



Official Plan Review: Further Proposed Transportation Policy Directions for Consultation

Date: June 19, 2018

To: Planning and Growth Management Committee

From: Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

The Official Plan recognizes that land use and transportation are closely linked and must be considered together in order to build a strong, inclusive, functioning city. The Official Plan contains a policy framework which integrates the planning of these areas to achieve its vision and guide the development of the city. As Toronto continues to grow, the demand for travel will also increase. The Plan's existing transportation infrastructure policies are designed to address three prime areas of concern:

- the need to maintain the existing transportation system in a state of good repair;
- the need to make better use of the transportation capacity we already have, particularly by giving priority to streetcars and buses on City roads; and
- the need to protect for the incremental expansion of the rapid transit system as demand justifies and funding becomes available.

The purpose of this report is to seek authorization for public discussion and input on a set of proposed policy directions which would affect a number of the Official Plan's transportation policies. The proposed policy directions described in this report are the outcome of an inter-divisional and agency review process which commenced as part of the "Feeling Congested?" initiative. The transportation policy directions proposed in this report will, once articulated as policy changes and adopted, complete the transportation component of the Official Plan Review process which began in 2013.

An initial set of policy amendments to a number of transportation policies related to Integration with Land Use; "Complete Streets"; Active Transportation; Auto, Transportation Demand Management (TDM) and Parking; and, Goods Movement was approved by the Minister of Municipal Affairs and Housing in December, 2014 (OPA No. 274) and are now incorporated into the Official Plan. This report addresses the remaining transportation policy areas: (i) the development of the City's rapid transit network and the complementary enhancement of bus and streetcar services; (ii) the introduction of a Cycling Policy Framework, and (iii) the updating of street-related maps

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and schedules. It also addresses the emerging area of automated vehicles (AVs) and shared mobility services.

For each of the four policy areas, a discussion of the need to revise, add or delete a policy is presented, along with a description of the existing policy. Proposed policy changes, which would amend the existing policies, will be developed based on these directions for public consultation. The findings of this consultation and a proposed set of draft Official Plan policy changes pertaining to the proposed policy directions presented in this report will be presented to Council in early 2019.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that Planning and Growth Management Committee:

1. Direct the Chief Planner and Executive Director, City Planning to use the proposed policy directions presented in this report as the basis for public consultation.
2. Direct the Chief Planner and Executive Director, City Planning to conduct open houses in each Community Council district of the City and meet with key stakeholders as outlined in Attachment 1 to the report from the Chief Planner and Executive Director, City Planning Division, to obtain comments and feedback regarding the proposed policy directions.
3. Direct the Chief Planner and Executive Director, City Planning to report back in early 2019 on the findings of the consultation and propose a set of draft Official Plan policy changes pertaining to the proposed policy directions presented in this report.

FINANCIAL IMPACT

There are no financial impacts resulting from the adoption of this report.

DECISION HISTORY

Section 26 of the Planning Act requires each municipality to conduct a review of its Official Plan within five years of it coming into force. At its meeting in May, 2011, the Planning and Growth Management Committee adopted, with amendment, the Chief Planner's recommendations regarding the general work program and public consultation strategy for the City's Five Year Official Plan Review and Municipal Comprehensive Review contained in PG5.2 Five Year Review of the Official Plan and Municipal Comprehensive Review (URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PG5.2>). The public consultation strategy for the Official Plan Review was launched in September, 2011.

Since the inception of the Official Plan Review, a number of thematic policy amendments have been adopted by Council, including the following:

- Heritage Policies (OPA 199) – adopted April 2013 (in effect)
- Section 37 (OPA 214) – adopted July 2013 (in effect)
- Economic Health and Employment Lands (OPA 231) – adopted December 2013 (partial approval)
- Transportation Policies (OPA 274) – adopted August 2014 (in effect)
- Environment (OPA 262) – adopted November 2015 (in effect)
- Neighbourhoods/Apartment Neighbourhoods (OPA 320) – adopted December 2015 (under appeal)
- Greenbelt Conformity (OPA 346) – adopted May 2016 (in effect)

The review of the Official Plan's transportation policies was launched in February, 2013 under the banner of the "Feeling Congested?" initiative. An earlier status report on the initiative (see PG29.6 Update on the "Feeling Congested?" Initiative - A Consultative Approach to Transportation Planning. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG29.6>) was considered by the Planning and Growth Management Committee at its meeting of December 4, 2013.

Subsequent to the Committee's adoption of item PG29.6, the review of the Official Plan's transportation policies has advanced along two broad fronts. The work stream comprising "Other" transportation policy has concluded with recommended policy changes being adopted by Council in a modified form at its meeting on August 25-28, 2014 (see PG35.2 "Feeling Congested?" Recommended Official Plan Amendment for Selected Transportation Policies: Official Plan Comprehensive Review. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.2>). These policies have since come into force. At this meeting, City Council further directed the Chief Planner and Executive Director, City Planning to establish a measurement tool which outlines the benefits of moving towards sustainable transportation.

