

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

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TRANSPORTATION MASTER PLAN UPDATE

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

1. RECOMMENDATION

It is recommended that:

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

2. PURPOSE

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

3. BACKGROUND

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

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

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

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

4. ANALYSIS AND OPTIONS

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

4.1 Vision

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

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

4.2 Objectives and Benefits

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

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

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

The updated plan is intended to provide:

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

4.3 Scope of the Plan

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

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

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

4.4 Study Process

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

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

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

4.5 Project Schedule

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

4.6 Guidelines for a Sustainable Transportation Master Plan

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

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

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

4.7 Relationship to Vision 2026

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

5. FINANCIAL IMPLICATIONS

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

6. LOCAL MUNICIPAL IMPACT

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

7. CONCLUSION

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

The Senior Management Group has reviewed this report.

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