

**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”;**

## **CITY OF VAUGHAN**

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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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2016**

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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.

#### **Report prepared by:**

Marta Roias, Transportation Project Manager 8026  
Selma Hubjer, Manager, Transportation Planning 8674



## memorandum

C	8
Item #	2
Report No.	10 (WS)
Council - February 16/16	

**DATE:** February 16, 2016

**TO:** HONOURABLE MAYOR BEVILACQUA AND MEMEBERS OF COUNCIL

**FROM:** JOHN MACKENZIE, DEPUTY CITY MANAGER PLANNING & GROWTH MANAGEMENT  
ANDREW PEARCE, DIRECTOR OF DEVELOPMENT ENGINEERING AND INFRASTRUCTURE PLANNING

**RE:** **COMMUNICATION**  
**COMMITTEE OF THE WHOLE (WORKING SESSION) FEBRUARY 9, 2016**  
**REPORT No. 10, ITEM No. 2,**  
**YORK REGION TRANSPORTATION MASTER PLAN UPDATE STATUS UPDATE**  
**CITY WIDE**

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At its Working Session on February 9, 2016, the Committee of the Whole requested staff to submit draft recommendations for Council's consideration respecting the York Region Transportation Master Plan Update and associated new policy directions based on the discussion at the meeting.

Based on this direction, Staff have prepared the following draft recommendations for Council's consideration:

- 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
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- 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



## memorandum

Respectfully submitted

A handwritten signature in blue ink, consisting of a series of vertical strokes followed by a horizontal line.

John MacKenzie, Deputy City Manager  
Planning and Growth Management

A handwritten signature in blue ink, featuring a large, stylized 'P' and 'P' followed by a horizontal line.

Andrew Pearce,  
Director of Development Engineering and  
Infrastructure Planning

Copy to: Steven Kanellakos, City Manager  
Paul Jankowski, Deputy City Manager Public Works  
Jeffery A. Abrams, City Clerk  
Zoran Postic, Director Transportation Services Parks and Forestry Operations  
Selma Hubjer, Manager of Transportation Planning

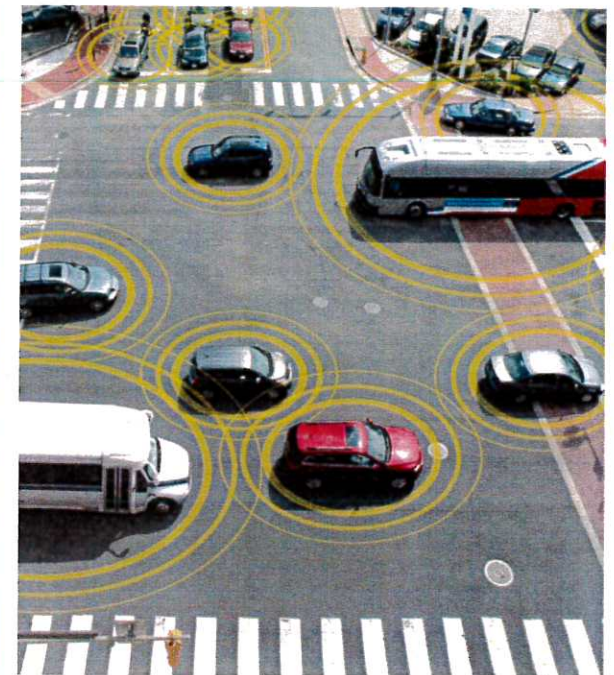


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9/16  
Item 2.

# Transportation Master Plan



*Your community, your say.*



Tuesday February 9, 2016



# Update Context

- Drivers for updating York Regional Official Plan and infrastructure Master Plans:
  - Planning Act requirement
  - Amendment 2 to the Growth Plan
  - Provincial Investments in infrastructure
  - Good planning practice



