



TERMS OF REFERENCE

Preface

York Region's vision for future transportation, as identified in 2002, outlined the need to develop a balanced network of roads and transit investment to support the Region's long term land use plan. The 2002 Transportation Master Plan (TMP) defined a thirty year plan for the continuing maturity of the arterial roads network in the urban areas, and the development of a rapid transit network that would effectively integrate local transit with GO Transit, TTC and other neighbouring existing and planned rapid transit systems.

This vision of the original plan is still considered valid. Now that the Region has made substantial progress toward the development of the transit plan and has embarked on a variety of related sustainable transportation projects such as the Smart Commute Initiative, this update will allow the public and other stakeholders the opportunity to comment on the further direction of the Plan.

The Region has also started on a growth management plan which will involve substantial consultation with the general public and other stakeholder groups. It is also nearing completion of the development of a set sustainability factors for new growth and infrastructure developed in consultation with environmental groups and developers.

The local area municipalities, surrounding Regions, the Province and Federal governments have recognized and supported the Region's Plan. Notwithstanding this support, this plan must also make the Region's business case for the need and timing of necessary Provincial infrastructure to support the Region's growth plan.

Background

York Region continues to be one of the fastest growing regions in Canada and it is expected to continue to experience rapid growth during the next 20 to 30 years. This rapid growth has already strained its transportation system. The 2002 TMP anticipated that the performance of the road system will degrade to unacceptable levels without policies and plans to significantly improve transit market share and develop more sustainable land use development plans to support the four designated Regional centres located along the major transit corridors. An update to the TMP is needed to ensure that continuing transportation decisions for an integrated network can be made within the

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context of recent development trends and legislative changes. The TMP is an essential element in allowing the Region to reach its goals of Sustainable Natural Environment, Economic Vitality and Healthy Communities, while providing safe, affordable, efficient and effective transportation for people and goods.

The first Transportation Master Plan defined policies and long-term infrastructure needs to meet future transportation demands in an affordable and environmentally sustainable manner and provided a context and framework for future transportation decisions. It is a living plan, which will continue to be reviewed every five years and revised to adjust to changing circumstances. It now requires updating to 2036.

Key elements of the TMP were the development of the Centres and Corridors land use strategy and an investment in a rapid transit system that would link these centres. Key new areas of interest lie in the area of sustainable environmental factors and growth management.

A number of the programs recommended in the original TMP have had the financial support of the Provincial and Federal governments. The VIVA rapid transit network is the most notable project funded by both senior levels of government. The Region's initiative for Transportation Management Associations throughout the GTA through Smart Commute Initiative is another program that was recommended in the TMP and has been funded by the Federal government since it will aid them to meet Kyoto commitments. Other areas of need include new and expanded Provincial roads.

Objectives

The Transportation Master Plan is intended to:

- Provide the basis for revisions to the transportation components of the Regional Official Plan.
- Ensure that funding for the transportation infrastructure needs of the Region and construction of these facilities can be provided in a sustainable fashion.
- Provide for the necessary transportation infrastructure and programs to support Regional and local land use plans – particularly the Centres and Corridors Plan.
- Assess the performance of the monitoring factors identified in the 2002 TMP.
- Review and update higher order rapid transit plans for York Region (YRTP/VIVA and GO Transit and subway extensions) and adjacent regions.
- Identify emerging trends in the Region's urban structure and ways to foster the regional structure envisioned in the Regional Official Plan. Particular attention will be made to parallel work being undertaken by the Growth Management Initiative.
- Provide a framework for future transportation decisions which would continue to recognize the Regional goal for a sustainable natural environment.

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- Update the plan in the context of the Oak Ridges Moraine, Greenbelt and Places to Grow policies of the Province.
- Address continuing needs for freight/ goods movement in order to ensure the economic vitality of the Region.
- Examine policies and initiatives to support the development of pedestrian and cycling plans for healthy and diverse communities.
- Ensure that the future road and transit needs of the Region can be provided in a timely, efficient, cost effective and integrated manner.
- Provide a framework and plan for better inter-regional transportation connections and corridor protection including to the proposed Pickering Airport, Seaton community and other road needs in the Steeles Avenue corridor.
- Provide a business case for further improvements to Provincial highways and GO Transit.
- Consider the traffic implications of continued growth on the borders of York Region in Simcoe County, Peel Region and Pickering.

