured during these presentations are addressed in Attachment 3. An ongoing engaging partnership with local municipalities is integral to successful implementation of the TMP and achievement of goals outlined for the Region in Vision 2051 and the York Region Official Plan.

7. Conclusion

The TMP update moves the Region closer to achieving the goals and objectives of Vision 2051 and the York Region Official Plan

The TMP has been developed based on the specific mobility needs of York Region. To address York Region residents' number one concern of reducing congestion, the TMP puts forth a number of recommendations for new initiatives and improvements to existing policies and programs based on what is required to achieve the goals and objectives articulated in Vision 2051 and the York Region Official Plan. Objectives of the TMP will enable the Region to continue to focus on maintaining residents' high quality of life, while delivering a sustainable and accessible transportation system that further supports economic vitality, social equity and health of the Region's residents.

Investment in the future of York Region's transportation network is necessary to accommodate anticipated growth to 2041

In order to fully implement the TMP, the Region will need to examine the impact the TMP has on current funding sources and identify potential alternative funding to ensure long-term fiscal sustainability. The addition of new funding sources is required to deliver the infrastructure needed to accommodate growth to 2041. The TMP update is a key component of the overall process for moving transportation projects, policies and initiatives from concept to implementation to ultimately build an interconnected system of mobility.

The Region continues to investigate new revenue sources and remains committed to investing in long-term goals for a healthy natural environment, vibrant economy and high quality of life for workers and residents.

Upon Council endorsement, Regional staff will notify the public and stakeholders of the completion of the 2016 Transportation Master Plan update including posting the master plan report onto the Regional website (www.york.ca). Members of the public and stakeholders are encouraged to provide their comments by mid-September 2016. Regional staff will review and respond to comments which will be taken into consideration during the implementation phase of the TMP.

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

2016 Transportation Master Plan Update

The Senior Management Group has reviewed this report.

May 31, 2016

Attachments (3)

6786252

Accessible formats or communication supports are available upon request

Attachment 1 to **this** Item

“2016 Transportation Master
Plan Update”

is included separately
on the **main** web page

Attachment **2** to **this** Item

“2016 Transportation Master
Plan Update”

is included separately
on the **main** web page

TMP Update
Summary of Local Council Comments Received

Local Municipality	Comments/Questions	Response
Aurora	1. Grade separation should to be a priority.	<ul style="list-style-type: none"> • The TMP includes a total of 29 grade separations within the 25 year time frame. York Region is working with Metrolinx to prioritize as many grade separations as possible in conjunction with implementation of Regional Express Rail. Wellington Street grade separation at the Barrie GO Line is included in the TMP within the ten years horizon.
	2. Will York Region take on more responsibility for interchanges? St. John's interchange should be a higher priority.	<ul style="list-style-type: none"> • York Region is working with MTO to prioritize freeway improvements including widening of Highway 404 from Highway 407 to Green Lane, which will add much needed capacity to Highway 404 and reduce peak period congestion. York Region will continue to advocate for implementation of new interchanges, including Highway 404 and St. John's Sideroad. The St. John's Sideroad interchange is identified in the TMP within the 11 to 15 year time horizon.
	3. Interest in proceeding with pilot project for left turn restriction at Yonge and Wellington.	<ul style="list-style-type: none"> • York Region Transportation Services staff have been working with Aurora staff on potential operational improvements at the Yonge Street and Wellington Street intersection, including the potential for left-turn restrictions.
	4. Is there a goal to reducing commute times? Elaborate on alleviating congestion in Aurora.	<ul style="list-style-type: none"> • The TMP prioritizes sustainable modes such as transit, walking and cycling. In addition, the TMP has identified a future road network that seeks to make strategic investments in road capacity to address the greatest needs within the network. The TMP recognizes that the Region cannot address all of the travel demand through road widening, and a continued shift to sustainable modes must be an integral part of the future mobility.

Local Municipality	Comments/Questions	Response
	5. Interest in a pilot project for GO Shuttle in Aurora.	<ul style="list-style-type: none"> York Region Transit staff are reviewing the request for improved transit services to the Aurora GO station as part of the 2017 Annual Service Plan.
	6. Making the last mile – accessibility should be a part of this as well.	<ul style="list-style-type: none"> The TMP provides an integrated system for mobility including walking, cycling, transit (including mobility plus), auto, and goods movement.
	7. Should expand transit accessibility services for weekends and evening.	<ul style="list-style-type: none"> York Region Transit will consider this request as part of the 2017 Annual Service Plan.
	8. Finer grid policy area – would financial assistance be provided for widening Industrial Parkway?	<ul style="list-style-type: none"> The TMP includes a recommendation to establish a Development Charges funded reserve to assist municipalities in developing a finer grid of collector roads through a Finer Grid Partnership Program. The details including criteria and guidelines of the Finer Grid Partnership Program will be developed following completion of the TMP.
East Gwillimbury	9. When will Doane Road be completed? Traffic issues at Queensville Sideroad.	<ul style="list-style-type: none"> Widening and reconstruction of Doane Road is included in the Region’s 10-year Roads and Transit Construction Program. Start of construction is scheduled for 2024. Improvements to Doane Road will provide additional east-west capacity parallel to Queensville Sideroad.
	10. Clarify how boulevard jurisdiction would be implemented.	<ul style="list-style-type: none"> Boulevard jurisdiction transfers will be done in consultation with and via a formal agreement with each local municipality.
	11. Support for implementation of the Bradford By-Pass.	<ul style="list-style-type: none"> York Region is working with municipal partners to advocate for the early implementation of the Highway 400/404 Link.

Local Municipality	Comments/Questions	Response
	12. Road conditions are poor (state of good repair work required)	<ul style="list-style-type: none"> York Region recognizes the importance of maintaining a state of good repair for its transportation infrastructure. Funding to address the current and future state of good repair will be subject to the Region's annual budget process.
	13. Have truck-only lanes been considered?	<ul style="list-style-type: none"> The TMP includes a goods movement strategy to ensure that the transportation network provides for goods movement and supports key employment areas. Truck-only lanes were not considered to be practical for implementation on Regional roads.
	14. There is a need to establish service levels for design and maintenance of sidewalk and lighting on Regional roads as well as for trails of regional importance. Issues such as frequency and quality/standard of benches and rest areas, use of decorative luminaries and winter/boulevard maintenance.	<ul style="list-style-type: none"> The TMP proposes the transfer of jurisdiction for boulevard elements within Regional road rights-of-way from the local municipality to York Region. This jurisdiction transfer will be addressed following completion of the TMP in consultation with local municipalities. Level of service standards are expected to be maintained. Trail standards will be developed in consultation with key stakeholders.
	15. Sidewalks and boulevards should be designed and implemented to have consideration for connections with transit stops.	<ul style="list-style-type: none"> York Region agrees with the statement and it is one of the reasons that it proposes to assume responsibility for boulevards on Regional roads.
	16. Recognize the importance of on-road cycling facilities and the principles of active transportation including having the Nokiidaa trail extension implemented in conjunction with the delivery of the Second Concession project in the fall of 2016 and the associated Lake-to-Lake trail connections.	<ul style="list-style-type: none"> Cycling facilities have been included in the widening and reconstruction of Second Concession. York Region continues to work with partners to implement the Lake-to-Lake route.