**TMP Update is required to meet growth and regulation requirements**

# York Region Population and Employment Growth

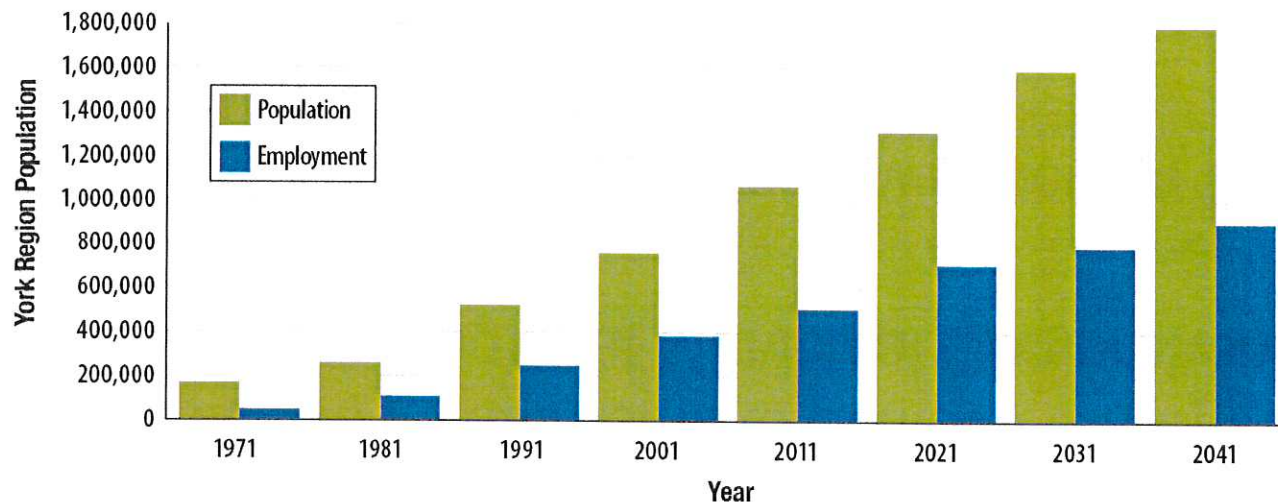
## Population

**1.1** million  
2014 **to** **1.8** million  
2041

## Employment

**565** thousand  
2014 **to** **900** thousand  
2041

York Region Population Growth - 1971 to 2041



York Region needs to comply with The Growth Plan and new forecasts for 2031, 2036 and 2041

# Moving Forward: 2016 TMP Update

- Build on the sustainability principles of the 2009 TMP
- Align infrastructure investments to achieve emerging objectives from the Regional Municipal Comprehensive Review
- Integrate transformative transit initiatives across the Region
- Fill gaps within the policy framework
- Respond to emerging and changing technologies

**TMP Update builds on previous policies responding to growth and emerging issues**



# TMP Update Progress


## Transportation Master Plan (TMP) Study Stages









# TMP Update Consultation Summary

## TMP Exposure (users/visitors)

92,279		Facebook Reach
42,614		LinkedIn Impressions
8,096		TMP Website
3,000*		GO Station Pop Ups
1,800*		Outreach Booths
454		Open House
196		Twitter Retweets
95		Instagram Likes
10		Rounds of Newspaper and E-mail Ads

## TMP Feedback (respondents)

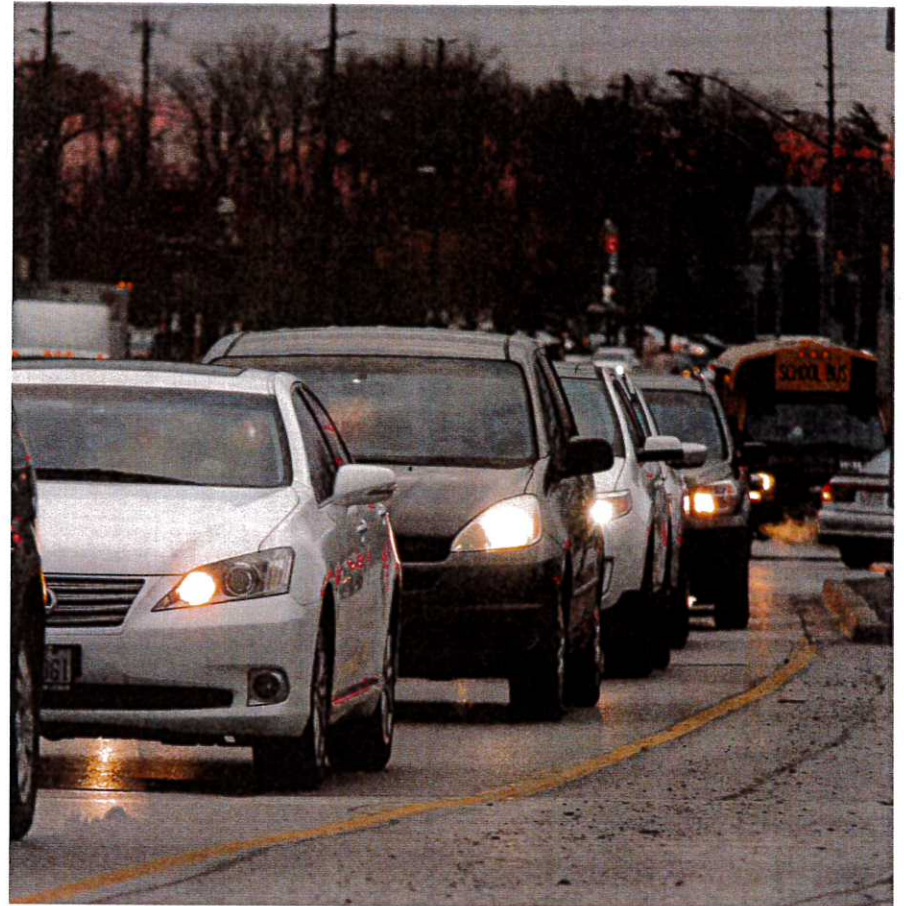
1,944		Online Survey
107		Open House Vision Board Posts
68		Open House Comment Sheets
33		Accessible Online Survey

