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TRANSPORTATION MASTER PLAN IMPLEMENTATION PROGRESS

The Planning and Economic Development Committee recommends the adoption of the recommendation contained in the following report dated February 10, 2011, from the Commissioner of Planning and Development Services and the Commissioner of Transportation Services.

1. RECOMMENDATION

It is recommended that:

1. Regional Clerk forward a copy of this report to the Clerks at the local area municipalities, Ontario Ministry of Transportation, Metrolinx, City of Toronto, the Regions of Peel and Durham, and Simcoe County.

2. PURPOSE

This report informs Regional Council of the progress in implementing the York Region Transportation Master Plan Update (2009) and the status of the 5-year action plan.

3. BACKGROUND

Regional Council endorsed the Transportation Master Plan (TMP) Update in November 2009

On November 19, 2009 Regional Council endorsed the Transportation Master Plan (TMP) Update which set a new bold direction for York Region's approach to transportation planning through to 2031. Building upon the 2002 Transportation Master Plan which was successful in securing Provincial and Federal commitments to implement the Region's Viva Rapid Transit Network, the Transportation Master Plan Update refocuses the Region's vision towards an enhanced mobility system using a "people and transit first approach" to connect land use and transportation planning. At the forefront of this approach is an emphasis on walking, cycling, transit use, and a per capita reduction in automobile/single occupant vehicle trips taken. Key deliverables of the Transportation Master Plan Update included:

- A network of transit and road improvements, along with more than 100 policies, programs and initiatives identified to support the Region's growth to 2031.
- A set of implementation and phasing plans for the transit and road improvements and a 5-year Action Plan that will serve as the foundation for supporting the Plan to completion.

- The identification of seven Special Study Areas for more detailed assessment of solutions to support the transportation network in the vicinity of each study area.
- Integration with the Regional Pedestrian and Cycling Master Plan (PCMP) to incorporate active transportation in supporting the Region's sustainability objectives.
- The commitment for on-going monitoring of the implementation progress and review of the policies, programs and infrastructure identified to support the Region to 2031.

Transportation Master Plan provided input to the key policies and components of the new Regional Official Plan (December 2009)

Coordinated under the Region's Growth Management initiative entitled *Planning for Tomorrow*, the Transportation Master Plan Update was developed as part of an integrated and coordinated process contributing to the adopted new Regional Official Plan (ROP) in December 2009. This approach is evident across the ROP requiring that communities be designed to ensure the mobility system will give priority to the pedestrian realm, cycling and transit use, and strong policies emphasizing the goals of sustainability and alternative modes of transportation. Incorporation of the Transportation Master Plan Update recommendations with the ROP provides a formal basis for implementation of the Master Plan.

Transportation Master Plan project received the 2010 Canadian Institute of Planners Award for Planning Excellence in Transportation and Infrastructure

The innovative approach and integration of the Transportation Master Plan Update with the Region's Growth Management was recognized by the Canadian Institute of Planners (CIP) and awarded the 2010 Planning Excellence Award in the Transportation and Infrastructure category.

4. ANALYSIS AND OPTIONS

The Transportation Master Plan identified the need to monitor the progress of its implementation

Regular tracking of the implementation progress of the Master Plan actions and strategies will help measure the success of the Master Plan as well as determine the need to update the Master Plan. Section 9.2 of the approved Master Plan recommended that progress should be monitored in several key ways:

- Preparation of an annual report to Council that provides an update on the progress of the Five-Year Action Plan.
- Conducting a random sample public opinion survey with York Region residents and businesses approximately every two years to assess changes in travel behaviour, and to evaluate whether the Region's sustainable transportation message is understood

and recognized. This survey would supplement the data collected in the Transportation Tomorrow Survey which is undertaken every five years.

- Monitoring statistical trends of transit users, cyclists and pedestrians.
- Measuring annual greenhouse gas and other emissions to reduce the Region's carbon footprint.

This report focuses on the Five-Year Action Plan. Staff will be reporting on the other monitoring initiatives as information and results become available.

ROAD INITIATIVES

Road project initiatives within the Five-Year Action Plan were significant in 2010 through Special Area Studies and capital projects

For the road network component, the Transportation Master Plan Update identified both Special Study Areas and major task priorities as part of the Five-Year Action Plan. The status of the road project initiatives are shown in *Table 1*.

Table 1
2010 Status of Five-Year Action Plan – Road Initiatives

Road Projects	Action Description	Status
1. Bradford Bypass	Work with the Province and Metrolinx to re-confirm the need for the Bradford Bypass, and ensure that this important freeway link is included in the Provincial Growth Plan.	Staff continue to highlight the need for the Bradford Bypass through comments on Provincial and municipal land use and transportation planning exercises
2. GTA West Transportation Corridor	Assist MTO and the City of Vaughan to determine the location of the alignment and interchange with Highway 400 and Highway 427 extension.	GTA West Corridor EA Terms of Reference (ToR), approved by MOE on March 4, 2008. Stage 1 of the EA is currently underway with expected completion of in Spring 2011. Regional and local staff actively sit on Municipal Advisory Committee.
3. Mid-York E-W Transportation Corridor Special Study Area	Complete a needs assessment and initiate the corresponding Environmental Assessment studies.	On June 24, 2010, Regional Council authorized staff to proceed with a feasibility and preliminary engineering study to investigate Highway 400 interchange alternatives and associated east-west road improvements in the corridor between Teston