Local Municipality	Comments/Questions	Response
	17. The recommended policy principles and actions should be strengthened and less general to ensure more specific and targeted outcomes.	<ul style="list-style-type: none"> York Region will further develop the policy principles and actions, including development of specific performance measures to facilitate tracking of the implementation of the TMP. This will be done in consultation with local municipalities following completion of the TMP.
	18. There is support for a Regional role to provide flyovers to cross 400-series highways, including one identified in the Queensville community plan.	<ul style="list-style-type: none"> The Town's support for a finer grid road network is appreciated. York Region will consult with East Gwillimbury during the planning, design and construction of the mid-block crossings within the municipality.
	19. A Regional role in facilitating and funding key North-South and East-West road capacity is supported.	<ul style="list-style-type: none"> The Town's support for road network improvements is appreciated. York Region will consult with East Gwillimbury during the planning, design and construction of road improvement projects.
	20. There is a lack of East-West capacity in the road network and initiatives to improve East-West capacity are required, including among others advancing Doane Road reconstruction, the Hwy 400/404 link, widening and grade separation on Green Lane and widening of Queensville Side Road.	<ul style="list-style-type: none"> York Region appreciates the Town's support for a more complete transportation network. All projects identified in the TMP have been prioritized to meet the greatest needs at the earliest possible time.
	21. Widening of Regional roads (4 lanes and beyond) through village core areas should be reviewed in conjunction with alternate road capacity scenarios.	<ul style="list-style-type: none"> Road improvements will be planned to be context sensitive. York Region will work with municipalities during the planning and design phase of projects to ensure sensitive areas are dealt with appropriately, including projects in village core areas.

Local Municipality	Comments/Questions	Response
	22. The TMP should take preliminary steps towards recognizing the potential for autonomous vehicles and making provisions for charging stations.	<ul style="list-style-type: none"> York Region has recognized the potential for both autonomous vehicles and electric vehicles. Reference Sections 5 and 8 of the TMP.
	23. Transit improvements in addition to rapid transit and bussing should be considered for a long-term perspective, including the eventual extension of the subway northward.	<ul style="list-style-type: none"> The TMP prioritizes sustainable modes such as transit, walking and cycling. The TMP transit network includes subway extensions, rapidways, a frequent transit network and other transit services.
	24. Recognize the importance of safe and efficient railway crossings to facilitate increased GO train service frequency.	<ul style="list-style-type: none"> The TMP includes a total of 29 grade separations within the 25 year time frame. York Region is working with Metrolinx to prioritize as many grade separations as possible in conjunction with implementation of Regional Express Rail.
	25. The Region is requested to provide written responses to the above comments.	<ul style="list-style-type: none"> This table provides responses to the issues raised.
Georgina	26. What public consultation will be done before the plan is finalized?	<ul style="list-style-type: none"> Extensive consultation has been undertaken throughout development of the TMP. Upon completion of the study, a minimum 30 day public review period will be provided in accordance with the Municipal Class Environmental Assessment process.
	27. Need to liaison with Georgina communications to inform the public about upcoming opportunities.	<ul style="list-style-type: none"> Municipalities will be informed of the formal TMP public review period to ensure coordination of communication efforts.
	28. What transit vehicles will serve the 400 series highways?	<ul style="list-style-type: none"> GO Transit currently operates express and limited stop bus services along Highways 400, 404 and 407. Bus services utilizing 400 series highway is likely to grow over time.

Local Municipality	Comments/Questions	Response
	29. Desire to have a transit connection from Keswick to the East Gwillimbury GO Station.	<ul style="list-style-type: none"> This can be explored in consultation between YRT and Metrolinx/GO.
	30. Agricultural vehicle needs should be considered in the TMP.	<ul style="list-style-type: none"> The needs of agricultural vehicles are considered during specific project planning and design in areas of active farming. This is done when considering specific road design requirements in active farming areas.
	31. Have we looked at changing signalized intersections to other traffic controls?	<ul style="list-style-type: none"> When planning specific intersection improvements, York Region considers feasible alternatives including roundabouts.
	32. Interest in developing ridesharing/carpooling programs	<ul style="list-style-type: none"> Acknowledged. York Region Transportation Services staff will be pleased to work with Georgina.
	33. Desire to see better active transportation infrastructure and connections throughout Keswick.	<ul style="list-style-type: none"> The TMP proposes a comprehensive cycling network throughout the Region. York Region will work with local municipalities to maximize the benefit of available funding for active transportation infrastructure and connections.
	34. What is the timeline for change of boulevard jurisdiction?	<ul style="list-style-type: none"> The TMP proposes the transfer of jurisdiction for boulevard elements within Regional road rights-of-way from the local municipality to York Region. This jurisdiction transfer will be addressed following completion of the TMP and may take some time to coordinate with all nine local municipalities.

Local Municipality	Comments/Questions	Response
<p style="text-align: center;">King</p>	<p>35. Interest in the status of the Highway 400 to 404 Link and the GTA West</p>	<ul style="list-style-type: none"> York Region is supportive of both of these Provincial initiatives and will continue to consult with MTO to advance their earliest completion. The GTA West environmental assessment is currently on hold pending further notification from the Province. The environmental assessment for the Highway 400-404 link was approved in 2002 and the Province designated the alignment in 2004 as controlled access highway. Timing of construction has not been identified by MTO.
	<p>36. Is the Region proposing to take over all of the King Road boulevard jurisdictions?</p>	<ul style="list-style-type: none"> York Region is proposing to assume jurisdiction for boulevard elements on all Regional roads. York Region will work with local municipalities to finalize specific elements proposed to be transferred. In the case of special streetscape elements/community entrance features, these are proposed to remain with local municipalities.
	<p>37. When planning cycling routes with curbs in rural areas, this may impact movement of farm equipment.</p>	<ul style="list-style-type: none"> During the environmental assessment phase of projects, a context sensitive approach will take into consideration corridor constraints and opportunities, in consultation with the Township of King, other stakeholders and the public. The needs of farm vehicles will be considered where applicable.
	<p>38. Does the TMP assess impacts to climate change?</p>	<ul style="list-style-type: none"> York Region has assessed the transportation-related impacts of climate change within the TMP. York Region will continue to work with stakeholders to develop programs and strategies to monitor and address impacts of climate change.

Local Municipality	Comments/Questions	Response
	39. When will road improvements to 15th Sideroad be completed? Concerns related to impact on residents.	<ul style="list-style-type: none"> The TMP proposes to improve 15th Sideroad in the 16 to 20 year horizon. The environmental assessment will consider corridor constraints and opportunities, alternatives, impacts and mitigation in consultation with the Township of King, other stakeholders and the public.
	40. 15th Sideroad is needed in addition to GTA West corridor.	<ul style="list-style-type: none"> The TMP includes the need for both of these initiatives. We will continue to consult with MTO to advance and complete the GTA West.
	41. Inquired about mid-York east/west corridor study and short list of alternatives to be looked at in EA.	<ul style="list-style-type: none"> York Region completed the Mid-York East-West Transportation Corridor Study in 2012, which recommended a number of east-west corridors to be carried forward to the environmental assessment phase. Further planning for the Mid- York East-West Corridor is pending MTO confirmation of the GTA West corridor alignment and freeway-to-freeway connection at Highway 400.
	42. Consider utility corridors for transportation.	<ul style="list-style-type: none"> During the environmental assessment phase of projects, review will include taking into consideration corridor constraints and opportunities, alternatives and impacts in consultation with stakeholders and the public.
	43. Will York Region partner with King and Bradford for traffic signals at Bridge St.? (safety concerns)	<ul style="list-style-type: none"> York Region would be pleased to review the warrants for traffic signals in collaboration with King Township and Bradford. Please contact York Region Transportation Services staff.
	44. Support for more commuter parking lots. Should include public transit connection.	<ul style="list-style-type: none"> York Region is working with Metrolinx to improve accessibility to GO Stations through improved transit connections (including fare integration with a \$0.75 YRT transit fare to GO stations), improved walking and cycling connections, and increased parking at strategic GO stations where warranted.