An update report on the primary work stream related to the four areas of: Rapid Transit Evaluation Framework (RTEF); Surface Transit Network; Cycling Policy Framework; and Rights-of-Way Map and Schedules was presented to the Planning and Growth Management Committee at its meeting of June 19, 2014 (see PG34.12 "Feeling Congested?" - Update on Progress to Date. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.12>). This major ongoing policy review resulted in the proposed policy directions presented in this report covering the remaining areas of transportation policy found in the Official Plan. Broadly, they pertain to: Rapid Transit Evaluation Framework (RTEF); Surface Transit Network; Cycling Policy Framework; and Street Related Maps and Schedules.

At its meeting of January 8, 2015, the Planning and Growth Management Committee requested that the Chief Planner and Executive Director, City Planning develop an appropriate process to measure and monitor the cumulative effect of development on transportation congestion, to ensure planned new infrastructure is coordinated with growth of the City, as part of the transportation component of the Official Plan Review

(see PG1.8 Five Year Official Plan and Municipal Comprehensive Reviews: Status Update. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG1.8>).

At its meeting of March 31 and April 1, 2016, City Council directed staff to: report the list of projects to be considered as part of the development of the City's Transit Network Plan; consider the Downsview Station - Sheppard - Yonge Line connection for inclusion in the Transit Network Plan; and consider the needs of the employment zone surrounding Toronto Pearson International Airport in developing the Transit Network Plan (see EX13.3 Developing Toronto's Transit Network Plan: Phase 1. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX13.3>).

At its meeting of June 7-9, 2016, City Council adopted, in principle, the Ten Year Cycling Network Plan with implementation of individual projects subject to future City Council approval (see PW13.11 Ten Year Cycling Network Plan. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW13.11>).

At its meeting of July 12-15, 2016, City Council directed the Chief Planner and Executive Director, City Planning to include in the review to develop the City's Transit Network Plan a review and consideration of:

- potential alignments and costs for an extension of the Bloor Danforth line from Kipling Avenue to Sherway Gardens;
- potential alignments and costs for an extension of the Sheppard Subway east of Don Mills to join the extension of the Bloor Danforth line; and
- the construction of a subway link between Downsview (now Sheppard West) station and the Yonge and Sheppard interchange.

(see EX16.1 Developing Toronto's Transit Network Plan to 2031. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX16.1>).

At its meeting of May 24, 25 and 26, 2017, City Council confirmed that the Relief Line is Toronto's number one transit priority, that the Relief Line must be in operation prior to the opening of the Yonge North Subway Extension and that the expansion of Bloor-Yonge Station is a priority project. City Council further directed staff to report in early 2019 with an evaluation and prioritization of the full range of current transit expansion projects using a comprehensive set of criteria and consideration of different funding strategies (see EX25.1 Advancing Planning and Design for the Relief Line and Yonge Subway Extension. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX25.1>).

At its meeting of July 4, 5, and 6, 2017, City Council adopted long-term environmental goals developed as part of TransformTO. The goals include that 100 percent of transportation options - including public transit and personal vehicles - use low or zero-carbon energy sources, and active transportation accounts for 75 percent of trips under 5 km city-wide by 2050 (see PE19.4 TransformTO: Climate Action for a Healthy, Equitable and Prosperous Toronto - Report 2 - The Pathway to a Low Carbon Future. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PE19.4>).

At its meeting of January 31 and February 1, 2018, City Council directed that the Waterfront Transit Network Plan be incorporated into the Official Plan Review of Official Plan Review: Further Proposed Transportation Policy Directions

transportation and transit policies (see EX30.1 Waterfront Transit Network Plan. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX30.1>).

At its meeting of January 31 and February 1, 2018, City Council also approved the further development of an Automated Vehicle Tactical Plan to guide the City's response to automated vehicles (see PW26.4 Preparing the City of Toronto for Automated Vehicles. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW26.4>).

At its meeting of March 26 and 27, 2018, City Council requested the Chief Planner and Executive Director, City Planning to report on current work on the Relief Line North, future work on the Sheppard East LRT and the feasibility of extending Line 4 Sheppard to the Consumers Road Business Park in the context of evaluating transit priorities as part of the transportation component of the Official Plan Review (see PG27.2 ConsumersNext: Planning for People and Business at Sheppard and Victoria Park- Final Report. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG27.2>).

A number of other planning studies have recently been conducted which have culminated in new secondary plans or transportation master plans being adopted by Council. These new plans introduced a number of transportation policies to specific areas of the city. One example of these is TOcore which resulted in the Downtown Plan adopted by City Council at its meeting of May, 2018 (see PG29.4 TOcore: Downtown Plan Official Plan Amendment. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG29.4>).

COMMENTS

The Official Plan contains an integrated land use and transportation policy framework to guide the development of the City. The framework recognizes that these policy areas are closely linked and must be considered together in order to achieve the vision and goals outlined in the Official Plan, and, to reflect the City's values as expressed in Council's Strategic Plan. The Strategic Plan embraces sustainability as a central concept. TransformTO (see PE19.4) identified that bold actions, beyond fully implementing currently planned and funded transit and active transportation projects, need to be taken to improve the sustainability of the transportation system and achieve the City's GHG emissions goals.