Along with a full review of the previously recommended infrastructure program, this update to the 2002 Master Plan must, among other areas, also address:

- The need for complementary infrastructure such as HOV lanes, other priority measures, parking policies, sidewalks, bicycle facilities and street lighting that will be required to support transit and land uses in mature urban communities.
- Organizational issues related to the provision and funding of necessary related infrastructure by others to support the sustainability plans outlined in the TMP update.
- Collector roads which will relieve the volume of local traffic along arterial roads and allow more effective transit bus services to be delivered.
- Policy and infrastructure (commuter lots, pricing) necessary to support the programs for transportation demand management alternatives which would be provided through emerging transportation management associations.
- The role of each level of government in providing and maintaining road and transit infrastructure.
- Examine the implications of the Province and/ or the Federal government not providing funding for transit or necessary highway improvements.
- Financing of major improvements required to serve traffic to and from major developing areas outside York Region.
- Funding mechanisms to ensure sustainable long term maintenance and reconstruction programs for a fully developed road and transit infrastructure system in order to maintain a state of good repair.

Expected Benefits

The Transportation Master Plan will provide numerous benefits to the Region:

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- It will help achieve the Regional goals of Sustainable Natural Environment, Economic Vitality and Healthy Communities
- It will provide recommendations supportive of land use development in the established Centres and Corridors to reduce car use and promote shorter travel distances
- It will assist in developing effective capital planning and priority setting processes to ensure that transportation facilities and services are available in a timely manner to accommodate the growth in the Region
- It will confirm future transportation corridor needs and road/rail grade separations , thereby allowing the Region to take actions to protect for them
- It will provide a framework for investment in highway and rail facilities by the Province and the Federal government
- It will also lead to better coordination of Regional transportation planning with GTA and provincial transportation planning
- By clarifying the Region's long term transportation needs for road, transit, pedestrian, cycling and goods movement, it allows the Region to exert a stronger influence on the decisions of neighboring jurisdictions, the proposed GTTA, the Province, the federal government and other major transportation providers
- It will examine the need to incorporate congestion and air quality impacts from transportation along with other environmental factors in evaluating development plans
- It will identify strategies, policies and facilities to support effective goods movement and make freight transport more sustainable
- By providing a long term vision and direction, it allows many difficult, but essential short term actions to be taken, which would otherwise lack rationale
- It will specifically identify strategies, policies, facilities and services to increase walking, cycling, transit, ridesharing and telecommuting
- It will examine the strategic plans and policies of the senior levels of government to ensure that the Region's master plan is supportive of their objectives in order to secure joint participation for funding
- It will develop and recommend objectives, strategies, policies and services to achieve sustainable transportation and land use development goals through parking management
- It facilitates the Environmental Assessment process for transportation capital projects by providing the strategic framework and significant inputs to the need and justification component of each project
- Identify a process and the procedures necessary to review and approve development plans according to available transportation capacity.

Scope of the Plan

The Transportation Master Plan deals primarily with surface transportation, but

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recognizes the existing vision for subway connections from Toronto to York Region and the needs of the airports in the GTA. It includes all modes, i.e., roads, air, marine, expressways, rail - conventional, rapid and commuter transit, walking and bicycling. It deals with both passenger and goods transportation. It addresses the emerging urban form and the changing travel patterns. It includes policies, guidelines and standards for capital improvements. It deals with coordination between modes and other jurisdictions, particularly the Province, adjacent Regions and local municipalities for capital infrastructure, and the Province and Federal governments for 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.

A major element of the study will be to determine the funding requirements for the Plan.

The time horizon for the plan will be 2036.

Regional Structure Component

Within the time frame for this plan, most major arterial roads in the southern urban area will be fully built out to six through traffic lanes, with a need to accommodate an increased number of buses, cyclists and pedestrians. The TMP will examine the implications of limited additional vehicular capacity in the built up areas and the vision for a higher density urban structure.

