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TRANSPORTATION MASTER PLAN UPDATE FINAL REPORT

The Planning and Economic Development Committee recommends the following:

1. Receipt of the following deputations:

- (a) Alan Wells, Chair, Rouge Park Alliance;**
- (b) Peter Miasek, Transport 2000 Ontario; and**

2. Adoption of the recommendations contained in the following report dated October 21, 2009, from the Commissioner of Planning and Development Services, the Commissioner of Transportation Services and the President, York Region Rapid Transit Corporation.

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council endorse the Final Transportation Master Plan Update study and Executive Summary report (*Council Attachments 1 and 2*).
2. The Regional Clerk forward a copy of this report to the Clerks of the local municipalities, Durham Region, Peel Region, Simcoe County, City of Toronto, and to the Toronto Transit Commission, GO Transit, Metrolinx, Toronto and Region Conservation Authority, Lake Simcoe Region Conservation Authority, Greater Toronto Airport Authority, Ontario Growth Secretariat, Provincial Ministries of Transportation, Municipal Affairs and Housing, Energy and Infrastructure, and the Environment.

2. PURPOSE

This report seeks Regional Council endorsement of the Final Transportation Master Plan Update study reports. The Transportation Master Plan provides the transit and road network and policy recommendations to address growth to 2031.

3. BACKGROUND

An extensive consultation process was completed for the Transportation Master Plan Update

Commenced in 2006, the Transportation Master Plan (TMP) Update was carried out in coordination with the Region's Growth Management Initiative (Planning for Tomorrow) and the Water and Wastewater Master Plan Update. Staff have continued to harmonize details with the Draft Regional Official Plan which has been published and endorsed by Regional Council. An extensive consultation program was conducted as part of the master planning process and included:

- three rounds of Public Consultation Centres (PCCs) with at least one PCC held in each of the nine local area municipalities
- two Symposiums on sustainable transportation with invited guests which included key stakeholders and high level representatives from the private sector
- three newsletters providing information on the PCCs and status of the Plans
- a project website hosting all materials related to the study
- presentations to local area municipal Councils and stakeholders as requested, including the presentation of the draft TMP Update recommendations to all nine local municipal Councils
- establishment of a Steering Committee consisting of Regional Senior Management and staff to provide guidance on the Master Plan study
- establishment of a Technical Advisory Committee (TAC) consisting of representatives from local area municipalities, adjacent municipalities, conservation authorities, Provincial Ministries, and other key stakeholders
- issuance of meeting notices and study information to First Nations' representatives as well as liaison with First Nations through telephone calls and letters to solicit feedback and input

Regional Council authorized the publication of a Notice of Study Completion and the draft reports for public review

At its Special Council meeting of May 28, 2009, staff were authorized to issue the draft study reports for a minimum 30 day public review period. A Notice of Study Completion was advertised in all the local papers and individuals on the study mailing list were either emailed or mailed the notice following the Council meeting.

Comments were to be received by September 30, 2009 and staff accommodated all time extensions where necessary.

4. ANALYSIS AND OPTIONS

All comments received on the draft report have been considered in finalizing the study report

Comments received from the Technical Advisory Committee (TAC), stakeholders, and public were reviewed and incorporated into the final report or responded to with letters or emails as appropriate. A Consultation Record was compiled as part of the study and it documented all correspondence received from the agencies, stakeholders, and general public.

Technical Advisory Committee member comments were generally positive and confirmed the need for a sustainable transportation approach

The approach developed for this TMP Update was called the “4 R” approach to sustainable transportation. Playing on the 3 R’s concept of reduce, re-use, and recycle from waste management, the 4 Rs approach for the TMP was to apply transportation solutions according to the following priority sequence:

- Reduce need to travel
- Provide Alternative modes
- Enhance public transit
- Optimize Roads when the above are not possible

TAC members were generally supportive of the sustainable transportation approach and policy initiatives recommended. Some clarifications and minor edits were suggested to improve the readability and level of detail contained in the report.

Stakeholders and general public comments reflect need to focus on transit supportive measures and alternative transportation modes

The recommended 2031 network focuses on transit supportive improvements and the Plan includes policies to reduce the need to travel while taking into consideration the environment and sustainability principles. Comments from stakeholders also suggest that the recommended 2031 network improvements still overly emphasize roads. On-going implementation and monitoring will provide a reality check of the balance between transit, roads, and its programs. Some stakeholders who recognize the transportation infrastructure gap said it was important to maintain and implement the components of the TMP to meet the growth challenges of the Region. The TMP Update stresses that the future road and highway improvements identified are needed for connectivity, travel growth demands, and will be subject to further study. The majority of the recommended projects are transit supportive and promote alternative transportation modes.

Major comments from stakeholders were documented and addressed in three categories

1. Comments on recommended road and highway connections and extensions

- Issue with the Teston Road connection from Keele to Dufferin and impacts on natural environment and surroundings (addressed through text reference to York Region's commitment to completing an IEA for the missing link)
- Additional review of 14th Avenue improvements through Rouge Park and Bob Hunter Memorial Park required (addressed through inclusion of text indicating sensitivity of natural area, working in coordination with Rouge Park, and need for further study and justification if improvements are needed)
- Issue with recommended road improvements in King Township including King Road west, Keele Road north of King Road, and the Bathurst Street north missing link (addressed through letter response noting that such road projects are subject to individual project EAs and due process)
- Review need for specific 400-series highway overpasses (addressed through review of network capacity and connectivity implications)
- Issue with the area and economic impacts of the Bradford Bypass linking Highway 400 with Highway 404 (addressed through letter response to stakeholder indicating support from area municipalities and clarification on need to accommodate future growth mandated by Province)
- Further justification and detail required for highway extensions such as Highway 404 and traffic demand modelling parameters used (addressed through clarification of inputs and assumptions in Appendix M (Travel Demand Modelling Process) of the study report and invitation extended to stakeholders to review model input/output with Regional staff)
- Remove highway improvements such as the Bradford Bypass, Highway 427 extension to the GTA West Corridor and beyond, and Highway 404 north of Ravenshoe Road that are not recommended in Metrolinx's *The Big Move* 25-year plan and not identified as a priority of the provincial government at this time (addressed through additional text reflecting Province's position)

2. Commencement and greater detail requested for several key transportation studies

- Commence the study of the Langstaff missing link over the CN Rail Yards immediately (addressed through text reference to prioritize the study)
- Examine mid-York East-West corridor in a broader study area to include missing links such as Teston Road, Kirby Road, and Langstaff Road, while considering implications of the GTA West Corridor and growth in Vaughan and King surroundings (addressed through text reference on special needs studies and study terms of reference requirements)
- Request for more detail and information on the Highway 400 interchanges and implications on the east/west corridor solutions affecting King Township (addressed through letter response to indicate EAs and future study terms of reference and scope of work will consider all alternatives)
- Commence the Class EA for the extension of Donald Cousens Parkway (DCP), between Major Mackenzie Drive and 19th Avenue as soon as possible (addressed through a letter response that the arterial extension will be studied and prioritized in coordination with local area municipal growth plans)

