



Appendix N

Policies Matrix

Proposed Regional Strategies - York Region Transportation Master Plan Update

Proposed Policy Number	Regional Strategy	Initial Action Items	Supportive Metrolinx Actions	Supportive of Official Plan Actions	Immediate Actions (0-2 years)	Short-term (3-5 years)	Medium-term (5-10 years)	Long-term (10+ years)	"Bold Directions"
Transit									
1	Work closely with GO Transit to maximize YRT access to GO Transit rail stations, bus stations and park-and-ride lots in York Region, and to increase shuttle and community bus services that meet train departures and arrivals in areas around GO stations.	Initiate and Identify representatives from both GO Transit and YRT to develop a fleet of buses and shuttles in between YRT and GO facilities. Also, identify the funding options from both agencies to support and implement the fleets.	Action 1.4 (Consistent with GO Strategic Plan)		●				
2	Continue to co-ordinate YRT services with adjacent transit systems, including the TTC, Brampton Transit, and Durham Region Transit through initiatives such as interlining and shared terminals.	Identify representatives from: YRT, TTC, Brampton and Durham Region Transit to coordinate both site and funding options for the development of shared terminals.	Action 1.5 (Consistent with transit integration); Action 6.3 (Consistent with coordinating schedules)	Section 6.2, Policy 1 (transit integration) and Policy 7 (transit integration)	●				
3	Install bike racks on all buses and request to MTO to amend the Public Vehicles Act to permit the use of bicycle racks on buses crossing municipal boundaries.	Place a request to MTO for the amendment of the Public Vehicles Act.	Action 2.4 (Consistent with racks on all regional buses)		●				
4	Work with other agencies to implement fare integration through a more equitable fare system and/or adopt a fare by distance system.	Identify all agencies who would play a role in developing and implementing fare integration. These may include: TTC, Durham Region Transit, YRT and Peel Region Transit.	Action 7.1 (Consistent with fare integration strategy)	Section 6.2, Policy 8 (fare integration)		●			
Active Transportation									
5	Implement the Regional and municipal pedestrian and cycling master plan policies and recommendations to ensure a focus on the three categories: infrastructure, implementation strategy and outreach.	Identify all municipal pedestrian and cycling master plan policies and recommendations pertaining to infrastructure, implementation strategy and outreach and develop a team at each municipality to implement them.	Action 2.1 (Consistent with pedestrian and cycling integration)	Section 6.3, Policy 1 (cycling & ped.)	●	●	●	●	●
6	Encourage the study and implementation of local municipal pedestrian and cycling master plans.	Develop a yearly assessment of the progress of the municipal pedestrian and cycling master plan implementation.			●	●	●		
7	Partner with Merolinx and other agencies to implement Regional bike-sharing programs	Identify a representative from Metrolinx and all other agencies to develop bike-sharing programs for Regional implementation.			●				
8	Promote and support local bike-sharing programs as demonstration programs	Take the bike-sharing programs developed to municipal representatives to be implemented locally.			●				
9	Identify a Regional Trails Network which includes a Natural Heritage Trails Concept Study to determine the Region's role in trail planning and development, and to coordinate trail connections, where appropriate, with the Region's Pedestrian and Cycling network and local municipalities.	Continue the development of the Regional Trails Network and appoint Regional staff to a Trails Network implementation team to coordinate with those working on the pedestrian and cycling network.			●	●			
Planning & Design									
10	Ensure transit service and infrastructure are built into new subdivisions, employment areas and major commercial centres within the first three years.	Develop immediate transit service and infrastructure design requirements for development applications of subdivisions, employment areas and commercial centres.	Action 2.6 (Consistent with planning cycling and pedestrian facilities)	Section 6.2, Policy 13 (transit in new developments)		●			
11	Partner with local municipalities and major industries to advocate for improvements to the Provincial Highway system.	Consult with representatives from each Regional municipality and major industries to identify potential improvements for the Provincial Highway System.				●			

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12	In areas of low pedestrian activity, consider roundabouts as an alternative to signaling an intersection.	Use Regional modelling data to identify all existing and future areas of low pedestrian activity throughout the Region.			●				
