13 Implementation Plan

The following section provides directions for implementation of the recommended TMP Solution:

- Policy directions
- Implementation phasing, priorities, and EA requirements
- Innovative Mobility Plan and Checklist
- Development phasing
- Funding Tools and Programs
- Monitoring and assessment plan
- Additional Studies and Recommendations

13.1 Policy Direction

To guide the development of the preferred TMP strategy, several key policy directions are documented in the following section and include a schedule for the new infrastructure improvements and potential amendments to the Official Plan and Cycling Network Plan.

13.1.1 Schedule of New Streets and Road Improvements

The recommended network for new streets and road improvements in the Study Area are classified and assigned a recommended right-of-way width, and a roadway length is estimated. The streets are identified in **Table 13-1**.

Table 13-1. Recommended New Streets and Road Improvements

Street ID	Location Flexibility	Street Name	Existing Right-of-Way (m)	Basic Right-of-Way (m)	Length (m) inside study area
1A	Fixed	Caledonia Avenue Extension	26	26	750
18A	Flexible	Local Street (Yorkdale High Street)	-	20	645
26A	Fixed	Bridgeland Avenue	20	20	1000
26B	Fixed	Cartwright Avenue	26	26	1140
Dufferin Street Urban Design Guidelines	Fixed	**Dufferin Street** 5-lane 6-7 lane	 26 37	 30 40	 250 675
28	Flexible	East-West and North-South Collection (Yorkdale Greenway)	-	24	825
34	Flexible	**Yorkdale Road** East-west section North-south section	 20-25 20-26	 25-30 28-30	 400 450
35	Flexible	Local Street (North-south street connection from Yorkdale Road to Yorkdale Shopping Centre Street B)	-	20	175

13.1.2 Official Plan Amendments

Official Plan amendments may include:

- Adding the Caledonia Road extension with a 26 m ROW to Map 3 of the Official Plan
- The 6-7 lane portion of Dufferin Road should be reviewed to accommodate a 40 m ROW in Map 3 of the Official Plan
- Yorkdale Road should be reviewed to accommodate a maximum 30 m ROW in Map 3 of the Official Plan
- Secure Yorkdale Greenway as a public street in Schedule 1 and 2 of the Official Plan
- Provide policy directions in City's Official Plan to accommodate shared mobility hubs City Wide
- Amendments to the Dufferin Street Secondary Plan are required

13.1.3 Cycling Network Plan Amendments

Potential Cycling Network Plan amendments include:

- The addition of a cycling facilities on Cartwright Avenue from Dufferin Street to Rustic Road

- The addition of a pedestrian and cycling bridge over the Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue
- The addition of a pedestrian and cycling bridge over Highway 401

13.2 Cost

Preliminary cost estimates of the recommended solutions are summarized in **Table 13-2**.

Table 13-2. Preliminary Costs Estimates

Preferred Solution	Cost
1A: Caledonia Road extension under Highway 401 • Mining • Open Cut	 $174-212 M $129-175 M
8: Modified on-ramp to northbound Allen Road, westbound and eastbound Highway 401	$8-12 M
13F: Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Avenue / Yorkdale Greenway	$1.1 - $1.5 M
16: Contra-flow southbound left-turn on Yorkdale Road	$5.2 - $7.4 M
21B: Pedestrian and cycling bridge (east- west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue	$3 - $3.6 M
23: Pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road to Billy Bishop Way	$23.4 - $28.6 M
34: Cycling facilities on Yorkdale Road • East-west segment (Dufferin Street to Allen Road off-ramp) • North-South segment (Allen Road off-ramp to South Service Road) including segment Under Allen Road	 $4.5 - $6.4 M $500 - $700 K
Dufferin Street: Cycle Track and Urban Design	$7.7 – 10.5 M
Total	**$182 - $283 M**

13.3 Key Agency Concerns, Mitigation, and Future commitments

13.3.1 Ministry of Transportation (MTO)

MTO provided input throughout the study. Key direction includes:

