

South York Greenway

Cycling, Pedestrian and Micromobility Corridor Feasibility Study

Virtual Public Information Centre
Thursday, April 7, 2022



WITH



Transportation
Options



Land Acknowledgement

“We acknowledge the land we are meeting on today is the traditional territory of many First Nations, including the Chippewas of Georgina Island and the Mississaugas of the Credit. These lands are now home to many diverse Indigenous peoples.

We also acknowledge that York Region falls under Treaty 13 with the Mississaugas of the Credit and the Williams Treaties with several Mississauga and Chippewas First Nations.”

Welcome and Introductions

Project Team:



Zoom Guidelines



Cameras will automatically be turned off during the meeting.



Use the **Chat** button to type a comment or question to the group, or private message a member of the project team.



If you would like to speak, please use the **Reactions** button to “**Raise your hand**”. A member of the project team will unmute you.

Agenda

1. Project Background

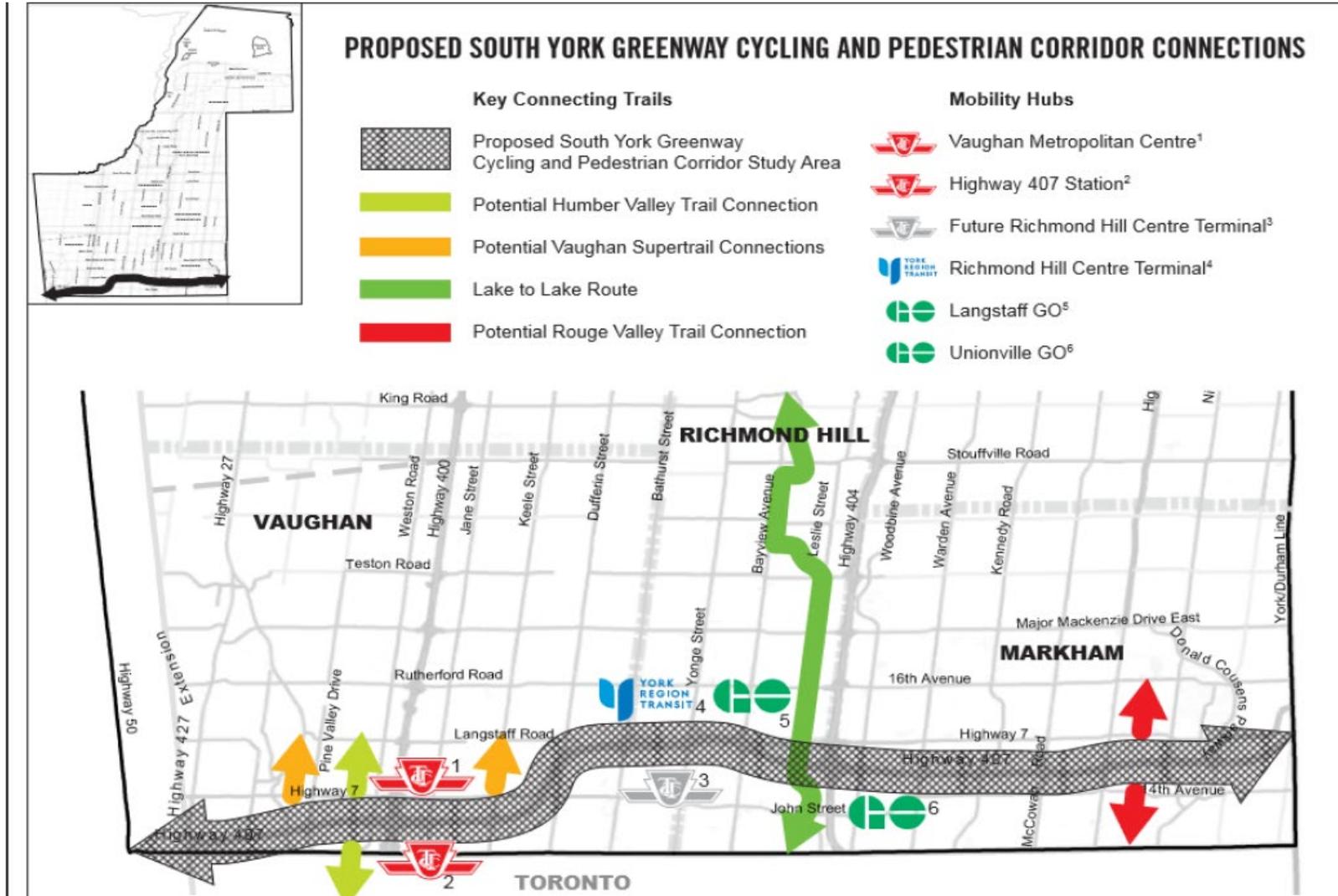
- Project Objectives
- Consultations to Date
- Design Considerations
- Criteria for Route Selection

