

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2016

Item 2, Report No. 10, of the Committee of the Whole (Working Session), which was adopted, as amended, by the Council of the City of Vaughan on February 16, 2016, as follows:

By approving the following recommendations in accordance with Communication C8 from the Deputy City Manager, Planning & Growth Management and Director of Development Engineering and Infrastructure Planning, dated February 16, 2016:

- 1) ***That the City supports in principle the Region's new policy direction related to:***
 - a) ***Regional assumption of boulevard jurisdiction within Regional rights-of-way;***
 - b) ***Goods Movement strategy; and***
 - c) ***Commuter Parking Management;***
- 2) ***That the City supports the Region assuming a larger role in the funding and delivery of mid-block collector road overpasses of Hwy400;***
- 3) ***That York Region be requested to provide the City with a copy of the business case related to the widening of Regional Road 7 between Kipling Avenue and Islington Avenue;***
- 4) ***That York Region be requested to prioritize the proposed road/rail grade separations in Vaughan;***
- 5) ***That York Region advance the completion of the Rutherford Road Class Environmental Assessment and program the recommended road improvements;***
- 6) ***That York Region advance the necessary Individual Environmental Assessment for the extension of Teston Road between Keele Street and Dufferin Street;***
- 7) ***That York Region advance the necessary improvements to Dufferin Street to facilitate the planned development in the Carville Secondary Plan area;***
- 8) ***That the City supports the extension of Langstaff Road across the CN Rail yard between Keele Street and Creditstone Road and improvements to the existing interchange at Highway 400 and Langstaff Road;***
- 9) ***That York Region consult with City staff in the development of the policies related to the new policy directions and actions stemming from the York Region Transportation Master Plan Update.***

**2 YORK REGION TRANSPORTATION MASTER PLAN UPDATE
STATUS UPDATE
CITY-WIDE**

The Committee of the Whole (Working Session) recommends:

- 1) **That the recommendation contained in the following report of the Deputy City Manager Planning & Growth Management and Director of Development Engineering and Infrastructure Planning, dated February 9, 2016, be approved;**
- 2) **That staff prepare a Communication with recommendations for the Council meeting of February 16, 2016 reflecting the issues raised; and**
- 3) **That the following Communications be received:**
 - C3. Presentation Material, entitled, “Transportation Master Plan”;**

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- C4. Map entitled, '2016 10-Year Roads and Transit Capital Construction Program' and
C5. Information Brochures (copies available in the City Clerk's Office).**

Recommendation

The Deputy City Manager Planning & Growth Management and Director of Development Engineering and Infrastructure Planning recommend:

1. THAT the presentation by York Region staff with respect to the Region's Transportation Master Plan update be received; and
2. THAT staff be directed to report to a future Committee of the Whole meeting on the conclusions and recommendations of the draft Transportation Master Plan.

Contribution to Sustainability

York Region's Transportation Master Plan (TMP) update will address the mobility needs of those living and working in York Region. The TMP contributes to the City's Green Directions by ensuring that Vaughan is an easy City to get around with a low environmental impact.

Economic Impact

There are no immediate economic impacts resulting from the recommendations of this report.

Communications Plan

York Region has conducted a comprehensive consultation, communication and outreach program as part of the Transportation Master Plan update study process. Public feedback and input has been gathered at key stages. Public open houses were held across the Region in November 2014, June 2015, and December 2015 and notably hosted in the City of Vaughan on November 11, 2014 (integrated with the Region's Water and Wastewater Master Plan and Official Plan review as part of broader Municipal Comprehensive Review) and December 8, 2015.

City staff has been engaged and are participating through the formal study process on the Technical Agencies Committee.

In April 2015, Regional Council established a Transportation Master Plan Advisory Task Force (Task Force) comprised of members appointed by Regional Council and supported by representatives from York Region departments and York Region Rapid Transit. The Task Force is an advisory body to Regional Council that meets at study milestones and provides feedback to York Region staff in the development of regional transit and transportation policies as part of the Transportation Master Plan update.