13	Work with local area municipalities to implement minimum density requirements that are supportive of higher order transit.	Review all municipal Official Plans and Growth Management Strategies to update minimum density requirements.	Action 8.1 (Consistent with strategy developing transportation systems to support provincial legislation and general connectivity)			●	●		
14	In the Region's official plan adopt a policy (ROP) which requires local municipalities, particularly those that are already urbanized, to establish the minimum densities needed to sustain higher order transit and promote TOD, as per the Provincial Places to Grow strategy.	Review the Regional Official Plan to identify potential amendments to all for the achievement of minimum densities throughout the Region.	Action 8.1 (Consistent with strategy developing transportation systems to support provincial legislation and general connectivity); Action 10.2 (Consistent with strategy that supports intensification policies)		●				●
15	Amend the ROP to include TOD guidelines as policy guidelines, thereby effectively promoting sustainable development for transit and other sustainable modes.	Review the ROP and proceed with an amendment to incorporate TOD guidelines as a Regional policy to achieve sustainable development.	Action 8.1 (Consistent with strategy developing transportation systems to support provincial legislation and general connectivity); Action 10.2 (Consistent with strategy that supports intensification policies)		●				
16	Co-ordinate zoning bylaws, urban design guidelines, parking standards, and site plan controls to ensure they are consistent with the TOD Guidelines and the Regional Centres and Corridors strategy.	When amended to include TOD guidelines, review the ROP and the Regional Centres and Corridors strategy to ensure coordination with zoning bylaws, urban design guidelines, parking standards and site plan controls. This will be achieved by a committee who will ensure constant review of both policy documents.	Action 8.1 (Consistent with strategy developing transportation systems to support provincial legislation and general connectivity)			●	●		
17	Implement Community Improvement Plans for TOD at high priority locations and at Regional Centres, in cooperation with the local municipalities.	Identify the "high priority locations" and Regional Centres for each municipality. When completed a Community Improvements Plan will be undertaken.	Action 8.2 (Consistent with strategy directing transportation to existing settlement areas); Action 10.2 (Consistent with strategy that supports intensification policies)			●			
18	Connect all transit stops directly to sidewalks and adjacent buildings in urban areas.	Develop design guidelines which will require the Region and each municipality to connect all transit stops with sidewalks and adjacent buildings.	Action 8.3 (Consistent with strategy addressing transit in new areas)		●				
19	Minimize walking distances between new development sites and transit stops through the location of site accesses.	Develop design guidelines which require a minimum of Xm between new developments and transit stops.	Action 8.3 (Consistent with strategy addressing transit in new areas)			●			
20	Update policies regarding provision of sidewalks on Regional roads in urban areas, consider a provision to require sidewalks on both sides of the street (in urban areas and major roadways).	Review all Regional and municipal policies which pertain to sidewalks on Regional Roads to consider an update to require sidewalks on both sides of the street.	Action 8.3 (Consistent with strategy addressing transit in new areas)	Section 6.3, Policy 3 (provisions for bicycle and pedestrian paths)	●				
21	Review and update design standards for sidewalks and the pedestrian environment.	Develop a Regional team to review and update design standards for sidewalks and the pedestrian environment.	Action 8.3 (Consistent with strategy addressing transit in new areas)		●				
22	Work with the local municipalities to implement a co-ordinated program of site design that is oriented to transit and pedestrians, and to review zoning along transit corridors to ensure that land use densities support rapid transit.	Develop a design team within each Regional municipality to develop and implement a coordinated program of site design.	Action 10.1 (Consistent with strategy supporting transit corridors)			●			
23	Include on-street parking as part of the supply for development where possible.	Amend site plan requirements to provide on-street parking in new developments, where possible.			●				
24	Encourage shared parking arrangements among neighbourhood properties, and reflect this in the parking supply for developments.	Update parking requirements throughout residential developments to encourage shared parking.			●				

