



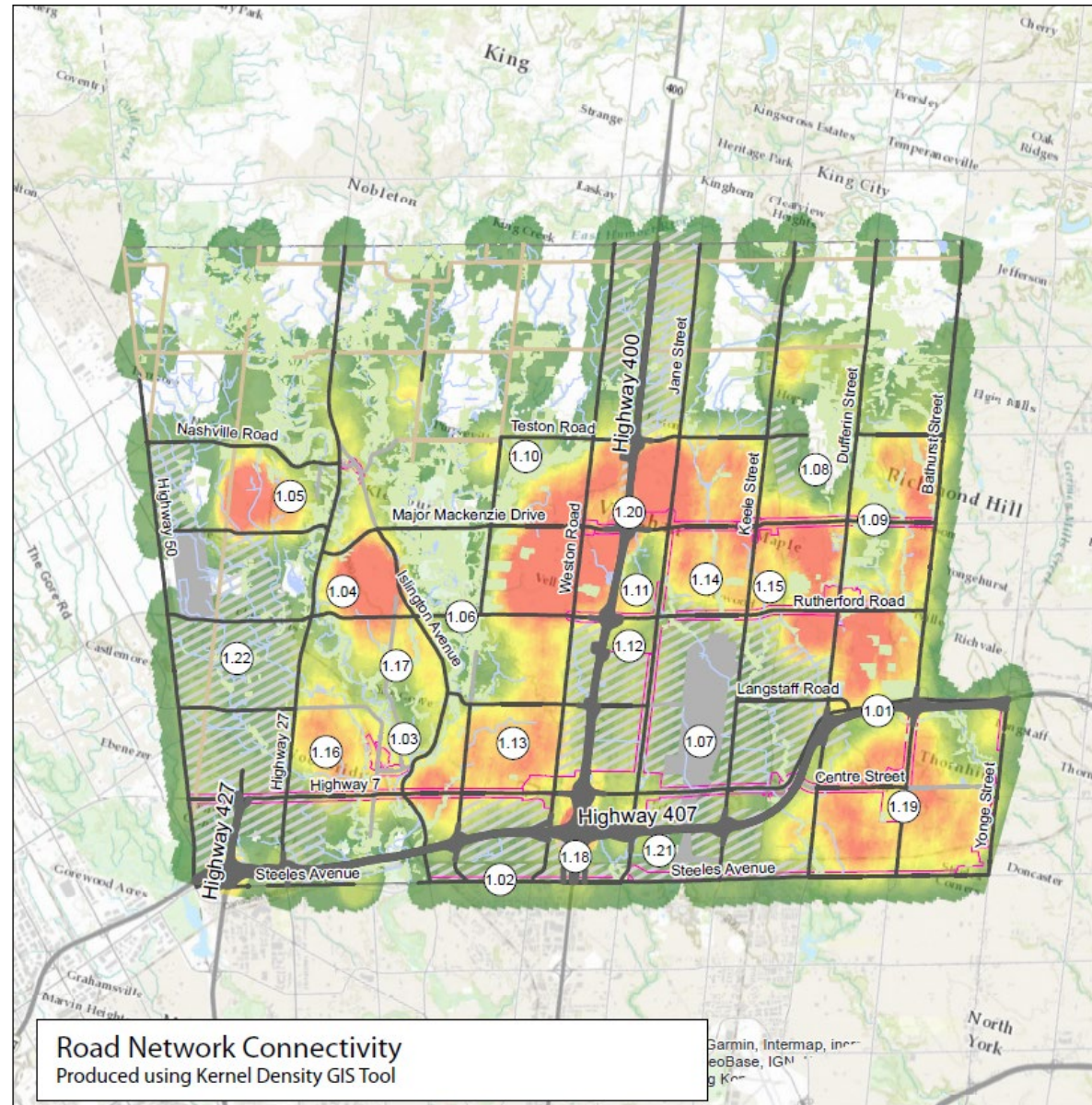
## Appendix D: Long List of Existing Gaps

Overall, the gap analysis resulted in over 200 locations and corridors that require some form of improvement, which are referred to as the long list of gaps. Gaps have been categorized into groups and help during the development of alternative solutions, as different gaps will require a difference in approach to address.

This document provides an overview of the long list of connectivity gaps for the existing road, walking, biking, and transit network, followed by safety gaps involving car, pedestrian, cyclist, and bus collisions.

## 1.1 Road Network Connectivity

A colour gradient of dark green to dark red indicates areas with low to high road intersection density, respectively.



## Long List of Gaps



### Connectivity Islands

Isolated areas where road connectivity is good, but with few connections to the rest of the City. Often, these islands are bounded by arterial roads, railways, and natural features such as watercourses.

- **1.02 – Steeles Ave W:** Poor connectivity. Islands of connectivity surrounding the intersections with Hwy 427, Hwy 27 and Kipling Avenue and Hwy 400.
- **1.03 – Woodbridge Centre:** Connectivity island separated from the majority of the City; bounded by Hwy 27, Hwy7, and the Humber River valley.
- **1.04 – Napa Valley Community:** Connectivity island separated from the majority of the City; bounded by Hwy 27, Major Mackenzie Drive, Islington Avenue, and the Humber River valley.
- **1.05 – Block 61 West:** Connectivity island separated from the majority of the City; bounded by Huntington Road, Nashville Road, Hwy 27, and Major Mackenzie Drive.
- **1.18 – Highway 400/Highway 407 Interchange:** Connectivity islands separated by the highway interchange.



### Street Design

Land parcels with long block sizes, i.e. where the road intersection density is low due to industrial roads or curvilinear local streets.

- **1.13 – Highway 7/Weston/Rutherford/Islington Parcels:** Poor connectivity due to curvilinear suburban street network
- **1.14 – Rutherford/Keele/Major Mackenzie/Jane Parcels:** Poor connectivity due to curvilinear suburban street network.
- **1.15 – Rutherford/Barrie GO Line/Major Mackenzie/Keele Parcels:** Poor connectivity due to curvilinear suburban street network
- **1.16 – Highway 7/Kipling/Langstaff/Highway 27 Parcels:** Poor connectivity due to curvilinear suburban street network.
- **1.17 – Humber River/Islington/Rutherford Parcels:** Poor connectivity due to curvilinear suburban street network.
- **1.19 – Thornhill:** Areas of poor connectivity due to the curvilinear suburban street network.



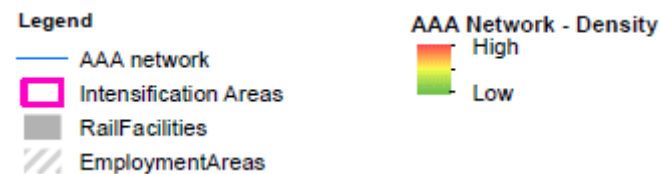
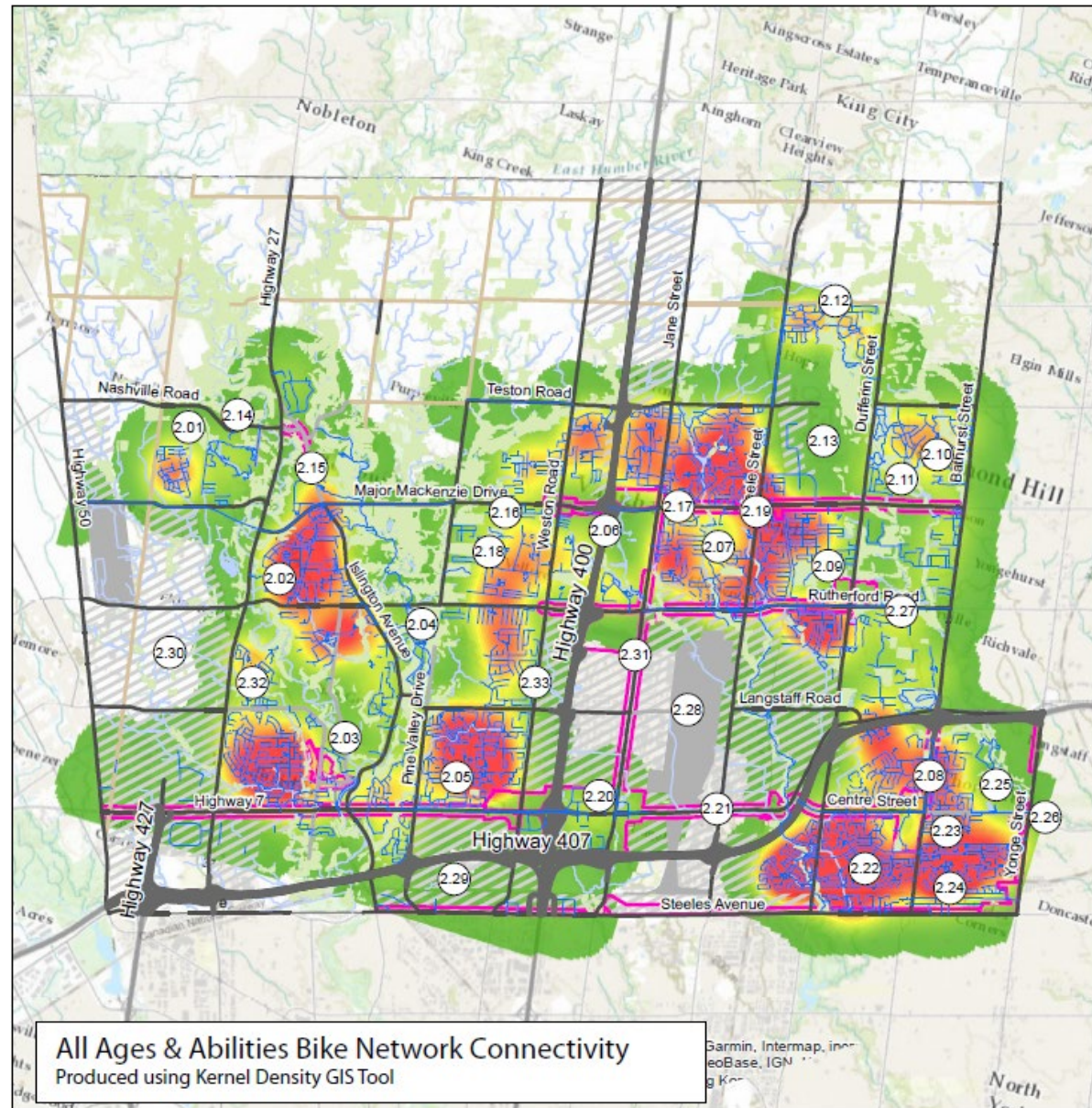
### Barriers

Continuous land uses and major facilities such as the CN McMillan Yard or natural features which result in gaps and barriers between areas of road network connectivity.