A well-planned transportation system also contributes in a cost effective way to many of the other Strategic Actions outlined in the Strategic Plan, including: helping to address potential equity gaps in transportation services available for use by City residents, improving transportation options to support affordable housing and increasing the mobility of workers and goods to support continued economic growth.

The Official Plan's existing transportation infrastructure policies are designed to address three prime areas of concern:

- the need to maintain the existing transportation system in a state of good repair;
- the need to make better use of the transportation capacity we already have, particularly by giving priority to streetcars and buses on City roads; and
- the need to protect for the incremental expansion of the rapid transit system as demand justifies and funding becomes available.

The Official Plan's transportation policies need to be strengthened to enhance their consistency with Council's Strategic Plan and ensure that the growth of the transportation system is guided by a collective consideration of the economic, environmental and social implications.

The proposed transportation policy directions described in this report are the outcome of an inter-divisional and agency review process which commenced as part of the “Feeling Congested?” initiative which, in turn, is part of the City’s on-going Five Year Official Plan Review and Municipal Comprehensive Review process.

An initial set of policy amendments to a number of transportation policies related to Integration with Land Use; “Complete Streets”; Active Transportation; Auto, Transportation Demand management (TDM) and Parking; and, Goods Movement was approved by the Minister of Municipal Affairs and Housing in December, 2014 (OPA No. 274) and are now incorporated into the Official Plan.

Since 2014, the transportation planning environment has shifted. A new Growth Plan for the Greater Golden Horseshoe came into effect in 2017 which, among other things, introduced the concept of Major Transit Station Areas. Metrolinx has updated the Regional Transportation Plan. The 2041 Regional Transportation Plan, which describes how governments and transit agencies should work together to improve the transportation system, was adopted by the Metrolinx Board of Directors in 2018. Planning work has progressed on a number of rapid transit projects, including SmartTrack/Regional Express Rail, the Scarborough Subway Extension, and the Relief Line, and the Ten Year Cycling Network Plan was approved in 2016 and is now in the process of being updated.

This report addresses the remaining Official Plan transportation policy areas: (i) the development of the City’s rapid transit network and the complementary enhancement of bus and streetcar services; (ii) the introduction of a Cycling Policy Framework, and (iii) the updating of street-related maps and schedules. It also addresses the emerging area of automated vehicles (AVs) and shared mobility services. The report outlines the basis for a number of substantive amendments to the Official Plan’s policies in these areas consistent with the values articulated by the City.

The policy review has progressed to varying points in these areas reflecting the degree to which the planning context has changed for each. In the case of the cycling policies, the work is well advanced and an earlier draft of the proposed policy was presented in 2014 (PG34.12). In contrast, the work on AVs is in the preliminary stages.

The transportation policies under review primarily relate to the protection and development of the City’s transit, streets and cycling infrastructure and are found in Sections 2.2 and 2.4 of the Official Plan. It should be noted that the City’s cycling

policies are found in Section 2.4 of the Official Plan whose structure has already been revised through OPA No. 274. The streets' policies have also been amended by OPA No. 274, the most notable change being the adoption of the "Complete Streets" approach to the design and performance of City streets as stated in Policy 3.1.1(5).

A major theme of the transportation component of the Official Plan Review has been the development of a Comprehensive Transit Network Plan to identify future rapid transit priorities and accompanying enhancements to bus and streetcar services. New policies will be developed for introduction into Section 2.2 to achieve these ends. Another objective of the review is to produce a Cycling Policy Framework to guide the expansion of the City's bicycle network. Consequently, amendments to Cycling Policy 2.4(13) will be proposed.

The Official Plan identifies the ultimate rights-of-way of streets, as well as street which are planned but have not yet been built in a Map and two schedules, namely:

- Map 3: Right-of-Way Widths Associated with Existing Major Streets;
- Schedule 1: Existing Minor Streets with Right-of-Way Widths greater than 20 metres; and
- Schedule 2: The Designation of Planned but Unbuilt Roads.

The identification of the ultimate rights-of-way of streets and planned streets which have not yet been built in this map and these schedules helps determine land requirements and guides both public and private decision-making. The proposed policy directions related to this map and these schedules are largely of a housekeeping nature and involve updating them to reflect studies and plans recently approved by Council.

A further proposed direction is to include consideration of widening right-of-way widths of streets associated with transit corridors identified on Maps 4 and 5 in anticipation of their introduction. This direction impacts the updates to Map 3 and Schedule 1.

The rapid development of automated vehicles (AVs) and their potential to cause significant changes in travel behaviour have made a review of their implications for Official Plan policies timely. Council has indicated through its adoption of the Draft Automated Vehicle Tactical Plan that the City is committed to the vision and goals established in the Official Plan.

1. Comprehensive Transit Network

In keeping with the Official Plan's central objective of promoting sustainable growth, the focus for meeting the increasing mobility needs of the City must be on providing more and better transit service. Currently, Section 2.2 includes policies about how growth in the City will be structured. The policies related to transportation network improvements are inter-twined with policies related to new development and water infrastructure.