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25	Adopt Canadian Institute of Transportation Engineers (CITE) site design guidelines to promote sustainable transportation.	Update site design guidelines to adhere to those outlined in the Canadian Institute of Transportation Engineering (CITE).			●				
26	Partner with the municipalities to plan for retail, institutional and commercial uses that are focused on the street, with parking positioned behind the buildings. "Big box" retail plazas which are auto-focused should be strongly discouraged or prohibited.	Update retail, institutional and commercial design requirements for each municipality to require parking in the rear of the building.	Action 10.1 and 10.3 (Consistent with strategy supporting transit corridors and design standards)			●			●
27	Explore opportunities to co-ordinate and implement lighting, sidewalk and road improvements for Regional roads which have transit service.	Identify all Regional roads which provide transit service.	Action 10.3 (Consistent with design standards)			●			
28	Promote pedestrian safety and comfort through building and site design by including this consideration in the review of all development applications.	Develop a team to assess all development applications to ensure the promotion of pedestrian safety and comfort.	Action 10.3 (Consistent with design standards)			●			
29	Partner with school boards to plan for schools and other facilities that are located on transit routes.	Require each school board to contact both the Region and a YRT representative when a new school is to be developed.				●			
30	Develop and provide a detailed Best Practices Planning Handbook to York Region and municipal staff, as well as the development community.	Commence the development of a Best Practices Handbook for York Region and municipal staff.	Action 11.5 (Consistent with developing continual best practices)				●		
31	Accommodate people with disabilities and special needs on all pedestrian and transit systems, consistent with the Accessibility for Ontarians with Disabilities Act.	Update all design requirements for Regional Transit to be consistent with the Accessibility for Ontarians with Disabilities Act.	Action 12.2 (Consistent with achievement of AODA compliance)	Section 6.2, Policy 12 (special needs)	●				
32	Develop gateway "mobility hubs" and local gateways at major entry points to the Region and to the YRT system and GO Stations. These hubs and gateways should be the focus of transit-oriented development.	Identify all major entry points to the Region and to the YRT system and GO Stations.	Action 3.10 (Consistent with strategy to identify lot locations); Action 9.1 (Consistent with hub strategy)	Section 6.2, Policy 10 (intermodal stations)		●	●		●
33	Develop a procedure to ensure local municipalities, YRT/Viva and GO Transit together explore TOD opportunities around Viva and GO station sites.	Develop a yearly meeting of representatives from YRT/Viva and GO Transit to discuss TOD opportunities around Viva and GO Station sites starting this year.	Action 4.4 (Consistent with transit agency involvement in planning)			●			
34	Require developers to provide high quality pedestrian connections to the Regional road network as part of site plan approvals in urban areas, as well as effective pedestrian permeability through the site.	Update design guidelines for site plan approvals to provide high quality pedestrian connections to the Regional road network.	Action 8.3 (Consistent with strategy addressing transit in new areas)		●				
35	Implement a policy allowing the Region to declare a particular interest in development applications that take place in the vicinity of the Regional Corridors, Centres and nodes, as a means to ensure a sustainable pattern of development for higher order transit.	Develop a policy which allows the Region to declare interest in development applications that take place in the vicinity of the Regional Corridor, Centres and nodes.	Action 8.2 (Consistent with strategy directing transportation to existing settlement areas)			●	●		
36	Develop financial incentive programs to encourage TOD in all Regional Centres and Corridors.	Work with Regional economic advisors to develop financial incentive programs to look at TOD opportunities.	Action 8.2 (Consistent with strategy directing transportation to existing settlement areas)				●		
37	Work with existing major auto-focused retail sites as they redevelop, to plan for transit-focused intensification within Regional Centres and Corridors.	Identify all auto-focused retail sites for redevelopment.	Action 10.1 (Consistent with strategy supporting transit corridors)				●		