- The alignment of the Caledonia Road underpass should be studied further to develop a straighter alignment than shown on the functional design. MTO typically tries to minimize the length of tunnels to minimize maintenance and other potential issues and an angled alignment under Highway 401 is not preferred.
- MTO supports cycle tracks along Yorkdale Road; however, MTO does not encourage crossing the two (2) MTO ramps to connect to Dufferin Street. MTO suggests to construct the cycle tracks south of the ramp to follow the alignment of Oxford properties to avoid the ramp intersections. At Dufferin Street and the flyover, a tunnel behind the abutment wall is suggested to connect the cycle track to the Dufferin Street/Yorkdale Road intersection.

- MTO does no encourage reducing the general purpose lane widths on Dufferin Street to accommodate sidewalks and cycle tracks under the flyover.
- MTO is concerned that cars will drive in the 2 m wide cycle track on Dufferin Street at the eastbound off-ramp. The on-road portion of the cycle track will need to be clearly delineated with road markings, paint, and signs.

The City will commit to further consultation with MTO and analysis and study of alternatives for each of the preferred solutions.

13.3.2 Metrolinx

Metrolinx provided the following key comments and worked with the project team throughout the study:

- Proposed cycling facilities on Yorkdale Road should be provided off-street.
- Metrolinx noted that they will be proceeding with a lease extension for the GO Bus Terminal. However, construction phasing and the need for a temporary site during construction will be discussed with Oxford Properties.

The City has committed to providing a two-way off-street cycle track along Yorkdale Road and will continue to work with Metrolinx and Oxford Properties.

13.3.3 Toronto Transit Commission (TTC)

TTC provided the following key comments and worked with the project team throughout the study:

- TTC commented that that the current coverage along Ranee Avenue is sufficient to serve the area.
- TTC will review the proposed bus route through the Yorkdale site (18A) and will continue to work with the City and Oxford Properties to determine the best route.

The City is committed to continued partnership with TTC to develop the best route for the proposed new route.

13.4 Implementation of Solutions

The components of the preferred TMP strategy have been evaluated to determine the next steps for implementation. This includes determination of the potential Municipal Class EA requirements which are identified based on the following Schedules (MCEA Project Schedules, December 2015):

Schedule A projects are pre-approved and may proceed to implementation without following the full Class EA planning process. They are limited in scale, have minimal adverse environmental effects, and include a number of municipal maintenance and operational activities. Examples include new sidewalks and cycling facilities within existing ROW.

Schedule A+ projects are also pre-approved and are limited with minimal adverse environmental effects. However, Schedule A+ projects may have impacts on the general public and may be approved after public input. Examples include intersection

modifications, signalization and reconfiguration, and in-boulevard treatments such as streetscaping and public amenities.

Schedule B projects have the potential for some adverse environmental effects. After completing Phases 1 and 2 of the planning process, the municipality is required to undertake a screening process with the public and relevant review agencies to ensure that they are aware of the project and their concerns are addressed.

Once outstanding concerns are resolved, the project may proceed to the implementation stage. Examples include reconstruction or road widening where the new facility will not be utilized for the same purpose, use, or capacity (i.e., conversion of vehicular lane to bike lane), new road construction less than one (1) kilometre in length, and new sidewalks or cycling facilities outside of the existing ROW with a construction cost under $2.6M (MCEA Clarification on Cost Thresholds, March 2019).

Schedule C projects have the potential for significant adverse environmental effects and must proceed under the full planning and documentation procedures specified in the Class EA document (Phases 1 to 4), including an Environmental Study Report (ESR) which must be made available for review by the public and regulatory review agencies. Examples include new road construction exceeding the cost threshold of $2.6M and/or greater than one (1) kilometre in length including major transit projects which fall under the six (6)-month **Transit Project Assessment Process (TPAP)**.

