

Bayview Avenue Class EA – Steeles Avenue to Elgin Mills Road Frequently Asked Questions / Frequently Heard Comments

October 29, 2015

Q: [Why is York Region restarting the 2005 study that was cancelled?](#)

A: This Class EA is a new study. The previous study for the section between John Street and Major Mackenzie Drive is not being restarted nor considered in any significant way. While the previous study provides an important frame of reference, particularly in the context of resident and stakeholder concerns, the Region is taking a “fresh look” at Bayview Avenue along a broader corridor in order to review existing and anticipated future needs and the potential improvements that may be needed appropriate. A number of Regional planning studies have been completed since that time, including the Transportation Master Plan, Official Plan, and Pedestrian and Cycling Master Plan, etc.

Q: [Why is this EA study being undertaken?](#)

A: There are a few reasons why this study is being undertaken now:

- Bayview Avenue is currently heavily used by motorists with limited provisions for buses, cyclists and pedestrians and more growth related demands to come in the next several years.
- The Region’s 2009 Transportation Master Plan identifies dedicated transit lanes and/or High Occupancy Vehicle (HOV) lanes, transit signal priority measures and/or queue jump lanes at intersections, to ensure more efficient transit operations along Bayview Avenue.
- Approved growth in the Region and along Bayview Avenue will add to use of the corridor for short and long distance travel.
- There has been no major road work (e.g. reconstruction) on much of the corridor over the past 17 years. Pavement life is generally 20 years. The roadway is reaching the end of its design life and will have to be reconstructed soon.
- Region’s 10-year Capital Plan identifies funds reserved for 2020 for work within the corridor - the nature of this work will be determined through the course of this Class EA Study.

The roadway is reaching the end of its design life and will need to be reconstructed soon. There is an opportunity to re-evaluate the function of the road. We need to respond to current transportation capacity and operational needs as well as the ability to accommodate all road users. There is a need to consider the Region’s transportation policies including consideration of infrastructure to support more efficient transit service and improved pedestrian and cycling amenities, as well as meet Accessibility for Ontarians with Disabilities Act (AODA) requirements.

Q: [Is the Region planning on widening the road from 4 to 6 lanes?](#)

A: The Region’s Transportation Master Plan (2009) states: The use of Transit/ High Occupancy Vehicle (HOV) lanes is identified as a Region-wide initiative for enhancing and giving priority to transit service and promoting transit-oriented development. The forecasted employment and population growth for the Region will warrant the widening of some roadways. Road widenings for Transit/HOV lanes will only be recommended based on an Environmental Assessment study and only after other less intrusive measures such as queue-jump lanes and transit signal priority have been considered. These potential improvements are needed to support improvements in transit service which would otherwise be in traffic congestion.

Q: [Transit improvements should be considered instead of road widening.](#)

A: Transit improvements are already being considered in York Region. York Region Transit continues to review the need for transit improvements. As noted in the previous two

responses, a key component of this study is addressing the Region's Transportation Master Plan recommendation of Bayview Avenue as Transit Priority Network, which could include dedicated transit lanes and/or High Occupancy Vehicle (HOV) lanes, transit signal priority measures and/or queue jump lanes at intersections, to ensure more efficient transit operations. Road widenings for Transit/HOV lanes will only be recommended based on an Environmental Assessment study and only after other less intrusive measures such as queue-jump lanes and transit signal priority have been considered. There is a need to consider other Regional Plans and policies as well such as the Pedestrian and Cycling Master Plan and examine how active transportation may be accommodated within the corridor.

Q: [The City of Toronto is not planning to widen Bayview Avenue South of Steeles Avenue. If York Region widens Bayview to the north it will create a bottleneck.](#)

A: With respect to the York Region / City of Toronto boundary - the traffic analysis will consider operations and potential implications along and south of Steeles Avenue of proposed improvements north of Steeles Avenue. The project team is well aware that the City has indicated no plan to widen Bayview Avenue to the south and we are cognizant of the resident/stakeholder and City questions/concerns around traffic operations at the municipal boundary. Improving the operations at this intersection and throughout the corridor is important to the team. Staff from the City of Toronto, City of Markham and the Town of Richmond Hill are part of a Steering Committee that will work closely with the Project Team during the EA Study.

Q: [Why should corridor residents be impacted by potential improvements intended to support growth in other parts of the Region?](#)

A: Bayview Avenue is a major Regional arterial roadway. The Region's growth is mandated by the Province's Growth Plan, set in place in 2006. The Region's Official Plan and land use designations for future population and employment growth are developed to comply with the Province's plan and include both new and infill/intensification developments. Similarly, the City of Markham and Town of Richmond Hill Official Plans land use designations are consistent with the Growth Plan and accommodate growth according to local opportunities. It is the Region's responsibility to ensure that the regional road network can support planned growth and provide for efficient movement both locally, on a neighbourhood level, as well as regionally. The Region and the Project Team understand this responsibility must be balanced while respecting the interests and concerns of existing and long-established neighbourhoods within the Region.

Q: [The Region should focus on other north-south roads \(Leslie Street\) and the subway extension is planned for Yonge Street and not Bayview Avenue.](#)

A: The Region's Transportation Master Plan (TMP) is a Region-wide transportation planning/policy document that considers all aspects of the Region's road network and recommends corridors for further study. The TMP completed in 2009 has considered the function of Bayview Avenue in the context of Yonge Street and Leslie Street, as well as other north-south corridors. Based on the system-wide analysis, the TMP identifies Bayview Avenue as Transit Priority Network. As Transit Priority Network, Bayview Avenue is identified as playing an important role in supporting the higher order Rapid Transit System in other corridors.

Q: [What can be done to improve turning onto or off of Bayview Avenue?](#)

A: We are early on in the study and are gathering input from in terms of the needs and uses along the corridor. The Study Team will consider access, safety, constraints, existing and future land uses, etc. and other design criteria in the next phase of the project.