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TRANSPORTATION MASTER PLAN UPDATE PROPOSED APPROACH AND PROCESS

The Transportation Services Committee recommends:

- 1. Receipt of the presentation by Kathleen Llewellyn-Thomas, Commissioner of Transportation and Community Planning; and**
- 2. Adoption of the recommendations contained in the following report dated March 25, 2013, from the Commissioner of Transportation and Community Planning.**

1. RECOMMENDATIONS

It is recommended that:

1. Council endorse the approach for the Transportation Master Plan Update as described in this report.
2. The Regional Clerk circulate a copy of this report to the Clerks of the local municipalities.

2. PURPOSE

This report presents an approach and process for the update of the 2009 Transportation Master Plan that is to be developed further into a detailed work plan in consultation with local municipalities. This report seeks Council endorsement of the general study approach and process.

3. BACKGROUND

The current Transportation Master Plan approved in 2009 was an update of the 2002 Plan and defined in detail the \$18 Billion of transportation infrastructure needed to support growth

The 2009 Plan is primarily focussed on describing the transportation infrastructure required to accommodate population and employment growth and forms the basis for the transportation component of the Background Study for the Regional Development Charges Bylaw. It describes in detail the roads, and rapid transit infrastructure needed to 2031 and sets out broad policies for transportation planning.

The 2009 Transportation Master Plan forms the basis for the Transportation and Community Planning Capital program and significant progress has been made delivering growth-driven infrastructure

Since the 2002 Transportation Master Plan, the Region has completed a total of over 110 road construction and resurfacing projects. This reflects road and highway interchange improvements for a total of about \$850 million spent. During the same time period, the Region has secured about \$1.8 billion in funding for rapid transit infrastructure including Viva QuickStart and Viva rapidways on Highway 7, Yonge Street, and Davis Drive which are scheduled to be opened by 2018 in phases beginning in 2013. York Region has also committed over \$381 million towards the Spadina subway extension's estimated total cost of \$2.6 billion. *Council Attachment 1* highlights the road and rapid transit improvement projects in the Region completed or initiated between 2002 and 2012 that have been guided by the Master Plans.

Although significant growth related infrastructure has been planned and delivered, traffic congestion, delays and safety remain major concerns of our residents

Since the 2002 Transportation Master Plan, traffic congestion continues to be the top of mind issue for the Region's residents according to recent surveys. To address the traffic delay and safety concerns of York Region residents, staff conduct regular signal optimization reviews, safety audits, traffic control signal warrant analyses and conduct about 1500 traffic investigations each year in response to individual resident and Councillor enquiries. The resulting operational modifications improve day to day traffic conditions and respond to ever-changing traffic flows and problem spots.

In addition, staff are developing congestion management techniques which are particularly aimed at areas where road widening will not resolve congestion problems in the Region's Urban Growth Centres and urbanized areas. Congestion management techniques include disruption management planning for capital construction and incident response to collisions, repair to underground services and other traffic disruptions. Other techniques include advanced traffic signal control, the recently launched Travel Alert app and traveler information initiatives.

4. ANALYSIS AND OPTIONS

The 2009 Transportation Master Plan continues to provide an excellent definition of the infrastructure needed to address growth but needs to be updated to respond to a number of new challenges and emerging practices since its approval

A number of new challenges and emerging practices have surfaced since the adoption of the current Transportation Master Plan. They include:

- Incorporating the Region's updated policies and objectives related to city building, complete streets; context sensitive solutions and centres and corridors, including pedestrian and cycling requirements, have increasingly become part of the Region's transportation picture. The challenge in this increasingly complex environment is finding the balance that addresses the broad community objectives.
- The need to incorporate full life-cycle costing and asset management strategy with transportation plans to project financial sustainability.
- Recent proposed Provincial Growth Plan Amendment 2 projections to 2041 (10 years beyond the current Transportation Master Plan horizon).
- Metrolinx's Big Move 2.0 and the pending release of their Investment Strategy (scheduled to be released in June 2013).

In addition to responding to these changes, the Transportation Master Plan needs to be supplemented with policy that will advance Council's mobility vision for the Region. The longer-term outlook will need to recognize how the Region is evolving from an era of planning for suburban growth to a state with an increasing focus on city building, management of traffic congestion and a diversity of infrastructure assets.

An updated approach is needed in the new Transportation Master Plan to identify and address the full scope of transportation issues and evolving mobility complexities across the Region

The 2002 and 2009 Transportation Master Plans focus was a more traditional approach to transportation planning. The situation now is quite different. As noted above, the evolving challenges for York Region in terms of a more complex urban structure, financial sustainability objectives and infrastructure delivery priorities are significant. This complex situation requires an updated approach in addressing the full scope of transportation issues associated with all forms of mobility.

A two-phased approach is recommended to provide the necessary consultation with key stakeholders, and develop a sound basis for the Transportation Master Plan update

The Transportation Master Plan update is proposed to be conducted in two phases. Phase 1 will explore the new dynamics surrounding mobility in the Region including new research, best practices, and understanding the increasingly complex mobility needs of the communities in York. Phase 1 would include, amongst other things, workshops and consultation with local municipalities, academia, and industry experts in various fields of transportation and community planning to develop and refine the vision/directions, policies and objectives of the update. Transportation and Community Planning will also work closely with all regional departments.