The following tables identify next steps for implementation, anticipated EA schedule, and responsibility. Implementation steps for all solutions are identified in **Table 13-3**.

Table 13-3. Project Implementation

Preferred Solution	Implementation Timeline	EA Schedule
Pedestrian and Cycling Solutions		
21B: Pedestrian and cycling bridge (east- west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue	5 to 10 years	C
****23:** Pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road to Billy Bishop Way	10 to 20 plus years	C
24: Baycrest Park pedestrian / cycling switchback ramp / stairs	0 to 5 years	A
25A: Add sidewalks to local roads with no sidewalks	0 to 5 years	N/A
26A: Pedestrian and cycling facilities along Bridgeland Avenue from Dufferin Street to Caledonia Road	5 to 10 plus years	A+
26B: Continuation of pedestrian and cycling facilities from 21B along Cartwright Avenue to Dufferin Street	5 to 10 plus years	A+
***28:** East-west cycling facilities on Yorkdale Greenway	10 to 20 plus years	A+
****34:** Cycling facilities on Yorkdale Road East-west multi-use path facility on Yorkdale Road North-south and East-west cycling facilities on Yorkdale Road and on connecting road to Highway 401 under Allen Road	 0 to 5 years 5 to 10 plus years	 A+ A+
***35:** North-south cycling connection on Street B between Yorkdale Road and Yorkdale High Street	10 to 20 plus years	N/A
***36:** Large scale mobility hub – ride share and bike share (GO Bus Terminal)	10 to 20 plus years	N/A
***37:** Small scale mobility hub – bike share (Yorkdale Green)	10 to 20 plus years	N/A
***38A/B:** Medium scale mobility hub – bike share (Dufferin Park)	5 to 10 plus years	N/A
Dufferin Street - Cycle Facilities and Urban Design Improvements	5 to 10 plus years	A+
Transit Solutions		
17: Dufferin Street Transit Priority (Transit / HOV Lane) – from Dufferin Street Secondary Plan	5 to 10 plus years	A+
18A: Two-way bus service on Yorkdale Road – Yorkdale High Street to Street B	10 to 20 plus years	N/A
20A: Retention and expansion of the GO Bus Terminal	10 to 20 plus years	TPAP

Preferred Solution	Implementation Timeline	EA Schedule
Road Intersection Solutions		
***10:** Allow southbound left turn for all vehicles at the intersection of Dufferin Street / Bridgeland Avenue	0 to 5 years	N/A
***11:** Honda access and Yorkdale access to be normalized (aligned) with no offset.	0 to 5 years	A
***12:** Unsignalized separate truck access	5 to 10 plus years	A
***13F:** Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Avenue / Yorkdale Greenway	5 to 10 plus years	B
***14:** New signalized full access to parking garage	5 to 10 plus years	A
***15:** New unsignalized access on Yorkdale Road (for Yorkdale Greenway)	5 to 10 plus years	A
***16:** Contra-flow southbound left-turn on Yorkdale Road	5 to 10 plus years	B
32A: 401 EB off-ramp to Dufferin Street – Retain southbound curb lane for Transit / HOV	5 to 10 plus years	A+
Road Infrastructure Solutions		
1A: Caledonia Road extension under Highway 401	10 to 20 plus years	C
8: Modified on-ramp to northbound Allen Road, westbound and eastbound Highway 401	5 to 20 plus years	C

* Solutions that will be delivered by Oxford
** Solutions with potential to be delivered, fully or partially, through development contributions
***Already implemented

13.5 Phasing of Improvements

13.5.1 Development triggers analysis

Caledonia Road extension is one of the major infrastructure solutions proposed in this study. To determine the trigger of the Caledonia Road extension, a sensitivity analysis was conducted using Synchro 9.2 traffic analysis software. Nine (9) scenarios were analyzed for the weekday PM peak hour with different network configurations and demand growth assumptions made. For each scenario, a dynamic micro-simulation was first conducted using Aimsun to understand the travel pattern. Then, the observed travel pattern was loaded into Synchro to determine the Volumes-Capacity Ratio (v/c) for turning movements.