- **1.01 – Highway 407:** Forms a barrier between well-connected communities to the north and south, from Bathurst to Dufferin Streets.
- **1.06 – Kortright & Boyd Conservation Areas:** Conservation area forms barriers to east-west travel between Woodbridge and the rest of the City. Pine Valley Drive is discontinuous across the conservation areas.
- **1.07 – CN MacMillan Yard & Employment Areas:** Rail infrastructure and associated industrial employment areas form a significant barrier to east-west connectivity north of Steeles Avenue and south of Rutherford Road.
- **1.08 – Keele Valley Landfill:** Closed landfill forms a barrier to east-west connectivity from Keele Street to Dufferin Street north of Major Mackenzie Drive. Teston Road is discontinuous across the landfill.
- **1.09 – Dufferin/Major Mackenzie Intersection:** Maple Nature Reserve forms a barrier to east-west connectivity in northeast and southeast quadrants.
- **1.10 – Pine Valley/Teston Intersection:** Undeveloped green space forms a barrier to north-south and east-west connectivity.
- **1.11 – Canada's Wonderland:** Amusement Park forms a barrier to east-west connectivity.
- **1.12 – Vaughan Mills:** Large shopping mall forms a barrier to north-south and east-west connectivity.
- **1.20 – Highway 400 Corridor:** Highway infrastructure forms a significant barrier to east-west connectivity. Only one mid-block crossing exists (Portage Parkway), funneling east-west traffic to major arterial roads.
- **1.21 – South Vaughan Employment Areas:** Industrial employment areas south of Hwy 407 and west of Dufferin Street form barriers to north-south and east-west connectivity, funneling traffic to major arterial roads.
- **1.22 – West Vaughan Employment Areas:** Existing and future employment areas in Blocks 50, 57-60, and 64-66 form barriers to north-south and east-west connectivity, funneling traffic to major arterial roads only.

## 1.2 All Ages & Abilities (AAA) Bike Network Connectivity

A colour gradient of dark green to dark red indicates areas with low to high AAA bike network density, respectively.



## Long List of Gaps



### Connectivity Islands

Isolated areas where road connectivity is good, but with few connections to the rest of the City. Often, these islands are bounded by arterial roads, railways, and natural features such as watercourses.

- **2.01 – Block 61 West**
- **2.02 – Napa Valley Community** (Block 53)
- **2.03 – Woodbridge Centre** (Blocks 51 & 44)
- **2.05 – Block 37:** New Highway 7 multi-use path is the only current AAA connection to this block
- **2.08 – Thornhill:** Internal discontinuity in AAA network also evident around Promenade Mall
- **2.10 – Block 12 Northeast**
- **2.12 – Historic Community of Hope**
- **2.32 – Block 52 Southwest**



### Barriers

Continuous land uses and major facilities such as the CN McMillan Yard or natural features which result in gaps and barriers between areas of road network connectivity.

- **2.04 – Kortright & Boyd Conservation Areas:** Conservation area forms barriers to east-west travel between Woodbridge and the rest of the City.
- **2.06 – Highway 400/Canada's Wonderland:** Barrier separating dense areas of AAA network connectivity to the east and west, with no mid-block crossings featuring AAA infrastructure.
- **2.13 – Keele Valley Landfill:** Closed landfill forms a barrier to east-west connectivity from Keele Street to Dufferin Street.
- **2.24 – CN York Subdivision** (Yonge-Steeles Intensification Area): Rail corridor forms a significant barrier to accessing the intensification area from denser areas of Thornhill to the northwest.
- **2.25 – Block 2:** Golf and country clubs form barriers between central Thornhill and the Langstaff intensification area.
- **2.28 – CN MacMillan Yard & Employment Areas:** Rail infrastructure and associated industrial employment areas form a significant barrier to east-west AAA connectivity north of Steeles Avenue and south of Rutherford Road.
- **2.29 – South Vaughan Employment Areas:** Industrial employment areas south of Hwy 407 and west of Dufferin Street form barriers to north-south and east-west connectivity. No continuous AAA facilities in these areas.
- **2.30 – West Vaughan Employment Areas:** Existing and future employment areas in Blocks 50, 57-60, and 64-66 form barriers to north-south and east-west connectivity. No continuous AAA facilities in these areas.



### Inner Blocks

Blocks or land parcels which feature a discontinuous interior patchwork of AAA/sidewalk network routes.

- **2.07 – Historic Maple Village** (Southwest quadrant of Keele/Major Mackenzie Intersection): Discontinuity due to rural-profile roads.
- **2.09 – Dufferin/Rutherford Intersection:** Undeveloped greenspace and collector roads in the northwest quadrant form internal barriers to north-south and east-west connectivity.
- **2.18 – Block 39**
- **2.27 – Blocks 10 & 11**



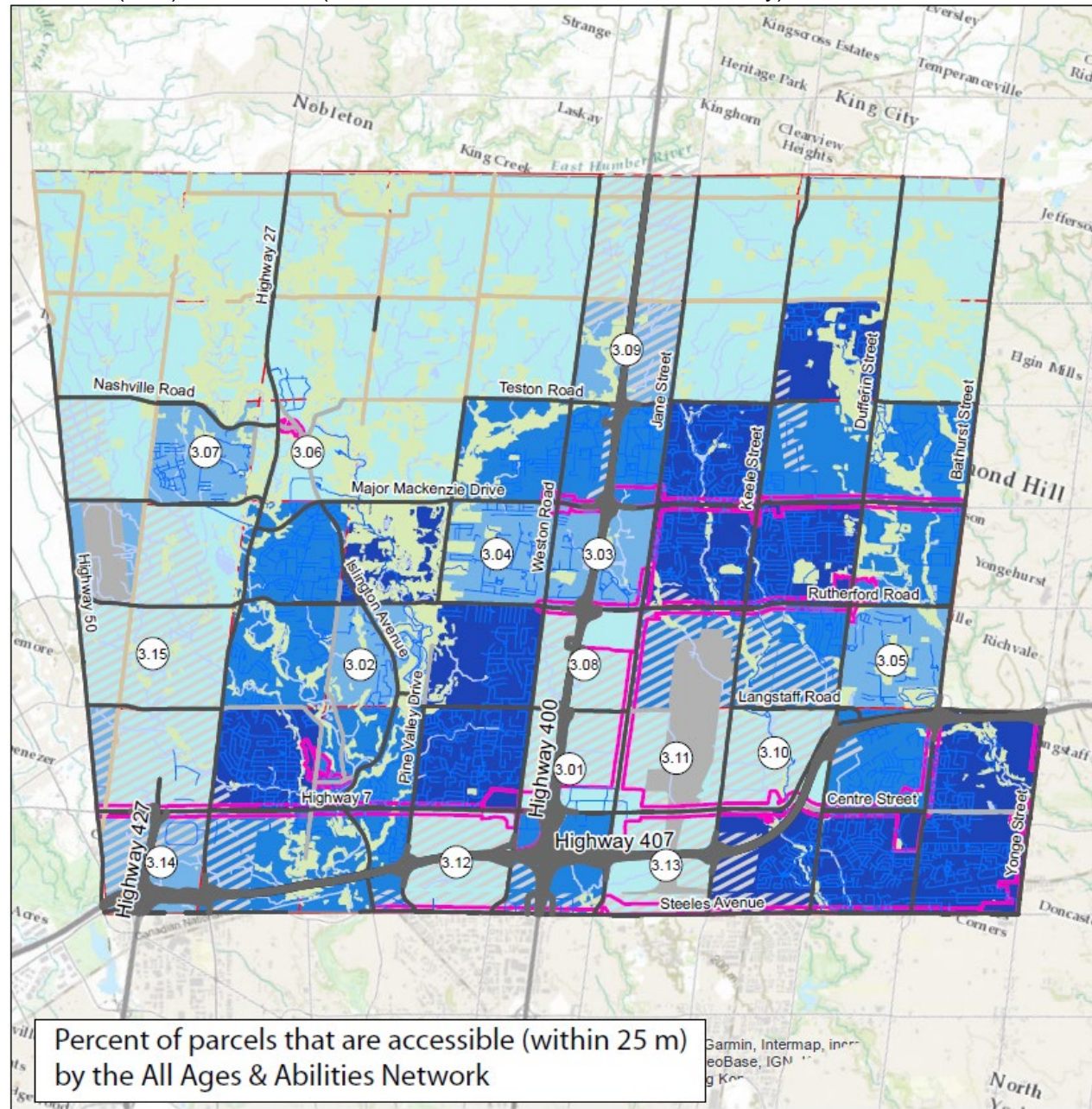
### Missing Connection

Individual gaps in the AAA/sidewalk network separating areas of good connectivity from one another or from intensification areas and other major trip generators.