Phase 1 would set the parameters for a detailed work program in Phase 2 where the specific components of the update to the Transportation Master Plan will be defined and developed.

Phase 1 will also involve an open dialogue on key questions, and explore new directions and options

Policy decisions or directions will have to be defined in Phase 1 including exploring issues such as:

- Managing congestion – what does it mean in the Regional and local Centres and Corridors, other urban areas and in rural areas?
- What do we mean by multi-modal mobility and is it to be provided across York Region?
- What should be York Region’s hierarchy of transportation modes?
- Is transit-first a practical policy across York Region? Are there priority areas?
- How can we better prioritize the needs of vulnerable users (pedestrians and cyclists)?
- What options are available to add capacity without widening to 6-lanes and how effective are they?
- Under what conditions will a 4-lane road be widened?
- Where should we partner with local municipalities to create a finer grid and robust collector road system?
- To what extent should we consider cost benefit analysis when making decisions about major infrastructure investment such as implementing “missing links”?
- What is York Region’s role in parking management?

The results of Phase 1 will be documented in discussion papers and will be reported to Council. Subsequently, a detailed work plan for Phase 2 will be developed that will define the technical areas of transportation that will need to be analyzed in detail.

Phase 2 is where detailed analyses would be conducted to define technical components of the Transportation Master Plan update

Building upon the outcomes of Phase 1, Phase 2 would provide technical assessments for each specialized area of transportation deliverables. The deliverables would consist of a set of technical reports that contribute to the overall Transportation Master Plan. The Pedestrian and Cycling Master Plan will be integrated as part of the Transportation Master Plan.

Phase 2 will include an assessment of the feasibility, likelihood of implementation and timeframe of road and transit network improvements and initiatives that are contained in the current Master Plan. This assessment will also involve key tasks such as addressing “missing links”, identifying transit priorities, developing parking strategies, and estimating life cycle costs. These are tasks that have significant implications on the Region’s ability to deliver an effective transportation system in the future.

Tasks in Phase 2 reflect the Region's approach in reconfirming and modifying plans and strategies for growing and maturing communities while maintaining infrastructure at a reasonable level of service

The Plan will establish transportation network plans and programs with a scope of work to include the following:

- Strategy linking economic and community development to transportation needs.
- Review special study areas from the 2009 Master Plan and identify any additional gaps in the network including “missing links”.
- Conduct special studies for areas which have not been analyzed already.
- Review and assess local municipal concession and collector roads for potential assumption into the Regional road network.
- Reconfirm rapid transit and transit priority network recommendations and identify new transit network elements and priorities.
- Incorporate the Yonge Street south corridor transit improvements plan.
- Conduct key rapid transit corridor reviews.
- Provide assessment and documentation in confirming rapid transit corridor priorities.
- Identify preliminary operation and maintenance facility needs by service area to support road and transit services.
- Review and update policies regarding on-street parking and incorporate a commuter parking lot strategy for transit and other users.
- Incorporate the York Region Travel Demand Management Strategy.
- Establish capital and life cycle costs for recommended infrastructure and programs.
- Align infrastructure and program recommendations with the Region's Asset Management Plan.
- Assess scenarios on how the Region will pay for and maintain new assets in collaboration with the Finance department.

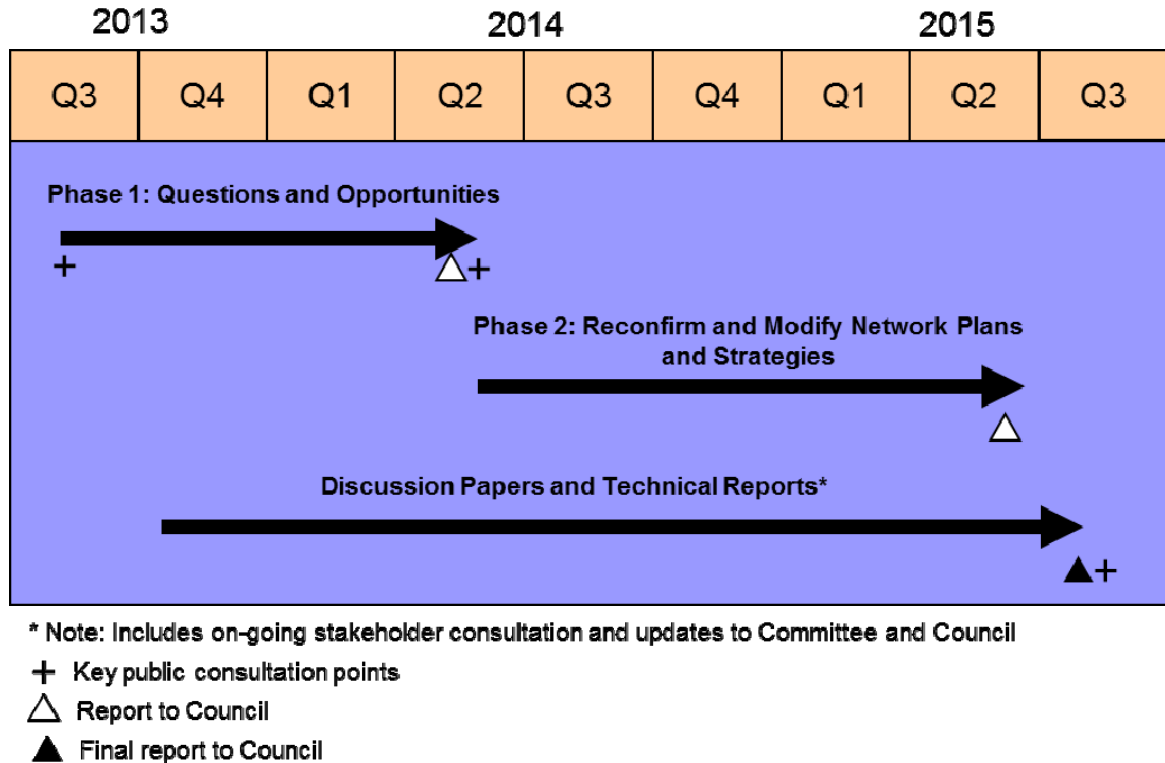
Phase 2 would also include further consultation with stakeholders and extensive consultation with the public including through public consultation meetings and social media channels.