2. Work Completed To Date

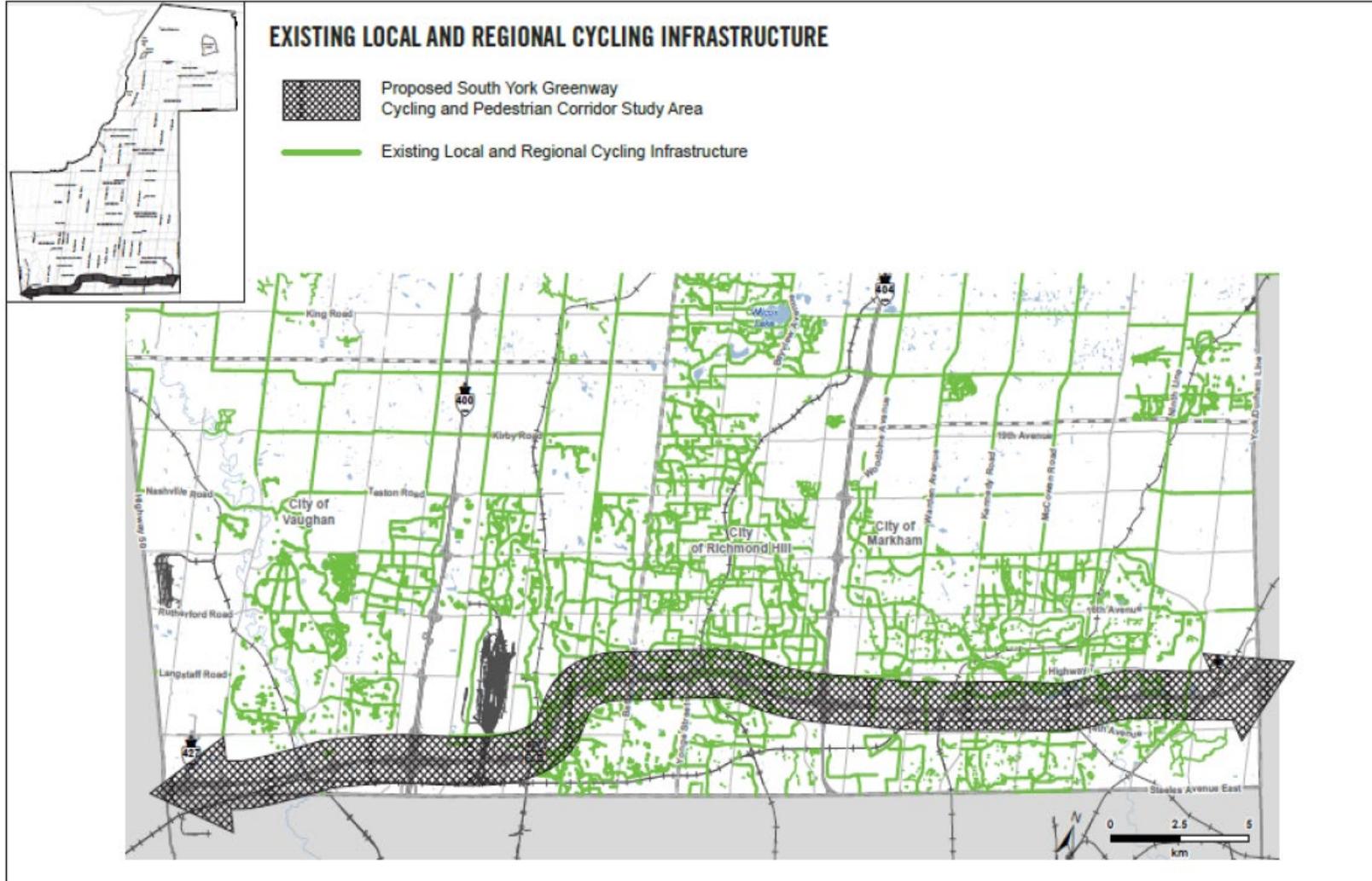
3. Preferred Alignment Overview and Flythrough

