

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

Received during the third and final Public Information Centre

Thank you to everyone who attended the virtual meeting on April 21, 2022. The questions and answers received from participants are grouped into the following categories:

- Walking and Cycling
- Pedestrian and Cyclist Safety
- Walking and Cycling Routes
- Environment and Wildlife
- Road Construction and Design
- Public Transit
- Specific Transit Routes
- General

Walking and Cycling

How do we bring visibility to the annual planning process that determines the timing for when bicycle lanes will be built?

In consultation with local towns and cities, the Region will consider future bicycle lanes on an annual basis based on needs, budget, etc.

What is included for active transportation in the TMP budget?

Priorities for the Region include the [Lake to Lake Route](#), the [South York Greenway Route](#) and filling priority missing links and gaps in our existing active transportation network.

Is there a mobile app for bike and hiking routes for York Region?

We do not currently have an app, however you can access the [York Region Cycling Map](#) online and obtain a copy by sending an email to transportation@york.ca

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How has micromobility (e-scooter/e-bike share) been considered by the TMP, especially in major transit station areas?

Micromobility has been considered by the Region and in the TMP. This includes permitting the use of e-bikes and e-scooters within bicycle and high-occupancy vehicle lanes on Regional roads through the lane designation by-law 220-53.

We continue to look for opportunities to expand the cycling and micromobility network, in collaboration with Metrolinx, our local towns and cities, particularly through the major transit station areas planning process.

The provincial government mandated an Enhanced Minister Zoning Order (EMZO) for the Langstaff area. Will this result in changes for planned active transportation facilities?

Active transportation has always been a priority in the major transit station areas and will continue to be an integral part of these projects with Metrolinx and other partners.

The transportation planning will be part of an ongoing process and as EMZO are issued, Regional staff will continue to assess and address impacts on the transportation network.

Do you have any plans to provide education on proper road use for drivers, cyclists or joggers?

The Region provides safety tips in a number of materials and through awareness campaigns. As well, we partner with York Regional Police on a number of community initiatives. More information regarding our campaigns and programs can be found at york.ca/traffic_safety

The TMP notes that half of trips under five kilometres will be completed by walking or cycling - how was this forecasted?

In addition to assessing various transportation network options, the TMP study analyzed six different future scenarios that would require changes in transportation policy, funding and traveller behaviour. Using the Regional travel demand model, one scenario indicated that if half of all trips less than 5 kilometres were taken by walking, cycling and sustainable transportation, then congestion could be reduced without impacting the Region's investment in transportation infrastructure.

What is the difference between the cycling and trail network maps?

The Regional Road Cycling Network looks at cycling facilities within the Regional road right of way primarily used by commuters. The Regional Trail Network focuses more on off-road trails primarily used for recreation. However, we recognize that our cycling network may be used both by commuter and recreational cyclists so the maps are intended to be used together.

Could it be recommended that gravel shoulders are paved for cycling during constructing and repaving?

This could be recommended in the future. It is recognized that paved shoulders have added benefits, providing extra space for cyclists and pedestrians if no other active transportation facilities are present. Paved shoulders support the pavement structure of the adjacent roadway, prevent erosion and accommodate stopped and emergency vehicles.

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How does the Region maintain current bicycle lanes?

Cycling facility maintenance varies on a case-by-case basis throughout the region. The Region works closely with local municipalities to determine ownership and maintenance of various cycling facilities. The maintenance of cycling facilities will be further explored in the focus areas as an output of the Transportation Master Plan.

Does York Region have any plans for bike rentals or a bike share program?

At the moment, there are no plans for a Regional bike share system, however we encourage you to visit your local bike shop that may offer rentals. We will continue to explore first and last kilometre solutions.

Pedestrian and Cyclist Safety

What steps are taken to ensure transit, sidewalks and bike routes are in place before residents move into a community?

The Region collaborates with local municipalities on development applications to coordinate new cycling and pedestrian routes.