- **2.11 – Dufferin/Major Mackenzie Intersection:** Missing AAA connection in northeast quadrant to Major Mackenzie Intensification Area due to Maple Nature Reserve barrier.
- **2.14 – Kleinburg Intensification Area:** Missing connection to Block 61 West along Nashville Road.
- **2.15 – Kleinburg Intensification Area:** Missing connection to Napa Valley Community along Islington Avenue.
- **2.16 – Jane/Major Mackenzie Intensification Area:** Missing connection from the west along Major Mackenzie Drive from Pine Valley Drive to Highway 400.
- **2.17 – Jane/Major Mackenzie Intensification Area:** Missing connection from north and south along Jane Street and east along Major Mackenzie Drive.
- **2.19 – Keele/Major Mackenzie Intensification Area:** Missing connection from all directions along Keele Street and Major Mackenzie Drive.
- **2.20 – Vaughan Metropolitan Centre Intensification Area:** Missing connection along Hwy 7 from Edgeley Blvd to Jane Street.
- **2.21 – Highway 7 Corridor:** Major arterial corridor without continuous AAA network infrastructure.
- **2.22 – Bathurst/Centre Intensification Area:** Missing north-south connections along Dufferin and Bathurst Streets.
- **2.23 – Bathurst/Centre Intensification Area:** Missing east-west connection along Centre Street.
- **2.26 – Yonge Street Corridor:** Missing north-south connections between Langstaff, Bathurst/Centre, and Yonge/Steeles intensification areas.
- **2.31 – Jane Street Corridor:** Major arterial corridor without continuous AAA network infrastructure.
- **2.33 – Weston Road Corridor:** Major arterial corridor without continuous AAA network infrastructure.

### 1.3 Percentage of Parcels Accessible by the AAA Network

Darker shades of blue indicate that a higher percentage of parcels within a given city block are accessible by the All Ages & Abilities (AAA) bike network (defined as within 25 metres of a AAA facility)



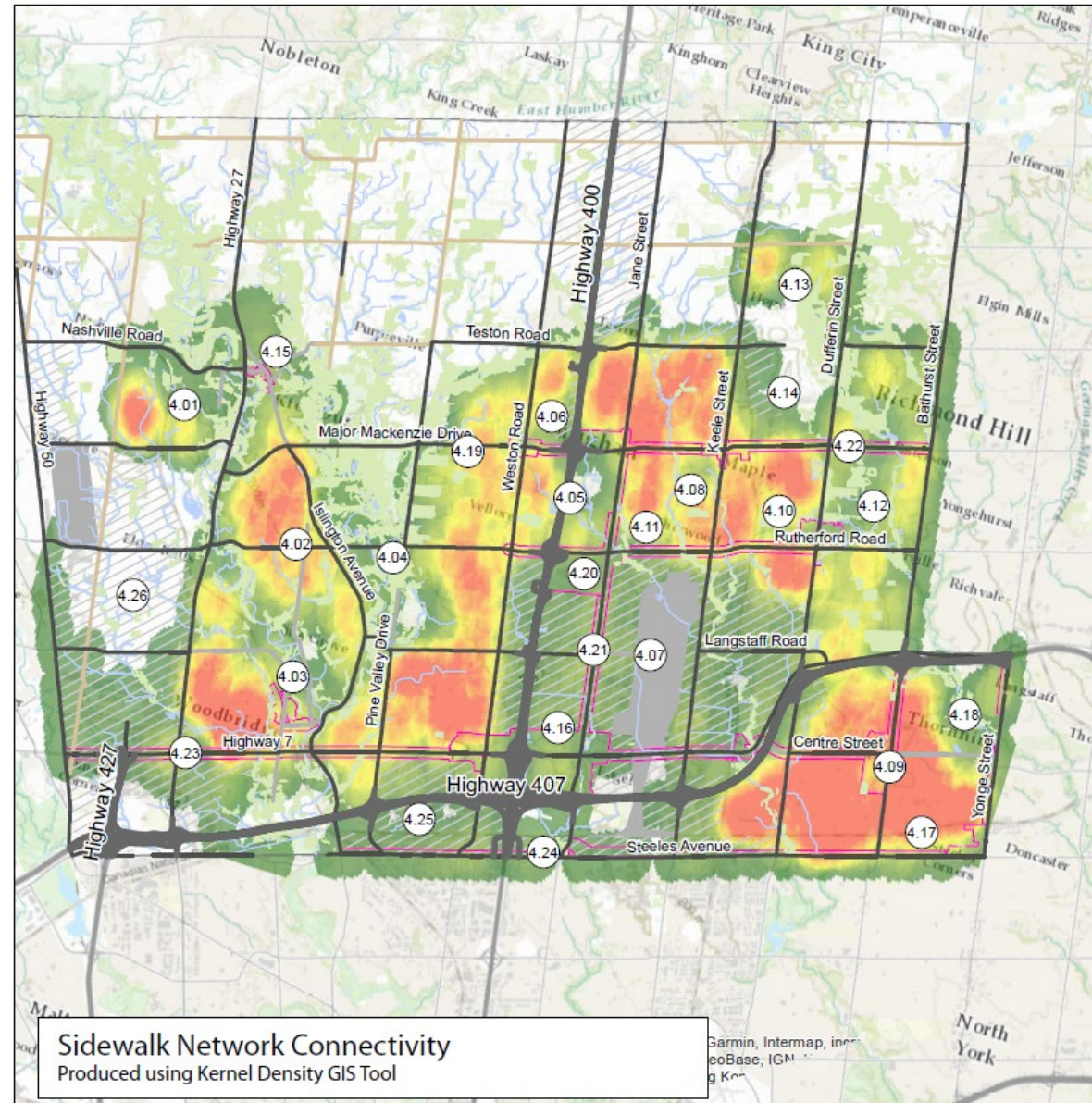
### Long List of Gaps

Gap	Land Uses within Parcels							
	Residential	Commercial	Industrial	Parkland	Recreational	Highway	Railway	Open Space
3.01 Block 30	✓	✓	✓			✓		
3.02 Block 45	✓			✓	✓			
3.03 Block 32	✓				✓	✓		
3.04 Block 39	✓			✓				
3.05 Block 10	✓			✓				
3.06 Blocks 47 & 54	✓			✓				✓
3.07 Block 61	✓							
3.08 Block 31		✓	✓			✓		✓
3.09 Block 34	✓					✓		✓
3.10 Block 16			✓			✓		
3.11 Block 23			✓				✓	
3.12 Block 36			✓			✓		
3.13 Block 22			✓				✓	✓
3.14 Block 57			✓			✓		✓
3.15 Blocks 58-60, 64, & 65			✓				✓	✓

Long List of Gaps

1.4 Sidewalk Network Connectivity

A colour gradient of dark green to dark red indicates areas with low to high sidewalk network density, respectively.



**Connectivity Islands**  
*Isolated areas where network connectivity is good, but with few connections to the rest of the City. Often, these islands are bounded by arterial roads, railways, and natural features such as watercourses.*

- 4.01 – Block 61 West
- 4.02 – Napa Valley Community (Block 53)
- 4.03 – Woodbridge Centre (Blocks 51 & 44)
- 4.09 – Thornhill
- 4.13 – Historic Community of Hope

**Barriers**  
*Continuous land uses and major facilities such as the CN McMillan Yard or natural features which result in gaps and barriers between areas of road network connectivity.*

- 4.04 – Kortright & Boyd Conservation Areas: Conservation area forms barriers to east-west travel between Woodbridge and the rest of the City.
- 4.05 – Highway 400/Canada’s Wonderland: Barrier separating dense areas of sidewalk connectivity to the east and west.
- 4.07 – CN MacMillan Yard & Employment Areas: Rail infrastructure and associated industrial employment areas form a significant barrier to east-west connectivity north of Steeles Avenue and south of Rutherford Road.
- 4.14 – Keele Valley Landfill: Closed landfill forms a barrier to east-west connectivity from Keele Street to Dufferin Street.
- 4.17 – CN York Subdivision (Yonge-Steeles Intensification Area): Rail corridor forms a significant barrier to accessing the intensification area from denser areas of Thornhill to the northwest.
- 4.18 – Block 2: Golf and country clubs form barriers between central Thornhill and the Langstaff intensification area.
- 4.25 – South Vaughan Employment Areas: Industrial employment areas south of Hwy 407 and west of Dufferin Street form barriers to north-south and east-west connectivity. No significant sidewalk density in these areas.
- 4.26 – West Vaughan Employment Areas: Existing and future employment areas in Blocks 50, 57-60, and 64-66 form barriers to north-south and east-west connectivity. No significant sidewalk density in these areas.