4. Next Steps

Project & Study Area



Existing Cycling Routes

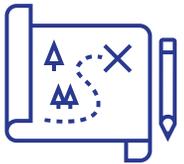


Project Objectives



1

Identify, assess and recommend on and off-road routes that will form the South York Greenway



2

Prepare a design for the South York Greenway



3

Develop an implementation plan that includes costs for each phase



4

Create a brand concept for the South York Greenway



5

Consult and engage with stakeholders

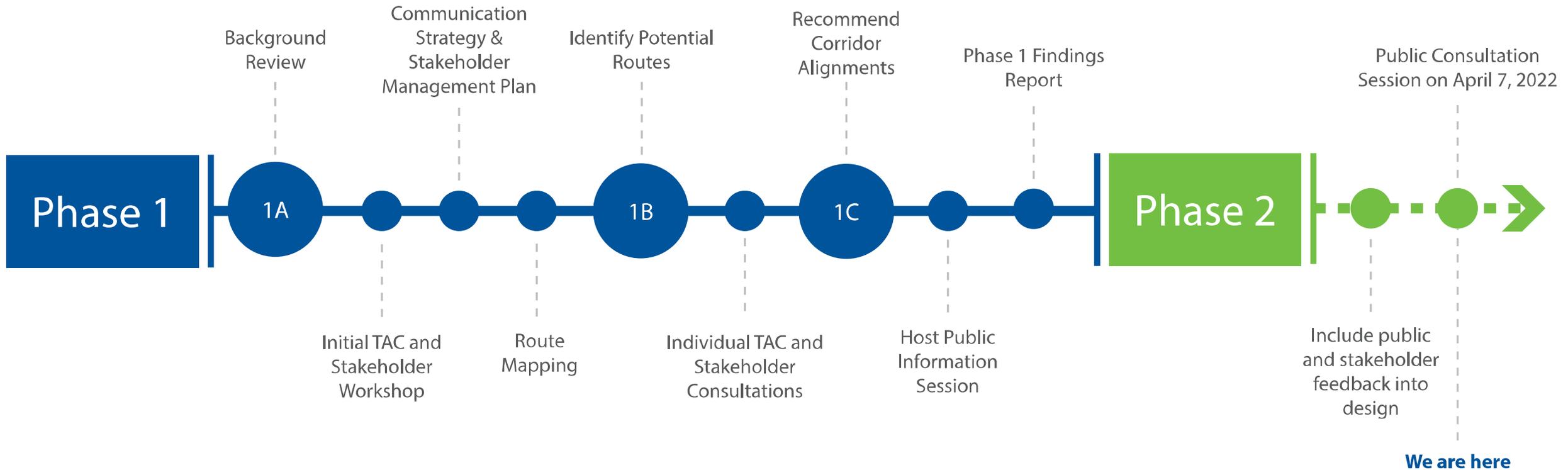
Consultations to Date



Residents



Project Consultation Timeline



What We Heard in Consultation

Strengths

- Connects to many key destinations, mobility hubs, and communities
- Connects to existing trails, parks, and other natural areas
- South York Greenway Trail is a multi-modal corridor to support growing demand
- Surrounded with scenic views
- Accessible to all ages and abilities
- Trail connects Vaughan, Markham, and Richmond Hill together

Weaknesses

- Future hydro corridor expansion plans will intersect with corridor alignment
- Trail passing through the hydro corridor does not comply with safety guidelines and bylaws
- Constrained right-of-way on Highway 7 will affect active transportation facilities along route
- Limited to building trail on public land ownership
- Little discussion on trail maintenance
- MTO owned infrastructure and Hydro One tower buffer zone restrict the flexibility to align the corridor