\* Numbers approximate

**Reached approximately 150,000 people and over 2,000 people provided feedback**

# Current Reality

- 81% of AM peak work trips made by car
- 96% of trips less than 5 km are made by car
- 13% of AM peak work trips made by public transit
- Less than 4 % of trips within York Region are made using transit

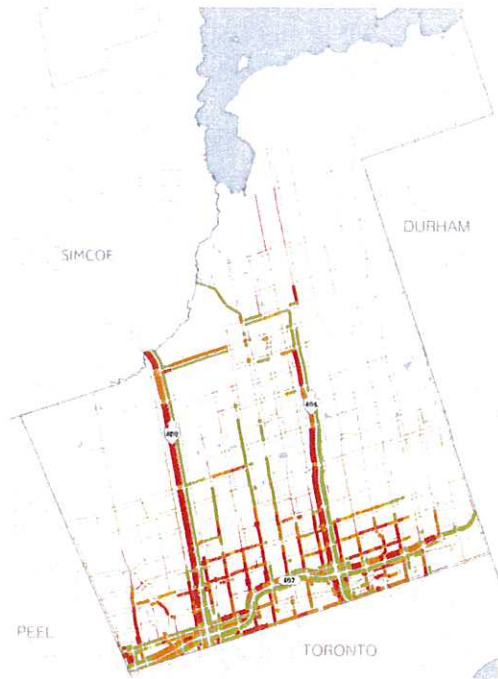


**Transformative changes are needed to change travel behaviour**



# Projected Congestion

## Existing Situation 2011 AM Peak Hour



## Future Base Case Scenario 2041 AM Peak Hour



**Congestion is today's reality and exists under any future scenario**

# Objectives of the TMP




- ① Create a World Class Transit System
- ② Develop a Road Network fit for the Future
- ③ Integrate Active Transportation in Urban Areas
- ④ Maximize the potential of employment areas
- ⑤ Make the “Last Mile” work