**Inner Blocks**  
*Blocks or land parcels which feature a discontinuous interior patchwork of AAA/sidewalk network routes.*

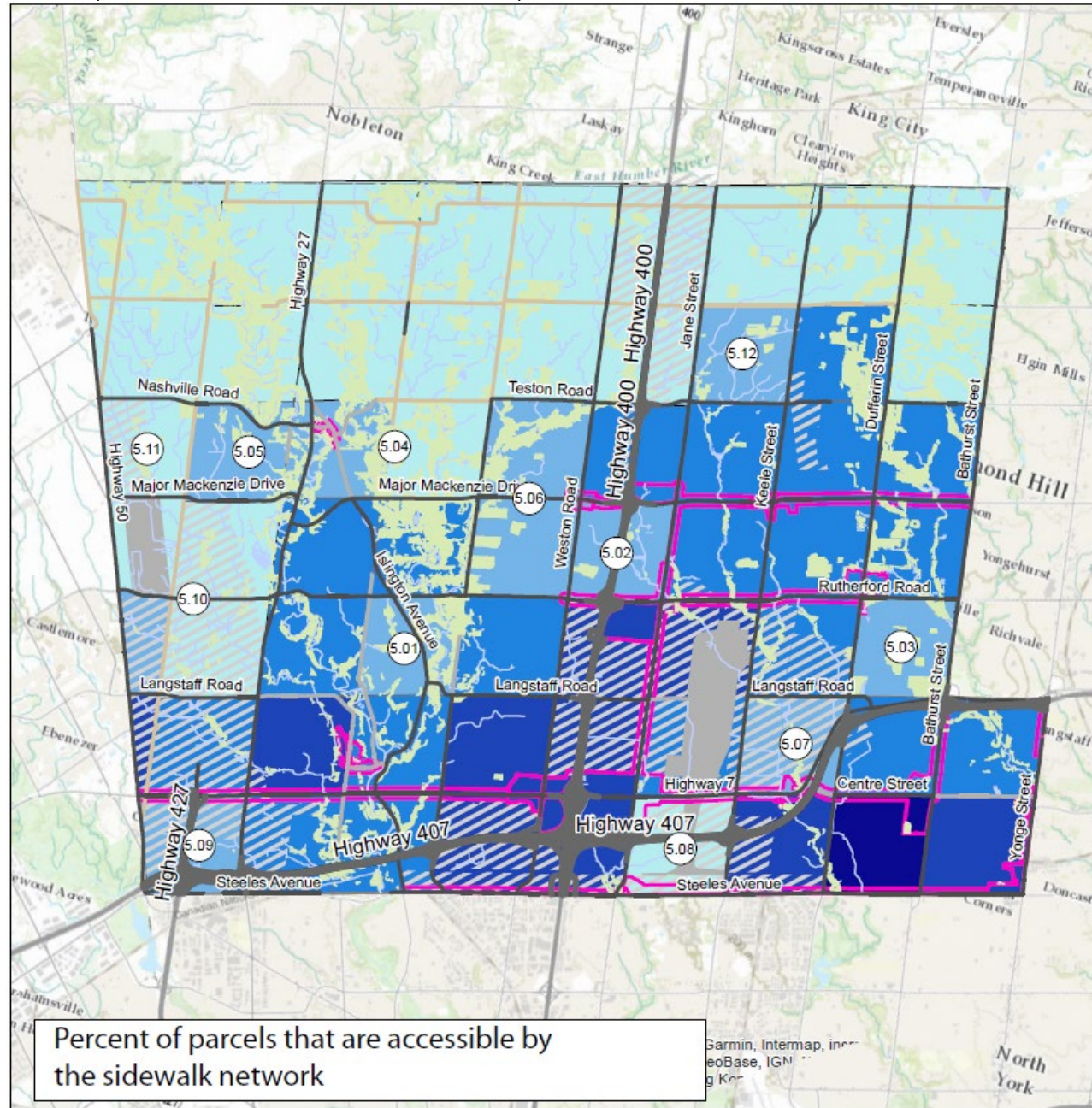
- 4.06 – Highway 400/Major Mackenzie Interchange: Commercial area in northwest quadrant forms a gap in sidewalk connectivity.
- 4.08 – Historic Maple Village (Southwest quadrant of Keele/Major Mackenzie Intersection): Discontinuity due to rural-profile roads.
- 4.10 – Dufferin/Rutherford Intensification Area: Undeveloped greenspace and collector roads form barriers to connectivity.
- 4.11 – Jane/Rutherford Intersection: Parkland, Vaughan Operations Centre, and CN rail tracks form barriers to connectivity.
- 4.12 – Blocks 10-12: Patchwork of internal connectivity, with undeveloped greenspace and parkland forming internal barriers.
- 4.19 – Blocks 39 & 40: Poor connectivity to west and north of blocks.

**Missing Connection**  
*Individual gaps in the AAA/sidewalk network separating areas of good connectivity from one another or from intensification areas and other major trip generators.*

- 4.15 – Kleinburg Intensification Area: Missing connections to Kleinburg from other areas of the City.
- 4.16 – Vaughan Metropolitan Centre Intensification Area: Missing connections to VMC area from nearby dense areas of the City, especially Thornhill and Woodbridge.
- 4.20 – Vaughan Mills Intensification Area: Continuous intensification corridor without significant sidewalk infrastructure.
- 4.21 – Jane Street Intensification Area: Continuous intensification corridor without significant sidewalk infrastructure, from VMC north to Major Mackenzie.
- 4.22 – Major Mackenzie Drive Intensification Area: Continuous intensification corridor without significant sidewalk infrastructure, from Keele east to Bathurst.
- 4.23 – Highway 7 Intensification Area: Continuous intensification corridor without significant sidewalk infrastructure, from Islington west to Highway 50, with some sidewalk density around Woodbridge Centre.
- 4.24 – Steeles Avenue Intensification Area: Continuous intensification corridor without significant sidewalk infrastructure, from Dufferin west to Islington.

### 1.5 Percentage of Parcels Accessible by the Sidewalk Network

Darker shades of blue indicate that a higher percentage of parcels within a given city block is accessible by the sidewalk network (defined as within 25 metres of a sidewalk).

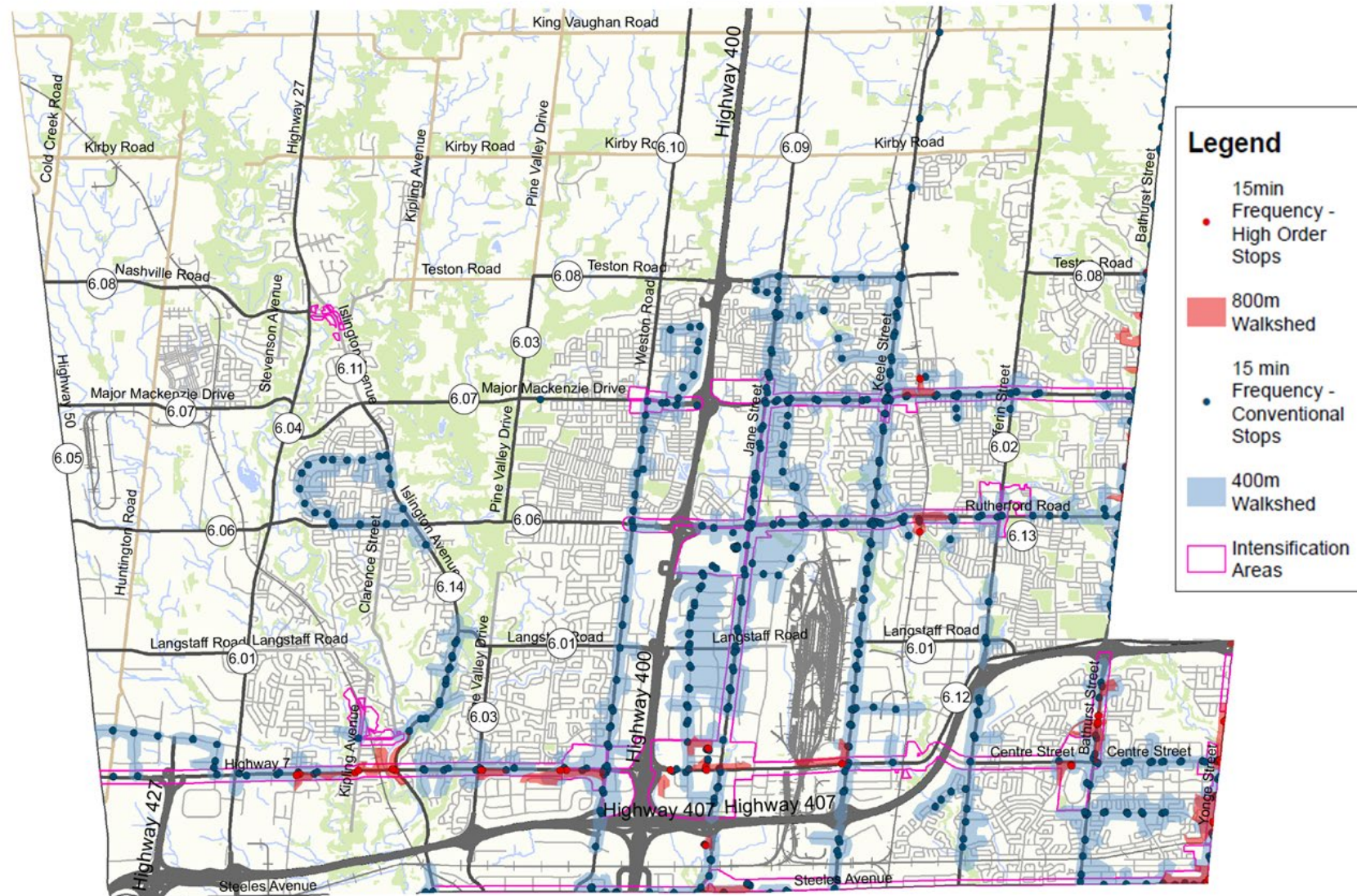


### Long List of Gaps

GAP	LAND USES WITHIN PARCELS							
	Residential	Commercial	Industrial	Parkland	Recreational	Highway	Railway	Open Space
5.01	Block 45	✓			✓	✓		
5.02	Block 32	✓			✓	✓		
5.03	Block 10	✓			✓			
5.04	Blocks 47 & 54	✓			✓			✓
5.05	Block 61	✓						
5.06	Blocks 39 & 40	✓			✓			✓
5.07	Block 16			✓		✓		
5.08	Block 22			✓			✓	✓
5.09	Block 57			✓		✓		✓
5.10	Blocks 59, 60, 64, & 65			✓			✓	✓
5.11	Block 66							✓
5.12	Block 27							✓

## 1.6 AM Peak Transit Accessibility

Red and blue points indicate bus stops served by 15-minute frequency higher-order and conventional transit services, respectively. Red and blue highlighted areas indicate the walkshed for such stops (800 metres for higher-order and 400 metres for conventional transit services).