What We Heard in Consultation

Opportunities

- Connections to Langstaff Gateway Area and Transitway
- Look into provincial and federal funding, such as the federal Active Transportation Infrastructure Fund
- York Region will strengthen its commitments to active transportation projects and generate necessary capital to achieve the budget
- Build off-road multi-use pathway for pedestrians and cyclists
- Create branding and signage for the trail
- Trail needs to be widened to accommodate bi-directional, multi-modal travel
- Provide more amenities along active transportation routes, such as benches, water fountains and bike racks

Threats

- Design challenges and safety concerns with the separate crossing over Highway 400
- Many jurisdictional and land ownership challenges to overcome as the project moves towards implementation

Best Practices and Relevant Technical References

Align with relevant technical references and manuals:



**York Region
Pedestrian
and Cycling
Planning and
Design
Guidelines**

Pedestrian and Cycling Planning & Design Guidelines

YORK REGION



**Ministry of
Transportation
of Ontario
Bikeway
Design Manual**

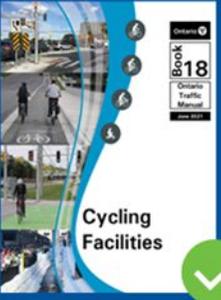
BIKEWAYS DESIGN MANUAL
MARCH 2014

ONTARIO
MINISTRY OF TRANSPORTATION



**Ministry of
Transportation
of Ontario
Transit-
Supportive
Guidelines**

Transit-Supportive
Guidelines



**Ontario Traffic
Manual Book
18: Cycling
Facilities**

Cycling
Facilities

Ontario Traffic Manual Book 18



**Accessibility
for Ontarians
with
Disabilities
Act Standards**

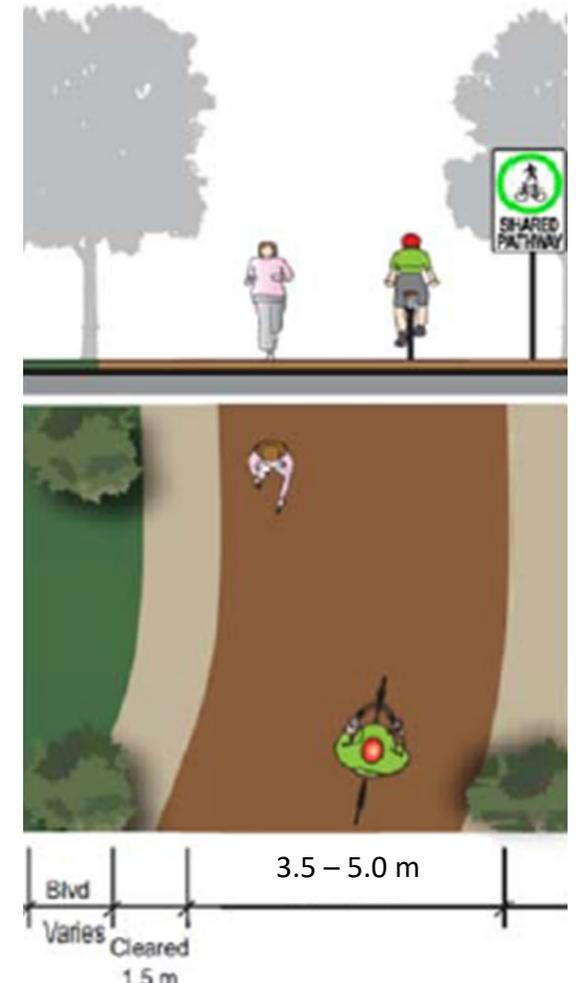
Ontario
ACCESSIBILITY FOR ONTARIANS
WITH DISABILITIES ACT (AODA)