Purpose

This report is intended to supplement a presentation from York Region staff on the status of the York Region Transportation Master Plan update and the associated new emerging policy principles.

Background - Analysis and Options

York Region is updating its Transportation Master Plan to develop a strategy to better move people and goods over the next 25 years.

In 2014, York Region initiated the process of updating its Transportation Master Plan (TMP) to identify the necessary programs and infrastructure improvements to accommodate the forecasted

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growth to 2041. The TMP update is York Region's blueprint to address the mobility needs of those living and working in York Region over the next 25 years. York Region is forecasted to grow to a population of 1.79 million people and 900,000 jobs by 2041 in accordance with the Provincial Growth Plan for the Greater Golden Horseshoe. The TMP update will explore options to support the preferred growth scenario and will address emerging issues and expanding policy directions to the 2041 planning horizon.

The TMP will serve to support and guide existing transportation policies in the Regional Official Plan. The focus of the TMP introduces new policies on areas such as multi-modal level of service, integrated mobility systems, Smart Corridors (using Intelligent Transportation Systems), first and last mile connections for transit users and active healthy communities. The TMP will refine and update policies on trip reduction, active transportation (cycling and walking), transit and the road network to account for emerging issues/opportunities. In addition, the TMP is expected to include a financial analysis to support implementation of the TMP, which will be an input to the Region's 2017 Development Charges Bylaw update.

The TMP update is being carried out according to the master plan process and is scheduled to be completed by Q2- 2016.

York Region staff, with direction from the TMP Advisory Task Force, is advancing new transportation policy principles.

Establish a Finer Grid Network

York Region staff, through this TMP update, is advancing new draft policy principles and associated networks with consideration to the identification of local area municipal key collector roads as regionally significant in the establishment of a finer grid network at one kilometer.

The significance of a finer grid network in providing connectivity and permeability through the development of a street network, that prioritizes and facilitates non- auto based modes travel, has long been recognized and strengthened through successive City of Vaughan Transportation Master Plans and policies in the City's Official Plans.

The City of Vaughan Official Plan (2010) Street Network policies, and companion Transportation Master Plan, A New Path (2013), set out a planning policy and implementation framework for the establishment and development of a finer street grid network formed in part by strategic road improvements including, mid-block collector road crossings over Highway 400.

Within this broader transportation policy context, the development of concession blocks, including in Vaughan's block plan communities, is characterized by key major collector roads at approximately 500 meter spacing allowing for two and sometimes three (where context allows) north - south and east-west major collector streets providing permeability and connecting Regional arterial roads. Key to the City's strategy in addressing network gaps and crossing barriers is the ongoing planning, protection and advancing implementation of mid – block Highway 400 crossings.

Corridor Evolution

The Regional TMP update evolves draft policy principles related to the Region's evolution in response to travel demand and plans particularly for the delivery of dedicated transit and High Occupancy Vehicle (HOV) lanes.

Supporting Goods Movement

The Regional TMP update through this evolving policy principle acknowledges the City of Vaughan's industrial and development pattern characterized by two very large employment areas

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largely associated with the significant rail and highway infrastructure. The City experiences the highest truck volumes in the Region attributed, in part, to significant freight and goods movement generators such as the CN Macmillan Yard, CN Intermodal Yard and corporate distribution centers. Major initiatives related to this policy principle are completing the Langstaff Road missing link, designating a strategic goods movement network and supporting provincial expansion of 400 series highways/interchanges (e.g. Highway 427 extension) to Major Mackenzie Drive through the West Vaughan Employment Area.

Develop a Commuter Parking Management Strategy

This new evolving policy principle considers the Region's role in managing commuter parking as part of a broader Travel Demand Management initiative. The draft policy principle recommends the establishment of new Regional commuter parking lots in strategic areas of the Region to facilitate carpooling and carpooling/car sharing. The policy will also clarify Regional and area municipal governance and finance models for commuter parking management.

