

TMP Sustainability Principles and Criteria – Working Draft

Sustainability Principle	Description	Measures/Criteria
1. Integration with Land Use	Transportation planning will be integrated with land use planning and urban design, to minimize single occupant vehicle trips and longer work trips while encouraging the use of transit, walking, and cycling.	- Modal Split (York related trips) - Veh-km of auto travel - Transit passenger-km - Mean trip length (auto, transit) - Mean trip travel time (auto, transit) - Transit service coverage
2. Promote Environmental Health	Transportation systems need to be better integrated with the Region's Natural Heritage System so as to minimize impact on the green system. The goal should be to strengthen the overall green system and to minimize greenhouse gas and air quality impacts.	- Land required for road R.O.W. - Land required for transit R.O.W. - Impacts on KNHF (no. of H/M/L risks) - GHG emission
3. Mobility and Access	Everyone is entitled to reasonable access to all places, goods and services in York Region. This includes people with physical disabilities, low incomes and the elderly.	- % of lane-kms (or straight kms) of congested roads - Congestion area maps showing traffic volumes, auto speed differential, and hours of congestion - Transit service coverage (% of population with access to less than x jobs by transit, kms of route, revenue service hours)
4. Put Sustainable Transportation Modes First	The Region and its municipalities will plan for reliable, frequent and seamless public transit; create a functional and attractive street network that supports walking, cycling and community interaction; and support these goals through land use planning and urban design.	- Capital and operating costs of: • Road improvements • Transit improvements • Other programs & services • Total Master Plan - Transit service coverage - Modal split
5. Transportation Demand Management	The Region will pro-actively manage demands to minimize the use of single occupant vehicles while supporting alternative transportation modes.	- Total transit ridership - Modal split - Mean trip length for auto, transit - Mean trip travel time for auto, transit - lane-km of HOV lanes - % Transit Priority Network completed

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6. Transportation Supply Management	The Region will manage the supply and operation of its transportation system so as to minimize the need for roadway expansion.	- Capital and operating cost of transit improvements, other programs and services vs. road improvements - Lane-km of arterials and highways - Vehicle-km capacity of arterials and highways - Transit service coverage
7. Goods Movement	The movement of goods should be safe, efficient and flexible and will minimize the use of non-renewable resources.	- Congestion area maps including traffic volumes, auto speed differential, hours of congestion - % of lane-kms (or straight kms) of congested roads
8. Full Cost Accounting	Transportation costs will be borne on an equitable basis.	- Capital and operating costs of: • Road improvements • Transit improvements • Other programs & services • Total Master Plan
9. Performance Measurement	The Region will enhance performance measures and a reporting framework to fairly evaluate the progress of the Transportation Master Plan.	- System capacity: lane-km, veh-km, and transit service coverage - System usage: total transit ridership, modal split, veh-km of auto travel, etc.
10. Communications	Innovative consultation programs will be utilized regularly to more meaningfully engage the public and stakeholder groups in the transportation planning process.	- Public consultation centres - information newsletters - focus group and stakeholders meetings - regular updates of website and mailing list
11. Annual Updates	The Region will regularly review (annually or bi-annually) the Transportation Master Plan with major reviews every five-to-ten years.	- Capital and operating cost of the Master Plan - No. of Committee reports and updates
12. Funding	The Region must ensure that all sustainable transportation programs and initiatives are properly supported and financially viable over the long term	- Development Charges - Upper tier funding commitments - Capital and operating cost of the Master Plan