



Office of the Commissioner
Transportation Services Department

MEMORANDUM

To: Members of Committee of the Whole

From: Ann-Marie Carroll
Acting Commissioner of Transportation Services

Date: October 20, 2021

Re: Transportation Master Plan Progress Update – Proposed Networks and Focus Areas

This memorandum provides Council with an overview of the proposed 2051 transportation networks for cycling, rapid transit and roads, and five focus areas to be included in the 2022 Transportation Master Plan (TMP).

Engagement with the public, key stakeholders and partners is an essential part of the TMP update process and was used to inform the development of the TMP Purpose Statement, Guiding Principles and Strategic Objectives, which were reported to Council in [October 2021](#).

The 2022 Transportation Master Plan will identify cycling, transit and road infrastructure to enhance travel today and support future growth

The 2022 TMP strives to balance the need for enhanced road connections, rapid transit expansion and options for cycling while considering future costs for construction, operation, and maintenance. The cycling, rapid transit and road networks proposed for the TMP update align with current municipal, Regional and Provincial plans with some adjustment to better align with the Region's fiscal strategy. The TMP also recognizes the importance of coordinating transportation infrastructure with planned growth per the Regional Official Plan update and servicing infrastructure included in the Water and Wastewater Master Plan.

The proposed cycling, rapid transit, and roads networks are shown on the maps included as Attachments 1, 2, 3 and 4. The identified infrastructure on the four maps represents the long-term transportation needs for all modes of travel to support the Region's growth over the next 30 years. The proposed networks were developed based on guiding principles that were informed by public feedback and the Region's fiscal strategy.

The 2022 TMP update will not include detailed phased infrastructure maps that summarize network requirements in five-year horizons, as were included in the 2016 Transportation Master Plan. Instead, the timing for implementation of the network improvements is detailed in the 10-year Roads and Transit Capital Construction Program, approved annually by Council through the budget process.

The proposed Transportation Master Plan networks and focus areas support feedback received during the engagement process

Through the engagement process, residents and stakeholders have indicated that connected communities along with safe, sustainable and convenient travel options are priorities for the future transportation network. While most residents are currently travelling by car, many are interested in using alternative transportation modes. The TMP update plans for a range of travel options that promote more healthy lifestyles, protect the environment and enhance transportation equity.

The proposed 2051 cycling network provides options for cyclists to use Regional roads and the inter-regional trail system

Prioritizing active and sustainable transportation such as cycling is integral to improving the efficiency of the Regional road network. Travellers are increasingly using cycling for both commuting and recreational purposes. Implementing an interconnected cycling network will encourage more active and sustainable travel in the Region.

Given the extent of cycling transportation facilities across the Region, the cycling network is divided into two maps. Attachment 1 shows the commuter cycling network, located primarily along Regional roads. Attachment 2 shows the recreational cycling network, located primarily on trails. The recreational cycling network also includes trail projects that will be led by Regional partners such as the Toronto Region Conservation Authority. Cyclists will be able to use the commuter and recreational networks seamlessly for any purpose.

The proposed 2051 rapid transit network identifies and protects for rapid transit corridors to support the Region's planned growth needs

The proposed 2051 rapid transit network is summarized in Attachment 3. The recommended network is generally consistent with what was proposed in the 2016 TMP and aligns with provincial investment plans, such as the Metrolinx 2041 Regional Transportation Plan and the ongoing Greater Golden Horseshoe Transportation Study being undertaken by the Ontario Ministry of Transportation.

Improvements recommended in the TMP update that are not currently included in any provincial plans include:

- Future studies of the subway extensions for both Yonge and Spadina (Highway 7 to Major Mackenzie Drive)

- Future study of a McCowan Road rapid transit corridor (Steeles Avenue to Major Mackenzie Drive)

The approach to developing the draft recommended rapid transit network map focuses on identifying transit infrastructure, rather than transit services. Transit services change annually and are summarized in the York Region Transit 5-Year Strategic Plan. As such, the rapid transit network map does not include conventional transit service lines, rural bus connections or Mobility On-Request services.