Local Municipality	Comments/Questions	Response
	45. There are two proposed goods movement corridors. Would they be eliminated if the GTA West came into effect?	<ul style="list-style-type: none"> King Road is included in the TMP as an Interim Primary Arterial Goods Movement Corridor. This designation can be removed once the GTA West is constructed as well as a new interchange to Highway 400 to connect Bloomington/15th Sideroad to Hwy 400.
	46. Support for corridor evolution to move the most people.	<ul style="list-style-type: none"> The Township's support is acknowledged and appreciated. York Region will work with local municipalities through the planning and development of detailed strategies and implementation.
	47. Support for walkability. How will the TMP lead to people getting out of their cars?	<ul style="list-style-type: none"> The TMP prioritizes sustainable modes such as transit, walking and cycling. The TMP recognizes that the Region cannot address all of the travel demand through road widening, and a continued shift to sustainable modes must be an integral part of future mobility.
	48. Concern with the cost of the TMP.	<ul style="list-style-type: none"> Funding to implement the TMP will be subject to the Region's annual budget process.
	49. Concern with traffic congestion.	<ul style="list-style-type: none"> The TMP prioritizes sustainable modes such as transit, walking and cycling. In addition, the TMP has identified a future road network that seeks to make strategic investments in road capacity to address the greatest needs within the network.
	50. Interest in having parking on King Road and Keele Street.	<ul style="list-style-type: none"> York Region will work with local municipalities through the planning and development of detailed strategies and implementation related to parking management.

Local Municipality	Comments/Questions	Response
Markham	51. Road widening could be counterproductive for getting people out of cars.	<ul style="list-style-type: none"> The TMP prioritizes sustainable modes such as transit, walking and cycling. In addition, the TMP has identified a future road network that seeks to make strategic investments in road capacity to address the greatest needs within the network. The TMP recognizes that the Region cannot address all of the travel demand through road widening, and a continued shift to sustainable modes must be an integral part of future mobility.
	52. Local councilors should be notified before removing any turning restrictions.	<ul style="list-style-type: none"> York Region Transportation Services staff will consult with affected municipalities before removing any turning restrictions.
	53. Need separated bike lanes.	<ul style="list-style-type: none"> Design of specific cycling facilities will be determined based on standard guidelines and in consultation with affected municipalities.
	54. What is the status of transit fare integration?	<ul style="list-style-type: none"> York Region is working with Metrolinx and other agencies towards transit fare integration. This work is ongoing.
	55. Will HOV be in place all day or just during peak periods?	<ul style="list-style-type: none"> The duration of HOV application on Regional roads will be determined on a project by project basis. HOV coverage could range from peak periods only to all day, subject to specific needs.
	56. Inquired on the status of the Bayview Avenue widening?	<ul style="list-style-type: none"> The environmental assessment for Bayview Avenue road improvements from Steeles Avenue to Elgin Mills Road is ongoing. Information can be found on the York Region website at www.york.ca.

Local Municipality	Comments/Questions	Response
	57. Why are we widening roads even if congestion will still exist?	<ul style="list-style-type: none"> The TMP prioritizes sustainable modes such as transit, walking and cycling. The TMP has identified a future road network that seeks to make strategic investments in road capacity to address the greatest needs within the network and provide reliable transit services. The TMP recognizes that the Region cannot address all of the travel demand through road widening, and a continued shift to sustainable modes is required.
	58. Why expand parking at transit stations? Use Uber and local bus network to feed transit stations.	<ul style="list-style-type: none"> York Region is working with Metrolinx to improve accessibility to GO Stations through improved transit connections (including fare integration with a \$0.75 YRT transit fare to GO stations), improved walking and cycling connections, and increased parking at strategic GO stations where warranted.
	59. Integrate commuter parking lots with GO Station parking.	<ul style="list-style-type: none"> The TMP includes a commuter parking strategy to provide opportunities for people to transfer to transit services or carpool for at least part of their trip.
	60. Inquiry regarding parking on Region roads.	<ul style="list-style-type: none"> York Region will work with local municipalities through the planning and development of detailed strategies and implementation related to parking management.
	61. Concerned about more freight rail traffic through Markham.	<ul style="list-style-type: none"> The need for both improved commuter rail services and protection of goods movement by rail are key elements within the GTA. York Region will work with Metrolinx through the Regional Transportation Plan update to help ensure planning and protection for critical services.

Local Municipality	Comments/Questions	Response
	62. Inquiry regarding plans for Steeles Ave East.	<ul style="list-style-type: none"> York Region is currently cost sharing with the City of Toronto on the Class EA for the widening of Steeles Avenue from Kennedy Road to Midland Avenue including grade separation of the Stouffville GO Rail line, as well as the detailed design of Steeles Avenue widening from Tapscott Road to 9th Line.
	63. Woodbine Ave – why not connect to SmartTrack?	<ul style="list-style-type: none"> Toronto’s SmartTrack plan has yet to be fully defined.
	64. Concerns with widening Bayview Avenue.	<ul style="list-style-type: none"> The environmental assessment for Bayview Avenue road improvements from Steeles Avenue to Elgin Mills Road is ongoing. Information can be found on the York Region website at www.york.ca.
	65. Inquiry regarding timing of various projects (Major Mackenzie, Steeles Avenue, 14th Ave East of Markham Road)	<ul style="list-style-type: none"> Project phasing is identified in the TMP report. Final project timing is subject to the Region’s annual budget approval process.
	66. Concern with timing of road widening projects that were in the transportation analysis for ROPA 3.	<ul style="list-style-type: none"> Project phasing is identified in the TMP report. Final project timing is subject to the Region’s annual budget approval process.
	67. RER should service the base (6am – 1am) and handle the peak (more transit service).	<ul style="list-style-type: none"> Metrolinx has yet to confirm a final service plan for Regional Express Rail. General frequencies were identified when the plan was announced and can be found at www.metrolinx.com
	68. Feasibility/impacts of grade separation at Highway 7 and 16th Avenue (Stouffville GO Line)	<ul style="list-style-type: none"> Project design will be context sensitive. Preliminary design, impacts and mitigation will be addressed during the environmental assessment phase.

