

## Attachment 2

### Status of the 2019 TMP Capital Sustainability Steering Committee Commitments

Commitment	Transportation Master Plan
Reevaluate municipal infrastructure needs;	The TMP is an update to the recommendations that were made from the 2014 Richmond Hill TMP and identifies multi-modal transportation infrastructure improvements for roads, active transportation and trails, along with policies and programs to support planned growth in 2031, 2041 and 2051 as identified in the ongoing City's Official Plan (OP) Update. These recommendations are also made in alignment with policy direction from the City's OP, York Region TMP, and provincial strategies.
Consider the use of private infrastructure to supplement network capacity and enhance connectivity while minimizing capital and operating costs.	<p>In alignment with the City's Official Plan policies, any transportation infrastructure that is identified as part of the TMP or Official Plan should be public. Private roadways and interconnections within the City must adhere to the stratification policies outlined in the City's Official Plan and Stratification Guideline. In certain cases, a stratified public right-of-way may be considered, allowing for the inclusion of parking spaces beneath the public right-of-way, in accordance with the City Standards and Stratification Guideline.</p> <p>As per the City's Official Plan policies, the City may consider a stratified public right-of-way or a public access easement over private property as an alternative to conveying an unencumbered publicly owned and operated right-of-way within centers and corridors. However, for this alternative to be considered, the stratified public right-of-way or public access easement must functionally mirror a public right-of-way which may include the following features:</p> <ul style="list-style-type: none"> <li>• Sidewalks on both sides of the roadway</li> <li>• Provision for bicycle facilities</li> <li>• Adequate vehicle travel lanes and turn radii to accommodate servicing vehicles</li> <li>• Provision for parking and curbside pick-up/drop-off lanes as appropriate</li> <li>• Adherence to the City's minimum standards for design, construction, and maintenance.</li> </ul>

<b>Commitment</b>	<b>Transportation Master Plan</b>
<p>Establish appropriate operational levels of service for roads</p>	<p>In alignment with the York Region Mobility Guidelines, the City should target to achieve an automobile level of service of D which is represented by a volume to capacity ratio (V/C) of less than 0.85. Note that a V/C ratio of less than 1.0 signifies that a road is operating below capacity whereas a V/C ratio exceeding 1 suggests that a road is operating above its capacity. The results derived from transportation modeling, which take into account the projected growth outlined in the Official Plan Update for the year 2051, show that the majority of City roads will function below a V/C of 1 in 2051 which indicate that the roads will operate within capacity. Most of the congestion in the city is expected to occur on arterial roads and highways outside the city's jurisdiction.</p> <p>To support active transportation, the TMP identifies several pedestrian and cycling facilities including spine routes that will connect residents to key destinations and facilitate the first and last mile connections with transit. As a general guideline, the City should target to meet or exceed a pedestrian and cycling level of service of at least "C", as defined by the York Region Mobility Plan Guidelines. This represents a road segment where at-least a 1.5m wide sidewalk is available on both sides of the street along with dedicated cycling facilities This standard is achieved by the roadway cross-sections presented in the TMP as well as the City's standards document. By adhering to this guideline, the City can enhance the safety, accessibility, and overall experience of active transportation users, thereby encouraging greater usage of sustainable modes of travel.</p>
<p>Reevaluate the project needs from the 2014 TMP</p>	<p>As part of the Transportation Master Plan Update, all project recommendations from the 2014 TMP have been re-evaluated and updated. The outcomes are presented as part of this report</p>
<p>Consider the use of active transportation and localized improvements to offset project needs;</p>	<p>The TMP proposes an extensive active transportation network that encourages alternative modes of travel, reducing the necessity for traditional road expansions. This approach aligns with the TMP's mobility hierarchy and the "15-minute" City concept outlined in the Official Plan, wherein sustainable modes of transportation such as walking, biking, and transit are prioritized over driving.</p>

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	<p>To determine project timelines and requirements, various factors are taken into account, including planned growth outlined in the Official Plan Update, alignment with regional and provincial plans, and the development context within the City. Since the majority of the City's growth is concentrated within Major Transit Station Areas (MTSAs), project prioritization focuses on establishing spine routes and key connections for residents, connecting them to destinations like transit hubs and commercial areas.</p> <p>In addition to assessing needs, project prioritization also emphasizes fiscal responsibility by integrating infrastructure projects with development plans. This approach ensures that infrastructure investments are made in a financially sustainable manner, aligning with the City's long-term objectives.</p>
<p>Reevaluate policies with respect to prioritizing local intersection improvements, active transportation infrastructure, and other modes of travel to offset traditional road improvements.</p>	<p>A major focus of the TMP is on sustainable travel and making alternatives to the automobile attractive to accommodate future trips related to growth, recognizing that it is not possible to “build our way out of congestion” with road expansion. The TMP proposes an extensive active transportation network, such as active transportation spine routes that will connect residents to key destinations and facilitate the first and last mile connections with transit, therefore reducing auto demand and the necessity for traditional road expansions. The trend is also supported by the transportation analysis which shows that sustainable modes of transportation, mostly driven by transit, is expected to increase significantly by 2051.</p> <p>While travel preferences in Richmond Hill will vary based on accessibility to alternative options such as walking, cycling, and transit, establishing a general mode split target is important to support the objectives of the Transportation Master Plan and Official Plan Update. In collaboration with the Region and Province, the City should aim is to achieve an overall non-auto mode split of 30% during rush hours and 50% within Major Transit Station Areas by 2051.</p>
<p>Reassess partnership project contributions and timing;</p>	<p>The project timing for key partnership projects such as the Highway 404 mid-block flyovers have been assessed from a needs perspective in alignment with planned development and forecasted growth from the</p>

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	<p>City's Official Plan Update. The transportation analysis demonstrates that the flyovers would be beneficial for the City of Richmond Hill as it improves local connectivity to the City of Markham, and helps to reduce congestion on the surrounding arterial road network. The proposed timing of these projects are aligned with the 2022 York Region Transportation Master plan and presented in this report.</p> <p>To ensure a fair and balanced distribution of the financial responsibility, it is recommended that the project cost for these flyovers be divided equally among the City of Richmond Hill, City of Markham, and York Region, in accordance with the existing tri-party agreements. This equitable cost-sharing arrangement serves to foster collaboration and strengthen the shared commitment among all parties involved.</p>
<p>Reevaluate the timing of roads projects to ensure alignment with growth and development charge collection to minimize upfront capital costs.</p>	<p>The project timing for all road and road-related projects have been evaluated as part of the Transportation Master Plan Update in alignment with forecasted growth as contemplated by the Official Plan Update. Projects are assigned into three phases, short-term (by 2031), medium-term (by 2041), and long-term (by 2051), and offset where possible to distribute upfront capital costs over time. Project recommendations from the Transportation Master Plan has also informed the Transportation Development Charges Background Study and recommended for development charge collection in accordance with the Development Charges Act and associated regulations.</p>