

2022 TRANSPORTATION MASTER PLAN UPDATE

Questions and Answers

From the York Region Transportation Master Plan Update PIC #1

1. Will you be hosting any in-person meetings during Phase 1 of the Transportation Master Plan?

There are no in-person PIC's planned for 2021.

2. When will Highway 427 Extension open for traffic?

The Highway 427 Extension opening date is still to be determined. For updates please visit: 427expansion.ca/opening-updates/

3. Will the Transportation Master Plan support the new Kirby and Mulock GO stations?

The Transportation Master Plan will support GO station locations identified in the Metrolinx Regional Transportation Plan (RTP). It is anticipated that both GO stations in York Region on the Barrie GO rail corridor at Kirby in Vaughan and at Mulock in Newmarket will be identified. York Region is committed to partnering with Metrolinx to provide an integrated transportation network that meets the needs of our residents and workers today and into the future.

4. Why are there buses both in and outside of the central designated bus lanes?

The buses outside of the new bus lanes serve local routes and stop more frequently. Whereas rapid transit buses use the designated bus lanes in the centre of the street, which allows for continuous travel and only stopping at the longer spaced rapid transit stations.

5. Does York Region conduct public consultation on projects such as the GTA West Corridor and Bradford Bypass?

The GTA West Corridor and Bradford Bypass are Provincial projects and public consultation is conducted by the Ministry of Transportation of 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 is considered by the Regional Council.

6. Where can I watch the Virtual Public Information Centre recording later?

The presentation was recorded and is available on the Transportation Master Plan web page at york.ca/tmp

7. Does the TMP include movement of freight? (i.e. trucks, cargo)

Yes, the Transportation Master Plan includes freight (i.e. trucks, cargo) and will support the efficient movement of goods and services on Regional road corridors.

8. Will new data for sustainable transportation modes (walking and cycling) since the 2016 Transportation Master Plan be presented?

Yes, the updated Transportation Master Plan will reflect recent sustainable transportation data that is available.

9. What bylaws govern the use of e-scooters in York Region?

E-scooters are permitted on Regional bike lanes through by-law and each local municipality determines their own regulations. For more information, [click here](#).

10. Do people riding bicycles pay for roads? What about a licence to help in the cost?

All York Region residents contribute financially to roads, which includes active transportation infrastructure. Bicycle licenses have been explored by various local municipalities however they have not been implemented due to cost, age, jurisdiction and enforcement considerations.

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11. Are there plans to install traffic cameras along Regional Roads?

The Region is currently operating Automated Speed Enforcement (ASE) on a two-year limited use pilot on selected Regional roads. In compliance with the Provincial regulation, municipalities are authorized to use these devices exclusively in school zones and community safety zones, covering public elementary and secondary schools located adjacent to Regional roads. Depending on the success of the program to change driver behaviour, staff will consider expanding the Program.

12. How does the Region's Transportation Master Plan align with town and city plans?

As a Regional plan, the Transportation Master Plan is coordinated with both Municipal and Provincial partners and initiatives. Input from community stakeholders, technical staff and municipal decision-makers across the Region helps to develop a plan that reflects common objectives and supports one another. This includes roads, cycling routes, transit and network coordination.

13. When does the Region consult with property owners for road improvements that require property? Does the Transportation Master Plan or Environmental Assessment make a recommendation?

Typically, property impacts are identified early in the process, such as during the project's Environmental Assessment and engineering design. If property is required, the time frame can range from at least a year in advance of construction to determine necessary arrangements. The Transportation Master Plan considers the travel demand impacts on the entire Regional transportation network and does not investigate project specific needs such as property acquisition for specific road corridors.

14. How are you including commercial and industrial traffic (i.e. trucks) in the Transportation Master Plan?

The Transportation Master Plan will consider freight traffic for commercial and industrial purposes as the Study progresses. The Master Plan will support the efficient movement of goods and services through the Region.

15. The work from home trend has increased during the COVID pandemic. How has the new trend been considered in traffic analysis?

While travel patterns have changed in the Region as a result of COVID-19, it is unknown which changes are temporary, and which are likely to continue long-term as restrictions associated with the pandemic continue to ease. To better understand the long-term impacts on travel patterns, Regional staff have been working with the University of Toronto and municipal partners across to the GTA to survey travellers to understand how, why and where people travel. The survey results will provide insight to understand the impacts of COVID-19 on the travel demand and travel behaviour of residents and commuters within the GTA. Several surveys throughout 2020 and 2021 will provide time series data to analyse mid to long-term trends including work from home, online shopping, mode shift, etc. The Transportation Master Plan will incorporate long-term trends into the planning of the future transportation network.

16. Bus and High Occupancy Vehicle (HOV) reserved lanes are part-time on Highway 7, between Kennedy Road and Warden Avenue, are there plans to make them reserved effective 24 hours a day?

Currently, the reserved HOV lanes on Highway 7, between Kennedy Road to Warden Avenue, only operate during rush hours from Monday to Friday. There are no immediate plans to change this status.

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17. Are there York Region Transit service policy directives, including service recommendations, to be included in the Transportation Master Plan?

York Region's long-term vision for the Regional transportation network includes roads, transit and facilities for walking, cycling and other active modes of travel. The Plan will identify long-term transportation strategies, policy directions and infrastructure needs to support planned population and employment growth for the next 30 years to 2051. In the meantime, Transit Service Guidelines and YRT's latest Strategic Plan can be found [here](#).

18. Are there plans for York Region to further integrate transit services with neighbouring cities and regions?

Currently, York Region has fare and/or service integration with multiple transit agencies, including free transfers between YRT, Brampton Transit, and Durham Region Transit. YRT also offers a \$1.00 co-fare when transferring to/from GO Transit, and operates cross-boundary services connecting passengers with TTC Subway stations in Toronto.

York Region Transit continues to work with neighboring transit agencies in the Greater Toronto and Hamilton Area to develop fare and service integration initiatives. These initiatives may include routes crossing between boundaries, connecting to higher order transit, and investigating fare payment solutions. Several phases to cross-boundary fare and service integration have been identified, with the first planned to commence with pilot initiatives in 2021-2022.

19. Are there plans to add transit signal priority for all major transit routes?

There are no plans to add transit signal priority for all major transit routes. This would require extensive equipping of the conventional bus fleet and additional equipment at signalized intersections.

20. Are lower transit fares a recommendation?

York Region Transit (YRT) fares are reviewed based on Council approval and funding contributions from various levels of government. To improve the affordability of transit, YRT offers discounted fares including children, youth, and seniors.

In addition, the Transit Assistance Program (TAP) is available for all eligible York Region residents between 18-64 years old. TAP is not employment based. Additional information can be found [here](#).

YRT continues to review its fare structure and age categories, and is also participating in a 5-Year Fare Policy and 10-Year Fare Collection Outlook with the TTC, more information can be found [here](#).

21. How will the prioritization for future Bus Rapid Transit routes be completed?

Metrolinx works with municipalities including York Region to prioritize rapid transit projects through an evaluation process. The Transportation Master Plan reflects the transportation network needed to support growth to 2051, and identifies but will not prioritize these projects. At the Regional level, project programming and prioritization is subject to Council endorsement of budgets and 10-year roads and transit capital plans.