These policies are proposed to be clarified by modifying the structure of Section 2.2 to separate the distinct areas under new sub-headings with associated expanded explanatory text and sidebars. The policies would cover the topics of general growth management policies, transportation policies and other infrastructure. This restructuring

would allow for a more comprehensive introduction to the importance of the transportation network. The existing introductory text would be modified similarly to clarify the overall intent of each group.

Transportation policies, covered by existing Policy 2.2(3), would be subdivided into groups related to (i) streets and laneways and (ii) transit. The transit network improvement policies could also be strengthened further, as follows:

Incorporate the Comprehensive Transit Plan

The Official Plan currently identifies planned expansion elements to the higher order transit network on Map 4 but provides no indication of their relative importance or priority. New rapid transit lines represent major capital investments that have long-lasting effects on the pattern of urban accessibility. Recognizing this, the earlier phase of the transportation component of the Official Plan Review produced the Rapid Transit Evaluation Framework (RTEF) by which to evaluate and assign priorities to a wide range of rapid transit projects across the City in a consistent and transparent manner.

The RTEF is a multi-step process which rests on the three principles that transit services should be developed to serve people, strengthen places and support prosperity. These principles comprise eight criteria as follows: People - Experience, Choice, and Social Equity; Places – Shaping the City, Healthy Neighbourhoods, and Public Health & Environment; Prosperity – Supports Growth, and Affordable. A description of the RTEF was provided in the November 28, 2013 report entitled Update on the "Feeling Congested?" Initiative. Descriptions of the eight criteria are provided in Attachment 2.

Each of the ongoing reviews of rapid transit projects has made use of the RTEF in their evaluation frameworks. These reviews have also variously made use of Business Case Analyses and Stage-Gate Processes as components of the Council decision-making process. The application of the RTEF has allowed for an initial assessment of its effectiveness and revealed that gaps still exist in how the City plans transit expansion.

The proposed direction is to incorporate a new policy in the Official Plan referring to stand-alone guidelines which direct the development of a rapid transit expansion program. The guidelines would clarify the relationships between the currently separate RTEF, Business Case Analysis and Stage-Gate Processes. Council has provided directions with respect to how the evaluation and prioritization of projects for inclusion in the City's Transit Network Plan should be conducted, and which projects should be considered. These will also be incorporated into the guidelines prior to their application to establish the City's Transit Network Plan. Draft guidelines and preliminary results from their application will be presented to Council in mid-2019.

The new Growth Plan introduced the concept of Priority Transit Corridors. Conformity with the Growth Plan requires that these be reflected in municipal Official Plans. The proposed direction is to reflect these lines on Map 4. Since the last update of Map 4, Council has also made a number of decisions related to rapid transit project alignments and directed the consideration of some further lines or extensions. An updated version

of Map 4 reflecting these changes will be proposed based on the map of rapid transit projects to be prioritized shown in Attachment 3.

Strengthen Integration of Transit Station Entrances into Development

The Official Plan directs that subway and underground light rapid transit stations be integrated into multi-storey developments wherever it is technically feasible (Policy 2.4(5)). In some cases, these entrances have been secured as community benefits through agreements pursuant to Section 37 of the Planning Act, while in other cases, it has been done through other means. The Downtown Plan, recently passed by Council as OPA 406, offers further direction for how this integration should occur for stations within the Downtown. It also directs that development in proximity to existing rapid transit stations be required to provide access to the station. The new language is proposed to be incorporated into Section 2.4 to apply on a City-wide basis.

A number of entrances to existing subway stations were constructed without formal legal agreements securing their use as entrance connections in perpetuity. As a result, these entrances could be lost through development. To ensure these entrances are not lost, a new policy which requires station entrance retention or replacement in the case of development will be proposed.

Strengthen transit priority measures

The Official Plan directs increasing transit priority throughout the City in Policy 2.2(3)(l). Numerous examples of transit priority measures exist around the City, ranging from signal timings which favour transit routes to dedicated transit lanes. The current King Street Pilot is a visible example of a collection of various transit priority measures implemented along one key corridor.

The existing policy describes some possible transit priority measures but remains silent about the conditions under which particular measures would be introduced. The policy is proposed to be modified by adding a reference to external guidelines which will further inform the implementation of transit priority measures. These guidelines are being developed jointly by City Planning, Transportation Services and TTC as part of the Surface Transit Network Implementation Strategy.

Strengthen language around "state of good repair"

The City, through the TTC, has made a substantial investment in transit infrastructure. Allowing transit vehicles to be delayed by congestion reduces the value of these investments and the productivity of routes in terms of passengers served per dollar spent. The new Provincial Policy Statement calls for more efficient use of public infrastructure through Policy 1.6.3:

Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized;

It is proposed that this requirement be incorporated into the existing Official Plan policy by broadening the purpose of ensuring state of good repair.

Call for improved network connectivity

Transit networks function best when the connections between services are simple and fast. The overall objective is to develop a fully integrated grid network of transit services to better serve all areas of the City. Although this is already reflected in the TTC's network design, it is not always reflected in connections to other transit operators and it is not explicitly recognized in the Official Plan.

One of the proposed directions is to introduce a policy which calls for the implementation of such a transit network. Other new policies will call for improving connections between different transit services. These policies may be supported by a new sidebar which would provide examples of connections which could be improved.