**York Region
Sustainable
Mobility
Wayfinding
Guidelines**

SUSTAINABLE
MOBILITY
WAYFINDING
GUIDELINES

YORK REGION



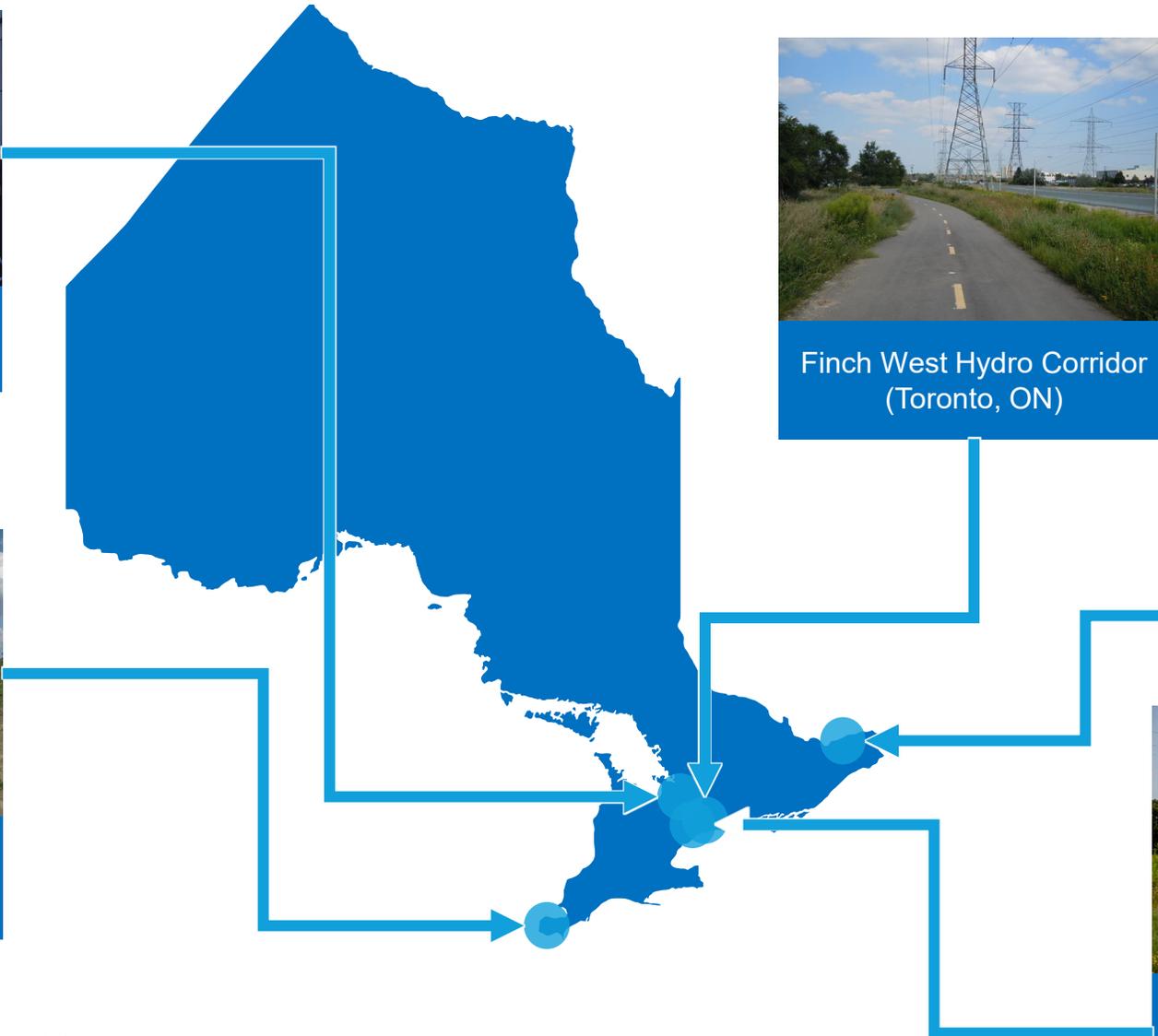
Examples of Existing Multi-Use Trail Projects Adjacent to Highways or Transit Corridors



Lake-to-Lake Trail
(York Region, ON)



Windsor Herb Grey
Parkway
(Windsor, ON)



Finch West Hydro Corridor
(Toronto, ON)



Ottawa Transitway
(Ottawa, ON)



The Meadowway
(Toronto, ON)