According to the City of Toronto Guidelines for the Preparation of Transportation Impact Studies, critical movements are defined as turning movement that exceeds a v/c ratio of 0.85 for through/shared-through movements, and 1.0 for exclusive left or right turn lanes.

Given that the project focus area is a well-developed urban environment, a higher Volume to Capacity Ratio tolerance was considered for the trigger of the Caledonia Road extension. In this study, a v/c ratio of 1.09 or greater for any through / shared-through or exclusive turn movements is the capacity evaluation criteria.

The following are key findings from the sensitivity analysis:

- the proposed Yorkdale development will bring significant traffic to the study focus area around the Yorkdale shopping Centre resulting in some turning movements exceeding a v/c of 1.09 at major intersections such as Bridgeland / Dufferin, Ranee / Dufferin, and Yorkdale / Allen Rd Off-Ramp;
- The proposed Caledonia extension improvement will divert traffic away from Dufferin Street and help to resolve some of the critical movements along Dufferin Street;
- Caledonia extension is expected to benefit both background traffic as well as the Yorkdale-related trips;
- Approximately 20% of the trips diverted to Caledonia are Yorkdale-related trips
- The Caledonia extension is needed when both the background traffic growth and Yorkdale development reach 60% of the plan; and
- Even with all proposed solutions implemented, when the 2041 background traffic growth together with the full Yorkdale development loaded on the network, some busy movements at Bridgeland / Dufferin and Ranee / Dufferin intersections will still operate at a v/c greater than 1.09 due to high competing turning movement volumes;

The trigger of Caledonia Road extension depends on the tolerance of the turning movement v/c ratio. This study uses a v/c of 1.09 as the evaluation criteria considering the study area is a well-developed urban environment where most of the critical movements are already approaching/at capacity under the existing condition.

The 2015 Dufferin TMP study has accepted a higher v/c tolerance of 1.18. If using the 1.18 as the evaluation criteria, Caledonia extension is still a recommended improvement to divert traffic away from Dufferin Street. However, the trigger for improvement will change to approximately 75% of the background traffic growth and Yorkdale development.

Detailed findings are documented under Yorkdale TMP Implementation Trigger Memorandum (**Appendix H**).

13.5.2 Implementation Plan

Based on the development phasing analysis, **Table 13-4** summarizes the proposed construction timelines of the recommended improvements.

Table 13-4. Implementation Plan

Pedestrian and Cycling Facilities Improvements		
Short-Term	**Mid-Term**	**Long-Term**
• **24:** Baycrest Park pedestrian / cycling switchback ramp/stairs • **25A:** Add sidewalks to local roads with no sidewalks • **34:** Cycling facilities on Yorkdale Road (MUP only as interim improvements)	• **26A:** Pedestrian and cycling facilities along Bridgeland Avenue from Dufferin Street to Caledonia Road • **21B:** Pedestrian and cycling bridge (east- west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue • **26B:** Continuation of pedestrian and cycling facilities from 21B along Cartwright Avenue • **34:** Cycling facilities on Yorkdale Road and connecting road to 401 under Allen Road (Ultimate improvements) • **36:** Large scale mobility hub – ride share and bike share (GO Bus Terminal) • **38A/B:** Medium scale mobility hub – bike share (Dufferin Park)	• **23:** Pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road to Billy Bishop Way. • **28:** East-west cycling facilities on Yorkdale Greenway* • **35:** North-south cycling connection on Street B between Yorkdale Road and Yorkdale High Street* • **37:** Small scale mobility hub – bike share (Yorkdale Green) *depending on density, it could be a mid-term development
Transit Improvements		
Short-Term	**Mid-Term**	**Long-Term**
	• **17:** Dufferin Street Transit Priority (Transit/HOV Lane) – from Dufferin Street Secondary Plan	• **18A:** Two-way bus service on Yorkdale Road – Yorkdale High Street to Street B* • **20A:** Retention and expansion of the GO Bus Terminal *Tied to office redevelopment where GO Bus Terminal would provide TTC bus turnaround