A fully integrated transit system depends on seamless transfers between different transit services and between transit and other modes of travel. The Downtown Plan includes a policy which directs how connections between transit services should be designed. Although this is already reflected in the TTC's network design, the new language is proposed to be incorporated into Section 2.2 to apply on a City-wide basis.

Call for improved levels of transit service

Buses and streetcars provide local, fine grained access in mixed traffic. Although not glamorous, these are the workhorses of the transit network, reaching into neighbourhoods to provide the entire city a basic level of accessibility. Approximately 70% of trips on the TTC make use of at least one bus or streetcar route. Existing Official Plan policies call for improvements to, or studies to identify necessary improvements to, transit services to support growth for Centres and Avenues (existing Policies 2.2.2(2)(i) and 2.2.3(2)(a)(ii)). However, the need for improved surface transit service exists more broadly and policies will be explored to reflect this.

One proposed direction is to replace the Official Plan's current Map 5: Surface Transit Priority Network with one based on the Proposed Draft Enhanced Surface Transit Network in Attachment 4. This new network's grid structure closes gaps in network connectivity and provides needed coverage to mixed use growth areas, employment areas, Neighbourhood Improvement Areas and under-served parts of the City.

Enhancements to these services can also serve as a stepping stone on the way to rapid transit service. One of the proposed policy directions is to strengthen and support surface transit services. To recognize the potential for surface transit to build demand for future rapid transit services, and to strengthen existing policies calling for improvements to transit services to support growth, a new general policy which calls for improving surface transit service will be considered.

Major Transit Station Areas

The Growth Plan 2017 contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. The Growth Plan identifies all the priority transit corridors in Schedule 5 (Moving People-Transit) at a conceptual scale, while MTSAs are the transit stations areas along each of those identified corridors. MTSAs are generally defined as the area within an approximately 500 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities. At the time of the MCR, municipalities can make a request to the Province for alternative targets to those set out in the Growth Plan. As part of the next MCR, the Province has set out a number of requirements, including, MTSA density, Urban Growth Centre density, Employment Area density, and others. A separate conformity exercise to update the Official Plan will be required as part of the next Municipal Comprehensive Review to be reported to PGMC in 2019.

2. Cycling Policy Framework

Cycling is cost-effective and time-efficient for short trips, environmentally friendly, road space-efficient and produces health benefits for participants, among other benefits. Its popularity has grown significantly in the city in recent years for both work and pleasure. In the 2016 Census, about 2.7% of Toronto residents reported bicycle as their usual mode of travel to work. In certain sub-areas, this is over 25%.

The Cycling Policy Framework introduced in 2014 PG34.12 was developed to strengthen the City's policy framework for cycling. The framework has been refined to reflect emerging directions from the Ten Year Cycling Network Plan. The refined proposed draft policy is in Attachment 5. The need for a Cycling Policy Framework Map to be introduced to further articulate the concept will be explored. The Framework would guide the expansion of the City's cycling network in order to promote cycling as a means of travel and support the goal of creating an active city. The vision presented in the Framework embraces and extends Priority Action 4.6 of the Regional Transportation Plan which calls for "new on- and off-road facilities that connect areas with high cycling potential to rapid transit stations and Urban Growth Centres, helping commuter cyclists traverse boundaries and physical barriers."

The Growth Plan requires that municipalities ensure that active transportation networks, including cycling, are comprehensive and integrated into transportation planning. This is already directed through Official Plan Policy 2.4(13) which describes high-level ways in which cycling will be supported. However, the policy is proposed to be refined to provide greater detail as well as examples of the sorts of actions which will be undertaken to support cycling. New sidebars may be used to provide background about the City's cycling policies and ongoing work to increase the availability of bicycle parking.

3. Street Related Maps and Schedules

The Official Plan contains several Maps and Schedules which describe the City's plans for the road network. Specifically, the Official Plan designates the right-of-way widths of all Major Streets on Map 3, Schedule 1 designates the right-of-way widths of those exceptional Minor Streets that have right-of-way widths greater than 20 metres, and Schedule 2 provides a designated list of “planned but unbuilt” streets.

Map 3 and Schedules 1 and 2 reflect the City's plans at a point in time and have not been comprehensively updated since the Official Plan was adopted by Council in 2002. As in any vibrant city, Toronto's street network is continuously undergoing modification. There have been relatively few changes to Map 3 and more numerous changes to the streets listed in Schedules 1 and 2. The Five-Year Review process presents a timely opportunity to update the map and schedules. Changes which have been identified were listed in Attachment 6 of PG34.12 "Feeling Congested?" - Update on Progress. These tables will continue to be updated as this Review progresses.

Going forward, the Five-Year Official Plan Review process will continue to provide the appropriate mechanism to review and update the street related map and schedules.

Recent planning and design work for rapid transit projects has demonstrated the challenge of constructing transit in dedicated rights-of-way on streets with overall rights-of-way less than 36m. To support the Comprehensive Transit Network and anticipate the future need for rights-of-way to accommodate transit corridors identified on Maps 4 and 5, this review will also consider widening the designated rights-of-way for some or all of the streets associated with corridors identified on these maps. These changes would impact Map 3 and Schedule 1. Most transit corridors identified on Maps 4 and 5 are already associated with streets with rights-of-way of 36m or greater. Exceptions are noted in Attachment 6.

