



To: Committee of the Whole
Meeting Date: November 9, 2023
From: David Szeptycki
Acting Commissioner of Public Works
Re: **Update On 2022 Transportation Master Plan Focus Areas**

This memorandum updates Council on advancement of five focus areas identified in the 2022 Regional Transportation Master Plan (Master Plan).

The Transportation Master Plan provides a 30-year framework to address traveller needs for the Region’s multi-modal transportation system

Approved by Council on [September 29, 2022](#), the Master Plan identifies long-term transportation infrastructure, programs and future studies required to support growth and address changing traveller needs to 2051. Long-term infrastructure plans for active transportation, rapid transit, and road improvements are important inputs to the Development Charge Bylaw. Delivery of infrastructure capital projects in the 10-year capital program is approved by Council annually through the budget process.

The Master Plan identified the need for further research on complex transportation issues in five focus areas

The Master Plan provides direction for projects and programs to address important transportation issues and opportunities identified through consultation, engagement and feedback from residents, travellers, elected officials, government agency partners, Indigenous communities, and community associations. The five focus areas bring together initiatives in response to these issues and opportunities and many focus area initiatives have been actioned. Table 1 summarizes the five focus areas which are discussed in more detail in Chapter F - Strategic Approach to Change in the [2022 Transportation Master Plan](#).

Table 1
Summary of Five Transportation Master Plan Focus Areas

Focus Area	Objective
Safety for all travellers	To ensure improving safety for travellers for all travel modes is addressed during planning, design, construction, and maintenance of the transportation network
Transportation equity and inclusion	To ensure transportation projects and programs include travel options inclusive of all ages, abilities, income levels, genders, race and cultures
Reduce car travel, especially during rush hours	To ensure travellers, able and interested to use travel modes other than by car, especially during the busiest travel times, have viable alternative options and help reduce dependence on automobiles
Financial and environmental sustainability	To ensure transportation investment decisions are affordable and consider environmental impacts by considering natural heritage features, agricultural and rural lands as well as coordinating and improving the efficiency, phasing and timing of the construction projects needed for future communities
Role and function of Regional corridors	To ensure needs of communities are supported by Regional road corridors for all types of travel, both along publicly owned portions as well as adjacent private developments

Each focus area is advanced through numerous initiatives to be implemented over this term of Council and beyond

Work in each focus area will be advanced over this term of Council (2023 to 2026) and beyond. Specific initiatives to be implemented over the next four years are summarized in the table shown in Appendix A. The table lists 44 initiatives to support these five focus areas. Work has already begun on 37 initiatives. As all initiatives are expected to be needed to meet long-term objectives in the 2022 Transportation Master Plan, the identification number beside each initiative does not imply prioritization of either the focus areas or the initiatives. This flexible approach enables multiple initiatives to be advanced and considered for implementation as opportunities arise and conditions change over time. Local municipal staff have been engaged to provide input on relevant initiatives under each focus area. Examples of the types of initiatives under each focus area are described below.

- **Safety for all travellers** - The Traveller Safety Plan, planned for release in early 2024, will provide direction to numerous projects under the Safety for All Travellers focus area during this term of Council and beyond. Other projects include ongoing programs to review posted speed limits, using communication campaigns to increase safety awareness, and applying principles in the Region's Pedestrian and Cycling Planning & Design Guideline to improve safety for pedestrians and cyclists.
- **Transportation equity and inclusion** - Significant progress has been made towards physical accessibility in terms of the *Accessibility for Ontarians with Disabilities Act, 2005* standards for intersection designs and offering a transit system that includes accessible vehicles, bus stops, and free transit for visually impaired travellers.

The Master Plan study identified equitable and inclusive travel extends beyond the traditional definition of accessibility and staff are working with stakeholders to build on York Region's understanding and definition of transportation equity and inclusion. York Region Transit (YRT) is working closely with the five welcome centres and equity deserving community organizations providing newcomers to Canada with information about transit services and support programs. In January 2023 the Transit Assistance Program (TAP) was approved as a permanent program for eligible York Region residents. Community and Health Services and YRT are investigating future expansion of TAP to residents beyond 18-64 years old. Work continues with expanding Mobility On-Request transit services, and collaborating with partners, such as Metrolinx, to review community impacts associated with large-scale infrastructure projects such as rail-to-road grade separations.