Road Projects	Action Description	Status
		Road and Highway 9. A Consulting firm is anticipated to be selected by the end of March 2011.
4. Mid-block collector road crossings of 400-series highways	Assess transportation implications with and without the mid-block fly-over crossings on Hwy 404 north of Hwy 7 to 19th Avenue.	Study underway to look at needs and justification and preliminary engineering review of mid-block crossings of Highway 404 between 19th Avenue and Highway 7. The study is scheduled to be completed by end of 2011. The Highway 404 mid-block crossing north of Highway 7 is in the detailed design stage.
5. Highway 427 Extension	Work with the Province in concert with the City of Vaughan and Peel Region to include this project in the Provincial highway 5-year capital plan (Southern Ontario Highway Program) as soon as the Environmental Assessment is approved.	Environmental Assessment was approved by MOE on October 21, 2010. Regional staff to continue to work with Province for inclusion in 5-year capital plan.
6. Highways 400 and 404 HOV lanes	Work with the Province to ensure that these HOV lane widenings are included in the Provincial highway 5-year capital plan for construction.	First phase of widening of Highway 400 between Teston Road and King Road currently underway with reconstruction of King Road interchange. Detailed design study underway for Highway 400 segment from King Road to Highway 9.
7. Integrated Intelligent Transportation System (ITS)	Develop and implement an integrated ITS strategy that encompass transit and traffic management systems as well as traveler information systems.	ITS Strategy Plan is in place and progress is being made through initiatives such as improved communication to motorist through roadside electronic messaging and mobile device applications for transit trip planning.
8. Langstaff Missing Link Special Study Area	Transportation Needs Study to assess impacts and feasibility of completing the Langstaff missing link.	Joint study with Vaughan initiated to review the transportation needs to support the Vaughan Metropolitan Centre and surrounding area. A needs and justification review for the Langstaff missing link is

Road Projects	Action Description	Status
		included in the review. The study is anticipated to be completed by end of 2011.

Additional details on two of the road projects in *Table 1* are provided below.

Mid-York East-West Transportation Corridor study proceeding with a feasibility and preliminary engineering assessment of Highway 400 interchange opportunities

In June 2010, staff were authorized through Council to proceed with a feasibility and preliminary engineering study to investigate Highway 400 interchange alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway 9. Staff are in the process of retaining a consultant to assist with the study. Following completion of the feasibility and preliminary engineering study, staff will report back on the results of the study and a strategy for moving forward with an Environmental Assessment for the Mid-York East-West transportation corridor improvements. A consulting firm will be selected for the study in early 2011.

Langstaff Road missing link assessment is incorporated as part of a broader Vaughan area transportation study

The Region in partnership with the City of Vaughan has initiated the Request for Proposals and consultant selection process to complete the Vaughan Metropolitan Centre (VMC) and Surrounding Area Transportation Study to review the road network needs in the area. This broad study will include an assessment of projects such as the Langstaff Road missing link and opportunities for improvements to the Langstaff Road and Highway 400 interchange. If found to be necessary, the Langstaff Road missing link will be further subject to a feasibility and fiscal impact assessment. The VMC and Surrounding Area Transportation Study is estimated to be completed by the end of 2011.

TRANSIT INITIATIVES

Rapid Transit projects are progressing well

Spadina Subway Extension

Funding commitments from senior levels of government have allowed significant progress on York Region's rapid transit projects. The Spadina subway extension is currently under construction with an anticipated completion date of 2015.

VivaNext

VivaNext rapidway construction has been initiated for the following segments:

- Enterprise Drive from Warden to Birchmount (construction substantially complete)
- Highway 7 between Yonge Street and Warden Avenue, and
- Davis Drive from Yonge Street to Southlake Regional Health Centre.

Yonge Subway Extension

The Yonge Street subway extension is one key project that still has no funding commitment from senior levels of government. Regional staff continues to advocate to Metrolinx, the Province, and the Federal government to prioritize and fund the Yonge Street subway extension project.

Update of York Region's Rapid Transit Network Configuration being initiated

Several new rapid transit corridors were identified in the Transportation Master Plan Update which are not in Metrolinx's Regional Transportation Plan. Staff are in the process of developing the terms of reference for a Rapid Transit Network Configuration Update Study. The objectives of the study would include but not limited to:

- identify both ultimate and transitional rapid transit technology for each corridor
- develop cost estimates to support Development Charges by-law updates and funding submissions to senior levels of government
- provide ridership forecasts for each rapid transit corridor as input to subsequent benefit/cost analyses
- identify overall network staging and phasing, and
- develop a flexible implementation strategy.

Overall progress for transit improvements in the Five-Year Action Plan is good

In terms of overall progress on the transit improvements identified in the TMP Five-Year Action Plan, *Table 2* provides a status update on each of the actions in 2010.