4. Automated Vehicles and Shared Mobility Services

Automated vehicles (AVs) are an emerging technology with the potential to significantly change travel behaviour in the city. As reported to Council in PW26.4, these and other technological innovations will introduce opportunities and challenges for sustainable travel behaviour, land use, built form and use of public space. Shared mobility services enabled by mobile technology, such as car-sharing and ride-sharing through private transportation companies, are growing in popularity and quickly evolving. This Review will also consider the potential impacts of AVs and shared mobility services to determine if new or strengthened policies are required to ensure that the vision and goals of the Official Plan will be achieved.

Next Steps

This report proposes policy directions related to Official Plan transportation policies pertaining to transit, cycling, streets, and automated vehicles and shared mobility services. It is recommended that appropriate materials for a focussed and productive consultation be developed based on the proposed policy directions for public

consultation in late-2018. These materials may include proposed drafts of policy directions, policies, maps and schedules.

The proposed policy directions are the result of extensive discussions with other City divisions and agencies. Proposed policy changes will also be developed in collaboration with other City divisions and agencies. Recent planning studies culminating in approved secondary plans or transportation master plans will be reviewed to identify policies which should be elevated to apply city-wide.

During late-2018, public open houses will be held in each of the Community Council districts of the City and further meetings will be scheduled with a roster of stakeholders. These open houses will be supplemented by outreach and feedback portals making use of internet and social media tools. The work to address each topic has advanced to varying degrees. In order to ensure a focussed and productive consultation, the specific nature of the consultation materials will vary by topic, reflecting the progress which has been made. These materials may include proposed drafts of policy directions, policies, maps and schedules. The proposed initial consultation stakeholders list is appended to this report as Attachment 1.

Feedback will be sought through the consultation process to inform the development of draft Official Plan policy changes pertaining to the proposed policy directions presented in this report. It is intended that a report summarizing the results of the public consultation will be presented to Planning and Growth Management Committee along with the set of proposed draft policy changes in early 2019.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Key Consultation Stakeholders
Attachment 2: Principles and Criteria of the Rapid Transit Evaluation Framework
Attachment 3: Proposed Draft Higher-Order Transit Network
Attachment 4: Proposed Draft Enhanced Surface Transit Network
Attachment 5: Proposed Draft Cycling Policy
Attachment 6: Streets indicated on Map 4 or Map 5 as a Transit Corridor without 36m Right-of-Way

Attachment 1: Key Consultation Stakeholders

1. Inter-Divisional and Agency (Internal) Consultation

- Transportation Services
- Toronto Transit Commission
- Economic Development and Culture
- Engineering and Construction Services
- Major Capital Infrastructure Coordination
- Toronto Parking Authority
- Toronto Public Health

2. Other Orders of Government

- Metrolinx
- Ministry of Infrastructure
- Ministry of Municipal Affairs and Housing
- Ministry of Transportation Ontario
- Neighbouring Municipalities

3. Other Stakeholders

- 8-80 Cities
- Building Industry and Land Development Association (BILD)
- Canadian Automobile Association (CAA)
- Civic Action
- CodeRedTO
- Cycle Toronto
- Evergreen
- Fair Fare Coalition
- Federation of North Toronto Residents' Associations (FONTRA)
- Neptis Foundation
- Ontario Chamber of Commerce
- Ontario Motor Coach Association
- Ontario Trucking Association
- Pembina Institute
- People Plan Toronto
- Residential & Civil Construction Alliance of Ontario
- Sistering
- The Atmospheric Fund (TAF)
- Toronto Association of Business Improvement Areas (TABIA)
- Toronto Centre for Active Transportation (TCAT)
- Toronto Region Board of Trade

- Toronto Transit Alliance
- Toronto Transit Riders
- Toronto Women's City Alliance
- Transport Action Ontario
- TTCriders
- University of Toronto Institute on Municipal Finance & Governance
- University of Toronto Transportation Research Institute
- Walk Toronto
- Wellesley Institute

Attachment 2: Principles and Criteria of the Rapid Transit Evaluation Framework

Serve People

- Choice – develop an integrated network that connects different modes to provide for more travel options
- Experience – capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable
- Social Equity – allow everyone good access to work, school and other activities