Road Intersection Improvements		
Short-Term	**Mid-Term**	**Long-Term**
• **10:** Allow southbound left turn for all vehicles at the intersection of Dufferin Street / Bridgeland Avenue • **11:** Honda access and Yorkdale access to be normalized (aligned) with no offset.	• **12:** Unsignalized separate truck access • **13F:** Maintain McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Avenue / Yorkdale Greenway* • **16:** Contra-flow southbound left-turn on Yorkdale Road • **32A:** 401 EB off-ramp to Dufferin Street – Retain southbound curb lane for Transit Priority Lane • **14:** New signalized full access to parking garage* • **15:** New unsignalized access on Yorkdale Road (for Yorkdale Greenway)* *Dependent on phasing of Oxford expansion plans	

Road Infrastructure Improvements		
Short-Term	**Mid-Term**	**Long-Term**
	• **8:** Modified on-ramp to northbound Allen Road, westbound and eastbound Highway 401	• **1A:** Caledonia Road extension under Highway 401* *Dependent on Dufferin Street capacity constraints as density is approved

13.6 Travel Demand Management Implementation

To support future development, at least 50% of the peak evening trips to the study area and 60% for evening trips from the study area will need to be non-automobile trips. To achieve this, the preferred solutions are necessary along with Transportation Demand Management strategies described in the following sections.

13.6.1 Innovative Mobility Plan Checklist

In order to facilitate the implementation of the TDM strategies it is recommended to include an Innovative Mobility Plan checklist of requirements and guidelines to review transportation actions as part of development applications.

The Regional Municipality of York and City of Toronto report titled "*Transportation Demand Management for Toronto –York Spadina Subway Extension*" identifies such a checklist which lists the City of Toronto's policies and implementation structure as part of OPA 274 to support the innovative mobility plan.

Exhibit 14: Guideline for Innovative Mobility Applications on pages 37 to 39 in the report identifies the checklist recommended for development in the TYSSE surrounding areas. This list can act as a strong foundation to develop a comprehensive checklist as part of the future secondary plan for the Yorkdale study area.

An excerpt from the TYSSE checklist is provided in **Figure 13-1**.

Figure 13-1. Guideline for Innovative Mobility Applications – TDM for the TYSSE Report

