

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers Received on the online mapping tool

Thank you to everyone who used our new online mapping tool. More than 240 comments were pinned on the map, including 20 questions. The questions and answers are grouped into the following categories:

- Public Transit
- Specific Transit Routes
- Walking and Cycling
- Road Construction and Design
- General

Public Transit

How much revenue is collected from fares and why not make York Region Transit fares free?

In 2016, York Regional Council approved York Region Transit plans to achieve an annual revenue-to-cost ratio of 40 per cent for the entire transit system. This target reflects a sharing of transit costs between users (40%) and taxpayers (60%). As ridership and operational costs grow, fares are required to off-set operating costs and to pay for service improvements. The 2021 to 2022 budget was approved on March 25, 2021 and can be found [here](#).

How do the rapid transit plans address a projected large increase in traffic?

Over the next 30 years, the greatest increase in population is planned for the Region's Centres and Corridors. More information from the draft Regional Official Plan is available [here](#).

Building rapid transit infrastructure such as the Viva rapidways and subway extensions will provide more travel options to key destinations, improving future mobility for York Region citizens. For those who choose to travel by car, the Region plans to maintain existing travel lanes in these corridors or where possible, expand the roadway to accommodate additional lanes for High Occupancy Vehicles and transit.

Specific Transit Routes

**Viva provides frequent service along Yonge Street during rush and non-rush hours.
Why not replace the local York Region Transit along this route?**

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Along Yonge Street, Viva and conventional bus services complement each other and provide different service levels to accommodate a wider range of travel patterns. Viva routes are designed to stop less frequently, primarily at major intersections or key travel destinations. Along the same corridors, York Region Transit operates conventional service in mixed traffic lanes and serves all curbside local bus stops, as well as the "Request Stop" program where customers can exit between stops after 9 p.m.

Are there plans to extend the buses along 14th Avenue or Denison Street to Scarborough Town Centre?

Currently there are no plans to extend Route 2 – Milliken (operating along Denison Street) and Route 14 – 14th Avenue (operating along 14th Avenue) to Scarborough Town Centre. Travellers are able to transfer to/from the YRT contracted TTC Route 129A – McCowan to travel to Scarborough Town Centre.

Is Bus route 16 operating along Rutherford Road -Carville Road-16th Avenue part of the rapid transit network for 15 minutes or better services?

YRT Route 16 – 16th Avenue provides service along 16th Avenue between Bathurst Street and Markham Stouffville Hospital, 7 days a week. The 16th Avenue corridor is part of the York Region Transit's Frequent Transit Network, with plans to provide 15 minutes or better service six days a week, from 6 a.m. to 10 p.m. Service frequency will be increased as the demand for transit service increases with the return of transit ridership post pandemic. More information about York Region Transit's plans, improvements and service changes can be found [here](#).

Bus route 105 operates weekdays only, along Peter Rupert Avenue, ends at Major Mackenzie Drive. Are there plans to extend it northward and have provide services every day?

YRT Route 105 – Dufferin operates 7 days a week from Sheppard West Station to Rutherford Road, with services up to Major Mackenzie Drive on weekdays only. There are plans to extend Route 105 service to Maple GO Station 7 days a week once improvements to Maple GO Station are complete as part of Metrolinx's GO Expansion program. More information about York Region Transit's plans, improvements and service changes can be found [here](#).

Walking and Cycling

Are there future plans for a bicycle lane or multi-use path on Yonge Street, south of Royal Orchard Boulevard in Thornhill?

Staff have reviewed this segment in consultation with the active transportation prioritization list, and identifies planned infrastructure such as multi-use paths or cycle tracks in the Region. With limited budget allocated to this programming, the completion of missing links in our Lake to Lake Cycling Route and Walking Trail have been identified for priority completion at this time.

We continue to look for opportunities to expand the cycling network, in collaboration with our local towns and cities, particularly through the development process along this corridor. Further information about the Lake to Lake Cycling Route and Walking Trail can be found [here](#).

Are there plans for future bicycle lanes on Highway 7 east of Sciberras Road in Markham?

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

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Are there plans to install signs where cycling is permitted on the sidewalk?

By-laws concerning sidewalk cycling are under the jurisdiction of local towns and cities and may be signed accordingly. For information about the Region's traffic safety program, please visit york.ca/trafficsafety

On 19th Avenue through Markham, can there be improvements to the pavement and traffic signal timing for cyclists?