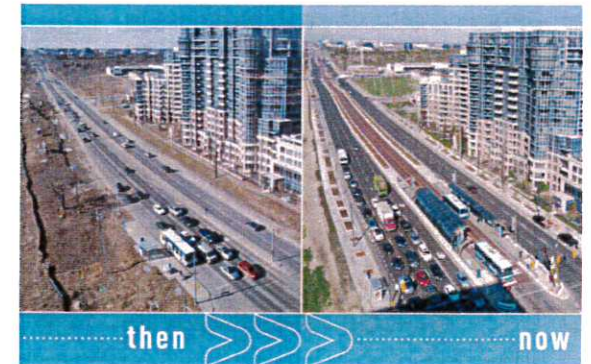




# Objective 1: Create a World Class Transit System

## Major Initiatives




	<ul style="list-style-type: none"> <li>• Implement the Frequent Transit Network</li> <li>• Deliver the YRT/Viva 5-year Service Plan</li> </ul>
	<ul style="list-style-type: none"> <li>• Extend Yonge Subway to Richmond Hill/Langstaff and study further subway expansion with partners</li> <li>• Complete Viva Network (rapidways and new service corridors)</li> <li>• Develop implementation plan for the expansion of Park N' Ride facilities with transit connections to urban centres</li> </ul>
	<ul style="list-style-type: none"> <li>• Integrate and connect with Regional Express Rail</li> <li>• Support freeway bus network and future provincial transitway corridors</li> <li>• Improve service and fare integration with partner transit systems (e.g. GO, TTC, Durham, Brampton)</li> </ul>





## Objective 2: Develop a Road Network Fit for the Future

### Major Initiatives




	<ul style="list-style-type: none"><li>• Widen and urbanize roads in new growth areas</li><li>• Eliminate pinch points and bottlenecks</li></ul>
	<ul style="list-style-type: none"><li>• Build missing links and new roads</li><li>• Expand high occupancy vehicle network</li><li>• Develop the finer grid road network</li></ul>
	<ul style="list-style-type: none"><li>• Maximize person carrying capacity through corridor evolution</li><li>• Build context sensitive multi-modal corridors</li></ul>





# Objective 3: Integrate Active Transportation in Urban Areas

## Major Initiatives

	<ul style="list-style-type: none"><li>• Fill gaps in sidewalk network in urban areas</li><li>• Work with Ministry of Transportation to make highway interchanges walk and cycle friendly</li><li>• Work with neighbouring municipalities to create seamless cross-boundary connections</li></ul>
	<ul style="list-style-type: none"><li>• Adopt a Strategic Ten Year Cycling Network Plan that prioritizes cycling projects that connect to transit spines and Regional centres and accelerates development of Regional trail spines</li></ul>
	<ul style="list-style-type: none"><li>• Increase the use of separated cycling facilities such as cycle tracks, raised bike lanes and multi-use trails to improve comfort for cyclists</li><li>• Focus infrastructure in urban areas to improve connections to employment and institutional land uses</li></ul>





# Objective 4: Maximize the Potential of Employment Areas

## Major Initiatives

	<ul style="list-style-type: none"><li>• Designate a strategic goods movement network</li><li>• Confirm all Regional roads are for all types of vehicles</li></ul>
	<ul style="list-style-type: none"><li>• Support Provincial expansion of 400 series highways/interchanges</li><li>• Complete Langstaff Road “missing link” across CN MacMillan Yard</li></ul>
	<ul style="list-style-type: none"><li>• Create supportive environment for technology-enabled mobility solutions</li><li>• Achieve fare integration to increase the convenience of transit use</li><li>• Increase the connectivity between rapid transit services leading to key employment areas</li></ul>





# Objective 5: Make the Last Mile Work

## Major Initiatives

	<ul style="list-style-type: none"><li>• Support transit-oriented development</li></ul>
	<ul style="list-style-type: none"><li>• Provide safe and convenient walking/cycling</li></ul>
	<ul style="list-style-type: none"><li>• Manage parking supply and demand with innovation, pricing and technology</li><li>• Support emerging technologies and the sharing economy</li></ul>



## Network Integration

The focus for the next  
**Transportation Master Plan**  
will be to build a connected network.