Local Municipality	Comments/Questions	Response
	69. Desire to continue collaboration with TTC to extend services further into York Region?	<ul style="list-style-type: none"> York Region will continue to collaborate with the TTC to explore service integration opportunities.
	70. Inquiry regarding the status of the Yonge subway extension.	<ul style="list-style-type: none"> York Region continues to advocate for the advancement of funding from both the federal and provincial governments to move this project forward. The Yonge North Subway Extension is required now and the earliest possible completion date, should funding be announced in the immediate future, would be within ten years.
	71. City staff is in agreement with the recommended policy principle that York Region be responsible for environmental assessments, design, construction, and operation of all future 400-series highway crossings.	<ul style="list-style-type: none"> The City's support for a finer grid road network is appreciated. York Region will consult Markham during the planning, design and construction of the mid-block crossings.
	72. If Markham is a funding partner, they must be fully involved in the planning, design and construction of infrastructure.	<ul style="list-style-type: none"> York Region will consult Markham during the planning, design and construction of the mid-block crossings.
	73. Desire for sufficient capacity of the Regional road and transit network to address congestion and reduce infiltration through local neighbourhoods.	<ul style="list-style-type: none"> The TMP prioritizes sustainable modes such as transit, walking and cycling. In addition, the TMP has identified a future road network that seeks to make strategic investments in road capacity to address the greatest needs within the network. The TMP recognizes that the Region cannot address all of the travel demand through road widening, and a continued shift to sustainable modes must be an integral part of the future mobility.
	74. Support for the Region to establish a development charge funded reserve for 400-series highway crossings and ramp extensions only. The City will	<ul style="list-style-type: none"> The TMP includes a recommendation to establish a Development Charges funded reserve to assist municipalities in developing a finer grid of collector roads through a Finer Grid Partnership Program. The details

Local Municipality	Comments/Questions	Response
	<p>establish their own development charges for roads and infrastructure under the City's jurisdiction.</p>	<p>including criteria and guidelines of the Finer Grid Partnership Program will be developed following completion of the TMP</p>
	<p>75. City staff are in agreement with the recommended actions pertaining to the Goods Movement Network.</p>	<ul style="list-style-type: none"> The City's support is acknowledged and appreciated. York Region will work with local municipalities through the planning and development of detailed strategies and implementation.
	<p>76. Concerned with providing commuter parking lots in Centre and Corridors. Support commuter lots along Highway 404.</p>	<ul style="list-style-type: none"> York Region is working with Metrolinx to improve accessibility to GO Stations through improved transit connections (including fare integration with a \$0.75 YRT transit fare to GO stations), improved walking and cycling connections, and increased parking at strategic GO stations where warranted.
	<p>77. Support for High Occupancy Vehicle (HOV)/Transit lanes.</p>	<ul style="list-style-type: none"> The City's support is acknowledged and appreciated. York Region will work with local municipalities through the planning and development of detailed strategies and implementation.
	<p>78. Support for transfer of boulevard elements on Regional roads. Markham should be consulted in design of facilities.</p>	<ul style="list-style-type: none"> The City's support is acknowledged and appreciated. York Region will work with local municipalities during the transfer of jurisdiction. Consultation with City of Markham staff is expected to form part of the ongoing process.
<p>Newmarket</p>	<p>79. Town supports Commuter Parking Actions but would like to be part of the pilot projects study (including use of paid parking) to ensure equity and proper placement of these facilities.</p>	<ul style="list-style-type: none"> Town of Newmarket support is appreciated. York Region will further develop the TMP principles actions in consultation with local municipalities following completion of the TMP.

Local Municipality	Comments/Questions	Response
	80. No sidewalks at Green Lane at Taylor Trail. Need safe sidewalks westward on Green Lane.	<ul style="list-style-type: none"> The TMP proposes the transfer of jurisdiction for boulevard elements within Regional road rights-of-way from the local municipality to York Region. This jurisdiction transfer will be addressed following completion of the TMP and may take some time to coordinate. In the interim, we encourage local municipalities to continue to construct sidewalks as needed and address pedestrian safety concerns as soon as possible.
	81. Will the boulevard have broadband?	<ul style="list-style-type: none"> Clarification required.
	82. The work with Metrolinx and Region has to dovetail – when will the TMP and the Metrolinx work be coordinated?	<ul style="list-style-type: none"> Coordination between York Region and Metrolinx is continuous. Metrolinx was consulted during the York Region TMP and York Region is being consulted during the Metrolinx Regional Transportation Plan.
	83. Interest in a GO transit hub at Mulock. Interest in extending RER to Newmarket and a new station at Mulock.	<ul style="list-style-type: none"> A future GO station on the Barrie GO Line at Mulock Drive is recommended in the TMP. York Region will work with Metrolinx to extend Regional Express Rail services at the earliest possible time.
	84. Integrate all modes and development around the mobility hub – Eagle bus station.	<ul style="list-style-type: none"> York Region will work with Metrolinx and local municipalities to maximize transit oriented development at stations and mobility hubs.
	85. Grade separations in Newmarket should be considered.	<ul style="list-style-type: none"> The TMP includes a total of 29 grade separations within the 25 year time frame. York Region is working with Metrolinx to prioritize and explore the feasibility of as many grade separations as possible in conjunction with implementation of Regional Express Rail.

Local Municipality	Comments/Questions	Response
	86. Has the province identified the number of grade separations required?	<ul style="list-style-type: none"> Metrolinx has consulted on future grade separations but have not released a final plan.
	87. Regarding elimination of turning restrictions, it is important to consider infiltration through the stable residential communities.	<ul style="list-style-type: none"> Noted. York Region staff will consult with affected municipalities before removing any turning restrictions.
	88. Support for the Goods Movement Actions but would also like the TMP to consider emerging opportunities.	<ul style="list-style-type: none"> The Town's support is acknowledged and appreciated. York Region will continue to monitor emerging opportunities and work with local municipalities through the planning and development of detailed strategies and implementation.
	89. Support for recommended policy principles and actions regarding boulevard jurisdiction but caution that additional development charges may impact development potential.	<ul style="list-style-type: none"> The Town's support is acknowledged and appreciated. York Region will work with local municipalities during the transfer of jurisdiction. As this is a transfer of existing service, it should be overall cost neutral.
	90. Town staff wishes to be part of the study that determines threshold levels for converting existing four-lane roads.	<ul style="list-style-type: none"> York Region will work with local municipalities during establishment of threshold levels for converting existing four-lane roads.
Richmond Hill	91. More east-west connections are needed. Is York Region working with the province on mid-block highway crossings?	<ul style="list-style-type: none"> The Town of Richmond Hill's support for a finer grid road network is appreciated. York Region will consult Richmond Hill during the planning, design and construction of the planned Highway 404 mid-block crossings.

Local Municipality	Comments/Questions	Response
	92. Concerned about public acceptance of Finer Grid Street network in established neighbourhoods.	<ul style="list-style-type: none"> Road improvements will be planned to be context sensitive. York Region will work with municipalities during the planning and design phase of projects to ensure sensitive areas are dealt with appropriately, including projects in village core areas.
	93. What is the timeframe for extending the Yonge Subway (related: duplication with Yonge rapidway north of Hwy 7)	<ul style="list-style-type: none"> York Region is working with Metrolinx and senior levels of government to secure funding for the Yonge Subway Extension from Finch Station to the Richmond Hill Centre. Timing for the subway extension has not been confirmed. The TMP also recommends a future study to consider possible further extension of the subways north of the Vaughan Metropolitan Centre and Richmond Hill Centre.
	94. Are we looking at bicycle lanes separated from roads?	<ul style="list-style-type: none"> The TMP recommends various types of cycling facilities based on standard guidelines. Final design of specific cycling facilities will be undertaken in consultation with affected municipalities.
	95. Inquiry regarding Steeles partnership with City of Toronto.	<ul style="list-style-type: none"> York Region is currently cost sharing with the City of Toronto on the Class EA for the widening of Steeles Avenue from Kennedy Road to Midland Avenue including grade separation of the Stouffville GO Rail line, as well as the detailed design of Steeles Avenue widening from Tapscott Road to 9th Line.
	96. Are 4 to 6 lane road widening projects limited to transit/HOV only?	<ul style="list-style-type: none"> Yes, in accordance with Council policy.
	97. Any consideration given to reversible lanes?	<ul style="list-style-type: none"> Reversible lanes create significant safety and operational challenges at signalized intersections and are not feasible in most instances.
	98. How is York Region working to improve transit mode share?	<ul style="list-style-type: none"> The TMP prioritizes sustainable modes such as transit, walking and cycling. The TMP recognizes that continued shift to sustainable modes must be an integral part of future mobility.