### AM Peak Transit Accessibility

Walksheds created based on the sidewalk network around high order\* and conventional bus stops that have 15 min service between 7-8am on a typical weekday  
Transit service based on January 2020 GTFS data

\*Many high order stops are served by non-VIVA routes and as such high frequent service doesn't indicate 15 min VIVA service.

## Long List of Gaps



### Undeveloped areas

Major arterials without high frequency transit service during the AM.  
Locations may be considered unsuitable for transit service from a land use perspective (industrial lands, undeveloped areas).

- **6.03 – Pine Valley Drive:** From south City limits to north City limits, including one major discontinuity
- **6.04 – Highway 27:** From south City limits to north City limits
- **6.05 – Highway 50:** From south City limits to north City limits
- **6.10 – Weston Road:** From Major Mackenzie Drive to north City limits
- **6.08 – Teston Road/Nashville Road:** From east City limits to west City limits, excluding five stops from Keele Street to Highway 400
- **6.09 – Jane Street:** From Teston Road to north City limits



### Sparse stops

Distance between consecutive stops is long or service along the corridor stops. Extending the service would benefit surrounding communities (frequent service would connect to developed residential areas and commercial lands).

- **6.01 – Langstaff Road:** From Dufferin Street to west City limits, including two major discontinuities in Langstaff
- **6.02 – Dufferin Street:** From Langstaff Road to north City limits, excluding two stops north of Langstaff and south of Major Mackenzie
- **6.06 – Rutherford Road:** From Weston Road to west City limits, excluding four stops west of Islington Avenue
- **6.07 – Major Mackenzie Drive:** From Weston Road to west City limits
- **6.11 – Islington Avenue:** From Napa Valley Avenue to Highway 27
- **6.12 – Highway 7:** From Keele Street to Bathurst Street; long stop spacing/discontinuities in walkshed
- **6.13 – Rutherford Road:** From Dufferin Street to Bathurst Street; long stop spacing/discontinuities in walkshed
- **6.14 – Islington Avenue:** From Langstaff Road to Rutherford Road; long stop spacing/discontinuities in walkshed



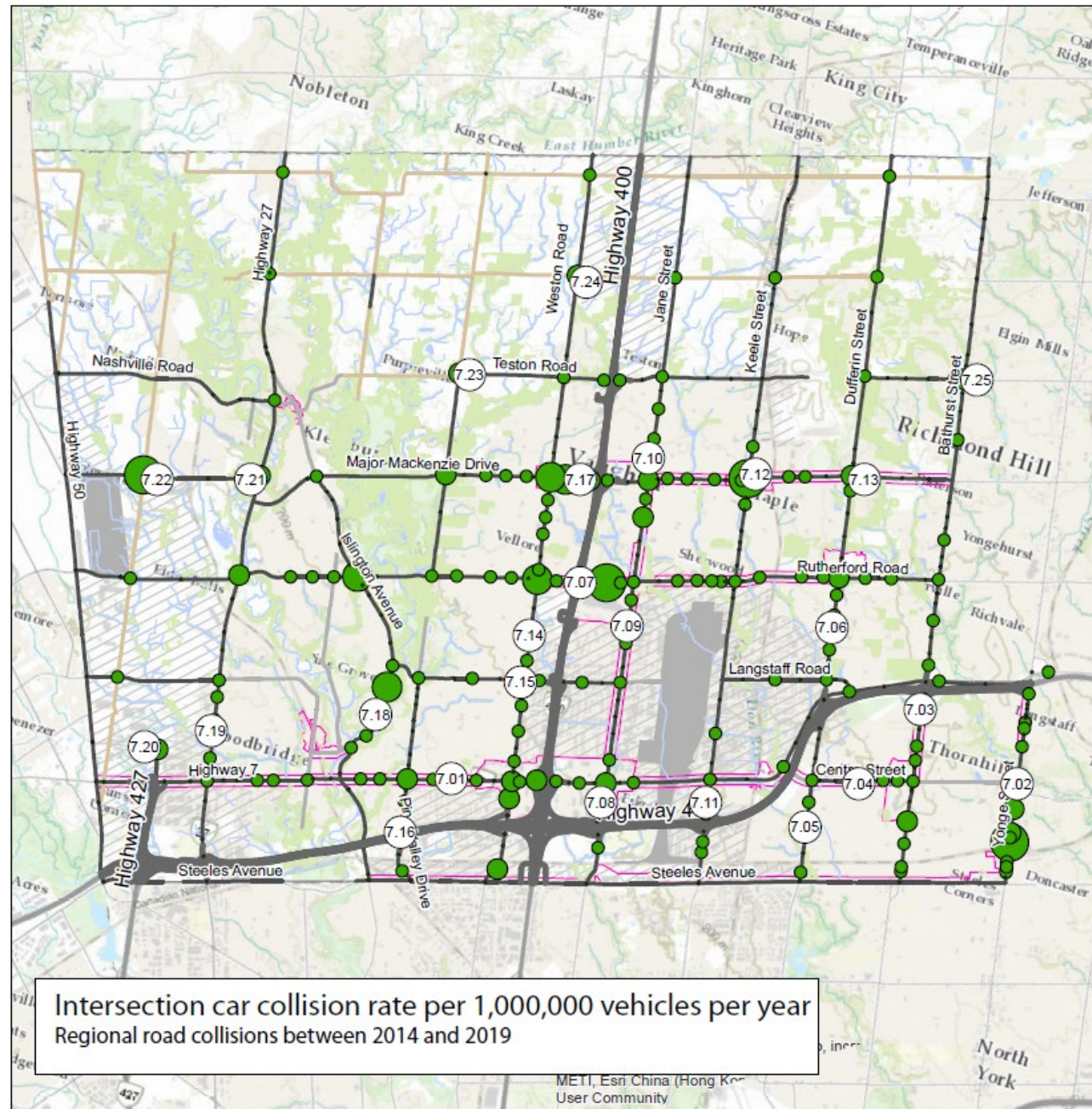
### First Mile/Last Mile

Inner blocks are not well connected to major arterials that have high frequency service

The majority of inner blocks are not within walking distance of high-frequency transit stops. More specifically, 23% of people and 28% of jobs are within walking distance of high-frequency stops in the AM peak, and only 4% of people and 5% of jobs in the off-peak.

### 1.7 Intersection Car Collision Rate

Green dots are sized proportionately to the car collision rate at the corresponding intersection, per 1 million vehicles. Collision location and frequency are recorded as per available collision data from York Region only.