Transit



Increased  
Road Capacity



Pedestrians



Cycling



Carpooling

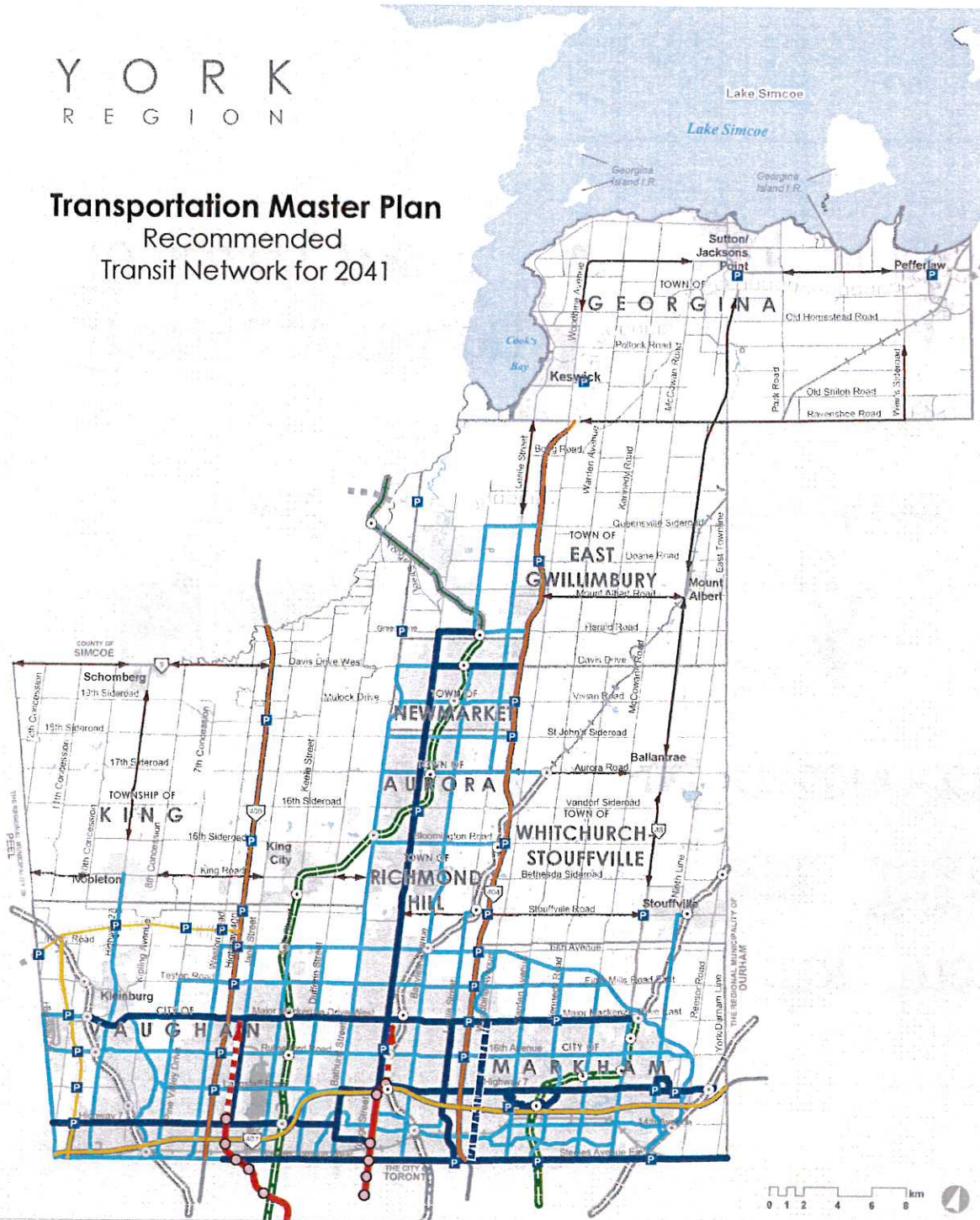
Transportation Master Plan  
To learn more, visit [york.ca/tmp](http://york.ca/tmp)





# YORK REGION

## Transportation Master Plan Recommended Transit Network for 2041



- Rapid Transit Corridor
- Rapid Transit Alignment Subject to Further Study
- Frequent Transit Network
- Highway Bus Service
- Transitway
- Rural Bus Connections
- Subway Extension
- Potential Subway Extension to be Determined by Future Study
- Future Subway Station
- GO Train, 15-min Two Way All Day Service
- GO Train, Two Way All Day Service
- GO Train, Rush Hour Service
- Existing GO Station
- Potential GO Station
- Proposed Commuter Lots

### BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway
- Municipal Boundary

### NOTES:

1. Any proposed new interchanges, highway/interchange improvements, or bike lane crossings of Provincial facilities, etc., are not approved by the Ministry of Transportation.

These proposed improvements will require further study and analysis, and will need to meet Ministry standards.