The project is anticipated to take two years for completion and a project schedule will be refined in consultation with stakeholders

With the new approach to updating the Master Plan, different expert assistance will be necessary for each of the two phases of the study. Experience with previous Transportation Master Plans suggests a two year timeframe for the project is reasonable. Initiation of the project is expected in Summer/Fall 2013. The schedule for Phase 2 will be an outcome of the Phase 1 work and will be reported to Council.

The preliminary timeline for the project with the major tasks are shown in Figure 1. As Phase 1 moves forward, and papers associated with the findings are released, the preliminary schedule will be further defined.

Figure 1: Transportation Master Plan Update Preliminary Schedule



Advice from a technical advisory committee will be critical input to the development of the Master Plan

There will be a Technical Advisory Committee (TAC) consisting of representatives from local municipalities, conservation authorities, various Regional departments and other agency stakeholders. The TAC will meet on a regular basis to advise on the project.

An update of the Transportation Master Plan will support the updates of statutory plans

The Transportation Master Plan is needed as input to the updates of the Regional Official Plan and the Development Charges Bylaw. It is anticipated that the schedule for the five year review of the Regional Official Plan will be determined following completion of the current Ontario Municipal Board hearing and finalization of proposed Amendment 2 to the Growth Plan, by the Province. The update of the Development Charges Bylaw is statutorily required by 2017. This update of the Transportation Master Plan is scheduled to harmonize with the next update process for both the Regional Official Plan and Development Charges Bylaw.

Link to Key Council - approved Plans

This report supports the 2011 to 2015 Strategic Plan in the priority area of:

- Continue to deliver and sustain critical infrastructure.

This report also supports the following relationship to Vision 2051:

- Developing interconnected systems for mobility through supporting a road network that has a hierarchy of road types to increase travel choices.

5. FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report. The Transportation Master Plan update has been taken into account in the 2013/2014 Capital Budget. The Update will feed into the next Development Charges Bylaw update required statutorily by 2017.

6. LOCAL MUNICIPAL IMPACT

Local municipalities were consulted from 2006 to 2009 during development of the Region's current Transportation Master Plan. Staff will be consulting local municipalities in developing the proposed Transportation Master Plan update. Staff from local municipalities will be part of the Technical Advisory Committee.

7. CONCLUSION

Since the 2009 Transportation Master Plan, there have been a number of new challenges in mobility management across the Region. In addition, there are new approaches and practices that the Region can draw on. the Region is also shifting from an era of planning for largely suburban growth to a state focusing on city building and management of a growing diversity of transportation related assets. Under the new Transportation Master Plan, it will be critical to identify and address the full scope of transportation issues and provide solid direction in the near future on how these issues should be managed.

A two-phased approach will provide early consultation with key stakeholders and develop a sound basis for the Transportation Master Plan update. Phase 1 includes an exploration of questions to review policy opportunities and establish a clear vision and objectives for the update to the Plan. Phase 2 would define the technical components including reconfirming and modifying plans and strategies for maturing communities.

To advance Council's mobility vision for the Region, the Transportation Master Plan update offers an opportunity to incorporate the Pedestrian and Cycling Master Plan into one integrated plan. The study will establish the network improvement priorities to

accommodate growth, provide guidance on how to link transportation to social and community objectives.

This update of the Transportation Master Plan is needed to address the following:

- Proposed update to the Provincial Growth Plan forecast
- Changes in Metrolinx's priorities since 2009
- Background work for the next Regional Official Plan and DC Bylaw updates

The project is anticipated to take approximately two years to complete and a project schedule will be refined in consultation with stakeholders and based on outcomes of the Phase 1 work.