### Long List of Collision Hotspots

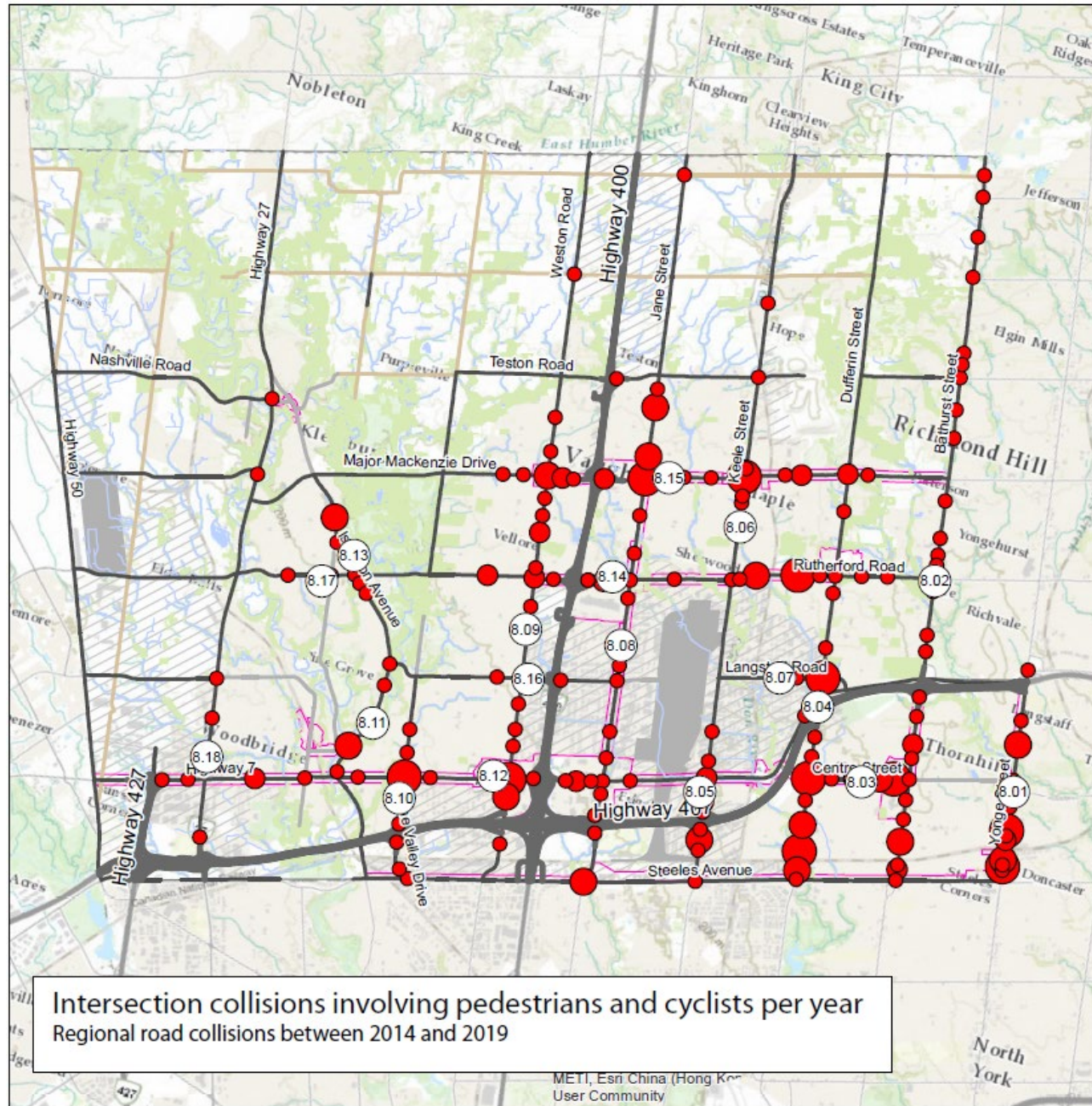
**Collision Hotspot**  
Collision hotspots include midblock and intersection locations with collision incidents. Collisions involving pedestrians and cyclists include fatal or seriously injured.

- 7.01 - Highway 7: From Highway 27 to Creditstone Road
- 7.02 - Yonge Street: From Steeles Avenue to Highway 7
- 7.03 - Bathurst Street: From Steeles Avenue to Lebovic Campus Drive
- 7.04 - Centre Street: From Bathurst Street to Highway 7
- 7.05 - Dufferin Street: From Steeles Avenue to Centre Street
- 7.06 - Dufferin Street: From Langstaff Road to Rutherford Road
- 7.07 - Rutherford Road: From Bathurst Street to Highway 27
- 7.08 - Jane Street: From Snidercroft Road to Administration Road
- 7.09 - Jane Street: From Langstaff Road to Rutherford Road
- 7.10 - Jane Street: From Canada's Wonderland to Teston Road
- 7.11 - Keele Street: From Ronrose Drive to Rivermede Road
- 7.12 - Keele Street: From Barrhill Road to McNaughton Road
- 7.13 - Dufferin Street: From Valley Vista Drive to Major Mackenzie Drive
- 7.14 - Weston Road: From Steeles Avenue to Major Mackenzie Drive
- 7.15 - Langstaff Road: From Jane Street to Islington Avenue
- 7.16 - Pine Valley Drive: From Steeles Avenue to Highway 7
- 7.17 - Major Mackenzie Drive: From Dufferin Street to Pine Valley Drive
- 7.18 - Islington Avenue: From Woodbridge Avenue to Langstaff Road
- 7.19 - Highway 27: From Highway 27 to Langstaff Road
- 7.20 - Highway 427 / Zenway Boulevard
- 7.21 - Major Mackenzie Drive / Highway 27
- 7.22 - Major Mackenzie Drive / Huntington Road
- 7.23 - Pine Valley Drive / Teston Road
- 7.24 - Weston Road / Kirby Road
- 7.25 - Bathurst Street / Teston Road



### 1.8 Intersection Cyclist and Pedestrian-Involved Collision Rate

Red dots are sized proportionately to the car collision rate at the corresponding intersection, per 1 million vehicles. Collision location and frequency are recorded as per available collision data from York Region only.



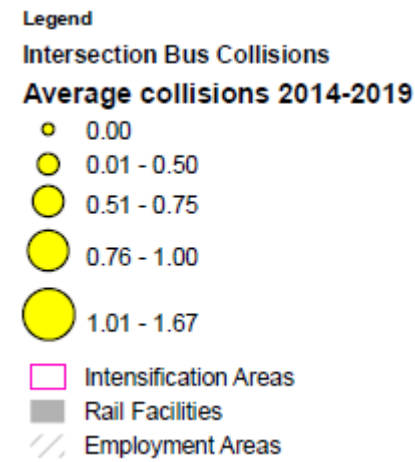
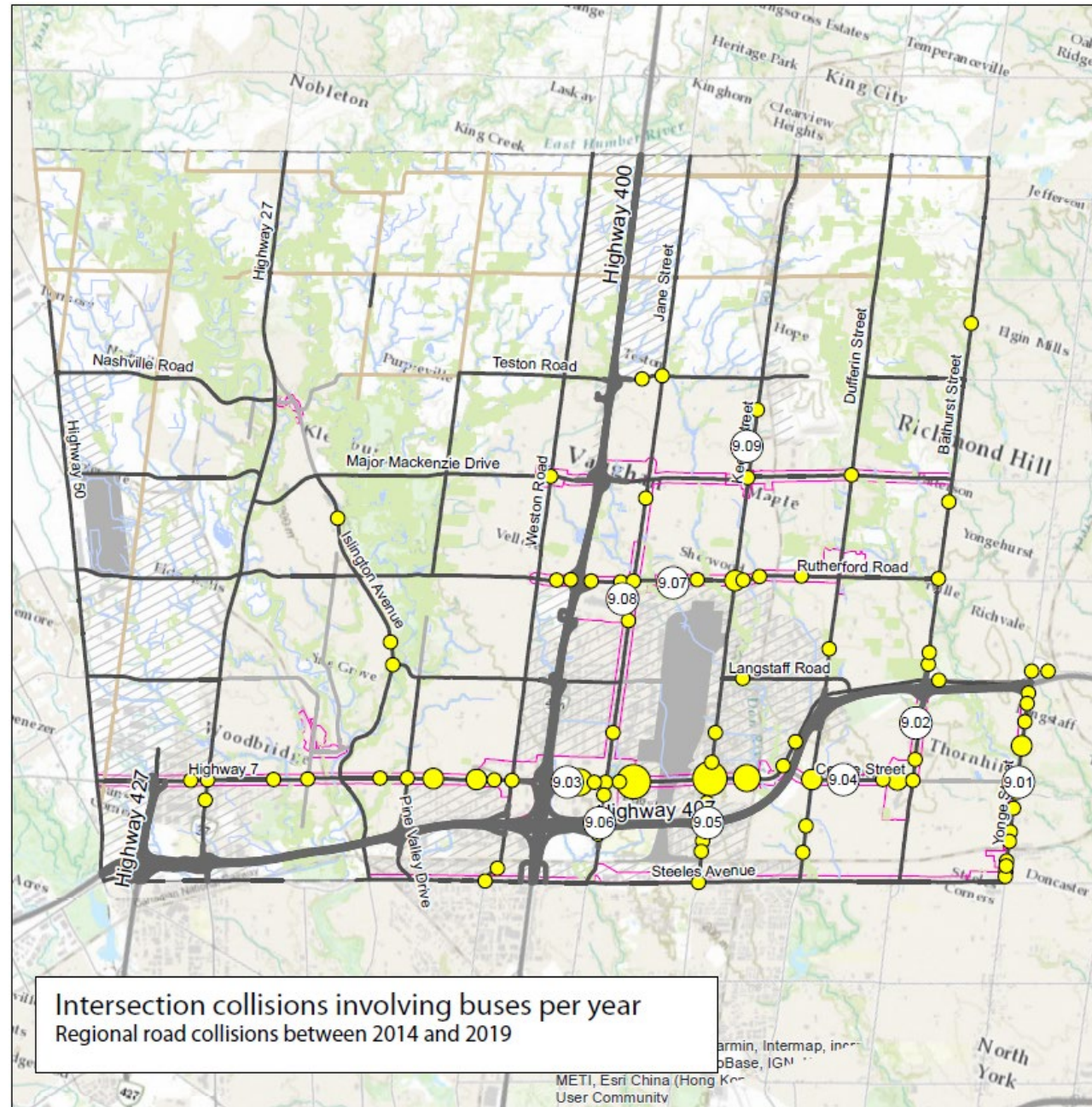
### Long List of Collision Hotspots

**Collision Hotspot**  
Collision hotspots include midblock and intersection locations with collision incidents. Collisions involving pedestrians and cyclists include fatal or seriously injured.