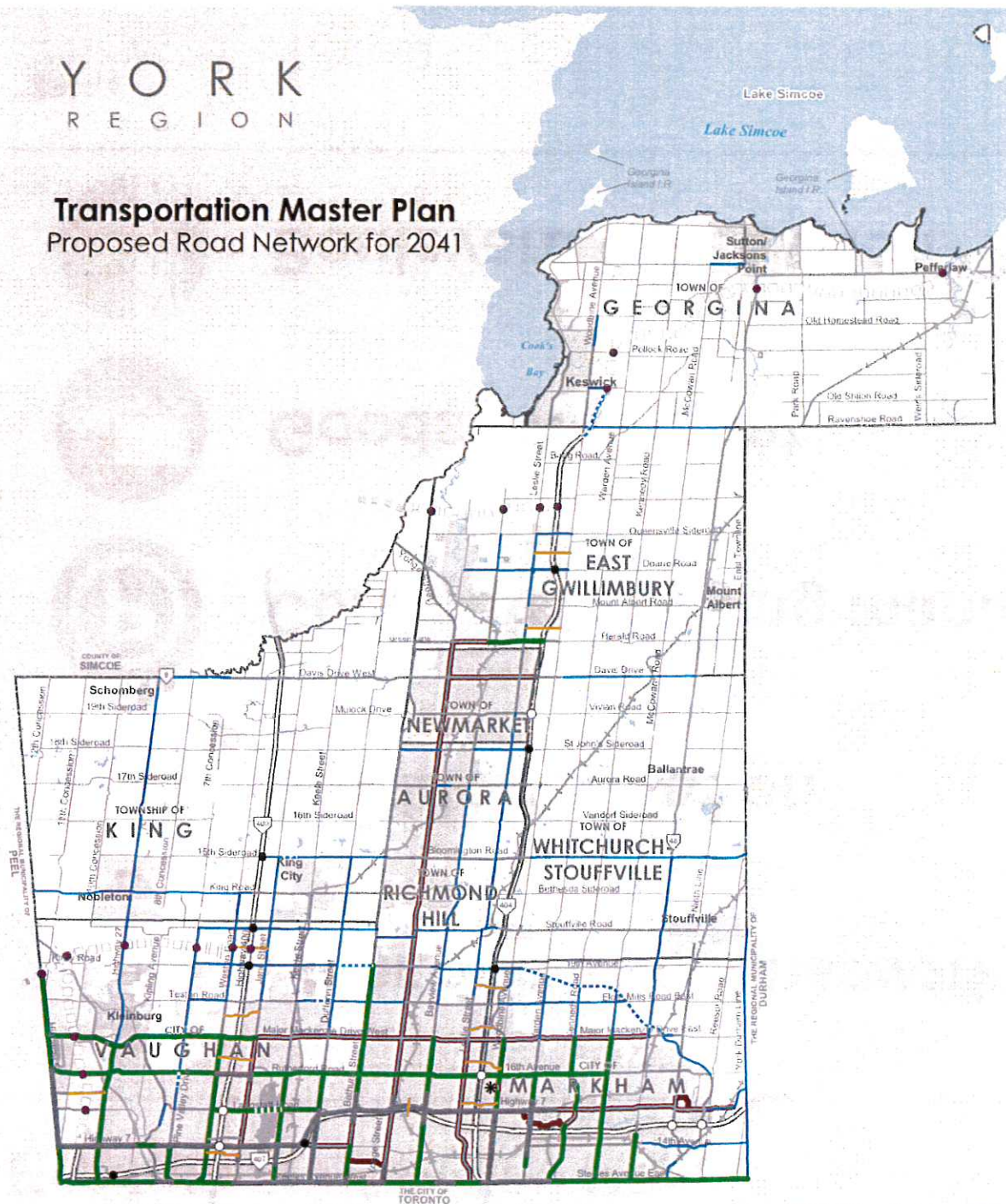
2. The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the Planning Act, the applicable environmental assessments process established under the Environmental Assessments Act, and preliminary and detailed design.