3. Clarification and consultation related comments

- Illustrate the GTA East West Economic Corridor north of Kirby Road from west of 10th Concession to Highway 400 in Vaughan (addressed through revised mapping showing conceptual broad corridor in Kirby Road vicinity)
- Inclusion of reference to the Lake Simcoe Protection Act (addressed through description of the Act as a reference in Chapter 2 of the report)
- Request for the Master Plans to accommodate the timing and potential level of growth for re-development of the Buttonville Airport lands (addressed through letter response from Long Range Planning Branch related to the forecasts being reviewed as part of the Official Plan process)
- Provide more details for projects to meet Phases 1 and 2 requirements of the Class EA process (addressed through more information on Phases 1 and 2 of the Master Plan EA process and identification of projects and their potential EA schedules)

- Display natural heritage features on a map and include further discussion on the impacts of recommended road and transit route improvements on the natural features (addressed through inclusion of a map identifying natural features in the Region and additional text descriptions)
- Add a policy to work with local municipalities to develop alternative Regional street design parameters to encourage walkability and urban context in nodes and along corridors (addressed by adding a proposed policy initiative in the report)
- Request funding to Huron-Wendat First Nation for consultation and review of study documents (addressed through response letter acknowledging First Nation consultation needs and the Region's position on not funding consultation to any stakeholder)

The above and other key comments are documented in *Council Attachment 3*

Staff recommends endorsement of the Final TMP Update

With the completion of all change resulting from comments received, the TMP Update reports encompassing the Executive Summary (*Council Attachment 1*), the TMP Update Main Report (*Council Attachment 2*), Study Appendices, and the Consultation Record have been finalized and are ready to be endorsed.

5. FINANCIAL IMPLICATIONS

Total gross cost estimate for the TMP Update recommendations to 2031 is approximately \$18.3 billion

A refined cost for the 2031 road and transit recommendations contained in the Transportation Master Plan Update was estimated to be approximately \$18.3 billion. This is a total gross cost which includes both initial and on-going capital costs of recommended projects in the Master Plan.

The detailed list of project cost estimates will be used as input to the next Development Charges Bylaw update.

6. LOCAL MUNICIPAL IMPACT

Local municipal Councils and stakeholders were engaged and consulted

As part of the consultation process following the release of the draft TMP Update in May 2009, Regional staff presented the draft recommendations of the Master Plans to each local municipal Council or their Committee of the Whole during the period from June to October 2009. Comments and input from the local Councils and staff and other stakeholders were considered and incorporated into the reports where appropriate.

Regional staff extend their appreciation to local municipal staff and stakeholders for the valuable contribution and effort in reviewing and commenting on the reports, and for participating in the study.

7. CONCLUSION

The draft Transportation Master Plan Update was filed for a minimum 30-day public review period and circulated to all local municipalities and stakeholders for review and comment. Comments received from the agencies, stakeholders, and general public were incorporated in the final study reports. There is general support for the sustainable transportation approach in the Transportation Master Plan Update with its emphasis on transit and alternative transportation supportive measures and initiatives.

Staff seek Regional Council endorsement of the Final Transportation Master Plan Update study reports. The study and consultation has been carried in accordance with the EA process for Master Plans.

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

The Senior Management Group has reviewed this report.

(The three attachments referred to in this clause are attached to this report).



moving on sustainability

TRANSPORTATION MASTER PLAN UPDATE

OCTOBER 23, 2009 | DRAFT FINAL

executive summary



MOVING ON SUSTAINABILITY | EXECUTIVE SUMMARY

The future will be green, or not at all. This truth lies at the heart of humankind's most pressing challenge: to learn to live in harmony with the Earth on a genuinely sustainable basis.

-Sir Jonathon Porritt, Environmentalist

THE 2002 YORK REGION TRANSPORTATION MASTER PLAN: A PROUD LOOK BACK

In 2002, York Region approved an innovative Transportation Master Plan (TMP) that defined the Region's long-term transportation vision and provided a framework upon which transportation decisions would be made through the year 2031. The TMP also established policies and programs to support the long term vision and plan, and included an implementation strategy and Five Year Action Plan to meet the Region's future transportation needs.

In recognition of its progressive integration of land use and transportation growth management policies, the York Region Transportation Master Plan was the recipient of the 2001 Transportation Association of Canada's Sustainable Urban Transportation Award.

Since 2002, York Region has undertaken several initiatives in support of the bold vision of the original Transportation Master Plan, including:

- Commencing VIVA - the first phase of a regional Bus Rapid Transit (BRT) system
- Undertaking Environmental Assessments for subway extensions and rapid transit service
- Initiating the Spadina Subway Extension with the Toronto Transit Commission (TTC)
- Developing an implementation program for the next phase of the BRT system (dedicated rapidways) and working with Metrolinx to secure funding
- Adopting Transit Oriented Development guidelines
- Completing a Cycling and Pedestrian Master Plan





- Developing Transportation Management Associations (TMAs) through the Smart Commute initiative
- Implementing Transportation Demand Management (TDM) programs

Several programs recommended in the original TMP received financial support from both the Provincial and Federal governments. The VIVA rapid transit system is the most notable project funded equally by both senior levels of government and York Region. The Region's initiative to develop Transportation Management Associations through

the Smart Commute program was recommended in the TMP, and received partial funding from the Federal government to meet the government's Kyoto commitments.

THE YORK REGION TRANSPORTATION MASTER PLAN UPDATE: MOVING ON SUSTAINABILITY

In 2006, York Region initiated an update of its TMP to address future transportation needs in a sustainable and integrated manner to address new Provincial initiatives and additional growth in the Region. The TMP update was also undertaken to further refine the transportation opportunities and challenges first identified in the Region's 2002 Transportation Master Plan.

WHAT IS SUSTAINABILITY?

Sustainability is what many communities in North America are striving to achieve. And yet few communities know exactly what Sustainable Transportation is; moreover, those communities that do pursue sustainable transportation policies and initiatives may define it differently than other similar locales.

'Sustainable Transportation' has many definitions. Several international organizations accept the definition developed by the Canadian Centre for Sustainable Transportation, which states that a sustainable transportation system is one that:

- Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations;
- Is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy; and
- Limits emissions and waste within the planet's ability to absorb them, minimizes consumption of non-renewable resources, limits consumption of renewable resources to a sustainable yield level, reuses and recycles its components, and minimizes the use of land and the production of noise.



Transport Canada adopted seven strategic challenges to promote sustainable transportation practices "to preserve and strengthen Canada's transportation system and advance Canadians' quality of life...{to} provide a framework that addresses the three elements of sustainable transportation - social, economic and environmental." The seven strategies adopted to promote sustainability in Canada, include:

- Encourage Canadians to make more sustainable transportation choices;
- Enhance innovation and skills development;
- Increase system efficiency and optimize modal choices;
- Enhance efficiency of vehicles, fuels and fuelling infrastructure;
- Improve performance of carriers and operators;
- Improve decision-making by governments and the transportation sector; and
- Improve the management of Transport Canada operations and lands.

In 1987, the World Commission on Environment and Development (WCED) published a ground-breaking report for the United Nations entitled "Our Common Future". Also known as the "Brundtland Report" after the Commission's chairwoman, the report developed guiding principles for sustainable development as it is generally understood today. The Brundtland Report defines sustainability as development that, "meets the needs of the present without compromising the ability of future generations to meet their own needs."