Table 2
2010 Status of Five-Year Action Plan – Transit Initiatives

Transit Projects	Action Description	Status
1. Yonge Subway Extension	Continue to work with Metrolinx, the Provincial and Federal Governments to prioritize and fund this project.	MOE issued Notice to Proceed with Transit Project on April 6, 2009. Staff continue to work with Metrolinx to prioritize funding and updates to Business Case Analysis. Conceptual Design Study ongoing.
2. Environmental Assessment (EA) Studies of new Rapid Transit Service	Initiate and complete conceptual and functional planning studies to better define the alignments of the Bathurst-Dufferin Street and new Markham North-South corridors.	The Rapid Transit Network Configuration Update Study being initiated will provide guidance on the corridor priorities and lead to the initiation of Environmental Assessment studies for the key transit projects. Project to initiate in Spring 2011 with expected completion in Spring 2012.
	Initiate and complete Municipal Class EA studies for rapid transit corridors identified in Chapter 7.2 to identify feasible technologies, alignment and station locations (excluding those EA's already undertaken).	
3. Sustainable Travel Choices and EA Studies for the Transit Priority Network in Markham	Complete the study to identify and assess options for the Transit Priority Network in the Town of Markham.	On hold until further discussions with Regional Council.
	Complete the associated transit priority improvement EA studies.	
4. New GO Transit Stations and Facilities Coordination	Partner with GO Transit, Metrolinx and local municipalities to assess the feasibility of new park-and-ride stations along several existing rail lines.	Ongoing as part of land use planning and approval process to protect potential stations identified in the TMP.
	Develop further promotion of walking, cycling and transit connections to and from GO Rail Stations.	Ongoing as part of York Region's transportation demand management programs. GO Transit has installed bike parking at most GO Rail stations.

PROGRAMS AND POLICIES

Policies and programs proceeding through transportation demand management and active transportation projects

The TMP Five-Year Action Plan also recommended some key policies and strategies to move the Region towards sustainability. Many of the policies and strategies that relate to

trip reduction such as active transportation and Transportation Demand Management (TDM) initiatives are reflected in the 2010 approved Regional Official Plan and applied through conditions of approval for development applications.

York Region is continuing to provide support for the three Smart Commute associations in the Region through funding and project collaboration. Smart Commute is a program of Metrolinx in the Greater Toronto and Hamilton area to help workers and commuters explore different commute choices like carpooling, cycling and transit.

Through education and outreach programs, the Region is also promoting sustainable travel behaviour through social marketing, training, and information dissemination. Funds from the Ministry of Health Promotions and the Ministry of Transportation have provided opportunities for the Region to carry out projects such as:

- A personal travel planning pilots in the communities of Thornhill and Cornell.
- The CAN-Bike training program for elementary and high school students.
- A bike map showing existing cycling facilities within the Region.

Master Plan is a key input to the Development Charges Bylaw

The TMP played a key part in providing the Finance Department with project information and cost estimates to amend the DC Bylaw in 2010. The same project information with updated cost estimates will also be an input to the 2012 DC Bylaw update that has already begun.

An update to the Transportation Master Plan is not required at this time

Regional Council endorsed a report in September 2010 which presented a framework to update Master Plans more frequently. The framework identified potential triggers to be reviewed for determining whether a Master Plan Update should be done on a more frequent basis than the normal 5-year cycle. Potential triggers include major changes in Master Plan base assumptions, components, timing and scope of projects, legislation, financials, environmental effects and development growth. There are existing processes in place for updating the information in the Master Plans such as Secondary Plans/ Regional Official Plan Amendments (ROPA), 10-year capital plans, business plans and 5-year service plans. Annual review and monitoring will document changes to the Master Plan implementation and determine whether updates of the Master Plans are needed. At a minimum a full Master Plan review will be done on a 5-year cycle to determine if a comprehensive update is required.

Based on this assessment of the TMP implementation progress, no update of the TMP is required as a result of current events and activities.

5. FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

6. LOCAL MUNICIPAL IMPACT

Implementation of the Regional TMP requires full coordination and cooperation with local municipalities in order to achieve an efficient and reliable transportation system. Local municipalities also have their own TMPs which support and are complementary to the Region's Master Plan. Progress is being made to meet the goals of sustainability and serve local residents through coordinated efforts to implement the TMPs and provide consistency in transportation planning.

7. CONCLUSION

The Transportation Master Plan Update (2009) includes a Five-Year Action Plan and commitment for on-going monitoring of the implementation progress of recommended policies, programs and infrastructure improvements. Significant progress has been made in implementing the Five-Year Action Plan. Major road and transit studies and capital projects are underway. The Spadina subway extension and vivaNext rapidways are currently under construction. While the Yonge subway extension remains unfunded, progress is still being made on this critical project through the ongoing conceptual design study.

Part of the goal for the annual TMP monitoring is to determine if there is a need for an update to the TMP. At this point, staff do not recommend an update to the TMP based on current events and activities.

For more information on this report, please contact Richard Hui, Manager, Transportation Planning, at 905-830-4444. Ext. 1578 or Loy Cheah, Director, Infrastructure Planning at Ext. 5024.

The Senior Management Group has reviewed this report.