# YORK REGION

## Transportation Master Plan Proposed Road Network for 2041



### 4 Lane Network

- Existing 4 Lane Road
- Proposed Future 4 Lane Widening
- .... Proposed New 4 Lane Road

### 6 Lane Network

- Existing 6 Lane Road
- Proposed Future 6 Lane Widening
- .... Proposed New 6 Lane Road
- Midblock Crossings
- Rapid Transit Corridor

### Interchange Improvements (to be confirmed by MTO)

- Future Interchange on Existing Freeway
- Future Interchange on Future Freeway
- Other Interchange Improvement
- \* Special Study Area

### BASE MAP INFORMATION

- Provincial Freeway
- Provincial Highway
- Road
- Railway
- Municipal Boundary

### NOTES:

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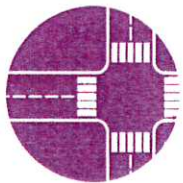


# Evolution of Policy Principles

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**Finer grid street network**



**Corridor evolution**



**Commuter parking management**

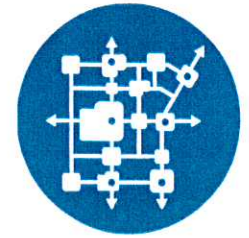


**Goods movement**



**Boulevard jurisdiction**

# Finer Grid Street Network: Principles

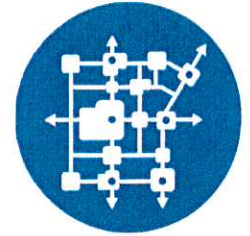


- York Region be responsible for environmental assessments, design, construction, operation and ownership of all future 400-series highway crossings.
- York Region be responsible for environmental assessments, design and construction of future interchange ramp extensions
- York Region provide financial assistance to local municipalities for mitigating/bridging barriers in the major collector road network
- Restrict new turning and vehicle-type restrictions on the Regional road system

**Maximize the effectiveness and efficiency of the integrated road network**



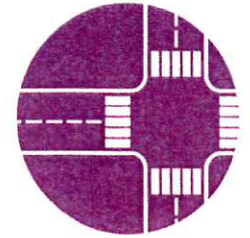
# Finer Grid Street Network: Actions



- Define the infrastructure requirements including 400-series highway crossings and ramp extensions
- Develop an Arterial Road Classification Study
- Consider removal of existing turning and vehicle type restrictions where they are not warranted for network optimization or asset preservation purposes
- Establish a Development Charges funded reserve to support these policy principles

**A context sensitive approach will be used in the implementation of these actions**

# Corridor Evolution: Principles

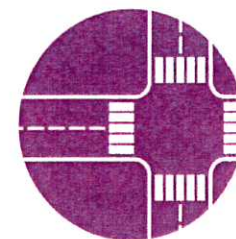


- York Region operate the Regional road network to move the most people
- Develop a policy to permit conversion of general purpose traffic lanes to HOV/Transit lanes or reserved bus lanes after established thresholds are met

**The objective is to maximize people moving capacity of Regional corridors**



# Corridor Evolution: Actions



- Reaffirm that when widening a road from four-lanes to six-lanes, the additional lanes be designated for HOV/Transit use
- Establish thresholds for converting existing general purpose lanes to HOV/Transit lanes or reserved bus lanes on four-lane and six-lane roads
- Develop a long-term traffic management strategy that incorporates existing and emerging technologies to optimize, expand and transform the people moving capacity of Regional corridors

**Emerging technologies can be used to increase the efficiency of our systems**

## Commuter Parking Management: Actions



Develop a Commuter Parking Management strategy that:

- Identifies new commuter parking lots in strategic areas of the Region
- Establishes Regional governance model for commuter parking management
- Provides direction regarding parking on Regional roads
- Identifies and implements pilot projects, including the use of paid parking



# Goods Movement: Actions



Develop a Goods Movement Strategy to:

- Define the Region's role in supporting goods movement
- Identify demand management measures to reduce the impact of goods movement during peak travel periods
- Confirm a hierarchy/network of goods movement corridors, recognizing that all Regional roads are intended to move all types of vehicles

# Boulevard Jurisdiction: Actions



- York Region accept responsibility/ownership for boulevard jurisdiction\*
- York Region work with local municipalities to transition planning, design, construction, maintenance and responsibility for boulevard elements\*
- Establish a Development Charge funded reserve to support this policy principle

\* sidewalks, cycling facilities, illumination and streetscaping





# Next Steps for the TMP

- Present the draft network phasing plan to the TMP Advisory Task Force – Feb 2016
- Present the draft network phasing plan to Regional Council – April 2016
- Present the draft TMP to Regional Council – June 2016
- File the TMP for public review – Summer 2016
- Initiate implementation of the plan – Fall 2016