For more information on this report, please contact Richard Hui, Manager of System Planning at Ext. 1578, or Loy Cheah, Director of Transportation Planning at Ext. 5024.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)

Completed Road Projects and Initiated Transit Projects 2002-2012

WIDENING, RESURFACING & RECONSTRUCTION

Year	Widening	Resurface & Reconstruction
2002		
2003		
2004		
2005		
2006		
2007		
2008		
2009		
2010		
2011		
2012		

Highway Interchange

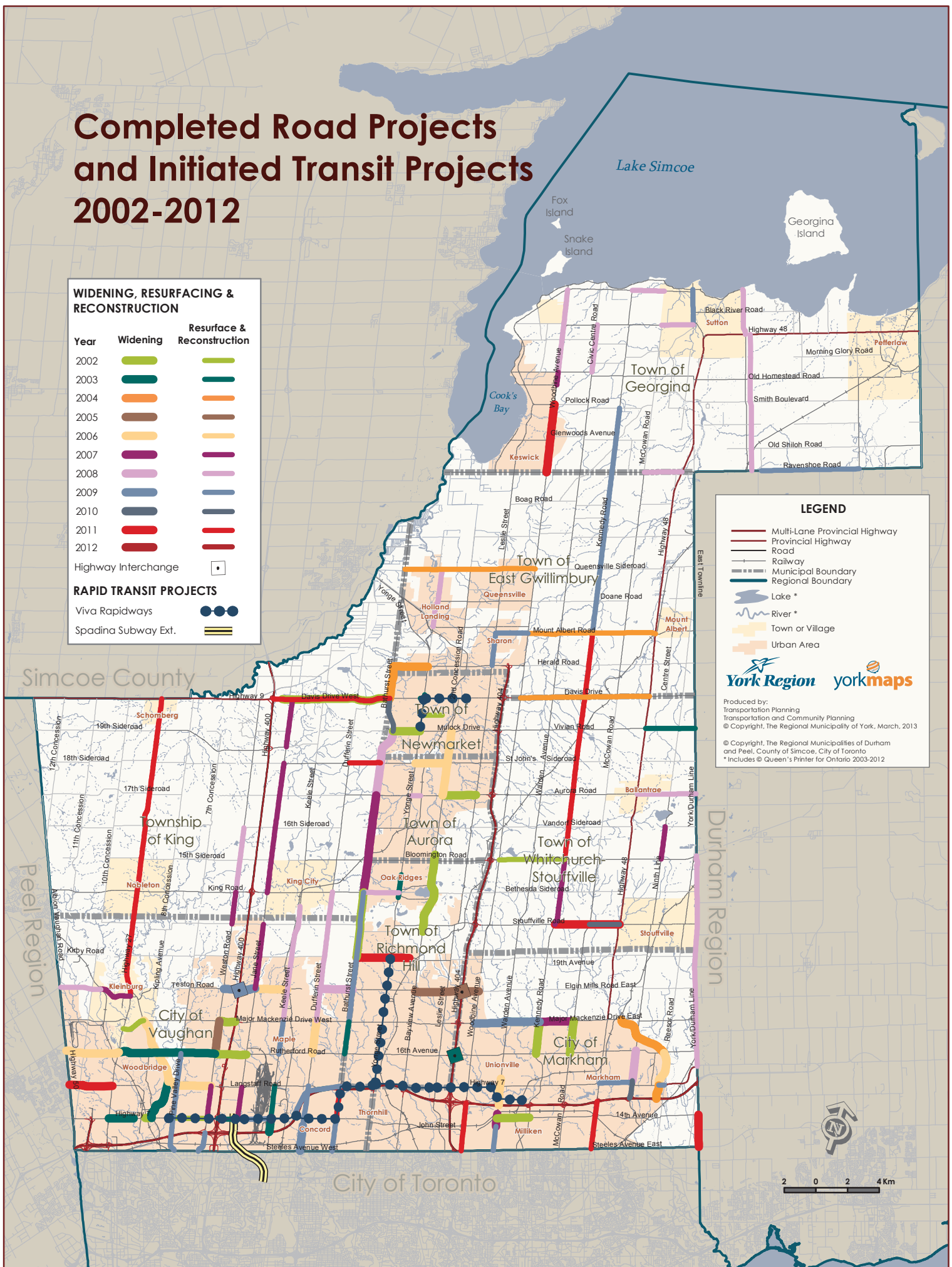
RAPID TRANSIT PROJECTS

Viva Rapidways	
Spadina Subway Ext.	

LEGEND

	Multi-Lane Provincial Highway
	Provincial Highway
	Road
	Railway
	Municipal Boundary
	Regional Boundary
	Lake *
	River *
	Town or Village
	Urban Area

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Transportation Master Plan Update Proposed Approach and Process