38	Create a site plan checklist to gauge TOD elements of a proposed development. The Region should utilize the <i>Promoting Sustainable Transportation through Site Design (2005)</i> manual developed by CITE to facilitate its TOD strategy (Consider application of CITE's 'Greenmodes' site design software to enhance sustainability).	Develop a team to outline and develop a site plan checklist to gauge TOD elements .	Action 10.3 (Consistent with design standards)		●				

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39	Develop materials and create a link from York Region's website as a resource for planners, developers, policy makers and citizens who are interested in the implementation of TOD.	Gauge a number of city staff to develop relevant materials and provide constant updates to the York Region website.	Action 11.3 (Consistent with the need to consult with municipal partners)		●				
40	Review policies on pedestrian bush-buttons at signalized intersections to improve tactile and visual response, as well as the adequacy of walk-time and the universal application of count down displays.	Identify all policies pertaining to pedestrian push-buttons at signalized intersections.			●				
41	Discontinue the use of pedestrian pushbuttons for pedestrian phases across the "minor" street that has a short pedestrian walk distance, beginning with signalized intersections in Regional Centres and on Regional Corridors. Thus, all pedestrian crossings.	Based on the assessment of pedestrian push-buttons and signalized intersections discuss with traffic specialists about the potential discontinuation of these technologies.			●				
42	Implement intersection designs and improvements that enhance pedestrian and cycling movements in urban areas.				●				
43	Work with local municipalities to develop a mechanism to assess the redevelopment potential of sites in Regional Centres and Corridors and review potential "quick win" sites for TOD.	Develop a check list to assess the redevelopment potential of sites with opportunities for TOD.	Action 11.7 (Consistent with developing strategy to protect land supportive of TOD, transit, etc.)		●				
44	Recommend the hiring of a TOD Coordinator who can manage all matters related to TOD, and advocate for its importance with stakeholders, such as developers, local municipalities and residents.					●			
45	Work with local municipalities to develop alternative Regional street design parameters to encourage walking and cycling in Centres and Corridors.				●				
Intelligent Transportation Systems & New Technologies									
46	Expand the Viva/ YRT ITS program, and introduce traveller information systems, improved signal progression, and queue jump lanes throughout the Region, where appropriate, to improve transit performance relative to single occupant vehicles.	Update Viva/YRT technological requirements to introduce traveller information systems, improved signal progression and queue jump lanes.	Action 3.6 (Consistent with ITS strategies); Action 6.8 (consistent with traveller information provision)	Section 6.2, Policy 11 (preferential treatment for transit)		●			●
47	Implement a comprehensive Advanced Traffic Management System in key areas in York Region, particularly on the Highway 7 / Highway 404 area and Highway 400.	Identify key areas in York Region which would benefit from the implementation of a comprehensive Advanced Traffic Management System.	Action 3.6 (Consistent with ITS strategies)				●		
48	Review the location of left turn lane detector loops on arterial roads, and ensure that they are set back from the stop bar to the location of the third vehicle in the turning stream and, where appropriate, incorporate both a stop bar and a setback loop.	Assess and identify the location of all left turn lane detector loops on arterial roads.	Action 3.6 (Consistent with ITS strategies)		●				
49	Introduce a system of adaptive signal control on key urban arterials, where appropriate.	Identify all urban arterials located within the Region where the implementation of adaptive signal controls would be appropriate.	Action 3.6 (Consistent with ITS strategies)			●			
50	Integrate system-wide traffic signals through a centre-to-centre (C2C) interface to support daily operations, provide traveller information and emergency response.		Action 3.6 (Consistent with ITS strategies)				●		
51	Require the Region's traffic control system to be compliant with the National Transportation Communications for ITS Protocol (NTCIP) to ensure ITS measures are implemented properly.		Action 3.6 (Consistent with ITS strategies)				●		

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52	Develop and implement a Transit Video Survey Tool once YRT has completed the system-wide deployment of on-board video surveillance systems.		Action 3.6 (Consistent with ITS strategies)			●			
53	Partner with others to develop a trip planner for all modes that provide the shortest time path for walking/cycling/transit (with links to Smart Commute for carpooling.					●			