The Transportation Master Plan will be finalized in 2016

# Transportation Master Plan

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*Your community, your say.*

Discussion

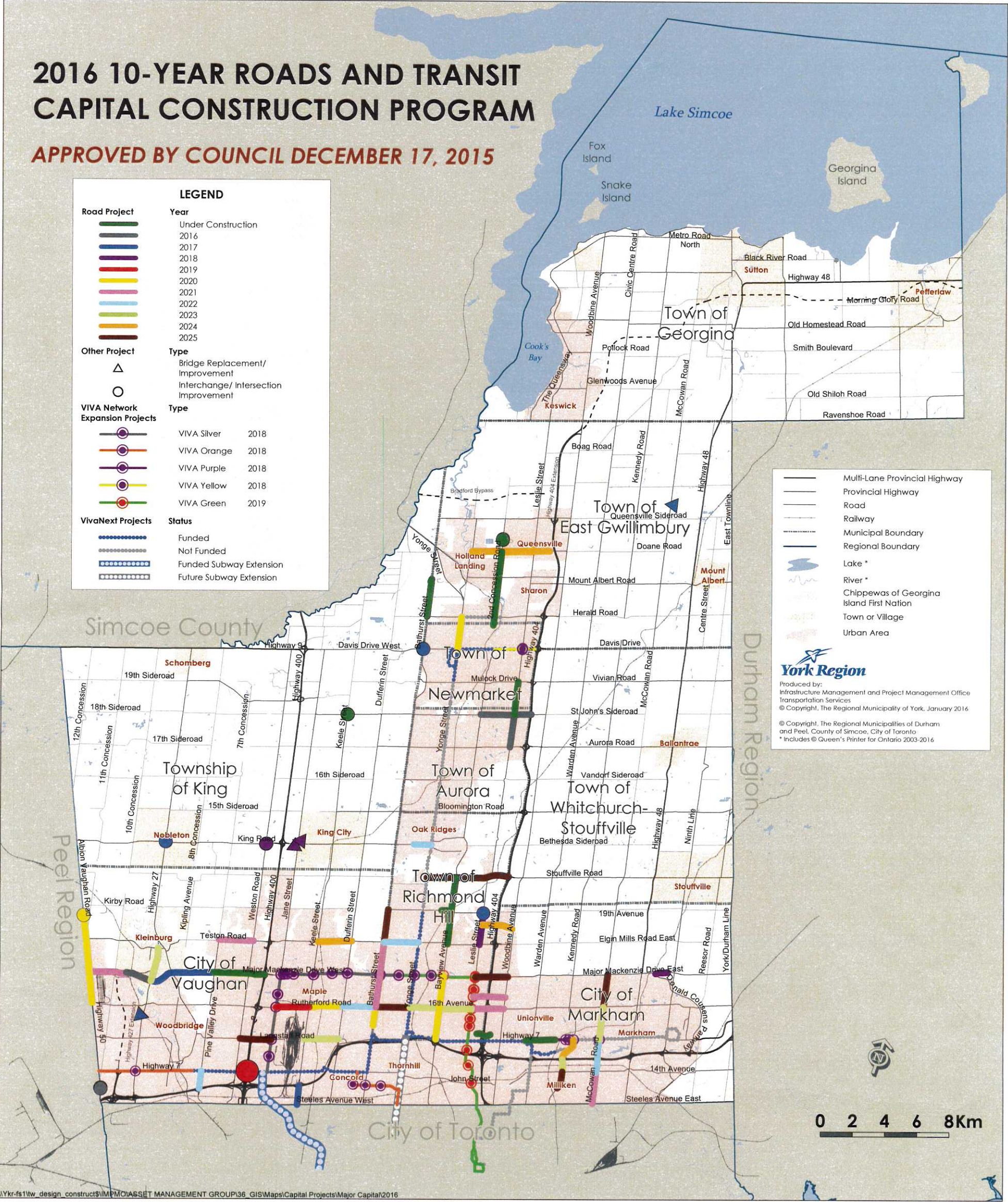
**Stephen Collins**  
**York Region Transportation Services**  
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Item 2

# 2016 10-YEAR ROADS AND TRANSIT CAPITAL CONSTRUCTION PROGRAM

APPROVED BY COUNCIL DECEMBER 17, 2015





## **COMMITTEE OF THE WHOLE (WORKING SESSION) - FEBRUARY 9, 2016**

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

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



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 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
  - 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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Respectfully submitted,

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