			Official Policy/ Bylaw/ Other Requirements				Application/ Guidence											
							Development Projects		Space/Resopurce Requirements						Information Sharing			
Sustainable Mode Category	Innovative Mobility Options	Innovative/ Connected Technologies	Official Plan Policy	Bylaw	Toronto Green Standards (TGS)	Other References	Residential	Non-Residential	Publicly Accessible (On-street/ layby)	Within Public ROW	Dedicated	Shared Space/Lanes	Funding/Personnel	PUDO (Semi-Public)	Private/ Off-street	Realtime/ Digital (OP Policy 2.4 - #17)	Wayfining/ Information Package	Other Guidance/ Comments
Bicycle	Shared/Rental Systems	Bike-share	Section 2.4, 9(b)	-	Tier 2 (AQ 2.6)	1	•	•	•	•	•		•			Realtime Display	Sinage/ Wayfinding	Dedicated space created by developments or street re-redisgn
		E-bike	-	-	-	2	•	•				•			•	-		Easier access for visitors
	Shared/semi-shared facilities	Bike-station	Section 2.4, 13(c)	-	Tier 2 (AQ 1.2)	3	•	•				•			•	Realtime Display		Adequate and secure bicycle parking
		Bike-corral		-	Tier 2 (AQ 1.2)	4	•	•	•	•	○					-		Seasonal usage in on-street or surface parking
	Trip-end Facility	Shower/Change facilities	-	-	Tier 1 (AQ 2.4)		•	•				•			•	-		Publicly Accessible
Shared Vehicle Systems	Car-sharing	One-way Car-share	Section 2.4, 9 (a,e)	-	-	On-street Car-share Vehicle Parking Areas (CVPA) program (5,6, 8)	•	•	•	•	•	•			○	Realtime Display	Sinage/ Wayfinding	Blanket access at any time
		Two-way Car-share		-	-		•	•	•	•	•	•			○			Dedicated but shared space
		Peer-to-peer Carsharing		-	-		•	•				○		○	•			Accessed by authorized users only
		Farctional Ownership		-	-		•					○		○	•			Generally not public
	Ridesharing	Traditional Carpool	Section 2.4, 9c, 10, 7 (e), 8(a)	-	Tier 1 (AQ 1.1)	5		•	○	○	•	•		•	○			Personalized matching service
		Dynamic/Social Carpool		-				•	○	○	•	•		•	○			Personalized/dynamic matching service
		Vanpool/Shuttle		-			•	•	•	•	•			•				Institution/dedicated user/service
	Ridesourcing	Traditional Taxi	Section 2.4, 7 (e), 9(c), 10	-			•	•	•	•	•			•				Commercial paid service
		App-based Taxi Service		-			•	•	•	•	•			•				
		Ridesplitting		-			•	•	•	•	•			•				
	High-occupancy Vehicle (HOV) lanes		Section 2.4 (Sidebar)	-	-	5	-	-			•							Dedicated lanes for preferred vehicles only
	Shared Parking Provisions (Space Occupancy)		Section 2.4,8(a)	Bylaw 569-2013 (Table 200.5.10.1)	-	-	•	•	•	•	•				•	-		Shared between land uses and different vehicles/services
Sustinable Shared/ Private Vehicle Uses	Low-emission Vehicle	Electric Vehicle and Plug-ins	Section 2.4, 7 (e), 9(c), 8(a)	-	Tier 1 (AQ 1.1) and Tier 2 (AQ 1.2)	2, 9	•	•	•	•	•	•			•	Realtime Display		Designated preferred parking spaces (e.g. On-street/layby/Off-street)
		Small Vehicle		-		-	•	•			•	•			•	-		
Dynamic/ Shared Transit	Micro-transit	Dynamic Transit Service (no fixed route)	Section 2.4, 7 (e), 8(a)	-	-	10	•	•	•	•	•					Realtime Display		Designated preferred/shared parking spaces (e.g. Private-Pick-up-drop-off/On-street/layby/Off-street)
		Dynamic Transit Service (semi fixed route)		-	-	10	•	•	•	•	•							
	Traditional Shared/ On-demand/Dial-a-ride Transit	Static Paratranit Transit Service (no fixed route)		-	-	10	•	•	•	•	•					-		
Micro-mobility	Personal Transportation	Motorbike	Section 2.4, 9(c).	-	-	-	-	•	•	•	•	•			•	-		Designated preferred/shared spaces (e.g. On-street/lOff-street)
		Personal Mobility Devices		-	-	-	•	•	•			•						
	Shared/Private	Shared/E-Scooter		-	-	2	•	•	•	•	•	•			•			
Travel Deamnd Management	Mobility Service Provider	Smart Commute Program	Section 2.4, 3(c)	-	-	5, 7	•	•					•			Realtime Display	Metrolinx Program	Funding and personnel resources required at least for five years.
		Transportation Management Associations (TMA)	Section 2.4, 3(d)	-	-	5, 7	•	•					•					
		Automobile occupancy rate increase, peak trip reduction, and shift travel time to off-peak periods	Section 2.4, 3(b)	-	-	5, 7	-	•					•			-		
	Employee Travel Programs	Compressed Work Week	Section 2.4, 3(e)	-	-	5, 7	-	•					•			-	Employee information package	Establish employer work profile and management plan.
		Flexible work hours		-	-	5, 7	-	•					•					
		Telecommuting		-	-	5, 7	-	•					•					
		Diverse travel programs (e.g. caregivers, shift workers, other vulnerable groups)	Section 2.4, 3(g)	-	-	5, 7	-	•			•	•			•	-		Special programs and designal spaces (e.g. parking spaces for family, expectant mother)
	Financial	Road Pricing	Section 2.4, 3(f)	-	-	-	•	•					•			Realtime Display	-	Termoral variation of pricing
Goods Movement	Shared Services	Delivery Services	Section 2.4, 10, 12(a, b, e, h)	Bylaw 569-2013, Loading Standards and regulations	-	-	•	•	•	•	•	•				Realtime Display	Sinage/ Wayfinding	Short-period uses
	Shared/Private Delivery Services	Accessible Loading (Special Assistance/ Medical Services)			-	-	•	•	•	•	•	•						
		Courier/Service Vehicle			-	-	•	•	•	•	•	•				-		
		Motor coach/ temporary trailor			-	-	-	•	○	○						-		
		Off-peak Delivery	Section 2.4, 11		-	-	-	•				•			•	-		Shifting delivery to avoid peak time.