York Region accepted the Brundtland Report's definition and addressed it in its own "Triple Bottom-Line" approach to sustainability. The philosophy behind the "Triple Bottom-Line" approach is that all of York Region's initiatives should aim to simultaneously create environmental, social and economic benefits. This approach, emphasizing transparency, equity, accountability and community involvement as well as monitoring and continuous improvement towards sustainability, is integrated into many of the Region's initiatives.

MASTER PLAN GUIDED BY AN INNOVATIVE STUDY PROCESS

York Region developed an innovative study process to ensure that a more balanced, sustainable transportation system could be readily achieved. Key components of the study process included:

- Establishing the need for future transportation improvements based on growth projections;
- Undertaking a rigorous assessment of existing conditions, both in York Region and throughout North America, to identify potential measures to address the needs;
- A methodology to ensure potential transportation solutions would be judged more on their ability to be sustainable; and



- A proactive consultation process that included public meetings or workshops in each of the Region's nine municipalities.

SUSTAINABILITY PRINCIPLES USED TO EVALUATE POTENTIAL TRANSPORTATION SOLUTIONS

In consultation with residents and key stakeholders, York Region developed a set of Sustainability Principles or "themes" to guide the selection of transportation infrastructure and services in the Region. The Principles included a number of specific objectives, as well as key measures to ensure that the Region's future transportation initiatives and policies properly reflect the conditions established by each principle. The 11 Sustainability Principles are provided below. A more detailed description of each principle is included in **Chapter 5** of the complete Master Plan Report.

- | | |
|--|---|
| 1. Integrate Transportation, Land Use and Design | 8. Implement and Support Transportation Supply Management |
| 2. Protect and Enhance our Environment and Cultural Heritage | 9. Ensure Fiscal Sustainability and Equitable Funding |
| 3. Support our Economic Well-Being | 10. Further Encourage Communications, Consultation and Engagement |
| 4. Provide Access and Mobility for Everyone | 11. Conduct On-Going Performance Measurement and Monitoring |
| 5. Adopt Energy Efficient Transportation Systems | |
| 6. Put Pedestrians and Transit First | |
| 7. Implement and Support Transportation Demand Management | |

RESIDENTS: TO SEEK SUSTAINABLE SOLUTIONS TO TRAFFIC CONGESTION & GROWTH

In 2008, EKOS Research Associates, an independent market research firm, conducted a telephone survey with 1,011 York Region residents on issues about traffic and public transit. The survey was designed to gauge resident's views on traffic congestion, as well as to identify citizens' opinions on potential solutions to address the congestion.

Key results of the survey included:

- Traffic congestion, and the lack of transit services in York Region, are major issues of York Region residents;
- Support for public transit, cycling and pedestrian infrastructure is strong across all municipalities; and
- A majority of residents oppose measures such as widening roads only for cars, or building more roads and highways as a way to address congestion.

BOLD DIRECTIONS FOR A HEALTHIER, MORE SUSTAINABLE YORK REGION

In response to the growing need to address future growth and traffic congestion, and in support of Provincial legislation that sets clear standards for new development, the York Region Transportation Master Plan Update has developed a set of practical transportation solutions that will:

- Preserve and enhance the Region's sustainable natural environment;
- Support the Region's economic vitality; and
- Encourage healthier neighbourhoods and communities.

The recommended solutions, developed in close consultation with residents and stakeholders, support the notion to 'put pedestrians and transit first' - a common theme heard throughout the undertaking of this Master Plan Update. The Region's recommended infrastructure improvements that support a more sustainable transportation system are illustrated on pages 7 and 8.

Included among the more than 100 policies and strategies developed to address Regional growth is a set of Bold Directions that will have the most profound impact on the Region's transportation system. Twenty of the more significant 'Bold Directions' identified for this Transportation Master Plan Update are provided across the following pages. The full list of recommended solutions comprising of infrastructure and policy improvements is identified in **Chapter 6** of the complete Master Plan Report.

sustainable



bold directions



TRANSIT INFRASTRUCTURE AND POLICY IMPROVEMENTS

- Implementing transit priority improvements to enhance transit operations along most urban arterials.
- Building or expanding Bus Rapid Transit (BRT) or Light Rail Transit (LRT) service on portions of Steeles Avenue, Highway 7, Major Mackenzie Drive, Bathurst/Dufferin Streets, Warden Avenue, Jane Street, Leslie Street, Yonge Street and Davis Drive/Green Lane.
- Improve rural transit links to King Township, Georgina, East Gwillimbury and Whitchurch-Stouffville.
- Providing queue jump lanes and transit priority at all traffic signals where transit service would benefit from this technology.
- Working with other agencies to implement fare integration and a pay-by-distance fare structure that would reduce or eliminate inequities for passengers crossing a zone or Regional boundaries.
- Working with local municipalities, particularly those that are already urbanized, to establish the minimum densities needed to support local transit or rapid transit service along designated transit spines.
- Developing 'mobility hubs' and local gateways at major entry points to the Region, the York Region Transit (YRT) system and at GO Transit stations.
- Expanding the VIVA/ YRT Intelligent Transportation System (ITS) program to improve transit performance compared to single occupant vehicles.

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York Region 2031 Transit Network

Transit Network Improvements

- Existing GO Rail Station
- Proposed GO Rail Station
- Commuter / HOV Parking
- Local Gateway to Transit Network
- Gateway Hub
- Anchor Hub / Regional Centre
- ★ Special Study Area (see footnote)
- GO Rail Service
- 407 Transitway
- Rural Links
- Expressway Bus Service
- GTA West Corridor Concept
- Subway Extension
- Rapid Transit Corridor
- Transit Priority Network
- TTC Rapid Transit
- Recommended New Corridor

Note:
The proposed alignment and location of specific projects remains conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