- **8.01 - Yonge Street:** From Steeles Avenue to Highway 7
- **8.02 - Bathurst Street:** From Steeles Avenue to King Vaughan Road
- **8.03 - Centre Street:** From Bathurst Street to Dufferin Street
- **8.04 - Dufferin Street:** From Steeles Avenue to Major Mackenzie Drive
- **8.05 - Keele Street:** From Steeles Avenue to Rivermede Road
- **8.06 - Keele Street:** From Rutherford Road to Major Mackenzie Drive
- **8.07 - Langstaff Road:** From Dufferin Street to Spinnaker Way
- **8.08 - Jane Street:** From Steeles Avenue to Ahmadiyya Avenue
- **8.09 - Weston Road:** From Aviva Park Drive to Stanton Avenue
- **8.10 - Pine Valley Drive:** From Steeles Avenue to Chancellor Drive
- **8.11 - Islington Avenue:** From Highway 7 to Langstaff Road
- **8.12 - Highway 7:** From Highway 427 to Keele Street
- **8.13 - Islington Avenue:** From Wycliffe Avenue to Napa Valley Avenue
- **8.14 - Rutherford Road:** From Velmar Drive to Thornhill Woods Drive
- **8.15 - Major Mackenzie Drive:** From Vellore Avenue to Sir Benson Drive
- **8.16 - Langstaff Road:** From Forest Hill Road to Highway 400
- **8.17 - Rutherford Road:** From Islington Avenue to Napa Valley Avenue
- **8.18 - Highway 27:** From Toronto RV Road to Langstaff Road

### 1.9 Intersection Bus-Involved Collision Rate

Yellow dots are sized proportionately to the average bus-involved collision rate at the corresponding intersection. Collision location and frequency are recorded as per available collision data from York Region only.



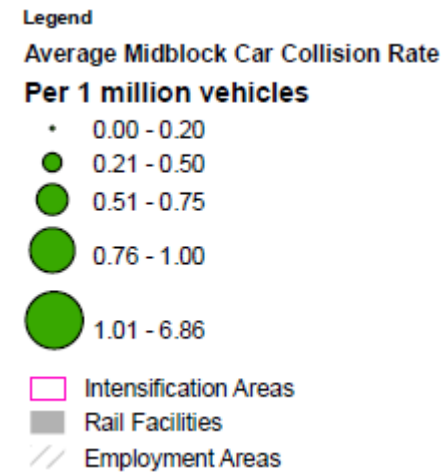
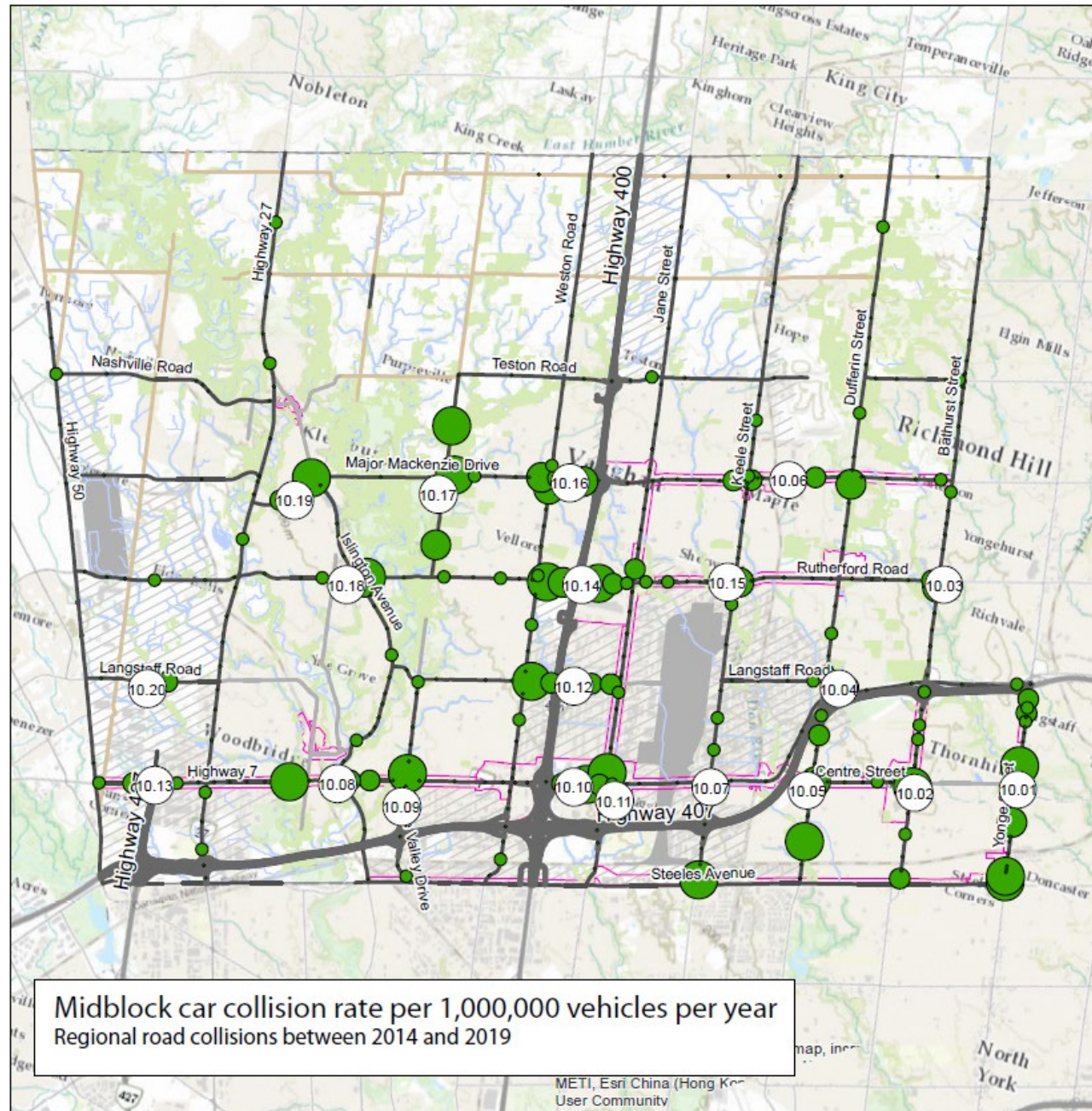
### Long List of Collision Hotspots

**Collision Hotspot**  
Collision hotspots include midblock and intersection locations with collision incidents. Collisions involving pedestrians and cyclists include fatal or seriously injured.

- **9.01 - Yonge Street:** From Steeles Avenue to Highway 7
- **9.02 - Bathurst Street:** From Centre Street to Autumn Hill Boulevard
- **9.03 - Highway 7:** From Vaughan Valley Boulevard to Rivermede Road
- **9.04 - Centre Street:** From Highway 7 to Bathurst Street
- **9.05 - Keele Street:** From Steeles Avenue to Rivermede Road
- **9.06 - Jane Street:** From Highway 7 to Pennsylvania Avenue
- **9.07 - Rutherford Road:** From Vellore Woods Boulevard to Confederation Parkway
- **9.08 - Jane Street:** From Locke Street to Rutherford Road
- **9.09 - Keele Street:** From Major Mackenzie Drive to Drummond Drive

### 1.10 Midblock Car Collision Rate

Green dots are sized proportionately to the car collision rate at the corresponding midblock segment, per 1 million vehicles. Collision location and frequency are recorded as per available collision data from York Region only.