**Presentation to
Transportation Services Committee**

Kathleen Llewellyn-Thomas

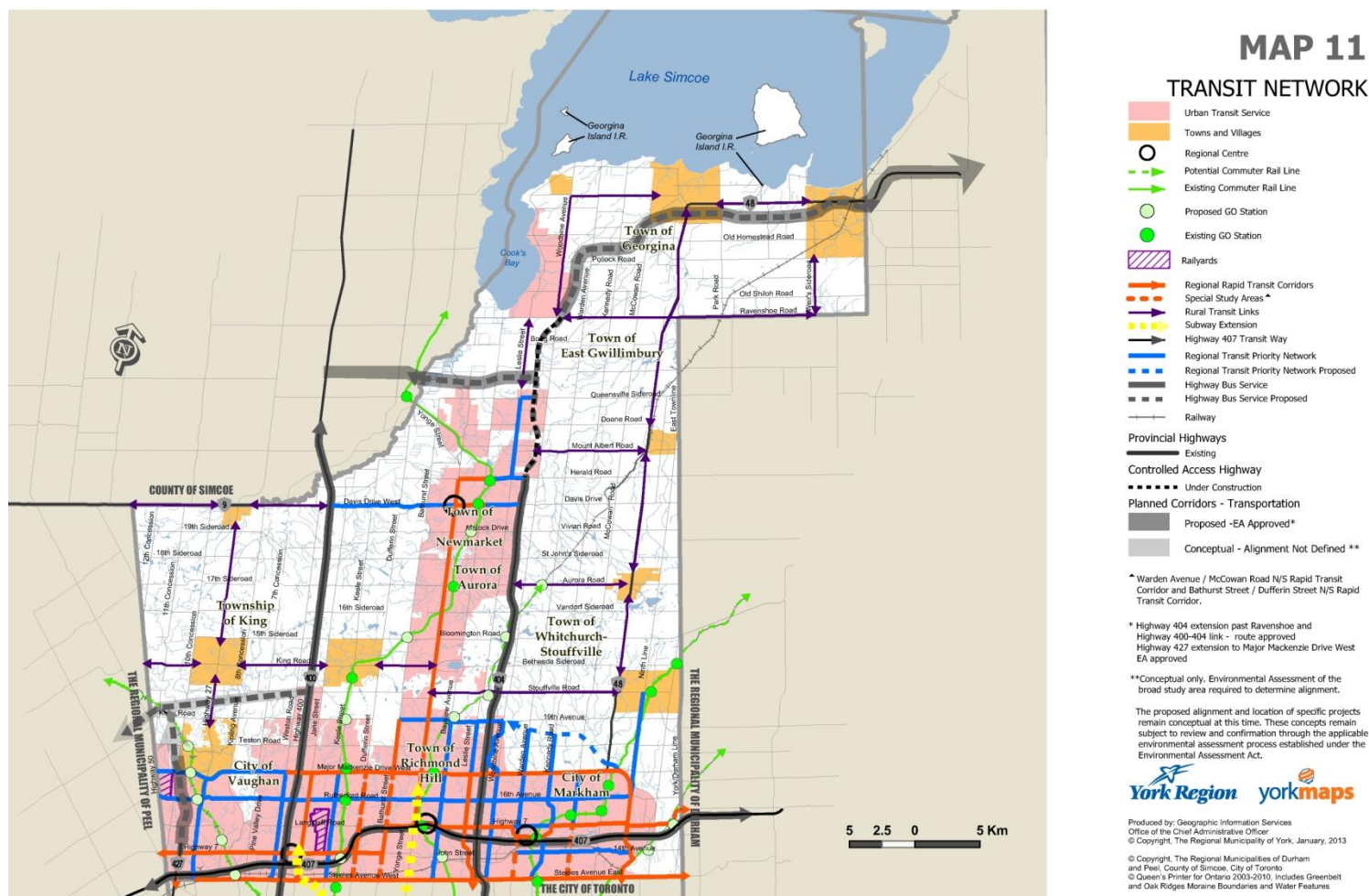
April 3, 2013

2009 Transportation Master Plan – update to 2002 Plan

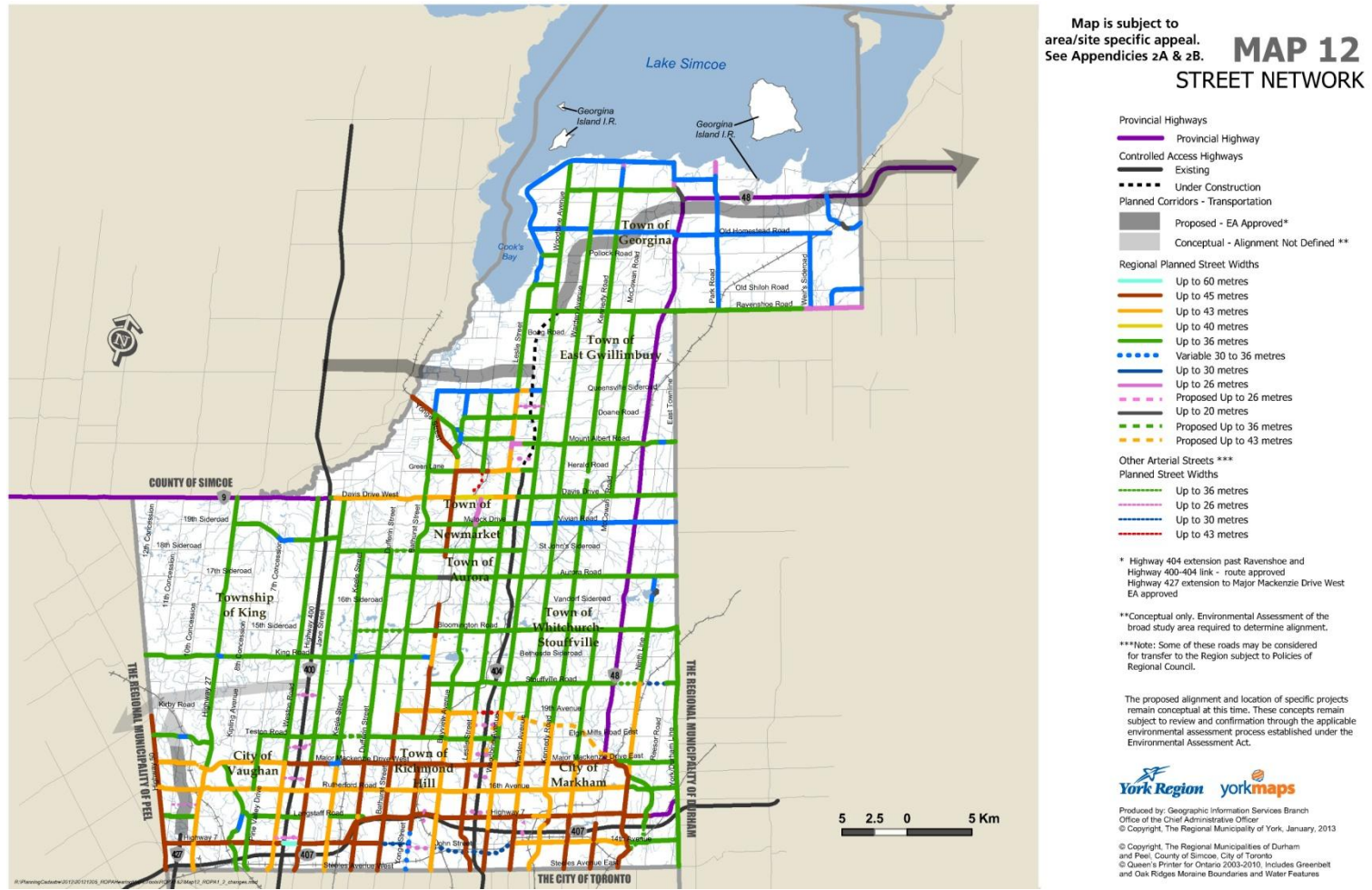
- Approved in November 2009
- Focused on identifying transportation infrastructure to support growth to 2031
- Basis of roads and transit DC Bylaw and capital plans since 2002