The proposed 2051 road network prioritizes investments in the most congested areas across the Region and improves access to new development and rapid transit corridors

The proposed 2051 road network is shown in Attachment 4. Improvements in the 2051 road network focus on maximizing the benefit to travellers and connecting communities, while recognizing fiscal realities for both today and into the future. Investment decisions were informed by the Region’s priority setting process approved by Council, which uses a sophisticated travel demand model. The proposed 2051 road network prioritizes improvements in the following areas:

- The Region’s most congested corridors
- Areas of new development and major employment
- Areas that facilitate access to freeways, Regional Centres and rapid transit corridors

The proposed plan also includes important updates, such as

- Replacement of Donald Cousens Parkway, from Highway 48 to Highway 404, with road improvements and transfers of existing local roads to the Region to support growth in North Markham
- Reducing the number of road-rail grade separations to reflect the significant capital and operational costs

The recommended 2051 road network identifies infrastructure needs and provides flexibility for community-specific project solutions. Project details, such as four or six-lane road widenings, will be determined through project-specific environmental assessments. The timing for each project will be determined annually through the Region’s capital planning process for the 10-year Roads and Transit Capital Construction Program.

Provision of transportation infrastructure and services is a multi-jurisdictional responsibility and requires funding from different levels of government

The Region’s road network is part of an integrated transportation system that connects to local roads and the provincial transit and freeway system. The Region fully supports the need for road and transit infrastructure to provide a seamless travel experience for road and transit users. These include projects led by the Province, such as the 400 series highways, the GO

expansion program, and Regional initiatives for missing road links such as Langstaff Road over the CN MacMillan Rail Yard or Teston Road, between Dufferin Street and Keele Street.

The 2022 TMP will provide a means for Council and staff to advocate for transportation priorities that the Region is unable to deliver without assistance, such as the further extension of subways and construction of important missing links. We continue to seek external funding to support Regional priority projects.

The 2022 Transportation Master Plan will include a new section outlining focus areas where additional study and consultation is required

The TMP update includes five proposed focus areas that summarize departmental priorities where additional work is required to address key transportation issues. The update will seek Council endorsement of these focus areas, which will require further study and consultation to develop recommendations for discussion and approval over the next term of Council. These focus areas will replace the numerous specific transportation policies which were included in the 2016 TMP.

Staff has identified five proposed focus areas for further exploration as part of the TMP update:

- Safety for all travellers –Although safety is always ‘top of mind’ for Transportation projects and initiatives, the Region needs to identify a more formal position on the transportation network as it relates to traveller safety
- Transportation equity – Providing transportation options that fit all lifestyles and abilities. This focus area will explore whether there is equal opportunity for access to transportation facilities and services and whether new policies or initiatives are required.
- Reduce car travel – especially during rush hours - This will identify actions to allow travellers who are able and interested in not using their car during the busiest travel times.
- Financial and environmental sustainability - This will investigate ways ensure fiscal and environmental impacts are included in transportation investment decisions. One action may be to enhance the existing transportation investment prioritization process by incorporating quantifiable environmental and fiscal sustainability factors.
- Review the role and function of Regional corridors - This includes several significant actions:
 - Reviewing the ownership and maintenance of cycling facilities and streetlighting. Clarify roles between Regional and local levels of government.
 - Identifying how best to safely accommodate walking, cycling and newer options such as e-scooters and e-bikes along Regional roads.
 - High Occupancy Vehicle/Transit lanes. Evaluate the effectiveness of these lanes in the Region and whether the current six-lane policy needs to be updated.

- Parking on streets. Determine whether the Region needs a more standardized approach to how and where parking on Regional roads is permitted.
- Movement of goods using large trucks. Assess how the Region balances the need to accommodate large trucks with the perceived negative impacts they have on communities.

The proposed transportation networks and focus areas will inform the Transportation Master Plan update in 2022

The proposed transportation networks and focus areas will be used to inform the development of the draft 2022 TMP. Key milestones will include:

- Working with local municipalities and stakeholders to finalize the transportation networks for cycling, rapid transit and roads to support Regional growth to 2051
- Confirming proposed transportation focus areas for action over the next term of Council
- Reporting to Council in March 2022 with a draft TMP for review
- Hosting a third and final virtual public information centre in spring 2022 to seek public and stakeholder input on the draft TMP
- Reporting to Council in June 2022 seeking Council approval of the 2022 TMP

The Transportation Master Plan update is progressing on schedule to support corporate initiatives, such as the Municipal Comprehensive Review and the 2022 Development Charges Bylaw Update.



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Attachments (4)
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