Do all municipalities contribute to the planning and maintenance for cycling facilities to make them safe?

Yes, this varies on a case-by-case basis depending on who owns and operates the facility. The planning and maintenance are based on budget, need, etc.

How are cyclists, pedestrian and public transit being prioritized over cars to move people at traffic lights?

For regional intersections, traffic signal coordination requires balancing the needs of traffic flow, pedestrians, emergency vehicles and other users. York Region strives to coordinate signals as best as possible to reduce delay while optimizing safety. There are dedicated signals where they are suitable.

Are there plans for dedicated bicycle lanes that are separated from the road?

The Transportation Master Plan considers all travel modes which includes planning for active transportation facilities. Whenever possible, we look to design these facilities off-street and leverage our [Pedestrian and Cycling Planning and Design Guidelines](#) for a context sensitive approach.

Will York Region design and implement friendly protected intersections?

Protected intersections are included as part of the [Region's Pedestrian and Cycling Planning and Design Guidelines](#). There are several different treatments for pedestrians and cyclists included in this comprehensive document that are assessed and applied to individual projects in ways that are sensitive to surrounding lands.

Will there be buffered bicycle lanes on Bathurst Street through the Town of Aurora?

At this time, buffered bike lanes are not planned for Bathurst Street through the Town of Aurora. This may be considered in the future.

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How are pedestrians and pedestrian safety being prioritized in the TMP?

Safety for all travelers is a key focus area within the Transportation Master Plan and continues to be a top priority for the Region. Initiatives include safety [enhancements for pedestrians and cyclists](#), such as protected bike lanes and pedestrian crossings, a [traffic safety program](#) to reduce the number and severity of collisions, implementing slow school zones and pavement markings, and the development of a traveler safety strategy.

Are there plans for pedestrians only streets?

Local towns and cities may consider pedestrian only streets and traffic calming measures where appropriate. [Regional roads](#) are major arterial roads. Local streets are under the jurisdiction of the local municipality.

Are there plans for more protected bike lanes to improve bike lanes already built next to the road?

Moving forward, the Region is looking to design more cycling facilities in-boulevard. Improvements to existing on-street facilities are considered on a case-by-case basis.

Are there plans to add cycling facilities on streets other than regional roads?

The TMP includes those cycling facilities along regional roads, however these are coordinated with facilities planned by both municipal and provincial partners where possible.

Walking and Cycling Routes

During the construction of Highway 427, the bicycle lanes on Langstaff Road were removed during construction - can these be maintained during construction?

To ensure safer travel through construction areas, lane closures are sometimes required as part of stages of work and for equipment storage. Accommodation of all road users is considered where possible. Stay up to date on road construction projects through york.ca/roadconstruction

Will the Region consider pedestrian and cycling route crossings over Highway 407 between Highway 404 and Markham Road?

Cycling facilities through the highway interchanges are under the jurisdiction of the [Ministry of Transportation Ontario](#). Each highway crossing will have a project-specific environmental assessment study and would consider accommodation of pedestrian and cycling facilities where appropriate.

Is there a plan for bike and walking paths across the east-west hydro corridor south of Highway 407 in the Region?

The Region is currently undertaking a study for the [South York Greenway Route](#) that looks to explore an east-west active transportation facility in the vicinity of the Highway 407 hydro corridor.

Was the proposed Prospect Street bike lane, from Mulock Drive to Timothy Street, considered through Fairy Lake Park?

The proposed bike lane on Bayview Avenue/Prospect Street was an opportunity provided by the planned resurfacing works that are slated for the summer of 2022. For more information visit the project information page on york.ca

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The protected bike lane just ends before reaching Main Street Unionville. What if I want to travel east of there?

This section of Highway 7 will be considered in the future for bicycle lanes. This segment is currently unfunded.

The Lake to Lake plan is great - what is the plan to complete this section? Specifically, along the streets from Mount Albert Road where the trail ends to the lake in Keswick.