2009 Transit Network Map identifies network needs – implemented by 5 Year and Annual Transit Service Plans

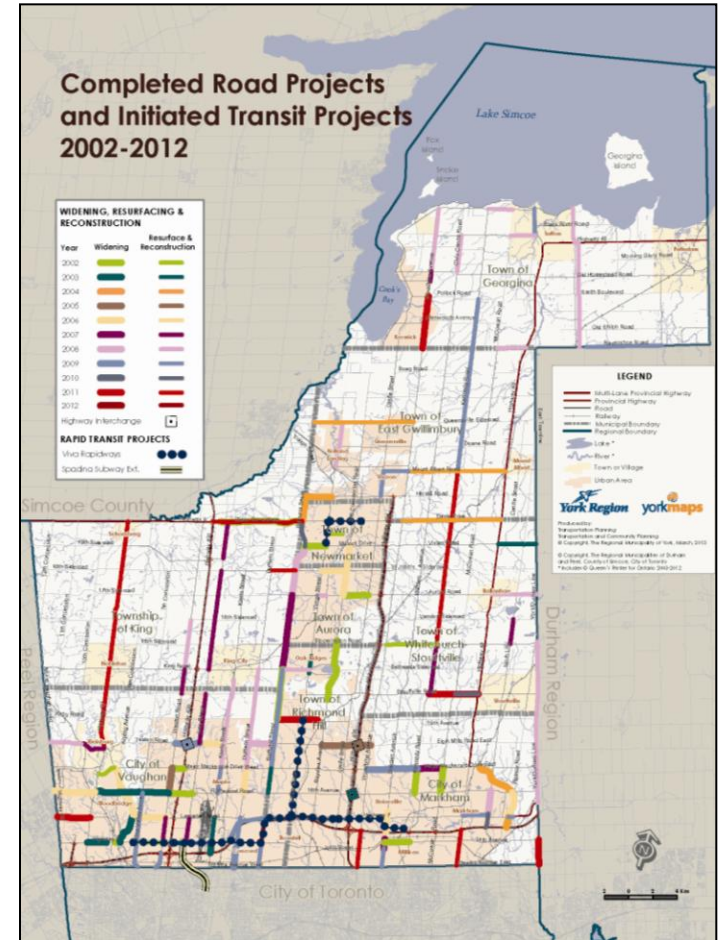


2009 Street Network Map identifies Rights of Way for Regional Roads to support transit and auto travel



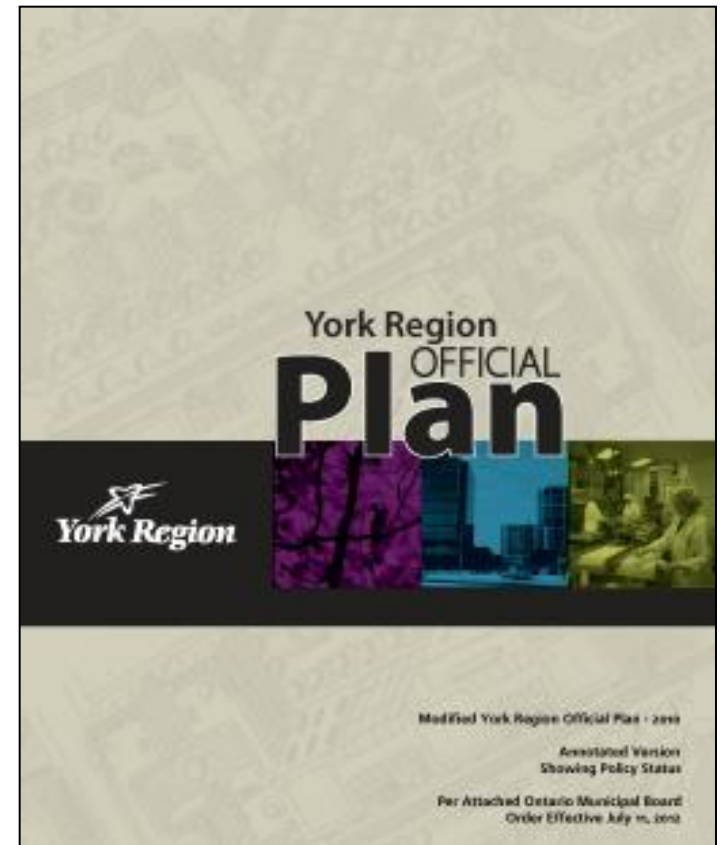
Significant Progress has been made on Capital Plans 2002 - 2012

- 110 road construction / resurfacing projects – \$850 million
- Secured funding for rapid transit – \$1.8 billion
- Spadina subway extension to Vaughan Metropolitan Centre – \$381 million