- **Reduce car travel, especially during rush hours** - A primary initiative to reduce car travel, especially during rush hours, is to provide reliable travel options. This includes supporting transit ridership growth with continued investment into infrastructure, service, and marketing efforts including delivery of the Yonge North Subway Extension. As rapid transit funding becomes available from senior levels of government, initiatives to support delivery of bus rapid transit projects can be advanced. Increasing cycling and walking options by advancing the Lake-to-Lake Cycling Route and Walking Trail and South York Greenway Cycling, Pedestrian Micromobility Corridor. The Region will continue to partner with local municipalities and the development community to ensure new communities are designed to be walkable and provide eco-friendly options through urban design elements. The recently completed sustainable mobility plan "[Let's Make the Shift](#)" promotes infrastructure projects and programs the Region is undertaking to support and encourage more sustainable travel options.
- **Financial and environmental sustainability** - Infrastructure recommendations of the Master Plan align with financial principles of the Regional Fiscal Strategy as well as the *Environmental Assessment Act*. The financial and environmental sustainability focus area will enhance the way priorities for roads and rapid transit capital projects are established.

By 2026, it is expected the capital project prioritization framework will consider benefit/cost ratios and include an environmental impact criterion such as GHG emissions. Regional assets will continue to be managed to minimize lifecycle costs and environmental impacts over asset service lives. The Region will continue to coordinate the Regional transportation network with provincial, local and adjacent municipalities to minimize infrastructure needs and enhance the natural environment.

Role and function of Regional corridors - To ensure community needs are supported by Regional road corridors for all types of travel, both along publicly owned portions as well as adjacent private developments, this focus area will explore initiatives under five areas within this term of council. These areas include ownership and use of boulevard, supporting micromobility along Regional corridors; policies related to and construction of Regional HOV and transit-only lanes, including opportunities to advance bus rapid transit; review of policies and standards around parking on Regional roads and the movement of goods.

Milestones for individual projects will be assessed annually through branch and departmental performance plans

To provide line of sight and progress reporting on implementation of each of the five focus areas, tracking of initiatives will be included as part of annual branch and departmental performance planning. Where direction is required from Council, individual projects will be included in future Council reports.

For more information on this memo, please contact Brian Titherington, Director of Infrastructure Asset Management (Transportation) at 1-877-464-9675 ext. 75901. Accessible formats or communication supports are available upon request.

Recommended by:



Mike Rabeau, P. Eng.

General Manager, Capital Infrastructure Services



David Szeptycki

Acting Commissioner of Public Works



Approved for Submission: **Erin Mahoney**
Chief Administrative Officer






































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Appendix A - 2022 Master Plan Focus Area Initiatives Implementation Timeline (2023 to 2026)

2022 Master Plan Focus Area Initiatives Implementation Timeline (2023 to 2026)

Note: Projects will be reviewed and prioritized annually as part of branch and departmental performance planning and to meet corporate and departmental goals. Identification numbers have been included for communication purposes with no associated prioritization.

 Work underway or planned

ID	Focus Area Project	Year			
		2023	2024	2025	2026
Safety for all Travellers					
1	Develop and seek Council approval of a Traveller Safety Plan				
2	Implement recommendations of the Traveller Safety Plan				
3	Review posted speed limits to ensure they are consistent with the goals of more active transportation and livable communities				
4	Use communication campaigns to share information with road users and build awareness of safe behaviour, such as the “Be Visible. Be Seen” campaign that provides tips for drivers, pedestrians and cyclists				
5	Implement engineering measures and initiatives to improve safety for all travellers				
6	Use safety-oriented planning and design and providing safety enhancements for pedestrians and cyclists by using the Region’s Pedestrian and Cycling Planning & Design Guidelines				
Transportation Equity and Inclusion:					
7	Continue initiatives such as the MyRide Travel Training Program which are designed to help make customers, including seniors, newcomers to the Region and people with disabilities, more comfortable by providing additional knowledge and skills needed to help them use YRT independently				
8	Pilot a Transit Assistance Program to make transit more affordable for eligible adults.				
9	Advance cross departmental collaboration to build on York Region’s understanding and definition of transportation equity and inclusion				
10	Implement projects and programs to support transportation equity				
11	Expand Mobility On-Request to provide transit services to more rural communities and new riders in areas without access to large-scale transportation systems or mobility hubs				
12	Accept more payment methods so it is easier to pay fares and use the system				
13	Expand transportation options available to residents and commuters				