Local Municipality	Comments/Questions	Response
	99. When is BRT construction expected to be completed?	<ul style="list-style-type: none"> The latest information on rapidway construction can be found at www.vivanext.com/
	100. Has the TMP contemplated autonomous vehicles and services like Uber?	<ul style="list-style-type: none"> York Region has recognized the potential for both autonomous vehicles and ride sharing services like Uber. Reference Sections 5 and 8 of the TMP.
	101. What is the plan for the commuter parking strategy?	<ul style="list-style-type: none"> Commuter Parking Management is addressed in Section 4.3.4 of the TMP report.
	102. Does York Region assume responsibility for electric vehicle charging stations?	<ul style="list-style-type: none"> The need for electric vehicle charging at commuter parking locations will be assessed at the facility design phase.
	103. In the interim (before the Yonge Subway Extension) how will we deal with the bottleneck from Finch to Highway 7?	<ul style="list-style-type: none"> York Region Transportation Services have optimized the traffic signal timing to maximize the corridor performance and minimize transit travel times. In the interim period before the Yonge Subway Extension is constructed, staff will continue to monitor the corridor and adjust signal operations as needed.
	104. What is the plan for 19th Ave improvements?	<ul style="list-style-type: none"> The TMP recommends widening of 19th Avenue to 4 lanes in addition to a new interchange at Highway 404.
	105. What about the Buttonville and 16th Ave interchange?	<ul style="list-style-type: none"> MTO is undertaking a Class EA and Preliminary Design study for widening and improvements to Highway 404 from Highway 407 to Green Lane. The MTO study includes the reconstruction of the Highway 404/16th Avenue interchange to a standard configuration for improve access.
	106. Elaborate on planning horizons	<ul style="list-style-type: none"> The TMP identifies transportation requirements in phases to as far out as 25 years in the future (2041).

Local Municipality	Comments/Questions	Response
Vaughan	107. Support for mid-block crossings and opening up collector roads.	<ul style="list-style-type: none"> The City's support for a finer grid road network is appreciated. York Region will consult Vaughan during the planning, design and construction of the mid-block crossings.
	108. Need to get the Langstaff Missing Link built and we need Federal support. Important for getting trucks out of VMC.	<ul style="list-style-type: none"> Construction of the Langstaff Road link from Jane Street to Keele Street is a key element of the TMP to relieve area traffic congestion and improve goods movement in critical employment areas. Construction of the Langstaff Road link is identified in the TMP in the 11 to 15 year time horizon. Final timing will be subject to availability of funding.
	109. Concerns with some mid-block crossings due to community sensitivities.	<ul style="list-style-type: none"> Comment noted. York Region will work with local municipalities and local communities when planning mid-block crossings to mitigate concerns to the extent feasible.
	110. Transfer of boulevard jurisdiction - what will be impact on current maintenance standards and levels of service.	<ul style="list-style-type: none"> The TMP proposes the transfer of jurisdiction for boulevard elements within Regional road rights-of-way from the local municipality to York Region. This jurisdiction transfer will be addressed following completion of the TMP in consultation with local municipalities. Level of service standards are expected to be maintained.
	111. Supportive of Region taking over boulevard jurisdiction on Regional roads.	<ul style="list-style-type: none"> The City's support is acknowledged and appreciated. York Region will work with local municipalities during the transfer of jurisdiction.
	112. Complaints about lack of parking at GO stations.	<ul style="list-style-type: none"> York Region is working with Metrolinx to improve accessibility to GO Stations through improved transit connections (including fare integration with a \$0.75 YRT transit fare to GO stations), improved walking and cycling connections, and increased parking at strategic GO stations where warranted.

Local Municipality	Comments/Questions	Response
	113. Need to build GO Transit hubs with enough parking and also served by buses.	<ul style="list-style-type: none"> Metrolinx routinely consults York Region and local municipalities on design of mobility hubs, including station access and multi-modal connections.
	114. The City supports in principle the Region's new policy direction related to Commuter Parking Management.	<ul style="list-style-type: none"> The City's support is acknowledged and appreciated. York Region will work with local municipalities through the planning and development of detailed strategies and implementation.
	115. The City supports in principle the Region's new policy direction related to Goods Movement strategy.	<ul style="list-style-type: none"> The City's support is acknowledged and appreciated. York Region will work with local municipalities through the planning and development of detailed strategies and implementation.
	116. With RER coming online, concerned that rail goods movement will be transferred to non-RER corridors.	<ul style="list-style-type: none"> The need for both improved commuter rail services and protection of goods movement by rail are key elements within the GTA. York Region will work with Metrolinx through the Regional Transportation Plan update to help ensure planning and protection for critical services.
	117. Need a grade separation on Rutherford at Highway 27. Remove the no u-turns sign in the meantime.	<ul style="list-style-type: none"> A future grade separation at the Rutherford Road crossing of the CP MacTier Line has been identified in the TMP within the 2032 to 2041 year time horizon. The no u-turn signs are required for traffic safety.
	118. Praise for the extensive engagement undertaken as part of the TMP.	<ul style="list-style-type: none"> York Region appreciates all of the input and collaboration with stakeholders throughout the TMP study.
	119. Support for road widening on Highway 7 between Kipling and Islington.	<ul style="list-style-type: none"> The TMP includes a road widening and rapid transit improvements through the constrained segment of Highway 7 from Kipling Avenue to Helen Avenue with the 11 to 15 year time horizon.

Local Municipality	Comments/Questions	Response
	120. The Teston Road missing link between Dufferin and Keele needs to be moved forward.	<ul style="list-style-type: none"> The Teston Road link has been identified as needed within the 6 to 10 year time horizon, reflecting the earliest feasible implementation given the minimum time required to undertake an environmental assessment, design and construction of the road.
	121. Desire to have the Rutherford-Carrville EA completed soon. (restricting development)	<ul style="list-style-type: none"> A notice of completion was issued on March 31, 2016.
	122. There is a pedestrian safety issue on Rutherford between Dufferin and Bathurst – no sidewalk.	<ul style="list-style-type: none"> The TMP proposes the transfer of jurisdiction for boulevard elements within Regional road rights-of-way from the local municipality to York Region. This jurisdiction transfer will be addressed following completion of the TMP and may take some time to coordinate. In the interim, we encourage local municipalities to continue to construct sidewalks as needed and address pedestrian safety concerns as soon as possible.
	123. Desire for a centre turn lane added to Major Mackenzie Drive in Maple.	<ul style="list-style-type: none"> York Region Transportation Services will consider needs along this road segment as part of the 10-year Roads and Transit Construction Program.
	124. Desire for intersection improvements on Major Mackenzie Drive from Keele westward to McNaughton Road.	<ul style="list-style-type: none"> York Region Transportation Services will consider needs along this road segment as part of the 10-year Roads and Transit Construction Program.
	125. Not supportive of rapid transit going through Maple on Major Mackenzie Drive.	<ul style="list-style-type: none"> The TMP has identified Major Mackenzie Drive as a future rapid transit corridor. During the environmental assessment phase, the limits of dedicated rapidway and mixed traffic segments will be identified, taking into consideration corridor constraints and opportunities, in consultation with the City of Vaughan, other stakeholders and the public.

