

2022 TRANSPORTATION MASTER PLAN UPDATE

Glossary of Terms

- **Active Lot** is a commuter parking lot currently in use
- **Built-up Area** refers to lands that have been developed for urban uses
- **Bus Rapid Transit Curbside Service** refers to rapid transit service operated in the curb lane (similar to conventional transit services) due to constrained right-of-way or other operational considerations
- **Commuter Parking Lot** refers to a parking facility which allows a commuter to park their own personal vehicle and then transfer to/from a different mode of travel (e.g. public transit) in order to complete their commute
- **Cycling Facility** refers to pieces of infrastructure that are shared or specifically designated for use by bicycles or other designated forms of transportation. Examples can include (but not limited to) bike lanes or multi-use paths
- **Cycling Facility To Be Determined** refers to a future cycling facility identified for further review within the York Region Pedestrian and Cycling Planning and Design Guidelines. Currently these routes may include shared facilities on roadways or, portions thereof, which may be used for cycling and motor vehicles
- **Corridor** refers to a strip of land that forms a route to connect cities, towns and villages and is used by pedestrians, cyclists, cars, trucks, buses, subways, and trains
- **Dedicated/Separated Facilities** refers to bike lanes or shared paths designed for use by cyclists and separated from motor vehicles by signage, markings and/or barriers
- **Urban Area** refers to an area identified for future urban uses
- **Facilities** refers to a place, amenity, or piece of equipment provided for a particular purpose e.g. bike lanes, Bus Rapid Transit, road widenings, streetscaping, etc.

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- **Future Highway** refers to a provincial highway or portions of it to be planned or constructed at a later date to be determined
- **GO Rail Corridor** refers to a commuter rail service within a right-of-way, operated by Metrolinx
- **GO Rail Station** is a regular stopping place on a GO train route, which includes platforms and often one or more buildings, operated by Metrolinx
- **GO Rail Station Subject to Further Study** is a future GO Rail Station identified for further review
- **Grade Separation** refers to a tunnel or a bridge that allows a road or rail line to travel over or under the other, without the need for vehicles travelling on the road to stop
- **Grade Separation (Capital Program)** refers to a grade separation (bridge), between road and rail, identified as part of York Region's 10 Year Roads and Transit Capital Construction Program
- **Grade Separation (Prioritized)** refers to a grade separation identified as a priority, but not currently identified in York Region's 10 Year Roads and Transit Capital Construction Program
- **High Occupancy Vehicle (HOV) Lanes** refer to curbside lanes used exclusively by motor vehicles with two or more persons, motorcycles, scooters and/or bicycles
- **Interchange** is a crossing of a Regional road and a provincial highway at different levels with connecting ramps for traffic turning between the intersecting highway and roadway
- **Interchange (Municipal Initiative)** An interchange requested by a municipality and not within the Province's capital construction plan

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- **Major Transit Station Area** refers to the area including and around any existing or planned higher order transit station or stop within a settlement area
- **Mid-block Crossing** is a road connection over or under a major highway without ramp access
- **New Road Link** is a new road designed to provide continuous access across communities
- **Potential Lot** is a future commuter parking lot identified for further review
- **Proposed Region-Wide Trail Network** refers to a future Trail Network identified for further review
- **Provincial Freeway** refers to an express highway with controlled access, maintained by the province
- **Provincial Highway** is a road connecting regions, maintained by the province
- **Railway** is a set of tracks made of steel rails along which trains run
- **Rapid Transit Corridor** refers to transit infrastructure where lanes are for the exclusive use of buses or light-rail vehicles and physically separated from other modes of travel within its own section. In York Region, a rapid transit corridor may also be referred to as a 'rapidway'
- **Rapid Transit Subject to Further Study** refers to a future Rapid Transit Corridor identified for further review
- **Rapidway** refers to dedicated lanes in the centre of the road for Viva vehicles (YRT's bus rapid transit service) and emergency services. In York Region, a rapid transit corridor may also be referred to as a 'rapidway'.

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- **Region-Wide Trail Network** is a connected series of shared facilities (i.e. multi-use trails) typically located outside the roadway for use by cyclists, pedestrians and other forms of active transportation
- **Road** is a major traffic, pedestrian, cycling and transit route that makes it easier for people and good to move across communities
- **Road Improvements** refers to a change to the road and/or its elements including widening, reducing, re-configuring and/or adding new structures or facilities such as bike lanes, cycle paths, high occupancy vehicle (HOV) or transit lanes
- **Road Improvements (Provincial Jurisdiction)** refers to a change to the road and/or its elements including widening, reducing, re-configuring and/or adding new structures on a provincial highway
- **Subway** is a rail-based rapid transit that generally operates underground to accommodate large volumes of passengers with higher relative speeds and greater frequencies compared to surface transit infrastructure
- **Subway Station** is a regular stopping place on a subway route, that includes platforms and often one or more buildings, operated by the Toronto Transit Commission
- **Subway Subject to Future Study** refers to a future subway identified for further review
- **Transitway on Existing Provincial Highway** refers to transit infrastructure that is either adjacent to or separated from parallel provincial 400-series highways and is exclusively dedicated for buses or light-rail vehicles to accommodate longer distance (express) passenger needs

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- **Transitway on Proposed Provincial Highway** refers to transit infrastructure that is either adjacent to or separated from parallel proposed provincial 400-series highways and is exclusively dedicated for buses or light-rail vehicles to generally accommodate longer distance (express) passenger needs
- **Urban Boundary** defines the limit for development within an urban area serviced with infrastructure like public transit, water and sewage pipes and recreation facilities to help control urban sprawl