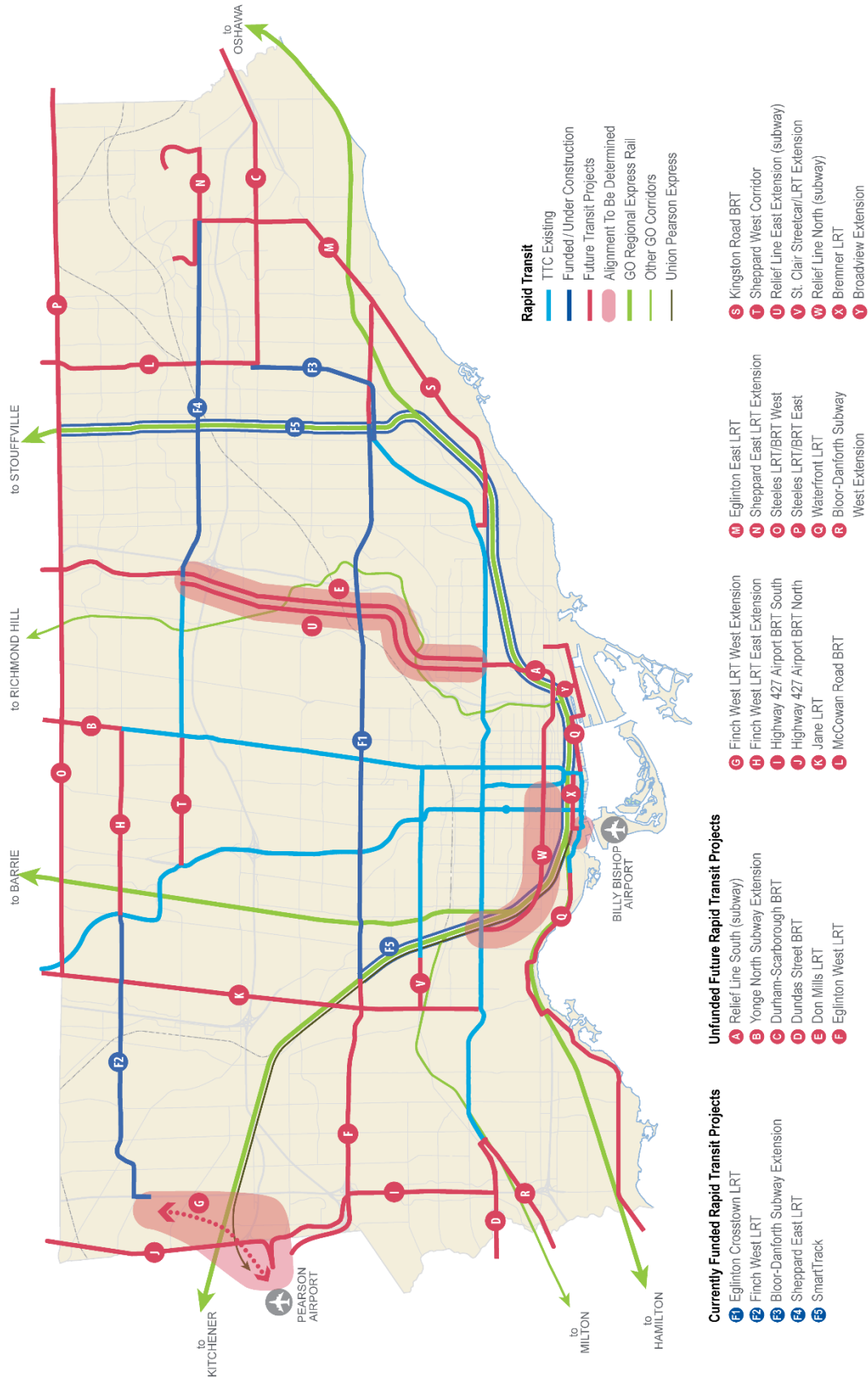
Strengthen Places

- Shaping the City – use the transportation network as a tool to shape the residential development of the City
- Healthy Neighbourhoods – changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walking and cycling within and between neighbourhoods
- Public Health & Environment – support and enhance natural areas; encourage people to reduce how far they drive