13.6.2 Smart Commute Programs

In the past, Metrolinx's Smart Commute Program has acted as the operator facilitating implementation of Travel Demand Management measures and plans across broad areas of the GTA. As we transition to the Innovative Mobility Plan, Smart Commute will continue to play a key role in incorporating the plan with private interests including local

businesses, property managers, existing and future condominium boards, and Business Improvements Associations (BIAs).

Smart Commute will also play a key role in promoting, educating, and retaining support from local businesses and residents to implement the Innovative Mobility Plan.

13.6.3 Cycling Programs

The City of Toronto's Cycling Network Plan serves as a comprehensive road map and work plan that outlines the City's planned investments in cycling infrastructure now and in the future. Using the Cycling network Plan, the City can work with developers to:

- Connect the gaps in Toronto's existing cycling network;
- Grow the cycling network into new parts of the city; and,
- Renew the existing cycling network routes to improve their quality.

13.7 Recommended Studies

The Preferred TMP Solutions has satisfied Phases 1 and 2 of the Municipal Class EA process by establishing the Problem and Opportunity and considering alternative solutions. Further study is required for the key transportation recommendations as follows:

Table 13-5. Recommended Study and Priority

Recommended Study and Priority	Study Objectives
Pedestrian and cycling bridge over Barrie GO Rail Corridor Study (Medium-term Priority)	Advance the planning and preliminary design for the recommended pedestrian and cycling bridge over the Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue.
Pedestrian and cycling bridge over Highway 401 Study (Long-term Priority)	Advance the planning and preliminary design for the recommended pedestrian and cycling bridge over Highway 401 connecting Yorkdale Road to Billy Bishop Way.
Caledonia Road extension Study (High Priority)	Advance the planning and preliminary design for a future multimodal connection between Bridgeland Avenue and Wilson Avenue/Murray Road.
Yorkdale Road contra-flow and modified on-ramp to northbound Allen Road Study (High Priority)	Advance the planning and preliminary design for the recommended Yorkdale Road contra-flow lane and connection to the recommended modified on-ramp to northbound Allen Road.
Dufferin Street Design Study (medium-term Priority)	Advance the planning and preliminary design for improvements along Dufferin Street for a multimodal road, including transit/HOV, sidewalks, and cycle tracks. As well as advance the planning and preliminary design for a new intersection at Cartwright Avenue and Yorkdale Greenway.

Recommended Study and Priority	Study Objectives
Metrolinx Bus Terminal Transit Project Assessment Process (TPAP)	Advance the planning and design for the Metrolinx Bus Terminal Expansion.