54	Conduct a random sample public opinion survey with York Region residents and businesses every two years to assess changes in travel behaviour, and evaluate whether the Region's sustainable transportation message is understood and recognized.				●	●	●		
55	Host annual or biennial focus groups with randomly selected residents and businesses to: identify marketing strengths and weaknesses; test new marketing strategies; and develop other means to educate the public.						●		
56	Work with local Smart Commutes to develop a web-based delivery of real-time traffic information to assist drivers in determining times and routes for travel.		Action 3.6 (Consistent with ITS strategies); Action 6.1 (consistent with transportation information provision)			●			
57	Continue to improve YRT's trip planner to include weather info and real-time alerts of service disruptions, and make them available through mobile communications devices.				●				
Roadways and Highways									
58	Initiate HOV2+ lanes for all road segments scheduled for widening to six lanes, and explore opportunities to convert existing six-lane roads.	Identify all roadways scheduled for widening to six lanes, and assess where HOV2+ lanes would be possible.		Section 6.1, Policy 16 (HOV lanes-general); Section 6.2, Policy 11 (HOV lanes)	●				●
59	Cap road widenings to a maximum of six through lanes, including transit lanes.	Develop a policy which prevents the development of roads which are more than six lanes.			●				●
60	Strongly suggest all local municipalities to implement continuous east/west and north/south mid-concession block collectors in all new urban developments (two per direction per concession).	Develop roadway design guidelines to enforce the implementation of continuous east/west and north/south mid-concession block collectors in all new urban developments.		Section 6.1, Policy 15 (Mid-block Collectors)	●				
61	Ensure that transportation Planning for each concession block is based on an integrated assessment of needs for surrounding arterials and internal collectors.	Work with Regional representatives to develop a list of assessment and needs criterion to review surrounding arterials and internal collectors.		Section 6.1, Policy 15 (Mid-block Collectors)	●				
62	Require the local municipalities to plan for and design comprehensive collector roads to accommodate local transit services, walking and cycling.	Develop policies within each municipal OP which required the town or City to plan for and design collector roads to accommodate local transit service, walking and cycling.			●				●
TDM									
63	Finalise TDM strategy in consultation with municipal agencies, school boards, hospitals, colleges and major employers that includes actions, timelines and targets.	Develop a set of dates and PCC outlines to consult with municipal agencies, school boards, hospitals, colleges and major employers in the near future within the year 2009.	Action 5.1 (Consistent with TDM strategy development)			●			
64	Require TDM plans or strategies for major development applications.	Develop a Regional policy and amend the Official Plan to require plans or strategies for all developments, deemed major commercial or employment.	Action 5.4 (Consistent with TDM strategy)		●				
65	Encourage all employers to implement TDM programs.	Develop a monthly newsletter outlining all Regional TDM programs to employers throughout the Region.	Action 5.5 (Consistent with TDM strategy)			●			

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66	Partner with major retail stores to develop incentive programs for high school and university students (or others) using transit. (Incentives could include discounts at local restaurants, clothing stores, etc.)	Identify a list of retail stores and make contact to proposed the idea and instigate potential incentive programs.	Action 5.7 (Consistent with incentive strategy)			●			
67	Partner with major retail stores to develop incentive programs for seniors using transit. (Incentives could include discounts at local restaurants, theatres, etc.)	Identify a list of retail stores and make contact to proposed the idea and instigate potential incentive programs.	Action 5.7 (Consistent with incentive strategy)			●			
68	Explore opportunities to develop a discounted university and college transit pass program ("U-Pass") with YRT.	Make contact with a representative from each University or College to discuss and spearhead a discounted transit pass program.	Action 5.7 (Consistent with incentive strategy)			●			
69	Consider incentives that promote transit and work with local Smart Commute associations to discourage all-day parking (e.g. subsidize auto share programs).	Review potential incentive programs to decrease all day parkin to propose to YRT and Viva as well as local smart-commute associations.	Action 5.7 (Consistent with incentive strategy)			●			