Why update TMP now?

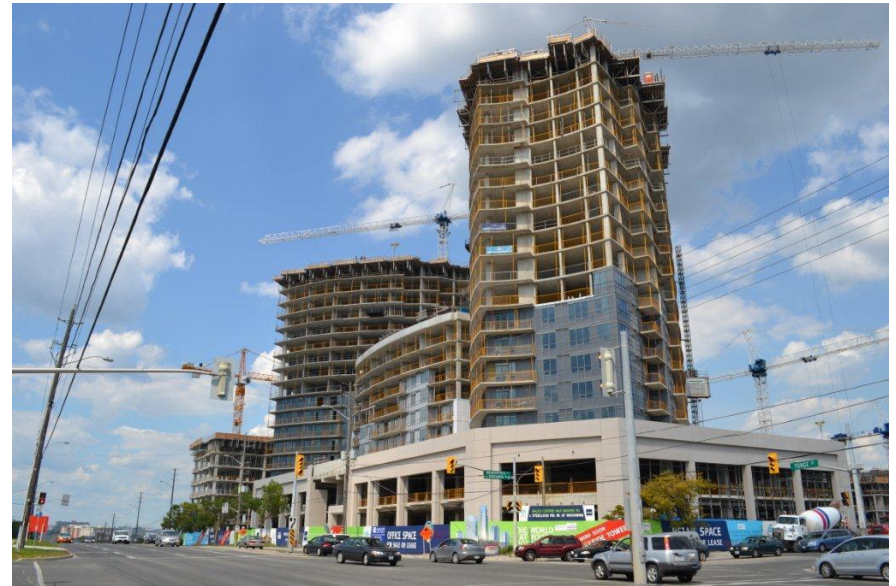
- TMP update scheduled to harmonize with the next update for both the Regional Official Plan and Development Charges Bylaw (2017)
- Current plan addresses infrastructure needed for population and employment growth very well
- Update will address additional future challenges – other ways the Region is growing



Not only is the Region growing bigger ...



Yonge & Doncaster
(Northbound – August 2011)

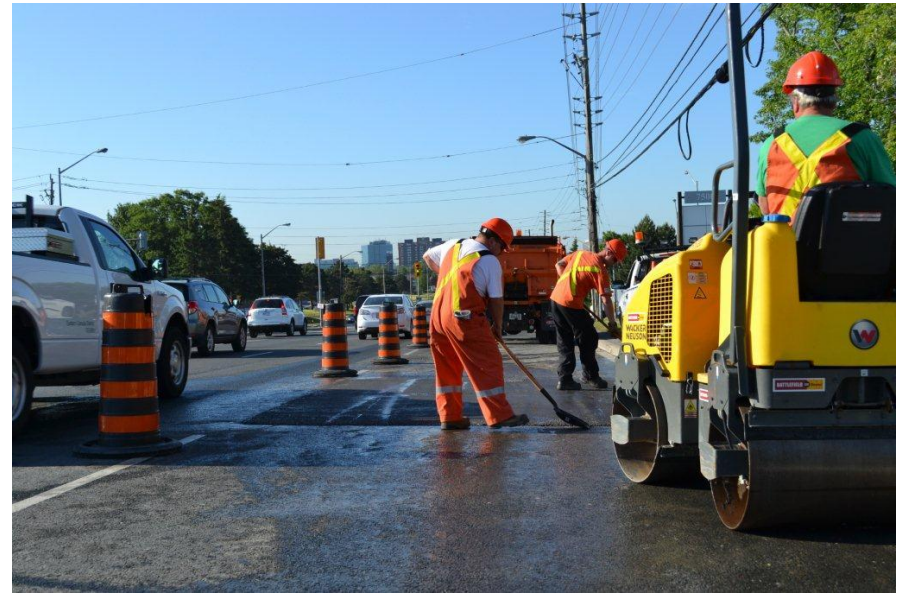


Yonge & Doncaster
(Northbound – August 2012)