Boulevard Jurisdiction on Regional Roads

Currently, the local municipalities have jurisdiction over boulevard elements on Regional Roads such as sidewalks, street lighting, streetscaping and cycling facilities. The Region is advancing a policy principle through the TMP update that would realize the transfer of jurisdictional responsibility for the construction, maintenance and operation of all boulevard elements within the Regional right of way to the Region. The evolving policy principle is being considered related to TMP objectives centered on integrating active transportation in urban areas, supporting transit, making the last mile work, facilitating consistency, and the timely completion of the pedestrian and cycling network.

The transfer of jurisdictional responsibility of all boulevard elements within the Regional right of way to the Region may have financial implications on the local area municipalities, which will need to be fully evaluated through the development of this evolving policy principle.

Draft strategic and proposed 2041 networks are being developed with consideration for new policy principles

The focus of the Region Transportation Master Plan update will be to build a connected network formed by; proposed Transit Network, Roads Network, High Occupancy Vehicle Network and Commuter Parking, HOV and Commuter Parking, a supportive Network of Finer Grids Street, Cycling, and Strategic Goods Movement Network to 2041. The key objectives are as follows:

1. Create a World Class Transit System by:
 - Extending the Yonge Subway to Town of Richmond Hill
 - Completing the Viva Network
 - Maximizing the potential of Regional Express Rail with YRT/Viva service
 - Enhancing YRT/Viva service levels into a Frequent Transit Network
2. Develop a Road Network Fit for the Future by:
 - Implementing smart corridors
 - Expanding high occupancy vehicle network
 - Developing a finer grid street network
 - Building context sensitive multi-modal corridors
3. Integrate Active Transportation in Urban Areas including:
 - Accelerating cycling projects that connect to transit spines and Regional centres
 - Filling gaps in sidewalk network in urban areas

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- Working with the Ministry of Transportation to make highway interchanges walk and cycle friendly
- 4. Maximize the potential of employment areas by:
 - Completing the Langstaff Road “missing link”
 - Designating a strategic goods movement network
 - Supporting Provincial expansion of 400 series highways/interchanges(e.g. Highway 427 extension)
- 5. Make the “Last Mile” work by:
 - Providing safe and convenient walking/cycling opportunities to mobility hubs
 - Managing parking supply and demand with innovation, pricing and technology
 - Supporting transit-oriented development
 - Embracing emerging technologies and sharing economy

The TMP update is progressing to the final stage of the study process

The TMP update is progressing to final stages of the study process. The next steps to study completion, scheduled for Q2 2016, are as follows:

- Refine the plan based on public and stakeholder feedback
- Develop a phasing and financing plan
- Present the Draft Plan to Regional Council
- Public review of Transportation Master Plan
- Finalize the Transportation Master Plan

Vaughan staff will be reporting to a future Committee of the Whole meeting on the conclusions and recommendations contained in the final draft of the Regional TMP update.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

York Region’s TMP update is consistent contributes to advancing priorities endorsed by Council specifically: continue to develop transit, cycling and pedestrian options to get around the City, and improve municipal road network

Regional Implications

The Region of York is responsible for providing higher order transportation services to the citizens and businesses in Vaughan such as the arterial road network and local and rapid transit. York Region initiated the process of updating their Transportation Master Plan (TMP) to identify the necessary programs and infrastructure improvements to accommodate the forecasted growth to 2041.

Conclusion

The York Region Transportation Master Plan update is progressing to the final stage of the study process with completion scheduled for Q2 2016. The presentation from York Region staff is intended to inform Council on the status of the York Region Transportation Master Plan update and the associated new emerging policy principles. City staff will be reporting to a future Committee of the Whole meeting on the conclusions and recommendations of the draft Transportation Master Plan.

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