70	Develop a TDM promotional plan in conjunction with municipalities and key stakeholders (e.g. major employers and 'green' organizations).	Identify representatives and key stakeholders to begin the development of a TDM promotional plan.				●			
71	Adopt Regional policies that promote the replacement of corporate fleets (Viva/YRT, Public Works, Police) with hybrid or alternative-fuelled vehicles.	Develop a Regional policy with the goal of replacing corporate fleets with hybrid or alternative-fuelled cars. Review the funding opportunities to support such an initiative.				●			
72	Develop sample templates and pilot commuter trip reduction programs for businesses in York Region	Work with regional employees to develop a sample template.				●			
73	Pilot employee individualized commuter plans that promote lower single occupancy vehicle use.						●		
Parking									
74	Mandate provision of carpool preferential parking for employment uses.	Review Regional employers and develop and Official Plan policy which requires the provision of carpool preferential parking at all locations.	Action 3.9 (Consistent with car pool parking priority policy)			●			
75	Offer carpools preferential parking at all Regional facilities and for vehicles powered by alternative fuels.	Begin implementing preferential parking at all regional facilities.	Action 8.6 (Consistent with parking strategy)		●				
76	Coordinate with each municipality to develop a Parking Authority to set a parking policy within York Region and ensure that an effective governance model is adopted in selecting individuals with appropriate experience and expertise to serve as Board Members of the Authority		Action 8.6 (Consistent with parking strategy); Action 11.4 (Consistent with implementing parking authorities)			●			●
77	Develop parking strategies in each Regional Centre and on Regional Corridors (within 500 metres along each corridor) to avoid over-supply, provide the appropriate form of parking, and structure fees that discourage all-day parking through Regional or Municipal parking authorities.		Action 8.6 (Consistent with parking strategy); Action 10.1 (Consistent with strategy supporting transit corridors)			●			●
78	Support the use of existing HOV lanes on Highway 404, as well as any future Highway HOV lanes, through the addition of park-and-ride and carpool lots at strategic locations.	Review potential site locations for HOV related facilities along Highway 404 and any of the future HOV lane locations on highways.			●	●	●		
79	Work with local municipalities to adjust the quantity of long-term parking for commercial, employment and residential uses to reflect the level of transit services and other sustainable modes.		Action 8.6 (Consistent with parking strategy)				●		

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80	Investigate the parking requirements and utility of car-share programs in close proximity to YRT/Viva terminals, GO stations and major employment areas, and if they are found to be of benefit, consider subsidizing them for a start-up period.	Develop a team to assess all existing car-share programs at YRT/Viva terminals and Go stations.	Action 8.6 (Consistent with parking strategy)			●			
81	Work with local municipalities to introduce residential parking maximum standards in Regional Centres and Corridors.	Develop and propose an amendment to each municipal Official Plan to develop residential parking maximum standards.				●			●
Regional Collaboration									
82	Work with other Regions and municipalities to develop television programming focused on sustainable transportation issues.						●		
83	Produce a recurring newsletter highlighting the Region's sustainable development practices, recent achievements, relevant data and schedule of events or programs offered by the Region or other area agencies discussing sustainable development and transportation issues.	Begin the production of a newsletter every six months discussing sustainable development and transportation issues.			●				
84	Work with the local media to develop op-ed pieces or other articles/segments highlighting the Region's sustainable transportation initiatives developed in response to growing congestion.	Identify and discuss with interested local media about the opportunity to produce frequent articles etc. about regional transportation initiatives.				●			
85	Define a mechanism for ongoing coordination with local municipalities and stakeholders relative to research or future sustainable transportation planning needs (for example, consider establishing and leading a working group, and promote it through the Urban Development Institute).		Action 11.3 (Consistent with the need to consult with municipal partners)				●		
Goods Movement									
86	Develop an ITS plan for goods movement.						●		
87	Restrict delivery times by heavy vehicles to periods outside of peak commuter travel times within the Regional Centres and along Regional Corridors.		Action 13.1 (Consistent with developing a goods movement strategy)					●	●