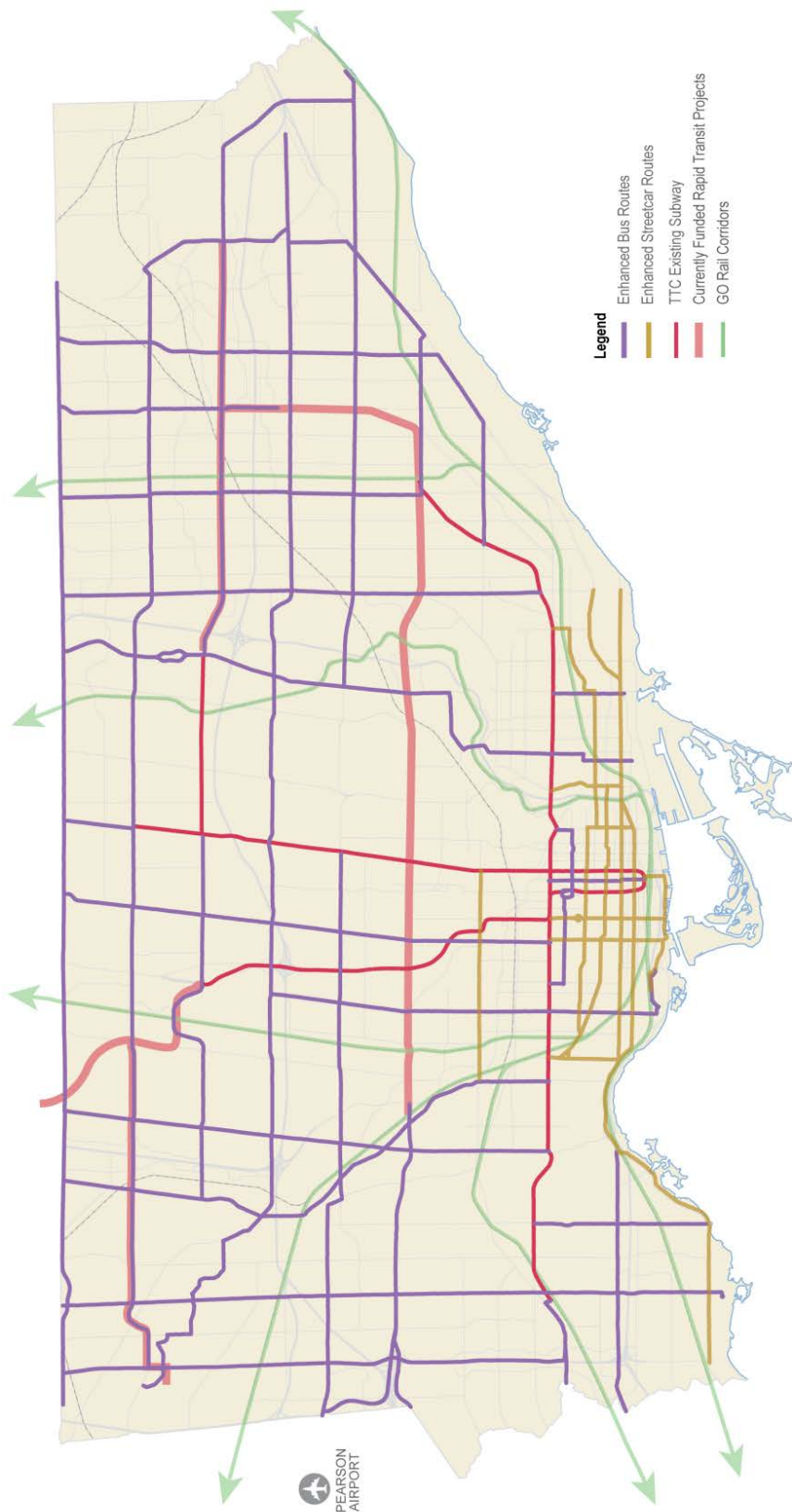
Support Prosperity

- Supports Growth - investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently
- Affordable – improvements to the transportation system should be affordable to build, maintain and operate

Attachment 3: Proposed Draft Higher-Order Transit Network



Attachment 4: Proposed Draft Enhanced Surface Transit Network



Attachment 5: Proposed Draft Cycling Policy

Guidelines, programs and infrastructure will be developed and implemented to create a safe, comfortable and bicycle-friendly environment that encourages people of all ages to bicycle for everyday transportation and recreation, including:

- a) expanding the Cycling Network to make it possible for every resident of the City to be within one kilometer of a designated cycling route by:
 - i) developing formal bicycle routes in street rights-of-way through such means as marked bike lanes, contra-flow bike lanes, physically separated bike lanes, and multi-use trails within the boulevard;
 - ii) developing the off-street system of multi-use trails including, where appropriate, the introduction of signalized intersections at trail/road crossing points; and
 - iii) filling key gaps in the Cycling Network to increase connectivity and to provide more direct routes, including the acquisition of land for feeder trails to the main bikeways trail system as opportunities arise through the development approval process;
- b) enhancing the safety and convenience of the Cycling Network by such means as:
 - i) connecting to neighbourhood amenities, such as schools, colleges and universities, retail shopping areas, community centres and parks and open space;
 - ii) connecting to cycling networks in adjacent municipalities to help create a regional Bikeway Network;
 - iii) connecting to transit stations to facilitate multi-modal trips;
 - iv) identifying priority bicycle corridors where the use of road space can be rebalanced, where warranted, by such means as reducing on-street parking and travel lanes for motor vehicles; and
 - v) reducing the barrier effects of major physical and topographical features, such as highways, rail corridors, ravines, valleys and waterways;
- c) making cycling a more attractive travel mode by:
 - i) expanding bicycle-sharing facilities and programs in those areas where there is a high demand for short bicycle trips;
 - ii) designing and maintaining high-quality cycling infrastructure to be safe, comfortable and, where appropriate, well-lit; and
 - iii) developing bicycle education and awareness programs to support the creation of a city in which people of all ages can cycle safely; and
- d) providing convenient high-quality short-term and long-term bicycle parking facilities at key locations throughout the city by:
 - i) requiring long-term and short-term bicycle parking spaces in new developments, including rapid transit stations;
 - ii) encouraging retrofitting of existing buildings and facilities to incorporate additional long-term and short-term bicycle parking spaces;
 - iii) retrofitting City workplaces and facilities to provide secure bicycle parking;

- iv) encouraging retrofitting of other workplaces and facilities such as schools and rapid transit stations to provide secure and weather protected bicycle parking;
- v) encouraging new developments to provide secure bicycle parking; and
- vi) providing community bicycle parking hubs in areas of high bicycle parking demand

Attachment 6: Streets indicated on Map 4 or Map 5 as a Transit Corridor without 36m Right-of-Way