Staff will continue to review the [Lake to Lake Cycling Route and Walking Trail](#) segment in consultation with our local municipalities and the active transportation prioritization list.

Can we have a path near Bayview Avenue under Highway 7 connecting the walking trails in the City of Richmond Hill to the City of Markham?

The Region is currently conducting a study for the [South York Greenway Route](#) and considers future path connections in consultation with the local municipalities.

Environment and Wildlife

What initiatives is the Region pursuing for wildlife crossings? How are they funded?

York Region considers wildlife in the planning and design of road improvement projects. Funding of wildlife crossings can be included as part of capital construction projects. Some examples of wildlife crossings include road closures for Jefferson Salamander migration, bridge crossings over valleys, and culverts designed to connect habitats.

I'm concerned about increasing levels of salt entering the watershed as road networks expand, including Lake Simcoe. Is the Region considering building fewer roads and making better use of them in light of climate change and salt?

The Region has a salt management plan in place that balances the mobility needs for pedestrians, cyclists, transit users and motorists using Regional roads in minimizing the impacts on the natural environment. The TMP supports the Region's Climate Change Action Plan that identifies a number of Regional actions to reduce greenhouse gas emissions such as the implementation of electric buses and fleet vehicles.

How is the TMP addressing climate change and reduction of greenhouse gas emissions?

The TMP builds upon a couple of plans, including The York Region Energy Conservation and Demand Management Plan, a corporate plan which identifies key actions implemented to reduce greenhouse gas emissions and work towards net-zero by 2050 can be accessed here: <https://www.york.ca/york-region/plans-reports-and-strategies/energy-reporting>

Also the Climate Change Action Plan, a community-oriented plan with priorities and actions can be accessed here: <https://yorkpublishing.escribemeetings.com/filestream.ashx?DocumentId=10811>

Does York Region have plans to install new e-charging stations in the future?

York Region is actively installing e-chargers across 12 of our properties in the Region. By the end of this year York Region will have 64 publicly accessible electric vehicle chargers across these sites.

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Are there plans for York Region Transit electric/solar transit buses?

In December 2020, York Regional Council approved the Transit Fleet Electrification Plan. York Region Transit (YRT) will continue to incrementally purchase electric buses between 2021 and 2029 and will purchase only electric buses from 2030 onward. YRT currently has 12 electric buses and, by the end of 2023, will have 16 electric buses within its fleet. The goal is to have the entire fleet converted to electric vehicles by 2051.

Road Construction and Design

Is York Region proactively pursuing more roundabouts instead of traffic lights and stop signs at intersections?

York Region conducts traffic studies to determine whether a roundabout or traffic signal is most appropriate for an intersection. For more information, please visit the [roundabout page](#) on york.ca

What considerations are being made to keep traffic moving, especially making left turns on Yonge Street?

For Regional road intersections, traffic signal coordination requires balancing the needs of traffic flow, Viva bus priority, pedestrians, emergency vehicles, among other road users. The York Region TMP has various focus areas and initiatives that address traffic on major regional roads including Yonge Street. York Region strives to coordinate signals as best as possible to reduce delays, stops and travel times by optimizing traffic signal timings and operations.

Are there plans for roadway underpass construction below existing railway crossings, such as Highway 7 in Unionville and McCowan Road north of Highway 7?

Locations for road/rail grade separations are identified in the TMP 2051 Road Network - Map 4. Grade separations will be subject to agreement with the rail authority and York Region's capital planning process. For more information, see Proposed 2051 Transportation Network Maps at [york.ca/TMP](#)

Are there any planned Bayview Avenue improvements, including widening south of Highway 7?

York Region's TMP 2051 Road Network - Map 4 shows planned road improvements on Bayview Avenue, from John Street to Highway 7. For more information, see Proposed 2051 Transportation Network Maps at [york.ca/TMP](#)

Does York Region have a plan to build a Regional road connecting Ravenshoe Road with the western side of the Holland River to connect with Highway 11?