Over the last decade the Region has become more of an urban place with increasingly diverse housing stock, as well as a significant increase in the amount and nature of employment. Trends in the workplace such as telecommuting, variable work hours and the revolutionary effects of technology have altered work and travel patterns and the changing age demographic will also require an assessment of changing transportation needs.

These changes are evidenced by increasing east-west travel, two-way north-south travel patterns, an intensification of key Regional corridors such as Highway 7 and Yonge Street, and changes to the average trip length. In addition, York Region residents and workers have increased expectations regarding transportation choices. These recent growth trends, as well as new information available, make it essential to examine the impact of the Region's changing urban structure on the transportation system.

A number of Regional Official Plan amendments have been approved since the first TMP regarding policy directions that are closely tied to the transportation

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system including:

- Compact diverse new communities
- Centres and Corridors, and
- Growth through intensification.

In order to achieve the full benefit of this compact urban form with Centres and Corridors, supportive strategic transportation investment is required. The TMP will examine this emerging regional structure as well as strategic ways to foster the urban form envisioned in the Regional Official Plan.

Process

The Transportation Master Plan study will follow the Municipal Class Environmental Assessment master planning process. The study will be conducted in two parallel streams: Technical Analyses and Public Consultation. It will take into account parallel work of the Growth Management Initiative. The study will examine and adapt, where appropriate best practices in master planning from other regions. It will also consider sustainability guidelines developed by the Transportation Association of Canada and those being developed locally by the Towards Sustainability in York Region Advisory Group. Workshops and symposia will be arranged to seek inputs from elected officials; stakeholders; outside experts; and municipal and agency staff. Public Information Centers, surveys and/or the Internet will be used to obtain feedback from the general public.

Scope of Consultant Work

This study will be undertaken with greater involvement of Regional staff than in the past on similar studies. The final scope of work between the consultant team and municipal staff will be determined during the preparation of the work program. However, it is contemplated that the Region would be primarily responsible for work in the following areas:

- Project management
- Project notification & communication
- Web site
- Presentation materials:
 - display boards
 - power point presentations
- Report layout and publication

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- Selected background reports on:
 - Pedestrians and cycling
 - Monitoring change 2001-2006
 - Streetscaping
 - Travel demand management
 - Infrastructure asset evaluation
 - YRT 5 year plan
 - YRTP network configuration

Participants

The study will be conducted under the direction of the Commissioner of Planning and Development Services. A small project management team with staff from the Planning and Transportation and Works departments will manage this project. Involvement of many agencies throughout the study is critical to its success. To facilitate such involvement, a Technical Advisory Committee will be established to include the following:

- York Region Local Municipalities
- GO Transit
- TTC
- Ministry of Transportation
- Ministry of Environment
- Ministry of Natural Resources
- City of Toronto, Regions of Peel and Durham, County of Simcoe
- Conservation authorities
- York Region Transportation and Works (Roads and Transit)
- York Region Finance

Products

The Transportation Master Plan study will result in a number of products, which will provide valuable information and guidance for future transportation decisions in the Region. Key products will include:

- Transportation vision
- Policies, guiding principles and performance targets dealing with such matters as coordination of land use and transportation, transit modal split, Transportation Demand Management and asset management
- Priority Setting Framework
- Medium and Long term (2036) transportation networks
- Short term (5 and 10 year) priorities and action plans
- Funding requirements to ensure sustainable development
- Process for annual performance monitoring, review and assessment

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Resources

A multi-disciplinary consultant team with expertise in strategic planning, transportation modelling, environmental review and public consultation in roads and transit will assist York Region staff in conducting this study.

The consultant team will be retained to undertake technical analyses and public consultation; to co-ordinate workshops and symposia; to prepare reports and to make presentations. Internal resources will include staff from transportation & works, planning and finance departments.

Project Schedule

The project will start in early 2006 and is expected to be completed by June 2007. Key milestones and their timing will be determined in consultation with the technical advisory committee.