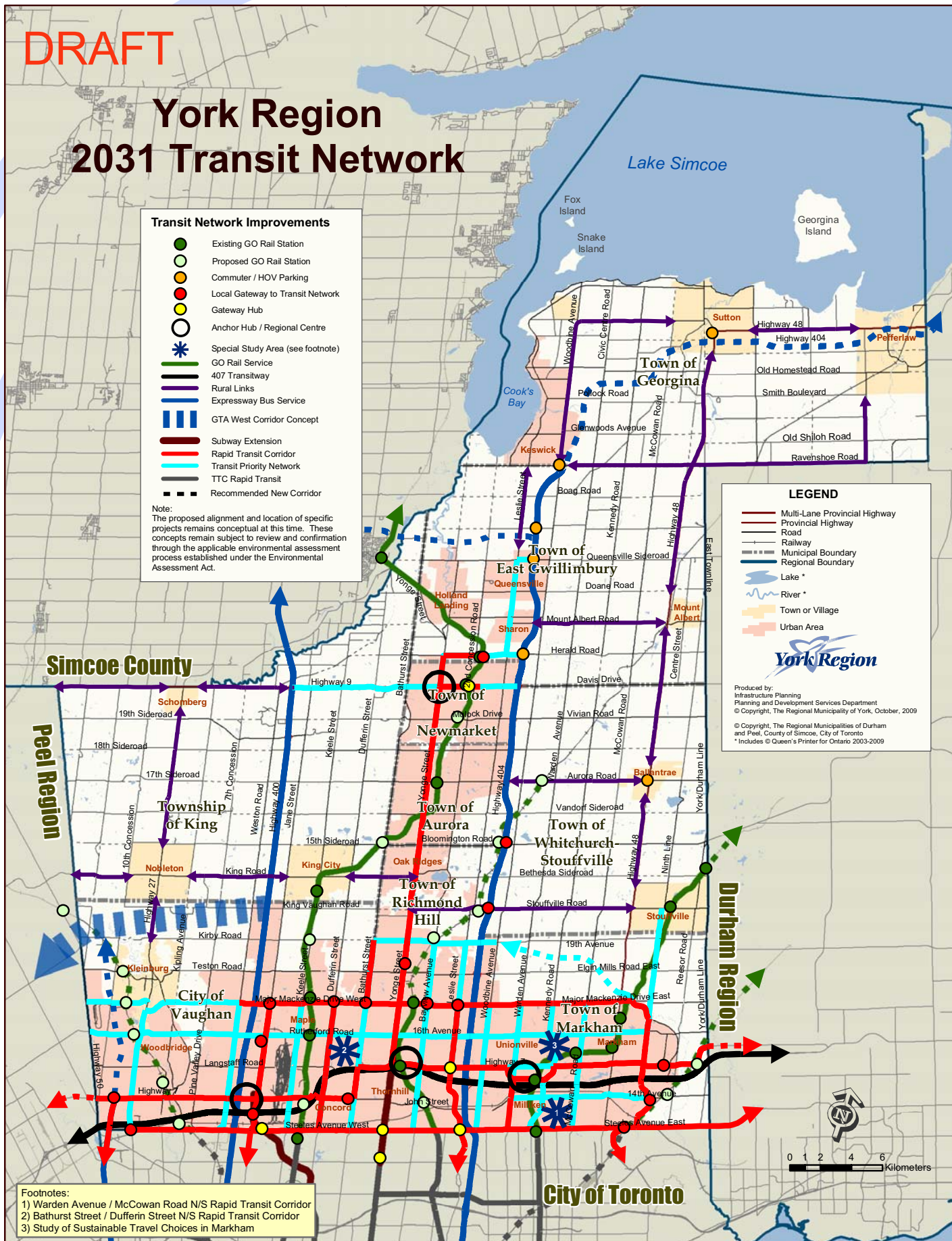
LEGEND

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

York Region

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Footnotes:

- 1) Warden Avenue / McCowan Road N/S Rapid Transit Corridor
- 2) Bathurst Street / Dufferin Street N/S Rapid Transit Corridor
- 3) Study of Sustainable Travel Choices in Markham

DRAFT

York Region 2031 Road Network

Road Network Improvements

- Jog Elimination
- New or Improved Highway Interchange
- Grade Separation
- Special Study Area (see footnote)
- Anchor Hub / Regional Centre
- New Local/Regional Road
- Arterial Road Improvement for Capacity
- Arterial Road Improvement to 6 lanes
- Road improvements to support Transit
- New Provincial Road
- GTA West Corridor Concept
- Provincial Road Improvement
- Recommended New Corridor

Note:
The proposed alignment and location of specific projects remains conceptual at this time. These concepts remain subject to review and confirmation through the applicable environmental assessment process established under the Environmental Assessment Act.

Road projects identified are for capacity improvements only and do not reflect reconstruction projects in the Region's DC-Bylaw or 10-Year Roads Construction Plan.

LEGEND

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

York Region

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- Footnotes:
- 1) Road improvements for potential Pickering Airport
 - 2) Langstaff Road Missing Link Transportation Needs Study
 - 3) East-west mid-York Transportation Needs Study
 - 4) Highway 404 Interchange Study at John Street / 14th Avenue

0 1 2 4 6 Kilometers

seamless



bold directions



ROAD IMPROVEMENTS SUPPORTIVE OF SUSTAINABILITY

- Constructing HOV lanes for all road segments scheduled for widening to six lanes, excluding rapid transit segments on Yonge Street and Highway 7.
- Limiting road widenings to a maximum of 6 through lanes, including transit lanes.
- Working with local municipalities to plan for and design continuous collector roads to accommodate local transit services, walking and cycling.
- Coordinate with each municipality to develop a Parking Authority to set a parking policy within York Region and ensure that an effective governance model is adopted in selecting individuals with appropriate experience and expertise to serve as Board Members of the Authority.
- Working with local municipalities to introduce maximum parking standards in Regional Centres and Corridors.
- Exploring road user fees in highly congested urbanized areas in coordination with Metrolinx and local municipalities.

active



bold directions

OTHER POLICIES AND STRATEGIES SUPPORTIVE OF SUSTAINABILITY

- Implementing the Regional and municipal pedestrian and cycling master plan policies and recommendations that give equal weight to infrastructure, implementation strategies and outreach programming.
- Partnering with local municipalities to plan for retail, institutional and commercial uses that are focused on the street, with parking positioned behind the buildings.
- Exceeding the requirements of the environmental assessment process in York Region to ensure local and adjacent municipalities minimize infrastructure needs while enhancing natural heritage and environmental features.
- Designing innovative public awareness campaigns to market sustainable transportation initiatives and strategies to all residents, particularly children, the elderly and new Canadians.
- Implementing effective freight movement systems that minimize impacts on the road network, including potential dedicated road links and rail services, as well as intermodal facilities.
- Restricting heavy vehicle delivery times to mid-day periods (outside of peak commuter travel times) within the Regional Centres and along Regional Corridors.

accessible



MOVING ON SUSTAINABILITY: AN INVESTMENT IN OUR FUTURE

Since York Region released its initial Transportation Master Plan in 2002, the transportation landscape has changed significantly. Now, more than ever, the benefits of sustainable transportation choices are being recognized and given priority over simply building new, or expanding existing roadways.

The pressure to build sustainable transportation services and the escalating cost to build, operate and maintain public infrastructure services is an ongoing concern to municipal organizations in Ontario, as it is to government jurisdictions everywhere. This has required transportation agencies around the world to look at new and innovative ways of delivering and financing transportation projects.

ESTIMATED 2031 COSTS

Total Capital Investment - \$18.3B

Annual Operating Cost - \$800M

The Ontario government's commitment to MoveOntario 2020 provides the necessary financial support to initiate the capital expansion of much needed transportation infrastructure in the GTHA, including York Region. Under the leadership of Metrolinx and with the support of 1/3 funding by the Federal government, the Province will fund the remaining 2/3 of the capital expenditures for transit. While this is a welcome and significant contribution to the Region's immediate transportation funding needs, Metrolinx must also be a key partner in addressing the long term cost implications for the operation, maintenance and future rehabilitation of these new systems. Many decisions must still be made concerning the role and responsibilities of the Regional Municipalities with respect to future operations, maintenance and the cost-sharing of these systems.

York Region's ability to deliver the network outlined in the Transportation Master Plan Update will be dependent on secure sustainable funding, locally and from senior levels of government.

Key recommendations for York Region to explore for long-term alternative funding sources include:

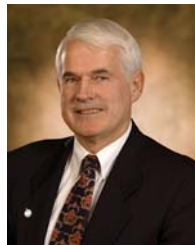
- Continue to seek support for transit subsidies from the Federal and Provincial governments;
- Work with the Province to modify the *Development Charges Act* to guarantee more support for transit and other sustainable transportation services; and
- Consider private sponsorship of major infrastructure elements.