The Province of Ontario is proposing a new freeway connecting Highway 404 to Highway 400 called the Bradford Bypass. For more information on the Bradford Bypass, please visit the Ministry of Transportation [project page](#). For more information on the TMP proposed networks, see Proposed 2051 Transportation Network Maps at [york.ca/TMP](#)

Yonge Street can be quite busy, are there plans to make roads narrow, expand sidewalks or reduce speeding or generally improve conditions on these corridors?

York Region follows best practices to ensure the safety of all road users and considers the roadway right-of-way in planning and design. [York Region's Designing Great Streets Guidelines](#) provides further details.

Pedestrian and cycling facilities are considered where there are opportunities for road improvements that support new active transportation facilities. Pedestrian and cyclist safety is always paramount and greater separation between road and cycling facilities is encouraged where possible.

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How will the Region plan for autonomous vehicles in the future?

York Region will take an approach that considers connected and autonomous vehicles, while acknowledging that the technologies and policy in this field will continuously transform and evolve.

Are there plans to introduce inductive charging (road acts a charger to electric vehicles) to York Region roads?

York Region will continue to monitor new technologies and implement where appropriate.

Is the Region planning for Highway 400 interchanges north of Teston Road to support growth in that area?

York Region will work with the Ministry of Transportation of Ontario for new interchanges north of Teston Road located at either Kirby Road or King-Vaughan Road. Potential Highway 400 Interchange improvements north of Teston Road will be identified in the York Region TMP 2051 Road Network - Map 4. For more information, see Proposed 2051 Transportation Network Maps at york.ca/TMP

Is York Region in support of the future Highway 413 and is it included in the TMP?

Highway 413 is a provincial project and public consultation is conducted by the Ministry of Transportation Ontario. Transportation projects are managed by the respective regional, local and provincial government agency that has ownership of the road. However, the support for projects is managed by different levels of government and must be approved by Regional Council. For more information visit the [Highway 413 page](#)

Will there be any roads uploaded to the Region and what is the criteria for the Region to take ownership of a roadway from a local municipality?

The TMP does not identify or recommend specific roads for upload to York Region. Road transfers can be requested by local municipalities at any time. For information about the road transfer process and criteria, please reference [The Regional Road Assumption Policy](#)

Public Transit

Does York Region Transit have plans to lower the cost of transit fares? Why is the York Region Transit ticket price higher than in Toronto for TTC?

The TMP is adopting transportation equity as a focus area to ensure that the transportation network and supporting services are available and accessible to all travelers and users, regardless of their location, income, gender, race, culture, and other factors.

York Region Transit (YRT) fares are reviewed and approved by Regional Council and dependent on funding contributions from various levels of government. To improve the affordability of transit, YRT offers reduced fares for children, youth and seniors, and offers the Transit Assistance Program for residents who may require additional support to pay for transit.

How were the costs per kilometre of Bus Rapid Transit Corridor determined as they appear to have increased from previous amounts?

The estimated cost of the Bus Rapid Transit (BRT) corridor was based on the average cost of constructing the existing 35 kilometres of BRT. This average cost per kilometre was then applied to each BRT corridor to estimate the construction cost in the TMP. Property cost, soil and land mitigation, inflationary increases, among other things, all contribute to the cost per kilometre increase.

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Are buses and intersections equipped with priority measures so buses don't constantly have to wait at red lights?

Bus signal priority has been implemented along the Region's major rapid transit corridors. However, to equip all conventional bus fleet and intersections would require significant investment and has not been prioritized at this time.

What is York Region Transit doing for public transit options in smaller municipalities to connect with local government services?

York Region Transit operates a network of routes and Mobility On-Request services connecting residents to destinations across the Region, including helping residents travel to local government offices. Transit services are reviewed regularly to identify gaps and YRT is committed to balance service growth and expenditures by operating a broad network of services as efficiently as possible. This includes integrating services with GO Transit, Brampton Transit, Durham Region Transit and the TTC to serve the needs of communities.