88	Ensure that all new site plan approvals are based on off street loading and unloading facilities.						●		
89	Plan for effective freight movement systems that minimize impacts on the road network, including potential dedicated road links and rail services, as well as intermodal facilities.		Action 13.1 (Consistent with developing a goods movement strategy)	Section 6.1, Policy 11 (Goods Movement); Section 6.6, Policy 2 (Goods Movement)			●		●
90	Work with the Province and Metrolinx to encourage and promote efficient, safe and sustainable goods movement.				●	●	●	●	
Funding									
91	Seek additional forms of transit subsidies for stable transit funding from the provincial and federal governments.		Action 14.3 (Consistent with pursuing stable federal funding)				●		
92	Request the Province to modify the Development Charges Act to better support transit and sustainable transportation services in conjunction with Metrolinx.	Contact a representative from the Province to discuss potential modifications to the Development Charges Act.	Action 15.3 (Consistent with pursuing tools to leverage funding for local transit)		●	●			
93	Pursue Public-Private Partnerships (P3) to fund sustainable transportation initiatives.						●		

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94	Explore road user fees in highly congested urbanized areas in coordination with Metrolinx and local municipalities.							●	●
Marketing & Education									
95	Invite the local media to attend an annual transportation "fair" exhibiting the many programs and services initiated by the Region, Smart Commute and other green organizations to promote sustainability.	Identify all programs and services provided by the Region, Smart Commute and Green Organizations to develop a informative display of information for local media each year.			●				
96	Encourage developers to provide information about transportation alternatives, including local transit routes and schedules, to new home buyers.	Identify all local transit routes and options and display a brochure which can be given to developers throughout the Region.				●			
97	For all residents moving into York Region, mail a package of materials to them explaining the transportation services offered in the Region (such as YRT, carpooling or auto sharing). Consider incentive packages for transit as well.						●		
98	Celebrate sustainable transportation success stories through initiatives such as annual awards for volunteers, programs and projects.	In the year 2009 put together an award ceremony as well as the staff to determine all nominated volunteers, programs and projects.			●				●
99	Work with local municipalities to plan and implement regular car-free festival days in each to create a culture of sustainability.	Identify a representative from each municipality who will be responsible for initiating car-free festival days.			●				●
100	Produce all educational materials in key languages spoken in York Region.						●		
101	Host seminars to engage different ethnic groups in discussing sustainable transportation initiatives.	Identify community centres and common spaces throughout the Region which would target multiple ethnic groups and would all for a seminar of information.				●			
102	Work directly with area community and cultural centres to promote relevant sustainable transportation initiatives.	Appoint a representative from area communities and cultural centres as a promoter for sustainable transportation initiatives.				●			
103	Develop curriculum/courses/programs with school boards and higher education institutions that promote the Region's sustainable transportation initiatives. Content should be meaningful, relevant, easy to understand and provide opportunities for interaction with students.						●		
104	Actively work with the school boards to implement Safe Routes to School programs, by focusing on environmental and health benefits, as well as the low security risks associated with walking to school; and continue to expand the YO! program at	Appoint staff from all school boards as a person to implement sustainable and healthy school programs. An assessment of these programs should be undertaken each year.			●				
105	Work directly with large independent living facilities and retirement communities to promote relevant programs and initiatives.	Identify all independent living facilities and retirement homes throughout York Region and appoint a person to implement transportation related programming. An assessment of these programs should be undertaken each year.				●			
106	Consider developing services targeting seniors. For example, some communities operate bus services that exclusively serve retirement communities, grocery stores, hospitals, medical clinics and pharmacies.	Develop a survey which assesses the wants and needs of seniors throughout York Region. Based on the outcomes a number of services should be developed by staff members within the Region.				●			