Mayor
Frank Scarpitti
Town of Markham



Regional Councillor
Jack Heath
Town of Markham



Regional Councillor
Jim Jones
Town of Markham



Regional Councillor
Gordon Landon
Town of Markham



Regional Councillor
Joseph Virgilio
Town of Markham



Mayor
David Barrow
Town of Richmond Hill



Mayor
Linda D. Jackson
City of Vaughan



Chairman & CEO
Bill Fisch



Regional Councillor
Brenda Hogg
Town of Richmond Hill

A Message from York Regional Council

The Regional Municipality of York has witnessed tremendous change over the past decade as more than a million people now call our area home. With our communities intensifying and our employment base expanding, the need for advanced transportation planning has never been greater.

York Region introduced our first Transportation Master Plan in 2002 to help manage our infrastructure as our population blossomed. With a renewed focus on intensifying development instead of simply growing, the Region undertook a Transportation Master Plan Update exercise in 2006.

This Transportation Master Plan Update Executive Summary, titled *Moving on Sustainability*, provides a succinct overview of the three years of study, planning and public consultation that went into the development of the 2009 update. It focuses on expanding transit and rapid transit, while transforming our network of roads into more pedestrian-friendly transportation routes that encourage transit use, walking, cycling and carpooling.

It is a bold vision that will require working in partnership with our local municipalities and senior levels of government to help create and maintain the safe, healthy and caring communities that have made York Region the destination of choice for our residents.



Regional Councillor
Joyce Frustaglio
City of Vaughan



Regional Councillor
Mario Ferri
City of Vaughan



Regional Councillor
Gino Rosati
City of Vaughan



Mayor
Robert Grossi
Town of Georgina



Regional Councillor
Danny Wheeler
Town of Georgina



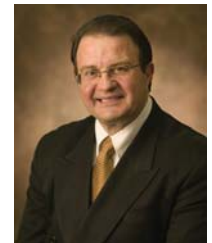
Mayor
Phyllis M. Morris
Town of Aurora



Mayor
Wayne Emmerson
Town of Whitchurch-Stouffville



Mayor
James Young
Town of East Gwillimbury



Regional Councillor
Vito Spatafora
Town of Richmond Hill



Mayor
Tony Van Bynen
Town of Newmarket



Regional Councillor
John Taylor
Town of Newmarket



Mayor
Margaret Black
Township of King



Stakeholder	Comments	Response
Transport 2000 Ontario and SHIFT Ontario (Sept. 30/09)	1. Hwy 404 Ext'n north of Green Lane is not justified by traffic demands – urge removal from TMPU. 2. Some parameters used in transportation modelling force the results towards requiring more capacity for autos than might be needed – recommend using assumptions as per Metrolinx's model. 3. Justification for additional freeways (BBP, GTA-W and 427 Ext'n to GTA-W) is not evident in the report – provide additional analysis and justification. 4. Cycling network should have more physically-separated lanes and should remove physical barriers. 5. Mid-block collector roads crossing 400-series highways are important components of the road network. 6. HOV/Transit lanes on Regional roads will require enforcement. 7. Benefit to participating in the Sustainable Travel Choices study for Markham. 8. Agreement with Universal Transit Signal Priority to improve current situation. 9. Create a set of "model road design" guidelines with agencies/stakeholders to promote safe travel corridors for pedestrians, cyclists, fish, wildlife, and farm vehicles.	1. It is needed to handle inter-regional, recreational and goods movements that originates from the Highway 404 corridor. In addition, the approved Provincial environmental assessment and controlled-access highway designation for this corridor requires that we protect for it. 2. Parameters used in the modelling work are reasonable and were reviewed prior to their use. Even if a different set of parameters were used that led to a higher auto occupancy rate, the reduction in forecast traffic volumes would not be large enough to change the road network recommendations. 3. Reviewed model outputs with the stakeholder. 4. The York Region Pedestrian and Cycling Master Plan recommends a network consisting of mostly on-street bike lanes on Regional roads. Adding a physical barrier either increases the capital cost of construction or the maintenance of the bike lane or both. Research from around the world have shown that the most dangerous places for cyclists are at intersections where the path of the cyclist crosses a road. That is where the focus of our attention will be initially. 5. Agreed. The recommendations and policies of the TMP and ROP reflect this. 6. Agreed. The York Region Police will be engaged to ensure that resources are applied to enforcement of these lanes. 7. Noted.

Transportation Master Plan Update – Comments Received on Draft Final Report
October 21, 2009

		8. Thank you. 9. Good suggestion. Will forward this to Transportation Services for their consideration.
Malone Givens Parsons Ltd on behalf of Armadale Properties Ltd and Toronto Airways Ltd (Sept. 30/09)	10. Feel that the Region's Master Plan Updates may not have allowed for the level of re-development expected for the Buttonville Airport lands. 11. Request a meeting to resolve the scale of development differences.	10. The level of re-development for the Buttonville Airport lands is determined through York Region's growth management initiative as part of the Regional OP review. Future development applications for the lands must be coordinated with available transportation and servicing capacity. 11. A meeting is being coordinated through York Region's Long Range and Strategic Planning Branch.
Ministry of the Environment (Sept. 30/09)	12. Generally supportive of the Region's approach to put transit and alternative modes of travel as a priority. 13. Provide more detail to support road widenings for HOV lanes and provide clarification on phasing and compatibility with compact, community based development. 14. List road projects currently being undertaken by the Region. 15. Provide more detail on the need and rationale for individual projects to address Phase 1 and 2 requirements of the Class EA process. 16. Need greater discussion on road improvement impacts to sensitive environmental receptors (e.g., ANSI, ESA, wetlands, etc.) and a map displaying natural features affected by proposed road/transit routes. 17. Include the Lake Simcoe Protection Act in the	12. Thank you. 13. Road widenings for Transit/HOV lanes will only be recommended through an environmental assessment study and only after other less intrusive measures such as queue-jump lanes and transit signal priority have been considered. These potential improvements are needed to support improvements in transit service which would otherwise be caught in traffic congestion and is needed to support compact, community-based development. 14. Reference to be made to the 10-year road capital plan presented in Section 2.2.2. 15. Additional discussion and analysis has been added to Section 6. 16. Map showing natural heritage features have been added with some discussion in Section 2.3. 17. Lake Simcoe Protection Act introduced in Section

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	list of supportive Provincial policies and plans. 18. Consider adding a discussion on the use of directional lighting on roadways to minimize light pollution effects. 19. Beneficial to include a table listing TMP projects and their potential EA Schedules. 20. New corridors should not be shown on the transit plan unless they include transit infrastructure. 21. Concerns with Teston Road connection between Keele St. and Dufferin St. – recommend statement that this area will be studied as an Individual EA.	3.2.7. 18. Noted. Text added. 19. See response to #15. 20. New corridors shown in the transit network plans are either rapid transit or transit priority corridors. Both represent different degrees of infrastructure to improve transit priority. 21. Agreed. New text added to confirm previous commitment to conduct IEA study if Teston Road connection is being considered.
Concerned Citizens of King Township Inc. (Sept. 28/09)	22. Concern with amount of road work still planned for King Township and absence of full disclosure about future corridors. 23. Recommend moving Bolton GO Rail timing ahead. 24. Pleased with the public transit planning and creation of several pedestrian zones in King. 25. Provide clarification and information on the relocation of the Hwy 400/Lloydtown Aurora Rd interchange and intentions for any new east/west corridor and East-West mid-York Study Area options. 26. Clear benefit or need is absent for the Bathurst Street North expansion - consider impacts on environment and high costs. 27. Encourage the Region to find a solution to the East-West mid-York corridor off the Moraine and south of King Road. 28. Consider environmental impacts when King Road west improvements are identified.	22. Not all of the growth in travel demand can be met with transit and other alternative modes of travel. Even with the aggressive approach applied in the TMP Update to maximise transit and alternative modes, some level of road improvements is still needed to address future growth. 23. GO Transit is currently conducting a feasibility study on providing GO service on the Bolton line. Staff is working closely with GO to expedite the feasibility study and the follow-on environmental assessment study to help prioritise service on this line. 24. Thank you. 25. The potential relocation of the Lloydtown-Aurora Rd interchange is being considered as part of the widening of Hwy 400 from King Rd to Hwy 9. The mid-York E-W Corridor study is a separate exercise that will be conducted in several stages beginning with a needs assessment. 26. A comprehensive Schedule C Class Environmental