How are dedicated bus lanes (Viva Rapidways) successful and what studies support this?

York Region Transit Viva's rapidway projects have been recognized as contributing to the Region's goals of designing and delivering an exceptional and innovative rapid transit system that moves and connects people to York Region's urban centres and destinations. Information about Viva's awards and recognition can be found on the [vivaNext website](#).

Why is Major Mackenzie Drive a rapid transit corridor and not 16th Avenue/Rutherford Road as it is currently higher density?

As part of York Region Transit's Frequent Transit Network, the 16th Avenue/Rutherford Road corridor has been identified for frequency improvements to support ridership demand. More details on transit service improvements can be found at <https://www.yrt.ca/en/about-us/plans-and-improvements.aspx>

The TMP identifies a new rapid transit corridor on Major Mackenzie Drive, which is in alignment with provincial plans, including Metrolinx's 2041 Regional Transportation Plan, and supports major transit station (MTSAs) identified in the [Regional Official Plan](#)

Specific Transit Routes

Is the subway extension in York Region being extended to the Town of Newmarket?

The TMP considers commitments from federal, provincial and regional governments to build the Yonge North Subway Extension to the City of Richmond Hill. A potential subway corridor is also identified along Yonge Street, as well as along Jane Street, which could extend to Major Mackenzie Drive. Further northward extension is not currently planned and would be subject to further study and additional funding.

Does York Region have plans for a future Light Rail Transit (LRT) line in the southern part the Region?

The TMP outlines future rapid transit corridors. However, the plan does not have specific solutions as each new project is subject to analysis and approvals through an Environmental Assessment Study.

The TMP considers the Council approved population and employment projections through the Municipal Comprehensive Review. This informs where there will be sufficient demand to support future transit projects.

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Will there be future York Region Transit services to Milliken GO Station?

York Region Transit (YRT) works closely with Metrolinx to improve connections between local transit and GO train service. YRT is a stakeholder in GO station improvement plans led by Metrolinx and continues to advocate for transit infrastructure, such as bus loops or on-street bus bays, to support transit connections at GO stations.

Is York Region Transit planning to expand transit routes into Durham Region?

York Region Transit (YRT) works with neighbouring transit agencies, including Durham Region Transit (DRT) to provide integrated service across municipal boundaries. YRT currently connects with DRT at Highway 48/Lake Ridge Road in the Town of Georgina using [Mobility On-Request \(MOR\) service](#). There are future plans to further integrate fixed route and MOR services at the future Cornell Bus Terminal in Markham. We welcome you to provide your transit-related feedback as part of York Region Transit's annual plan consultation at yrt.ca/transitplan

Are there plans to expand York Region Transit to the Kleinburg area?

In November 2021, York Region Transit (YRT) introduced a [Mobility On-Request](#) Kleinburg-Nashville service which includes service to/from key destinations in Kleinburg and the Al Palladini Community Centre where travellers can connect with other YRT services.

YRT continues to monitor ridership demand in growing communities and reviews the expansion of services as part of the annual service plan process. We welcome you to provide your transit-related feedback as part of York Region Transit's annual plan consultation at yrt.ca/transitplan

Are there plans to expand the Bus Rapid Transit on east-west routes in York Region aside from Highway 7?

Identifying and protecting corridors for rapid transit infrastructure is critical as the Region grows with identified expanded infrastructure and services. The TMP aligns with Metrolinx's 2041 Regional Transportation Plan (RTP) which identifies new rapid transit corridors on Jane Street, Major Mackenzie Drive, Leslie Street, Green Lane and in partnership with the City of Toronto, on Steeles Avenue from the Spadina subway line to Milliken GO station. The TMP is also aligned with the RTP in identifying frequent regional express bus service corridors along Highways 400, 404, 407 and 427.

The TMP, including the proposed [2051 Rapid Transit Network - Map 3](#), recognizes further study is required to assess the need for future rapid transit corridors particularly in the southeast area of York Region to enhance connectivity and align with provincial rapid transit plans identified in the Greater Golden Horseshoe Transportation Plan.