ID	Focus Area Project	Year			
		2023	2024	2025	2026
14	Make transit more convenient by offering better fare and service integration with neighbouring systems and aligning transit options with traveller needs				
15	Ensure intersections comply with provincial accessibility requirements				
16	Communicate in more ways to ensure messages reach as many people as possible				
17	Collaborate with partners to review potential community impacts with large-scale infrastructure projects such as rail-to-road grade separations				
Reduce Car Travel, Especially During Rush Hours:					
18	Support transit ridership growth with continued investment into infrastructure, service and marketing efforts				
19	Add more active transportation infrastructure (such as cycle tracks and multi-use paths)				
20	Advance the Lake-to-Lake Cycling Route and Walking Trail and South York Greenway project and building stronger links throughout the trails network				
21	Better understand opportunities for transportation over short distances via eco-friendly, single-person vehicles such as e-scooters and e-bikes and how to accommodate their use in the transportation network				
22	Work with the development community to ensure new communities are designed to be walkable and provide eco-friendly options through urban design elements				
23	Enhance data collection for active transportation				
24	Create comprehensive Sustainable Mobility Plan "Let's Make the Shift"				
25	Support delivery of the Yonge North Subway Extension				
Fiscal and Environmental Sustainability:					
26	Improve the way priorities for capital projects are set by updating the definition of a project's benefits, building in financial constraints, looking at benefit/cost ratios and assessing ability to lessen environmental impacts.				
27	Manage assets to minimize costs and environmental impacts over their service lives				
28	Coordinate the Region's transportation networks with those of local and adjacent municipalities to minimize infrastructure needs and enhance the natural environment				

ID	Focus Area Project	Year			
		2023	2024	2025	2026
29	Advocate for provincial and federal governments to support programs to reduce GHG emissions from transportation and their community impacts				
30	Identify partnership and pilot programs to support electric vehicle technology as a method to reduce GHG emissions				
31	Enhance capital project prioritization framework to include environmental and financial sustainability lens for projects identified in the Master Plan				
Role and Function of Regional Corridors:					
i. Ownership and use of boulevard:					
32	Work with Region's partners to clearly define boulevard roles and responsibilities, especially where the goal is providing safer and more comfortable options for active and eco-friendly transportation, reducing reliance on single-occupancy vehicles and making the road network more efficient				
33	Consider infrastructure needs to be included on boulevards and what could go onto the road to make more space available for trees and other features as many utilities are contained above and below the ground				
ii. Micromobility:					
34	Work with partners to define pedestrian, cyclist and micromobility infrastructure to support both safety for all travellers and the shift away from single-occupant car trips				
35	Consider issues such as municipal and/or third-party rental e-bikes and e-scooters as they are introduced into the marketplace, pick-up/drop-off locations, winter maintenance, charging facilities, age restrictions, speed limits in some settings, enforcement and legal/risk issues				
iii. HOV Lanes/Transit Lanes:					
36	Review and develop a program to promote use of and incentives to increase traffic on HOV lanes on Regional Roads.				
37	Build additional bus-only lanes on major Regional corridors				
38	Review Regional policy on six-lane roads				
iv. Parking:					
39	Develop, review and /or update a broad-based policy and standards for parking on Regional roads to support goals of the 2022 Master Plan				
40	Review need for charging for on-street parking in identified locations				

ID	Focus Area Project	Year			
		2023	2024	2025	2026
41	Implement the recommendations for parking on Regional roads to support the policy and standards review.				
v. Movement of Goods Using Large Trucks:					
42	Work with the provincial government, local municipalities and nearby jurisdictions on an efficient, multimodal goods movement network that uses rail corridors, provincial highways and Regional roads to meet current and future needs.				
43	Review design standards for turn radius at intersections to ensure sized right for truck use to minimize conflicts with opposing traffic and pedestrians				
44	Collaborate with Regional municipalities and academic partners on the Smart Freight Centre.				