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	29. Explain why Keele Street north of King Road is recommended for improvements now given the EA recently done for the Keele/15th Sideroad intersection. 30. Regret not seeing toll roads carried forward as a recommendation. 31. Termination of Hwy 427 extension should be considered at another provincial highway instead of at Major Mackenzie to reduce traffic on regional roads. 32. Encourage the Region to protect the environment (e.g., Oak Ridges Moraine) and reduce traffic through King Township.	Assessment study is being conducted for this segment of Bathurst Street. This comment will be forwarded to that study. 27. The mid-York E-W corridor study will first examine the need for improvements. Once that has been established, alternative transportation corridors will be developed in a later stage in consultation with various stakeholders. 28. An environmental assessment study will be conducted as part of the project where all impacts will be assessed. 29. Improvement may not be the entire length of Keele Street. Recommended to serve the King City East secondary plan and confirmed in the TMP Update. 30. York Region does not have the power to toll roads and cannot make such recommendations at this time. 31. Agreed. The TMP Update recommends a further extension of Hwy 427 beyond Major Mackenzie Drive. 32. The TMP Update will reduce the reliance on cars by aggressively recommending improvements to transit and alternative modes. Additional policies in the TMP Update will further enhance the process that York Region follows in planning and designing transportation improvements.
Metrolinx and GO Transit (Sept. 30/09)	33. Provide more information on why auto use is forecast to increase at about the same rate as population growth and how the non-infrastructure actions and policies proposed were incorporated into the modelling.	33. 2006 to 2031 population increase is 62%. VKT is projected to increase by 57%. This is a positive outcome reflecting the proposed policy recommendations which were incorporated through the procedure used to conduct the

	34. Provide more detail on transit/road network assumptions outside of York Region as well as GO Transit rail service levels assumed. 35. Supports major elements of the Plan including rapid transit corridors, transit connections, queue jump lanes, and Regional policies on 6 lane widenings of arterial roads for HOV/transit and bike lanes. 36. Provide greater detail on pedestrian/cycling facilities on regional roads, access to GO stations, and stronger reference to Ped/Cycling Master Plan. 37. Continue to work and be further involved with YRT/Viva to maximize access to GO facilities, improve scheduling, implement technologies, and provide transit priority measures. 38. Reserve the right to comment further on grade-separated crossings identified in the Plan at later stages and request clarification on actions needed in the process including property protection measures. 39. Some specific comments on textual and mapping edits including clarifications on Hubs and GO Rail Line facilities. 40. Rapid transit corridors not identified in <i>The Big Move</i> should be shown distinctly different on the network maps. 41. Remove road network elements not recommended in <i>The Big Move</i> 25-year plan, the Growth Plan, or MTO's 5-year capital plan such as the Bradford Bypass, Hwy 427 Ext. to the GTA West Corridor and northerly, and Hwy 404	forecasting/modelling of transit and road improvements, favouring transit. 34. Assumptions consistent with Metrolinx RTP recommendations for GO services. Assumptions for adjacent municipalities were provided by those agencies and includes the Move Ontario 2020 plan. 35. Thank you. 36. Details contained in the York Region Pedestrian and Cycling Master Plan. 37. Thank you. 38. Noted. Property protection will be conducted through the planning and approval process in conjunction with GO Transit. 39. Edits made to text and maps where appropriate. 40. <i>The Big Move</i> is not a static document and is subject to review as is the TMP. Differences between <i>The Big Move</i> and the TMP are subject to interpretation and discussion. 41. The Bradford Bypass and Hwy 404 extension north of Ravenshoe Rd are both protected by the Provincial Controlled-Access Highway designations. The GTA West Corridor and Highway 427 are in the Provincial Growth Plan and are currently under study by the Province. Add text to Master Plan that reflects Provincial position. 42. Agreed. Policies on parking standards in centres and corridors changed to reflect this. 43. Once approved, draft ROP policy 5.4.6 takes precedence. 44. The goods movement industry is governed more so by Provincial and Federal legislations. Staff
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	north of Ravenshoe. 42. Consider a review of min., max. and shared parking requirements near transit and max. parking standards for commercial uses in Centre & Corridors (C&C) in addition to residential uses. 43. The bold directions of Principle 1 in the TMP should be consistent with Policy 7.15 of <i>The Big Move</i> (directing municipalities to prepare master plans for each anchor and gateway hub) and the draft ROP Policy 5.4.6 (requiring local municipalities to prepare secondary plans for C&C). 44. Include actions/policies and best practices in Principle 5 bold directions to encourage environmentally sustainable goods movement. 45. Referred to current applicable guidelines including Transit Supportive Land Use Planning, its update, and the Rail and Development Handbook. 46. Provide clarification on definition of sustainability and explain how carbon footprint minimized with VKT forecast increases. 47. Include “major institutional developments” in the list of uses requiring TDM plans or strategies as per <i>The Big Move</i>. 48. Delete any statement regarding conformity with Metrolinx as consistency will be assessed based on a provincial policy statement currently being developed.	awaits the opportunity to provide input to Metrolinx’s Goods Movement Study. 45. Noted. 46. See response #33. A higher VKT forecast would be the result if a traditional approach was used in developing the network recommendations. This master plan favours transit and active transportation modes over the private automobile, and thus will improve the balance in providing equitable, affordable and accessible quality transportation services to all users in York Region. 47. Agreed. Changes made to appropriate policies. 48. Will add sentence to indicate that consistency will be determined by the Province and Metrolinx in discussion with York Region.
Toronto and Region Conservation	49. Overall, supportive of most recommendations of the Master Plans.	49. Thank you. 50. Addition of text indicating sensitivity of natural