Local Municipality	Comments/Questions	Response
	126. The City supports the Region assuming a larger role in the funding and delivery of mid-block collector roads of Hwy400.	<ul style="list-style-type: none"> York Region appreciates Vaughan's support for these important connections in the road network. York Region will consult Vaughan during the planning, design and construction of the 400 series mid-block crossings.
	127. The City requests York Region to prioritize the proposed road/rail grade separations in Vaughan	<ul style="list-style-type: none"> The TMP includes a total of 29 grade separations within the 25 year time frame. York Region is working with Metrolinx to prioritize as many grade separations as possible in conjunction with implementation of Regional Express Rail.
Whitchurch-Stouffville	128. Requested more information on the funding and affordability of the plan.	<ul style="list-style-type: none"> The TMP includes costs for the plan and a funding strategy. Additional financial analysis will be undertaken as part of the Development Charges Bylaw Update.
	129. Asked the TMP project team to return in the fall when more information is known about funding.	<ul style="list-style-type: none"> The TMP project team would be pleased to provide additional information if requested.
	130. Concerned with how much this will cost Whitchurch-Stouffville taxpayers.	<ul style="list-style-type: none"> Funding to implement the TMP will be subject to the Region's annual budget process.
	131. Desire for increased transit service in Stouffville.	<ul style="list-style-type: none"> York Region Transit will consider this request during the 2017 annual service planning process.

Transportation Master Plan



Your community, your say.