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	Environmental Protection Measures								
107	Exceed the requirements of the environmental assessment process in York Region to incorporate the following policies and strategies:								●
a)	Plan new transportation facilities to avoid significant natural heritage features, including the habitats of threatened and endangered species, greenways, wetlands, woodlands, areas of natural and scientific interest, wellhead protection zones, and also natural hazard areas (in accordance with Section 3.1 of the Provincial Policy Statement). For any existing transportation facilities in such areas for which an improvement is identified, plan for improvements to alternative corridors outside the hazard area wherever possible.				●	●	●	●	
b)	Consider the introduction of stormwater management and water balance measures to counter the adverse impacts of urbanization.					●			
c)	Co-ordinate the Region's road and transit networks, as well as planning regimes with local and adjacent municipalities, to minimize infrastructure needs, and enhance (or at the very least, have no net impact on) natural heritage and environmental features and functions.		Action 8.2 (Consistent with strategy directing transportation to existing settlement areas)		●	●	●	●	
108	Enhance natural heritage features and functions throughout York Region by incorporating the following policies and strategies:								●
a)	Monitor natural heritage and environmental feature impacts resulting from transportation projects and publish a bi-annual report card.		Action 8.2 (Consistent with strategy directing transportation to existing settlement areas)			●	●	●	
b)	Improve environmental functions and habitat connectivity through upgrades of existing crossing structures (bridges and culverts) that are sized as 'eco-passages' to facilitate wildlife movement.				●				
c)	Design transportation facilities to celebrate the environment, through preservation of view corridors, design of bridges to highlight the presence of watercourses, and other elements.						●		
d)	Review and update the Region's maintenance management policies and practices to ensure that these minimize damage to the natural environment, while still providing a safe transportation environment				●	●			
e)	Work with local municipalities and the construction industry to develop Environmental Best Management Practices to minimize the impact of road construction on the environment (and enhance it where possible). The BMP should address stormwater management, erosion, runoff, and effects on wildlife and features. Once the document is developed, require that the policies be implemented at all transportation construction sites.		Action 8.2 (Consistent with strategy directing transportation to existing settlement areas)			●			

Proposed Policy Number	Regional Strategy	Initial Action Items	Supportive Metrolinx Actions	Supportive of Official Plan Actions	Immediate Actions (0-2 years)	Short-term (3-5 years)	Medium-term (5-10 years)	Long-term (10+ years)	"Bold Directions"
f)	Develop environmental protection measures for transportation system elements to reduce vehicular-animal interaction and impacts on animal pathways.						●		
g)	In rural areas, consider roadside plantings to discourage habitat immediately adjacent to infrastructure that would conflict with wildlife.					●			
h)	Enhance, preserve and maintain greenways to the extent possible in accordance with provincial legislation requirements.		Action 8.2 (Consistent with strategy directing transportation to existing settlement areas)			●			
i)	Work with the local municipalities and developers to minimize the effects of parking facilities on the natural environment, through: a) requirement for shade canopy; b) minimizing impermeable surface areas; c) minimizing parking stall dimensions and proportions of parking designated for compact cars; d) reviewing water quality protection measures; e) colour of pavement to minimize heat absorption; f) introduction of green roofs on garages, and g) review of lighting requirements to minimize light pollution. These policies should be enacted for all Regional and municipal parking facilities as a first step, and implemented for private parking facilities based on a detailed review of the minimum lot/garage sizes to which these policies would apply.						●		
j)	Introduce roadside warning signs in areas of significant wildlife movement.					●			
k)	Implement temporary or seasonal speed limits in high wildlife mortality zones.					●			
l)	Develop a roadway directional lighting strategy that avoids too much lighting in environmentally vulnerable sites.				●	●			