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Authority (Sept. 29/09)	50. Share Rouge Park Alliance’s concern with any proposed widening of 14th Avenue within the Bob Hunter Memorial Park and impacts on natural features. 51. Concern with the Teston Road connection from Keele to Dufferin and impacts on natural environment and surroundings. 52. Provide statements of the Region’s commitment to protecting the environment during all project phases, and performance monitoring of design consultants and contractors at the site level. 53. Through the EA process, study the feasibility of the Langstaff Road – missing link transportation study area which is located within a Regional storm flood plain. 54. Issue Paper on Protecting the Natural Environment was not provided to TRCA for comment. 55. Consider including discussion on opportunities for Low Impact Development (LID) techniques for stormwater management and opportunities for “green infrastructure”.	area, working in coordination with Rouge Park, and need for further study and justification if improvements are needed. Improvements could include signalization, turning lanes, accommodation of bike lanes, etc. 51. See response #21. 52. York Region is bound by the requirements of the Environmental Assessment Act and the approved Class Environmental Assessment process for municipal infrastructure. Current practice and additional policy recommendations in the TMP Update and draft ROP will enhance the processes that York Region will use to plan, design, construct and maintain Regional transportation infrastructure. 53. Agreed that a feasibility and an EA study will be needed. 54. This is a miscommunication. The Issue Paper was re-titled “Assessing the Impacts of Natural Heritage and Environmental Features”. A draft was provided to the study Technical Advisory Committee for comments in July 2008. 55. Forwarded to draft ROP team for consideration.
Rouge Park (Aug. 7/09)	56. Avoid road intensification within Rouge Park. 57. Concern with the designation of 14th Avenue as an arterial road through Rouge Park and improvements to increase capacity affecting areas such as the Bob Hunter Memorial Park. Efforts should be made to slow and reduce traffic flow on this road. 58. Support for transit along 14th Avenue and improvements to facilitate transit.	56. The process used to develop the road network favours transit. The only road improvement recommended is 14th Avenue. 57. See response #50. 58. The level of transit service to be provided will be determined through YRT’s 5-year and annual service plans. 59. Rouge Park Alliance will be consulted as appropriate in any future plans to improve Steeles

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	59. Support planned road improvements for transit along Steeles Avenue provided Rouge Park is consulted on the designs which should incorporate strong natural heritage protection. 60. Consult with Rouge Park when planning for the new GO stations and gateway hubs in the area. 61. Add Rouge Park to the TAC membership list. 62. Request arrangement for a deputation at the Regional Transportation Committee.	Avenue. 60. Noted. 61. Done. 62. Request already made to the Regional Clerk's office.
Ministry of Transportation (Sept. 3/09)	63. York Region and/or individual municipalities will be responsible for any additional costs that exceed the Provincial baseline and Metrolinx-approved project cost eligibility criteria and scope. 64. The Province cannot provide assurance of funding for transit projects not designated in Metrolinx's 25 year plan including the Major Mackenzie and Dufferin-Bathurst corridors. 65. Any new interchanges and/or alignments of highways such as the GTA West Corridor are subject to the EA studies. 66. The Bradford Bypass and Hwy 404 extension north of Ravenshoe have not been identified as a priority of the Provincial government at this time and any implications this may have on the investment plans. 67. Clarify the policy commitment regarding the Region's cap on road widenings to a maximum of 6 or 7 lanes including transit lanes.	63. Noted. 64. Noted. 65. The TMP Update presents these elements as conceptual and not their ultimate design or locations. 66. Noted. 67. This is a recommendation of the TMP Update for future projects. Current projects that already have an approved EA is not subject to this proposed policy.
Town of Vaughan (Sept. 25/09)	68. Show the GTA East West Economic Corridor north of Kirby Road from west of Concession 10	68. Change made to the network maps. 69. The timing for this study will be discussed with the

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	to Highway 400 in Vaughan. 69. Commence the study of the Langstaff missing link over the CN Rail Yards immediately. 70. Examine mid-York East-West corridor in a broader study area to include missing links such as Teston Road, Kirby Road, and Langstaff Road, while considering implications of the GTA West Corridor and linkages between Urban Growth Centres. 71. Note that Vaughan Council adopted OPA 603 in 2003 which deleted the Highway 400 overpass in Block 32 from OPA 600. 72. The Regional Master Plan Update documents will be used as the framework for the City's local master plan updates with further consideration as part of the City's Growth Management Strategy process.	City of Vaughan and may require the approval of Regional Council. 70. The extent of the mid-York E-W Corridor study area will be subject to discussion with affected local municipalities. 71. Noted. No change necessary. 72. Noted.
Town of East Gwillimbury (Sept. 29/09)	73. Confirm the timing and limits of 4 lanes on 2nd Concession north of Doane Road. 74. Clarify the intent of the transit priority route/network along Leslie Street. 75. Make note of Town Council's position regarding the Bradford Bypass (i.e., support need prior to 2031, but wish to have the location/alignment revisited).	73. An EA is being conducted for potential improvements to 2nd Concession where the timing and limits of the improvements will be determined. 74. The intent of a transit priority designation in the TMP Update is to acknowledge the need to improve transit service along the corridor. Improvements such as queue-jump lanes, transit signal priority or transit/HOV lanes will be considered. 75. Noted.
Global Environmental Action Group	76. Refer to and incorporate the Lake Simcoe Protection Plan in the TMP Update. 77. Issues with identifying the Bradford Bypass, its	76. See response #17. 77. A Provincial environmental assessment for the Bradford Bypass was approved in 2002.

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(Sept. 30/09)	impact on the local cultural and economic sectors, and the lack of a cost-benefit analysis.	
Greater Toronto Airports Authority (Sept. 22/09)	78. All reference to the “GTAA Pickering Airport” should be revised to “potential Pickering Airport” since the decisions will be made by Transport Canada.	78. Change made to all references.
Malone Given Parson Ltd on behalf of North Markham Landowners Group (Sept. 8/09)	79. Commence the Class EA for the extension of Donald Cousens Parkway (DCP), between Major Mackenzie Drive and 19 th Avenue as soon as possible. 80. Supportive of roads designated for widening in north Markham for the purposes of HOV lanes. 81. Identified several other jogged intersections that should be eliminated or improved. 82. Recognize the importance of the rapid transit corridor recommended along Major Mackenzie as well as transit priority measures in north Markham.	79. Timing for this study will be subject to discussion with the Town of Markham and its inclusion in York Region’s 10-year road capital plan. 80. Noted. 81. Only major jogs are identified in the TMP Update. Minor jogs will be eliminated as part of intersection improvements to be programmed according to available budget. 82. Noted.
David Donnelly on behalf of Huron- Wendat First Nation (July 21/09)	83. Request funding from York Region for consultation and review of study documents.	83. Response letter sent acknowledging First Nation consultation needs and the Region’s position on not funding consultation to any stakeholder.
Town of Markham (From Draft Oct 27/09 presentation)	84. Clarification on intensification/white belt development assumptions used for Markham in the TMP. 85. TMP needs to be updated based on Markham’s Growth Management Strategy. 86. Region needs to discuss a consultation strategy with Markham Council prior to initiating any EA	84. Approved population and employment forecasts provided as part of York Region’s growth management initiative to update the Official Plan includes some growth in the whitebelt. 85. Regional staff will work with Markham staff to identify areas that need to be updated once Markham’s Growth Management Strategy has