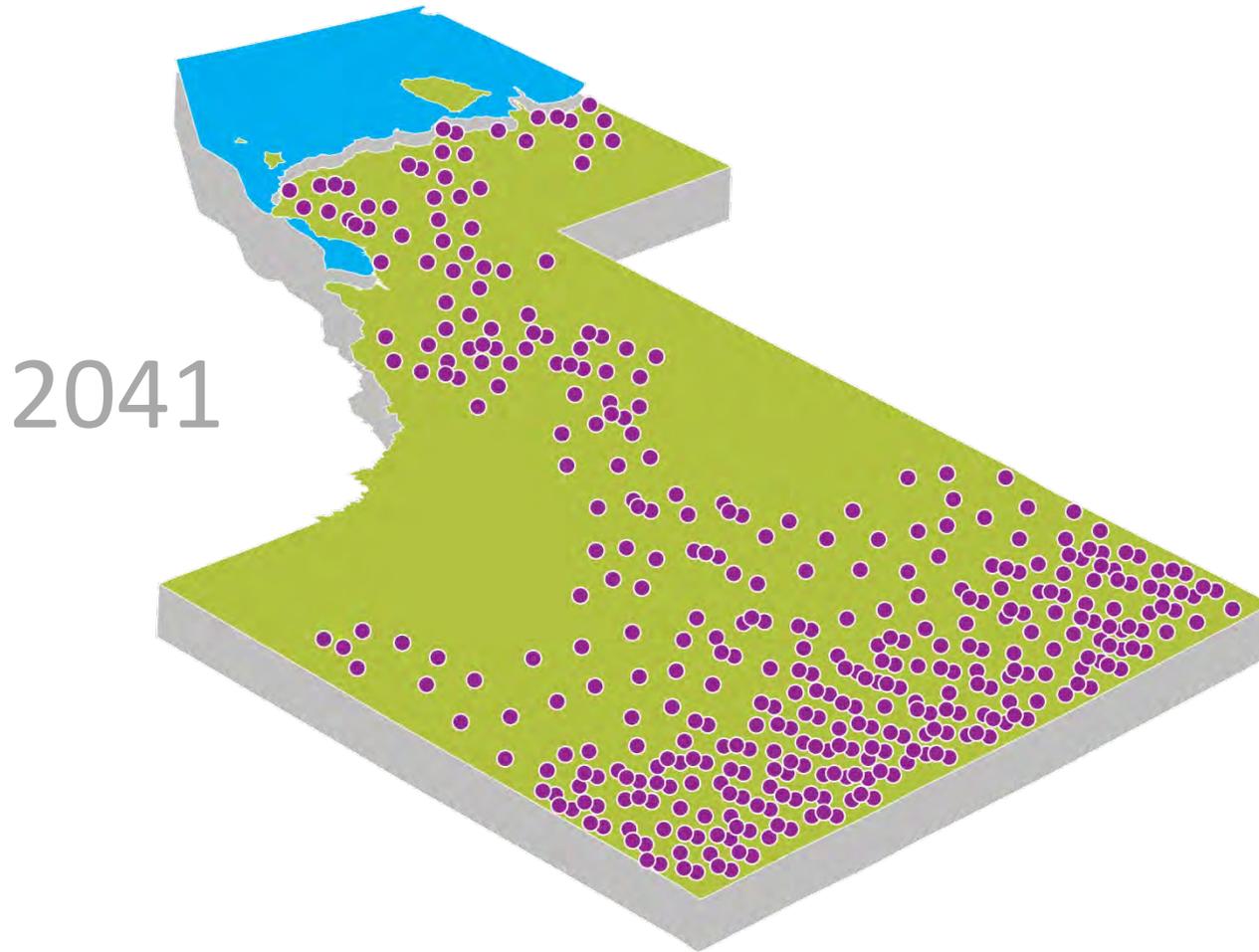
Yonge Street

Bayview Avenue

Future

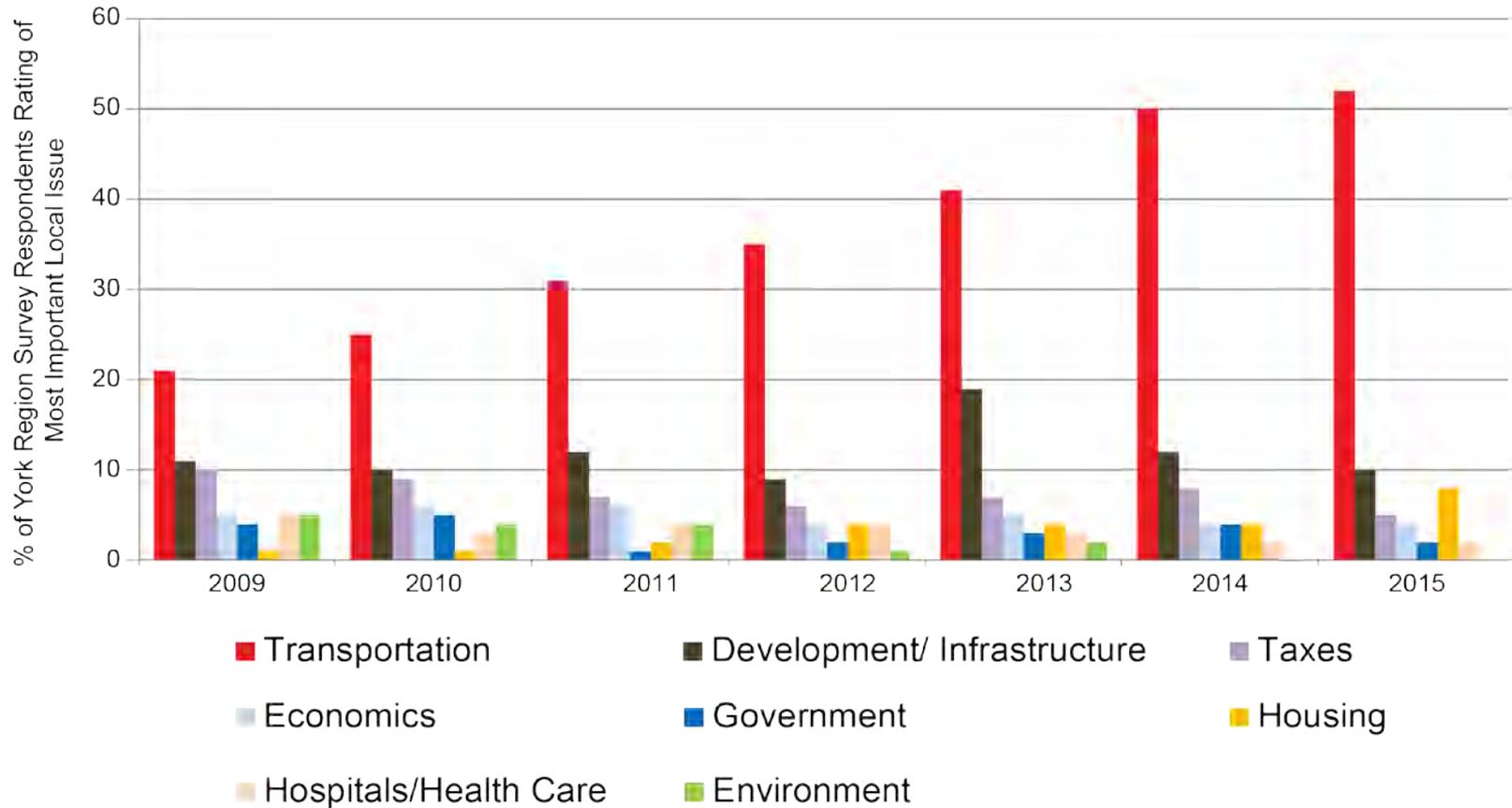


Highest Proportion of Growth in GTHA



For every two people, there will be one additional person

Transportation is Top of Mind

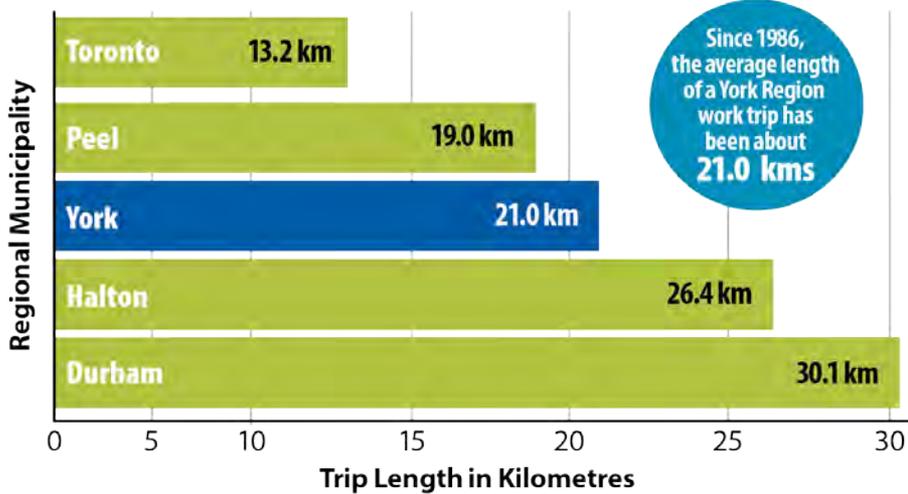


Source: Fall Annual Environments Survey

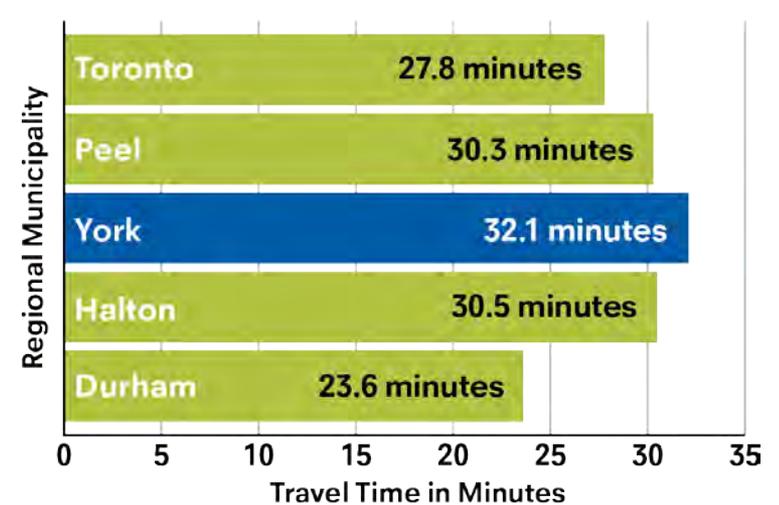
Residents report Transportation is the most important local issue

Issues Affecting Quality of Life

Average Length of Trip to Work



Travel Times to Work



York Region has the longest commute time in the GTA

Impacts of Congestion

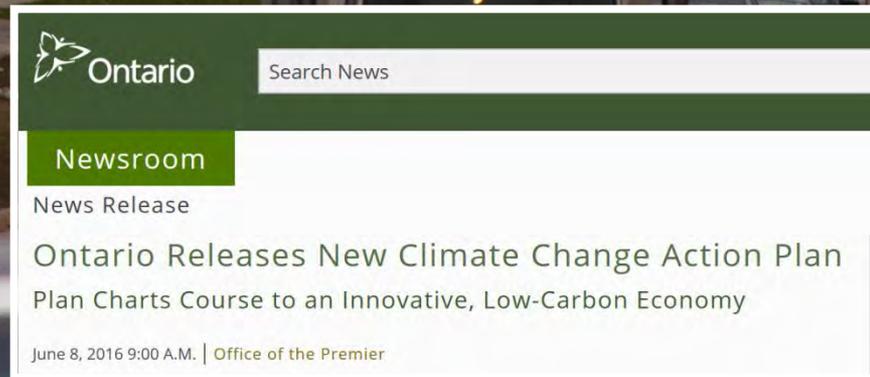


CTV News Barrie
@CTVBarrieNews

Air quality in Durham and York Region is being carefully monitored for high levels of air pollution: ow.ly/Py3hg