Are there new York Region Transit Routes to connect the Humber College North Campus in Etobicoke? Route 7 could be improved.

While the TMP does not get into the specific details of local transit services, your feedback has been forwarded to York Region Transit for consideration. We welcome you to provide your transit-related feedback as part of York Region Transit's annual plan consultation at yrt.ca/transitplan

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Can new transit routes focus on connections to GO Stations rather than just local York Region Transit routes?

York Region Transit (YRT) provides local transit service which integrates with GO Transit services which provide regional transit service for the Greater Toronto and Hamilton Area. The province recently announced free local transit for travellers connecting to and from GO Transit when using a PRESTO card. This allows residents additional mobility to travel throughout the Region and Greater Toronto and Hamilton Area. YRT will continue to work with Metrolinx to improve fare and service integration.

Are there plans for shuttle loop around VMC/South VMC/Colossus areas to help residents move, shop, work, and play within, or access the subway/VIVA quickly without needing a car?

York Region continues to work closely with the City of Vaughan to continue providing mobility options for residents in the Vaughan Metropolitan Centre and Weston Road/Highway 7 areas, including active transportation and transit options. We welcome you to provide your transit-related feedback as part of York Region Transit's annual plan consultation at yrt.ca/transitplan

The Bridge and High Tech subway stations appear too close together. Is it possible to have one station at a midpoint instead?

The Transportation Master Plan identifies the need for improvements to address planned growth in the Region and will not provide details about specific projects. The Bridge and High Tech subway stations are being delivered through the Yonge North Subway Extension (YNSE) project led by Metrolinx. Details about the planned subway alignment and stations will be addressed through the YNSE project website. More information is available here:

<https://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>

Should the subway line veer away from Yonge Street? This curve will slow the rapid service we expect for every trip and takes away potential growth anticipated for a lively Yonge Street pedestrian culture.

The Transportation Master Plan identifies the need for improvements to address planned growth in the Region and will not provide details about specific projects. Details about the Yonge North Subway Extension alignment and stations will be addressed through the project website, led by Metrolinx. More information is available here:

<https://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>

Why are John Street, Esna Park Drive and Alden Road not part of the transit network?

[Map 3 \(2051 Rapid Transit Network\)](#) provides an overview of the planned rapid transit network. While the TMP does not get into the specific details of local transit services, York Region Transit routes 2 – Milliken and 14 – 14th Avenue operate along John Street, Esna Park Drive and Alden Road.

General

Does the TMP account for increased density in the Yonge Street and Highway 407 areas due to the transit-oriented community?

The TMP considers the population and employment projections approved by York Regional Council through the Municipal Comprehensive Review. Proposed density, through ongoing Minister Zoning Orders (MZO), will be further reviewed as necessary.

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How is York Region collaborating with the City of Vaughan's Transportation Master Plan?

York Region's TMP is coordinated with municipal and provincial partners and initiatives. The Region has engaged with the City of Vaughan throughout the process and presented the draft TMP to Vaughan Council. York Region has also participated on the City of Vaughan TMP Technical Advisory Committee. The City of Vaughan has connected with the Region throughout their Transportation Planning process.

Does the TMP take into consideration the developments proposed along Major Mackenzie Drive specifically? As population density and road safety are concerns in the local community.

The TMP considers the population and employment projections approved by Regional Council through the Municipal Comprehensive Review. The Region and local municipalities consult and engage with stakeholders and residents on future transportation projects to address needs.

How does the TMP take into consideration changes in travel due to the pandemic?

While travel patterns have changed in the Region as a result of COVID-19, the ultimate impacts are still to be determined. Regional staff have been working with the University of Toronto and municipal partners across to the GTA to better understand the impacts of COVID-19 on travel demand and the travel behaviour of residents and commuters to incorporate these trends into plans for the future transportation network.