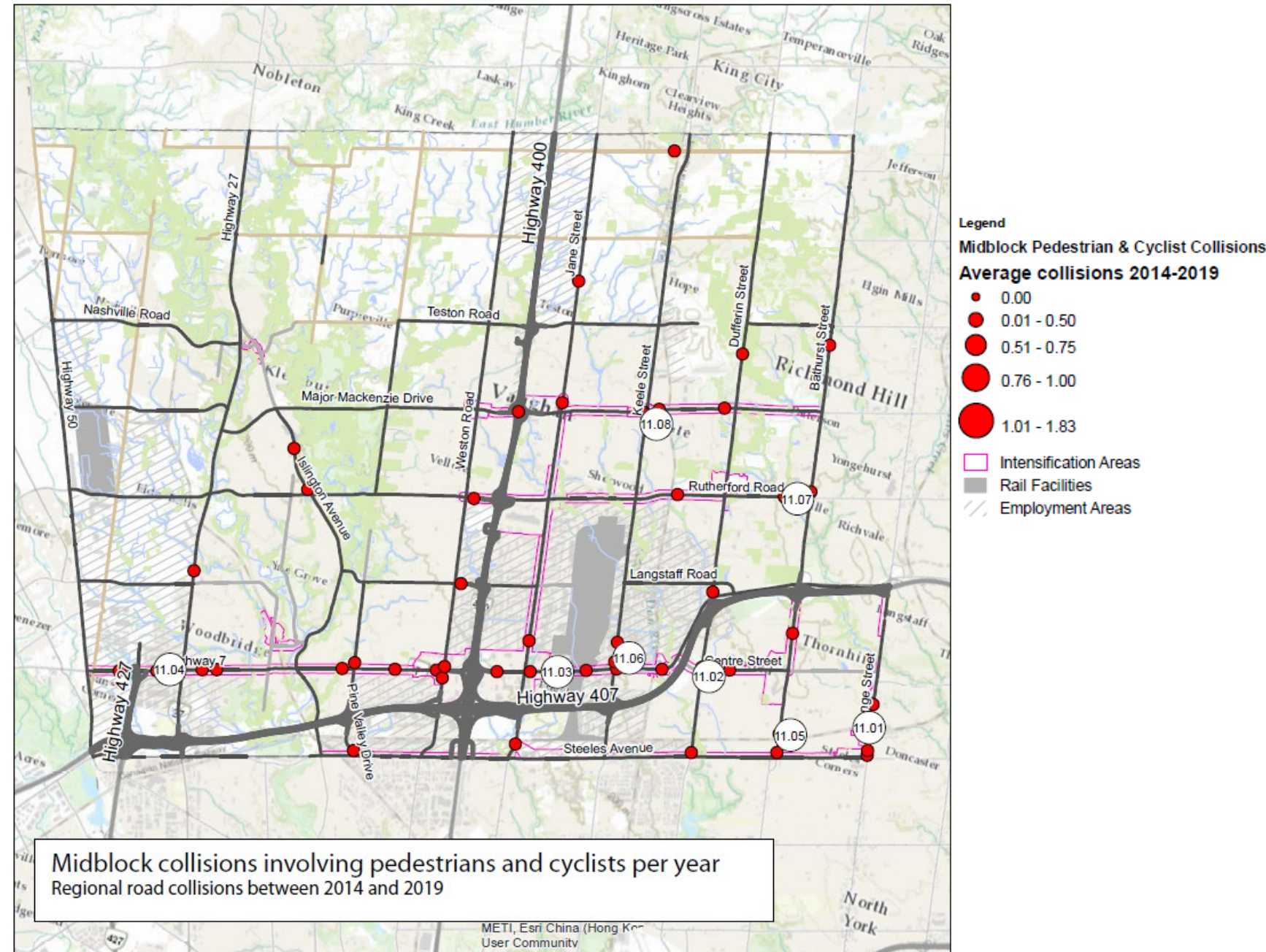
### Long List of Collision Hotspots

**Collision Hotspot**  
Collision hotspots include midblock and intersection locations with collision incidents. Collisions involving pedestrians and cyclists include fatal or seriously injured.

- **10.01 - Yonge Street:** From Steeles Avenue to Highway 7
- **10.02 - Bathurst Street:** From Steeles Avenue to Highway 407
- **10.03 - Bathurst Street / Rutherford Road**
- **10.04 - Langstaff Road / Highway 7**
- **10.05 - Dufferin Street:** From North of Steeles Avenue to North of Langstaff Road
- **10.06 - Major Mackenzie Drive:** From West of Keele Street to Dufferin Street
- **10.07 - Keele Street:** From Steeles Avenue to South of Langstaff Road
- **10.08 - Highway 7:** From West of Kipling Avenue to Pine Valley Drive
- **10.09 - Pine Valley Drive:** From North of Highway 7 to Highway 407
- **10.10 - Highway 7:** From Highway 400 to East of Jane Street
- **10.11 - Jane Street:** From Highway 407 to North of Highway 7
- **10.12 - Langstaff Road:** From East of Weston Road to West of Jane Street
- **10.13 - Highway 7:** From Highway 50 to West of Highway 27
- **10.14 - Rutherford Road:** From East of Weston Road to East of Jane Street
- **10.15 - Keele Street / Rutherford Road**
- **10.16 - Major Mackenzie Drive:** From West of Weston Road to Highway 400
- **10.17 - Pine Valley Drive:** From North of Rutherford Road to North of Major Mackenzie Drive
- **10.18 - Rutherford Road:** From West of Clarence Street to East of Islington Avenue
- **10.19 - Major Mackenzie Drive:** From Highway 27 to Islington Avenue
- **10.20 - Langstaff Road:** From Huntington Road to Highway 27

### 1.11 Midblock Cyclist and Pedestrian-Involved Collision Rate

Red dots are sized proportionately to the average cyclist and pedestrian-involved collision rate at the corresponding midblock segment. Collision location and frequency are recorded as per available collision data from York Region only.



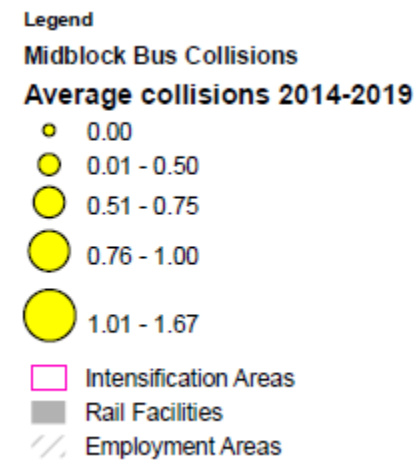
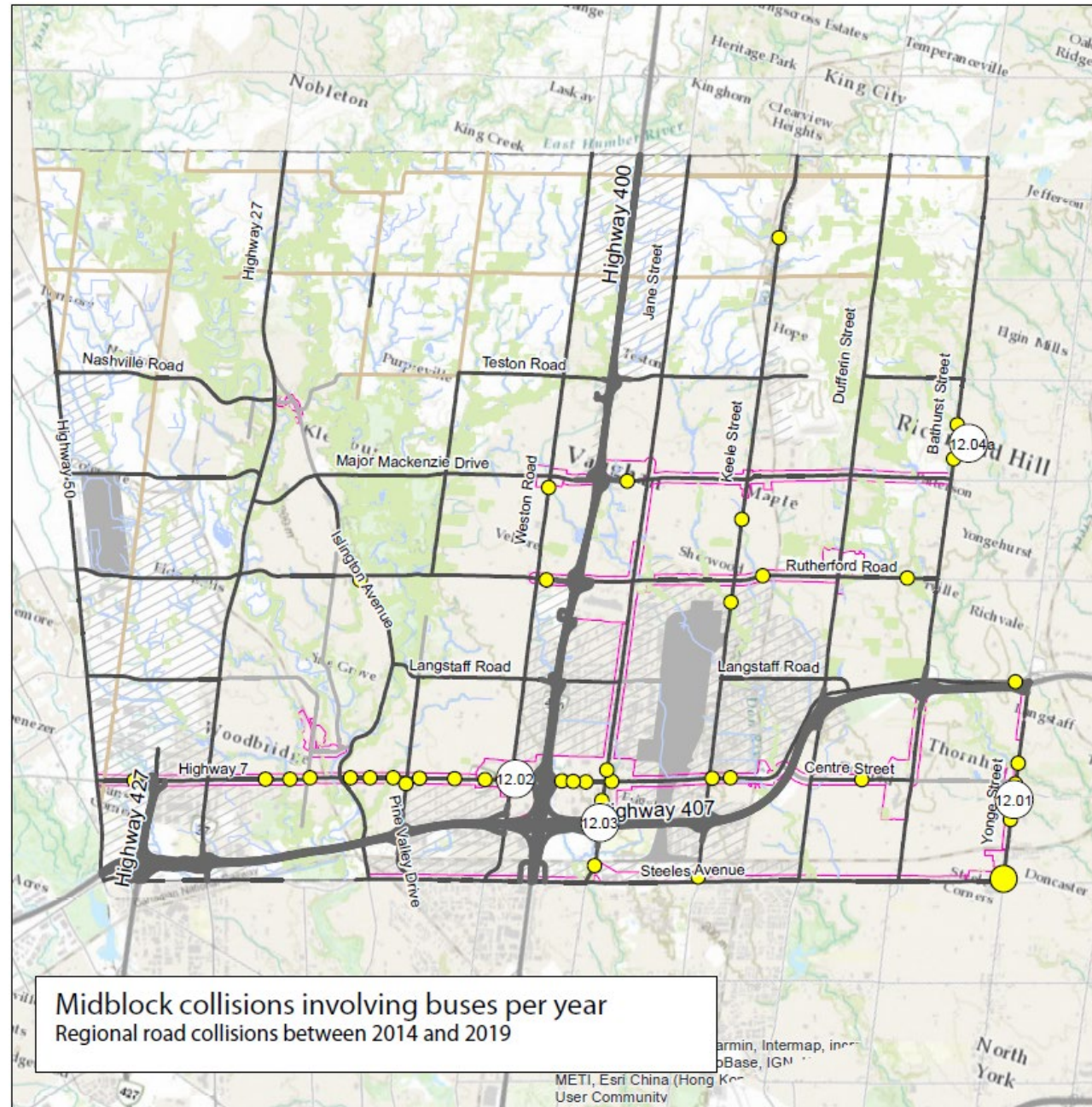
### Long List of Collision Hotspots

**Collision Hotspot**  
Collision hotspots include midblock and intersection locations with collision incidents. Collisions involving pedestrians and cyclists include fatal or seriously injured.

- **11.01 - Yonge Street:** From Steeles Avenue to South of Centre Street
- **11.02 - Centre Street:** From West of Dufferin Street to East of Dufferin Street
- **11.03 - Highway 7:** From West of Pine Valley Drive to West of Centre Street
- **11.04 - Highway 7:** From West of Highway 427 to East of Highway 27
- **11.05 - Dufferin Street:** From Steeles Avenue to North of Steeles Avenue
- **11.06 - Keele Street:** From Highway 7 to North of Highway 7
- **11.07 - Rutherford Road:** From Bathurst Street to West of Bathurst Street
- **11.08 - Major Mackenzie Drive:** From Keele Street to East of Keele Street

### 1.12 Midblock Bus-Involved Collision Rate

Yellow dots are sized proportionately to the average bus-involved collision rate at the corresponding midblock segment. Collision location and frequency are recorded as per available collision data from York Region only.



### Long List of Collision Hotspots

**Collision Hotspot**  
Collision hotspots include midblock and intersection locations with collision incidents. Collisions involving pedestrians and cyclists include fatal or seriously injured.

- **12.01 - Yonge Street:** From Steeles Avenue to Highway 7
- **12.02 - Highway 7:** From West of Kipling Avenue to Keele Street
- **12.03 - Jane Street:** From North of Steeles Avenue to North of Highway 7
- **12.04 - Bathurst Street:** From North of Major Mackenzie Drive to South of Teston Road