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9:21 AM - 13 Jul 2015



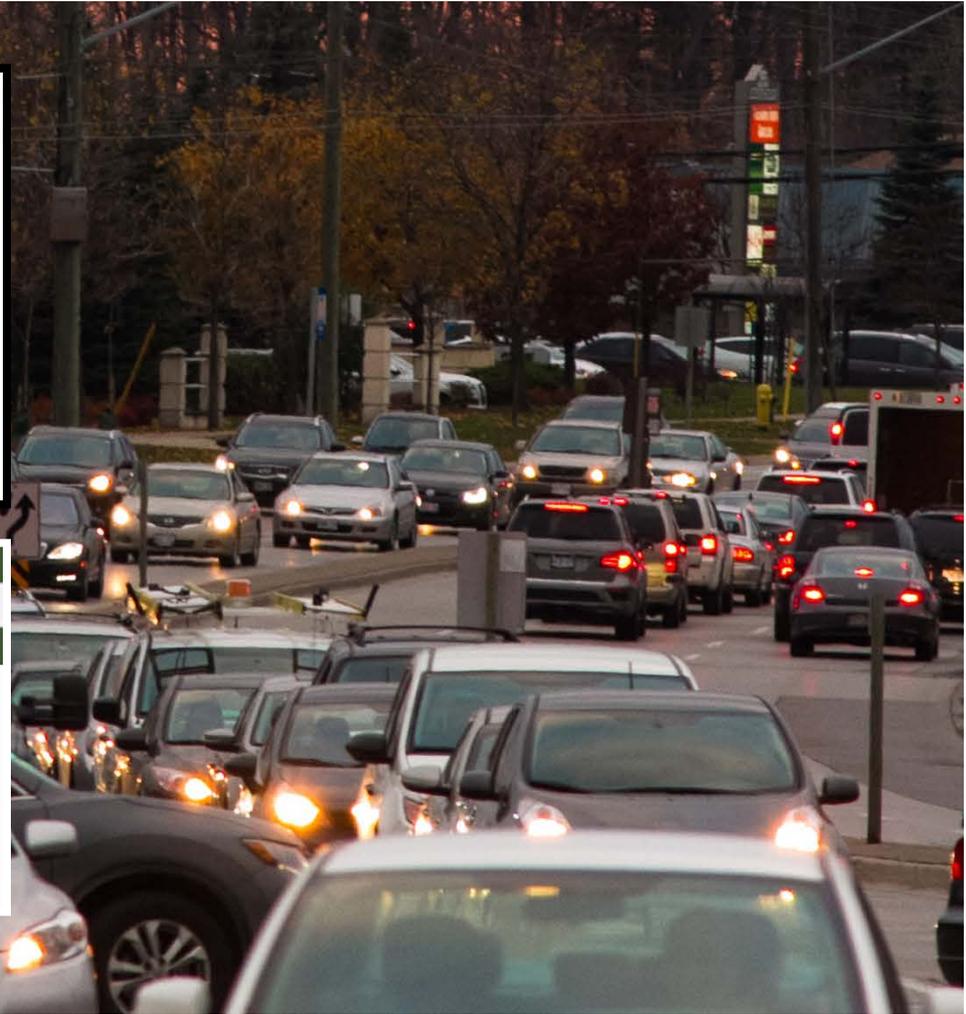
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News Release

Ontario Releases New Climate Change Action Plan
Plan Charts Course to an Innovative, Low-Carbon Economy

June 8, 2016 9:00 A.M. | Office of the Premier

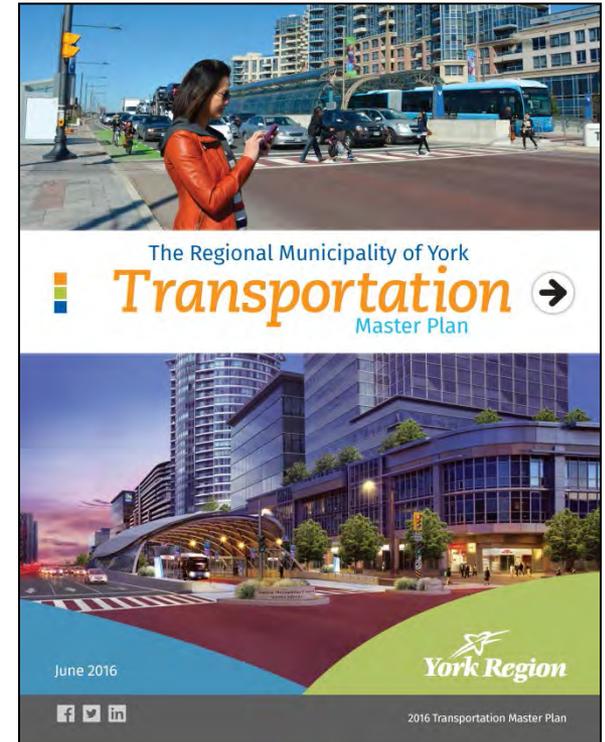


Changing Communities, Changing Needs



More residents will live, work and play in York Region

Building on a Strong Foundation

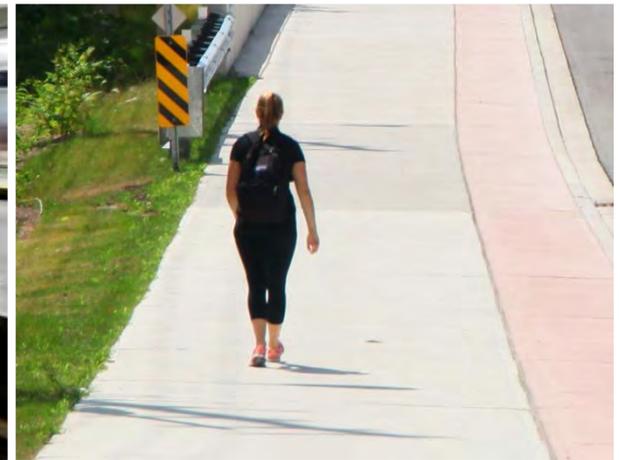


The 2016 TMP builds on previous policies responding to growth and emerging issues



5. Make the Last Mile Work

Big Moves Enable Complete Communities



Bold yet practical solutions to ensure our communities continue to thrive

A New Mindset

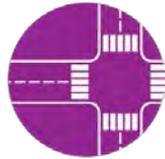


Changes in travel behaviour are needed to leverage TMP investments

Addressing Policy Gaps



Finer grid street network



Corridor evolution



Commuter parking management



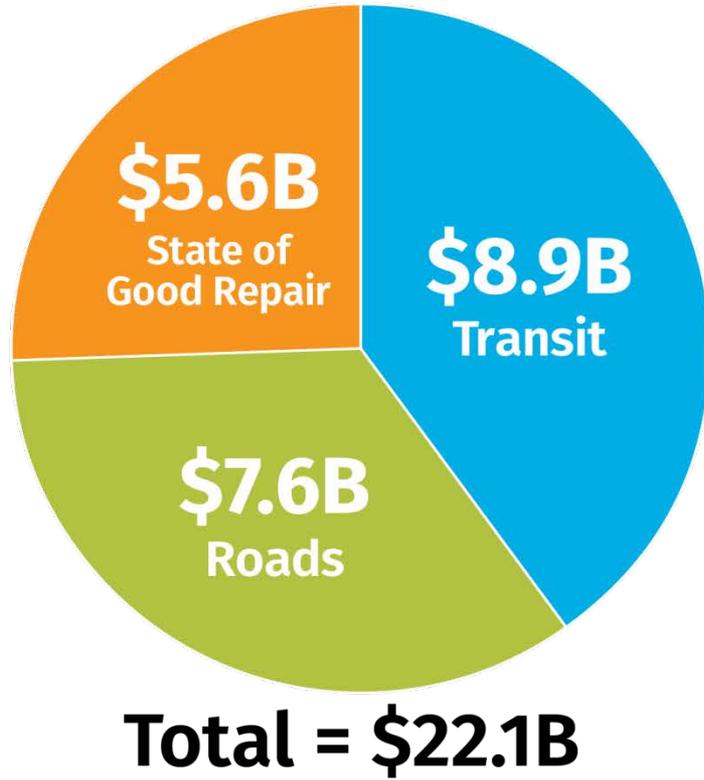
Goods movement



Boulevard jurisdiction

Policy changes will increase competitive advantage for York Region

Investments



Achieving the Objectives of the TMP



Transportation Master Plan



Your community, your say.

Agenda Item D.2.1 Recommendations:

1. Council endorse the 2016 Transportation Master Plan update study and Executive Summary report (Attachments 1 and 2).
2. The Regional Clerk forward the 2016 Transportation Master Plan update study and Executive Summary report.
3. Implementation of future projects generated from the 2016 Transportation Master Plan update be determined through the annual budget process.