This inquiry will be reviewed with our Road and Traffic Operations team for further consideration. If possible, cyclists may choose to stop on top of detector loops on pavement or use the pedestrian push button to change the traffic signals.

In the fall, Highway 7 bicycle lanes have fallen chestnuts which creates hazardous conditions. What department decides the types of trees planted?

Natural Heritage and Forestry, a section of York Region's Environmental Services Department, approves the trees to be planted along Regional roads. There are a limited number of species that are tolerant of the growing conditions along Regional roads. These species are listed in the Acceptable Tree Species for Regional Road Allowances list and may be planted along bike lanes. Other considerations include species diversity, soil quantity, site lines, and utility locations.

Would it be possible to extend the trail located between Carville and Richvale neighbourhoods, near Cividale Court in Richmond Hill to the south?

This trail is maintained by the City of Richmond Hill and your comment will be forwarded to the city for further consideration.

Highway 427 on-ramps from Langstaff Road have a crossing without physical separation, is it possible to add a curb or protection be added?

The cycling facilities through the Highway 427 interchange are under the jurisdiction of the Ontario Ministry of Transportation and we will forward your comment. Extra care should be taken when crossing the on-ramp.

I am concerned about turning vehicles at Clegg Road and Warden Avenue in Markham when crossing to the bus stop. Are there possible improvements?

We will review this inquiry with our operations team for further consideration. Drivers should yield the right-of-way to pedestrians within the intersection, and pedestrians be aware of turning vehicles before crossing.

Road Construction and Design

Are there plans to connect Langstaff Road to Bowes Road?

The Proposed 2051 Road Network includes a future road link along Langstaff Road, however a direct connection to Bowes Road is not planned at this time.

Are there plans for a future road link on Pine Valley Drive at south of Rutherford Road?

There are no plans to extend Pine Valley Drive as the lands are under the ownership of the Toronto and Region Conservation Authority.

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Would it be possible to add centre left-turn lanes on Major Mackenzie and Keele Street corridors in the downtown section of Maple? Or a by-pass be considered?

Road improvements for Major Mackenzie Drive from McNaughton Road/Avro Road to Keele Street are planned with a continuous left-turn lane. Construction is scheduled to begin in 2022. The 2022 budget was approved on December 21, 2021 and can be found [here](#).

General

Would signal timings be reconsidered at the Davis Drive/George Street intersection as traffic gets backed up into the Davis Drive/Yonge Street intersection?

This inquiry has been shared with the Region's Roads and Traffic and Operations group. For Regional road intersections, traffic signal coordination requires balancing the needs of traffic flow, Viva bus priority, pedestrians, emergency vehicles, among other road users. York Region strives to coordinate signals as best as possible to reduce delays, stops and travel times by optimizing traffic signal timings and operations. Less stopping and waiting at red lights also reduces fuel consumption and emissions.

We would like to see new technologies incorporated into transportation system and infrastructure. Are there any studies on the potential impact of new mobility and supports needed, such as for connected and autonomous vehicles?

York Region will take an approach that considers connected and autonomous vehicles, acknowledging the technologies and policy in this field continue to transform and evolve. Some of technologies that York Region Transit has tested/implemented include:

- **Pedestrian Warning and Collision Avoidance System** that improves the safety of our vulnerable road users (such as pedestrians and cyclists) on our increasingly busy streets
- **Vehicle Health Monitoring System** that monitors real-time performance of mechanical and electric components of transit vehicles and allows maintenance staff to do efficient, cost effective and proactive maintenance
- **Mobility On-Request** that allows riders to book their trips to existing mass transit network directly from mobile device using the New Mobility On-Request Transit App
- **Electric Vehicles** - York Region Transit (YRT) started with the purchase of six electric buses in 2020 and is advancing towards transit fleet electrification. Regional Council has endorsed plans to phase out fossil fuel-powered vehicles by 2051 to help the Region's commitment to net-zero greenhouse gas emissions.

Are there plans in York Region to test driverless/autonomous shuttle services?

York Region has been working with various stakeholders to identify potential routes to operate autonomous transit shuttles. To date, multiple route options have been identified and will be evaluated to select the preferred route for the pilot test in early 2022. In collaboration with stakeholders, staff are looking to leverage multi-year funding from multiple sources to pilot autonomous shuttles as a means to connect residents in local neighbourhoods to higher order transit, such as GO stations and bus rapid transit routes.