13.8 Monitoring Plan

The Yorkdale TMP provides a transportation planning framework for creating transportation choices in support of the proposed Yorkdale Block Master Plan, the Dufferin Street Secondary Plan, Lawrence-Allen Secondary Plan, and the overall redevelopment of the study area.

A transportation monitoring plan should be developed to monitor development levels and travel patterns as the transportation network and associated improvements are implemented through development.

To ensure that the TMP recommendations are implemented and the progress towards the ultimate vision is maintained, the landowners should, as part of a complete application, report on the project status at each major phase of the development. And the City should:

- Within the first year, initiate high priority environmental assessment studies and design for Schedule A+ projects;
- Within the first three (3) years, complete high priority studies and initiate medium priority studies;
- Work with Smart Commute to implement a mobility hub pilot program alongside one or more development applications; and,
- Continue to monitor goods movement through the area and develop strategies to maintain efficiency in the transportation network.

13.9 Funding Tools and Programs

Funding opportunities should be considered to assist in reducing the cost to existing and future taxpayers for the transportation improvements identified in this document. The following funding opportunities should be pursued by the City.

13.9.1 Development Charges

The City conducts development charges studies in order to collect funds for transportation service improvements under the Development Charges (DC) Act. The City should continue to update its development charges studies in the future. DC studies typically identify all types of transportation infrastructure required to serve development growth, including roads, and active transportation infrastructure. A potential refinement to the DC By-Law may include the addition of Shared Mobility hubs if not yet covered under the By-Law.

13.9.2 Federal Gas Tax Fund

Legislated in 2011 as a permanent source of infrastructure funding for municipalities, the federal Gas Tax Fund is a key source of funding for all municipalities in Canada. In Ontario, funding is generally allocated on a per capita basis and is provided up front, twice a year, to the province, the Association of Municipalities of Ontario, and the City of Toronto. Projects are chosen at the local government level and are prioritized according to the infrastructure needs of each community.

13.9.3 Ontario Gasoline Tax

A similar program to the Federal Gas Tax Fund is offered by the province of Ontario. 2 cents per litre of the collected Ontario Gasoline Tax is continually transferred to municipalities exclusively to support public transit. The allocation is based upon each municipality's proportionate share of the province's population and transit ridership. The funds can be used for either operating or capital costs. Funds could be available specifically for transit service improvements identified in this Plan.

13.9.4 Ontario Municipal Cycling Infrastructure Program

Action Plan 2.0 is the latest installment in the series of action plans for #CycleON: Ontario's Cycling Strategy, which MTO established a $94 million Ontario Municipal Cycling Infrastructure Program to help build or improve cycling infrastructure. While funding has already been allocated to 118 municipalities as of December 2017, there may be future opportunities to obtain funding for cycling infrastructure.

13.9.5 Additional Programs

Further to the above noted funding opportunities, a number of other funds, grants, and programs are identified which could provide additional funds to support transportation improvements and programs identified in this TMP study:

- Federation of Canadian Municipalities Green Municipal Fund;
- The Canada-Ontario Infrastructure Program;
- Employment and Social Development Canada funding opportunities, including the Enabling Accessibility in Communities Fund;
- Corporate donations which may consist of money or services in-kind, and have been contributed by a number of large and small corporations over the years;
- Potential future funding that might emerge from the Province in rolling out the Ontario Trails Strategy; and,
- Private Citizen Donations / bequests, that can also include a tax receipt for the donor where appropriate.

New or existing relationships with non-profit organizations could be leveraged to obtain funding not directly available to the City of Toronto. This funding could be used to implement certain aspects of the program, such as educational programs proposed as part of the TDM strategy or Shared Mobility Hubs. These funding streams include:

- Environment and Climate Change Canada – EcoAction Community Funding Program;
- Ontario Trillium Foundation funding; and,
- Corporate Environmental Funds such as those from Shell and Mountain Equipment Co-op that tend to fund small, labour-intensive projects where materials or logistical support is required.