We are growing up ...more complexity



And we are growing old – TMP must address asset management and how to pay for transportation plans



An updated approach is needed to identify and address full scope of transportation issues

- Two-Phased Study approach needed
- To identify full scope and complexity of mobility issues
- To involve broader spectrum of experts and stakeholders



Phase One – an open dialogue to fully identify key transportation questions, directions and options

- How do we best manage congestion?
- How do we provide mobility options across York Region?
- What priority should be given to each mode of transportation?
- Other considerations?



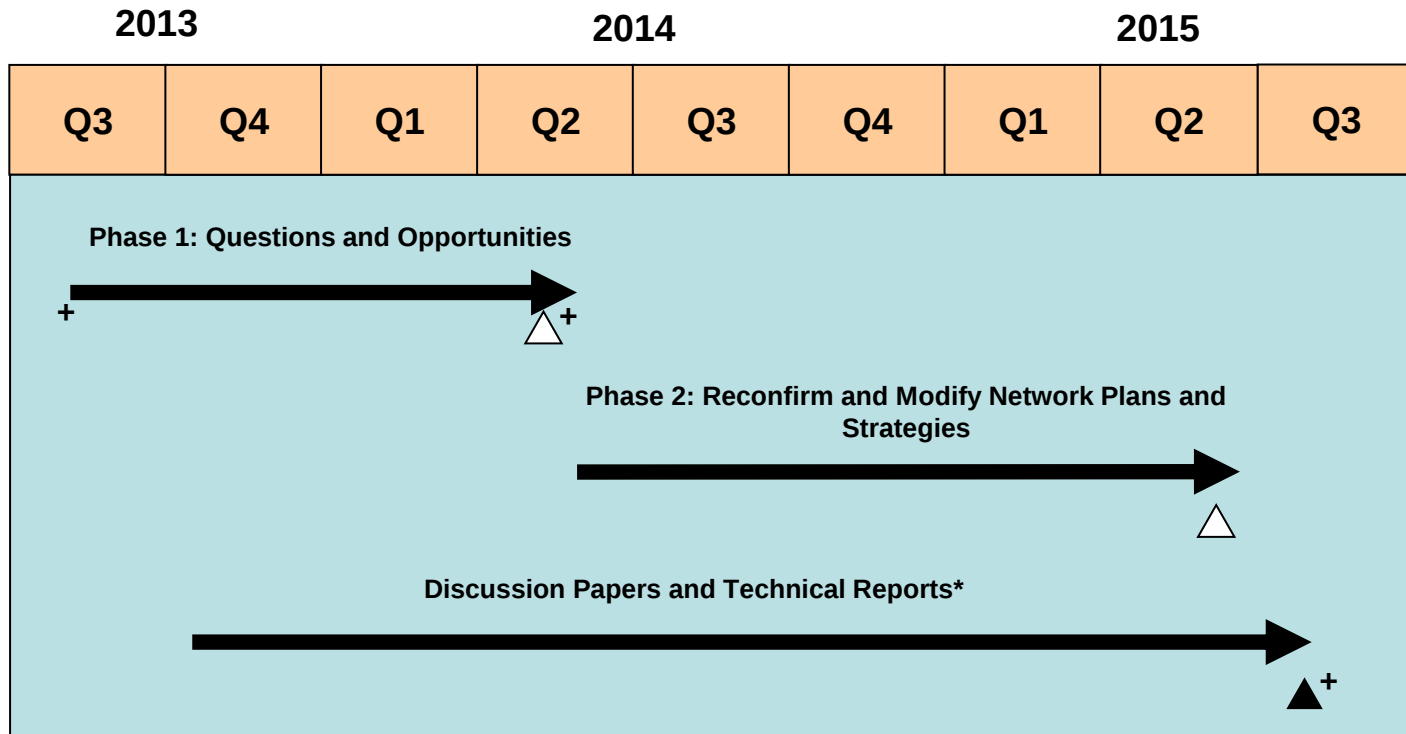
Phase Two – based on Phase One learnings

Develop the Plans and Policies and Programs to address:

- Missing links
- Parking strategies
- Rapid transit network priorities
- Operation and Maintenance facility needs
- Capital & life-cycle costs
- Strategies to reduce reliance on single modes of transportation



TMP schedule – to be ready for input into DC Bylaw and Regional Official Plan updates



* Note: Includes on-going stakeholder consultation and updates to Committee and Council

+ Key public consultation points

△ Report to Council

▲ Final report to Council

Committee report recommends

- Council endorse the approach for the Transportation Master Plan Update as described in this report
- The Regional Clerk circulate a copy of this report to the Clerks of the local municipalities



Growing



Growing Up



Growing Old