	study. 87. Provide linkages between growth and transit initiatives in performance monitoring. 88. Provide more details on local transit service/feeder system which are required to minimize driving trips to transit hubs. 89. Identified working towards fare integration in 2-5 years, but not specific initiatives mentioned. 90. Consider other potential rapid transit routes such as a north/south corridor on Warden or Kennedy between Hwy 7 and Major Mackenzie and potential linkages between Sheppard subway and Markham Centre. 91. Coordination needed to review ped/cycling and parking plans pertaining to jurisdiction, funding and implementation. 92. Region's 10-Year Construction Plan needs to be updated in consultation with Markham (Don Cousens Pkwy – Major Mackenzie to Hwy 48). 93. Strategy/consultation plan for sensitive road projects/studies need to be vetted by Markham Council before proceeding.	been completed. 86. Agreed. 87. Performance monitoring and transit infrastructure triggers will be necessary in developments proposed in the Centres and Corridors. 88. Details on improvements to local transit service will be provided as part of the YRT's 5-Year Service Plan updates. 89. Fare integration will evolve through initiatives such as the Presto Card. 90. Future EA studies of the north-south transit priority corridors of Warden and Kennedy will determine the need for extensions of the rapid transit network. 91. Both Markham and York Region's Plans are consistent; there is no overlap in the network. Staff are working together on the programs. 92. Agreed. Standard part of York Region protocol. 93. Agreed. Standard part of York Region protocol.
Town of Markham (Preliminary staff comments from Brian Lee) Sept. 25/09	94. Extending the GO Rail services into Durham well beyond the urban boundary will encourage urban sprawl. 95. Show East Markham Mobility Hub (Highway 7/Don Cousens Parkway/Havelock Line/Hwy 407 area) as a study area. 96. What is "Study of Sustainable Travel Choices in Markham"? 97. Show jog elimination at 19th Ave/Woodbine. What is the difference between improvement for	94. GO Rail services recommended are consistent with GO and Metrolinx Plans. It provides a more sustainable mode of transportation to accommodate growth. 95. Planning for this hub will have to include a comprehensive transportation study as required in the draft ROP. 96. Study of Transit/HOV lane projects. 97. See #81. Improvement for capacity is for car capacity while improvement to 6 lanes is for

	capacity and improvement to 6 lanes? 98. John Street at Hwy 404 interchange study should include looking at partial interchange at 14th Avenue in Markham. 99. "Limiting widening to max 6 or 7 lanes including transit lanes" - Highway 7 will be more than 7 lanes. 100. Concern about restricting heavy vehicles during certain time of the day will have negative impact to businesses and implies giving priority to commuting traffic (Priority should be transit, commercial trips including trucks, carpools, Single Occupancy Vehicles). 101. Hwy 48 between Major Mackenzie Drive and 16th Avenue has been down loaded from MTO to the Town - change for all figures/maps. 102. Some major streets with rapid transit show only sidewalk on one side, e.g. Major Mackenzie Drive, which is contrary to OP policy. 103. Commuter parking lots should not be close to nodes and corridors. Carpool lots should be at the peripheral of the urban boundary, e.g Woodbine/Hwy 7, Bayview/John St are not appropriate. 104. Inconsistencies between the target transit modal splits shown in the Master Plan presentation and ROP. 105. Consider Major Mackenzie Drive RT to use Highway 48 (Town's intensification corridor) and across Bur Oak Ave (connects with Mount Joy GO Station) to 9th Line instead of on Don Cousens Parkway.	transit/HOV priority. 98. Noted. 14th Avenue will be included in the study. 99. Noted. Previously approved EA projects are grandfathered. 100. This policy is proposed for the longer term, so details will be subject to further study and discussions in coordination with local municipalities. 101. Noted. Maps corrected 102. Figure 2.8 (Long-Term Pedestrian System) and Figure 2.9 (Long-Term Cycling Network) form part of the integrated Ped/Cycling Master Plan. Some streets such as Major Mackenzie (MM) Drive show sidewalks on one side because the other side is proposed for a multi-use trail. It should be noted MM is the northern boundary of urban development in Markham; sidewalks are part of the local municipal responsibility. 103. Commuter parking lots are needed to attract and concentrate suburban traffic to access higher order transit. Existing parking lots such as the ones referred to will continue to be operated. Figure 2.10 shows existing YRT and GO Transit park and ride lots. 104. ROP target modal splits are for specific areas of York Region while the presentation numbers refers to the entire York Region. 105. Specific alignment of the rapid transit corridor will be determined at the EA study stage. 106. No, the intent is to highlight the significance of them and to protect them for implementation. 107. See response #97.
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	106. Is it the intention of the mid-block collector roads crossing Highway 404 to become Regional streets? 107. Clarify what are "Arterial Road Improvements for Capacity". 108. Markham Council does not support Hwy 404 crossing north of Major Mackenzie Drive. 109. Transit modal split appears to be lower than the 33% cited in 2002 TMP (see Pg 58). 110. Improvement for capacity for 19th Avenue is more urgent than Hwy 404 flyover south of 19th Avenue. 111. 19th Avenue interchange will be required earlier than 2031. 112. Add a policy to work with local municipalities to develop alternative Regional street design parameters (lane width, intersection spacing, daylight triangle dimension, boulevard width, etc.) to encourage walkability and urban context in nodes and along corridors.	108. The Hwy 404 crossing was identified and approved as part of the Cathedral Secondary Plan. 109. The 2002 TMP target of 33% was for trips originating from urban areas of York Region and destined to the City of Toronto during the a.m. peak period. Modal splits presented in this Master Plan Update are for trip interchanges of different areas of York Region. The recommendations of the Master Plan Update results in modal splits that are consistent with the 2002 TMP target. 110. Both are recommended to be implemented between 2011 and 2021. No additional information available to suggest need to advance one over the other. 111. The 19th Avenue interchange will be re-phased to the 2021 horizon year to be consistent with the improvements along 19th Avenue immediately east and west of Hwy 404. 112. Agreed. New policy to be added.
Town of Newmarket (October 6, 2009)	113. The 2031 population forecast for Newmarket does not match with the Town's Official Plan projection. 114. Rephrase policy initiative to "require local municipalities to establish the minimum densities needed..." rather than "achieve" the minimum densities needed. 115. Show the new east-west collector road north of Green Lane as per East Gwillimbury's Official Plan. 116. The Town is supportive of the strategy to advocate for improvements to the Provincial	113. The difference is relatively small and does not result in a change to the recommendations of the Master Plan. Regional staff will work with Newmarket staff to address this as part of the Region or Town's Official Plan review. 114. Agreed. The word "establish" will be used. 115. Noted. However, only the section between Leslie and Woodbine is shown since it could be partially funded by the Region. 116. Noted. 117. Noted. 118. Noted. York Region is supportive of the efforts

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	highways, particularly for 6-lanes on Hwy 404 and full movements at the Mulock interchange. 117. Parking restrictions or parking plans must be implemented through the local municipality whether through a formal Town Parking Authority or local Council committee. 118. York Region has indicated their support of TMA's, events and project however do not mention any financial support.	of its local TMAs and will continue to provide financial support and/or in kind support as needed.
Town of Georgina (Local Council report commenting on ROP and Master Plans – Oct. 2009)	119. Issue with Cycling Master Plan which does not show a route on Warden and Woodbine Ave. 120. New Regional road surface treatment discourages cycling. 121. Identify potential rural transit connection from Pepperlaw to Keswick along Ravenshoe Rd. 122. Hwy 404 extension to Glenwoods Ave should be advanced to promote Keswick Business Park.	119. Staff will revisit this issue at the next update to the Pedestrian and Cycling Master Plan. 120. Comment relayed to Road Operations staff. 121. Agreed and changes made to transit map. 122. Will continue to lobby Province to advance this segment. Performance trigger in place requiring Province to provide direct connection from Ravenshoe Rd to Hwy 404 at Woodbine Ave. That connection together with the widening of Woodbine Ave will provide short to mid-term capacity needs in the area.