Image Source: themeadowway.ca

Route Selection Criteria

High-Level Regional Route Selection Criteria York Region Objectives and Goals

**Alignment and
Connectivity**



User Experience



**Environmental
Impacts**



**Constructability
and Magnitude
of Costs**



Opportunities and Constraints

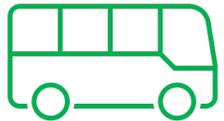
Opportunities



Existing Infrastructure



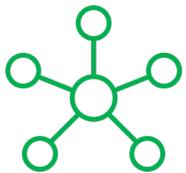
Community Access



Transit Integration



Recreational Sites



AT connectivity



Natural Amenity

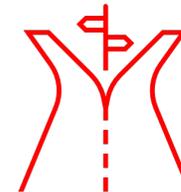
Constraints



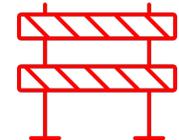
Hydro Towers



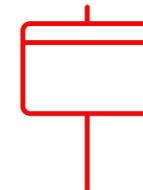
Water Crossings



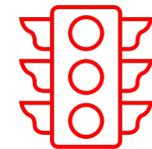
Grade Separations



Planned Capital Works



Property Ownership

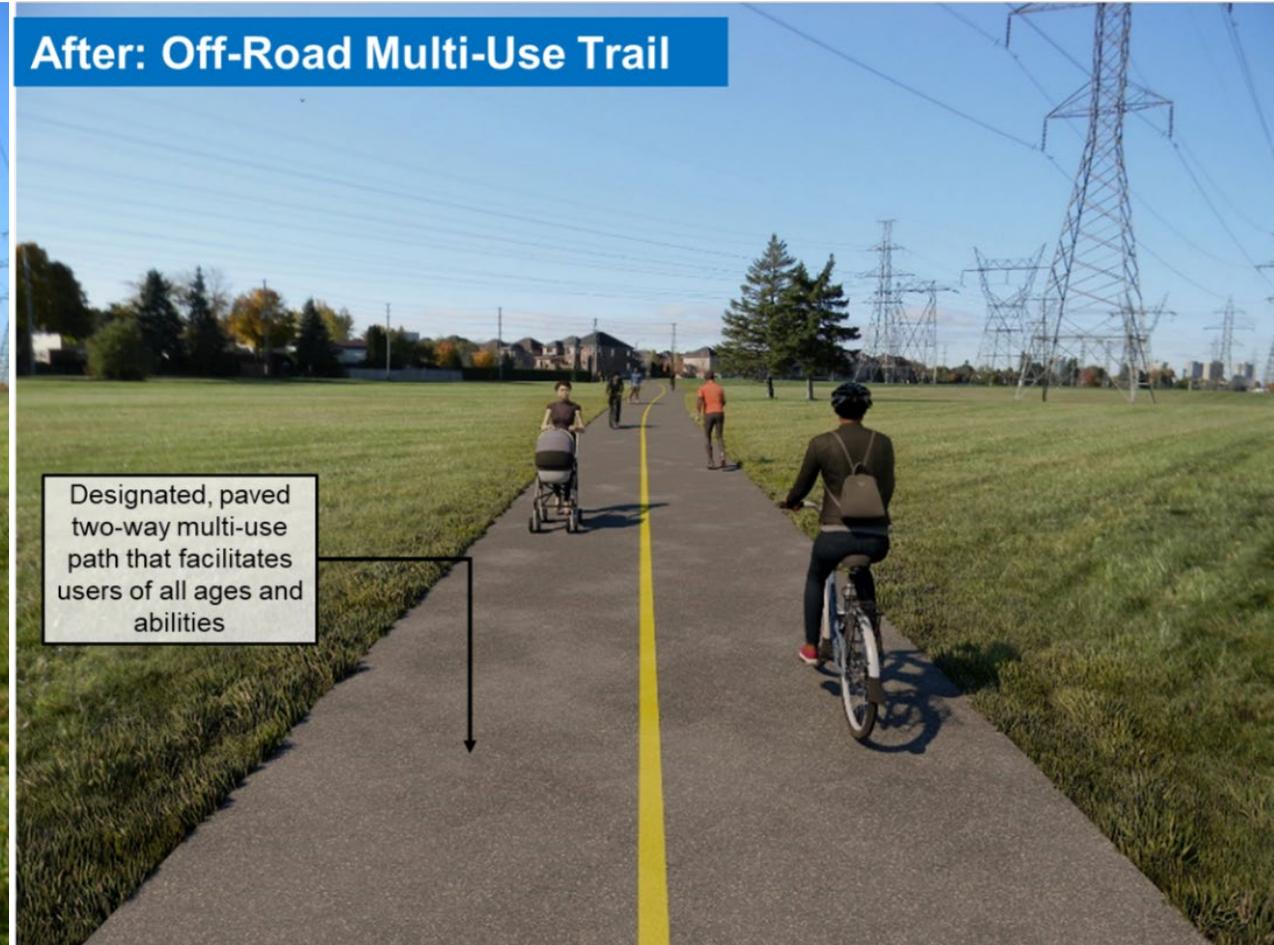
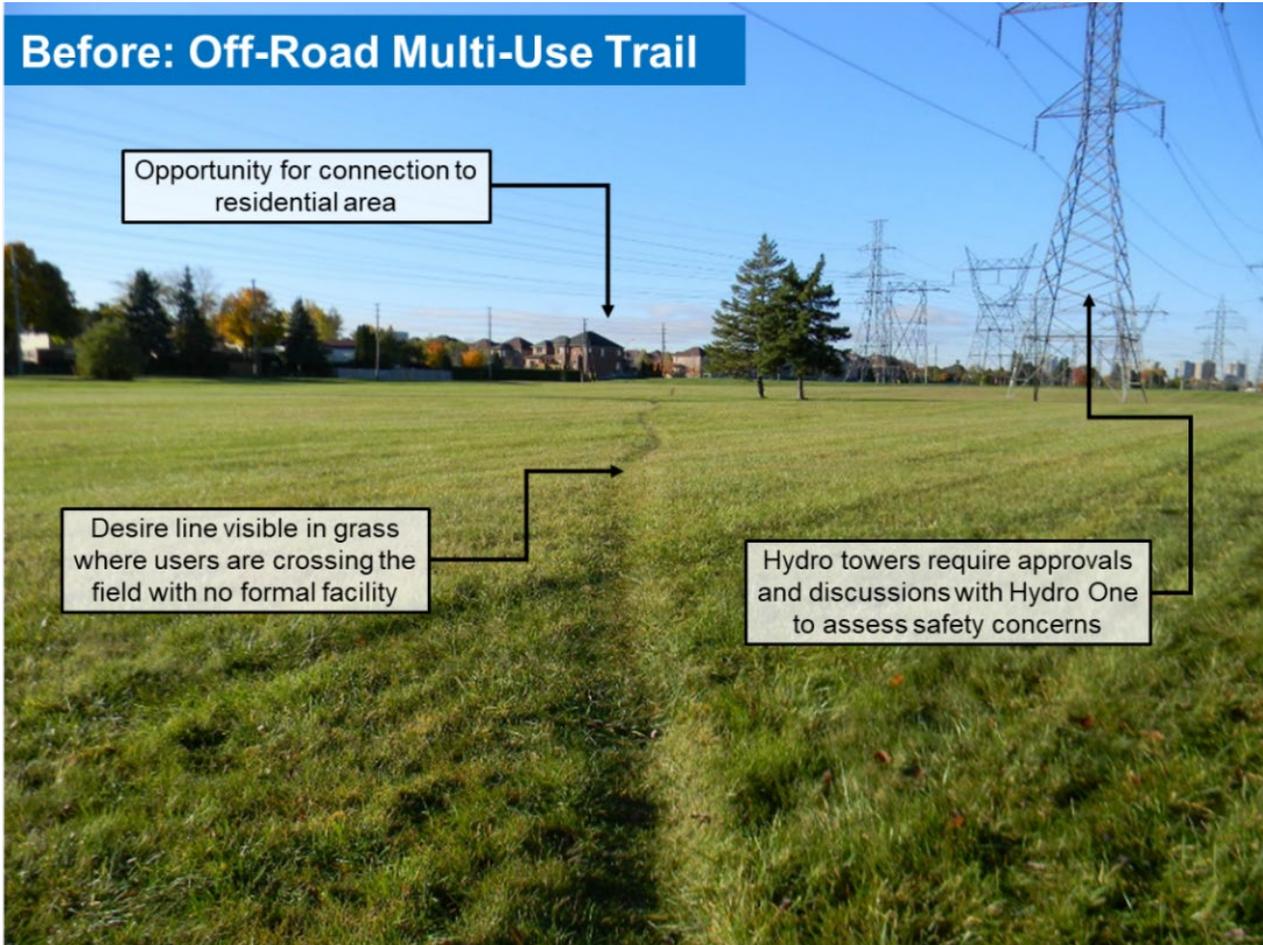


Signalized Control

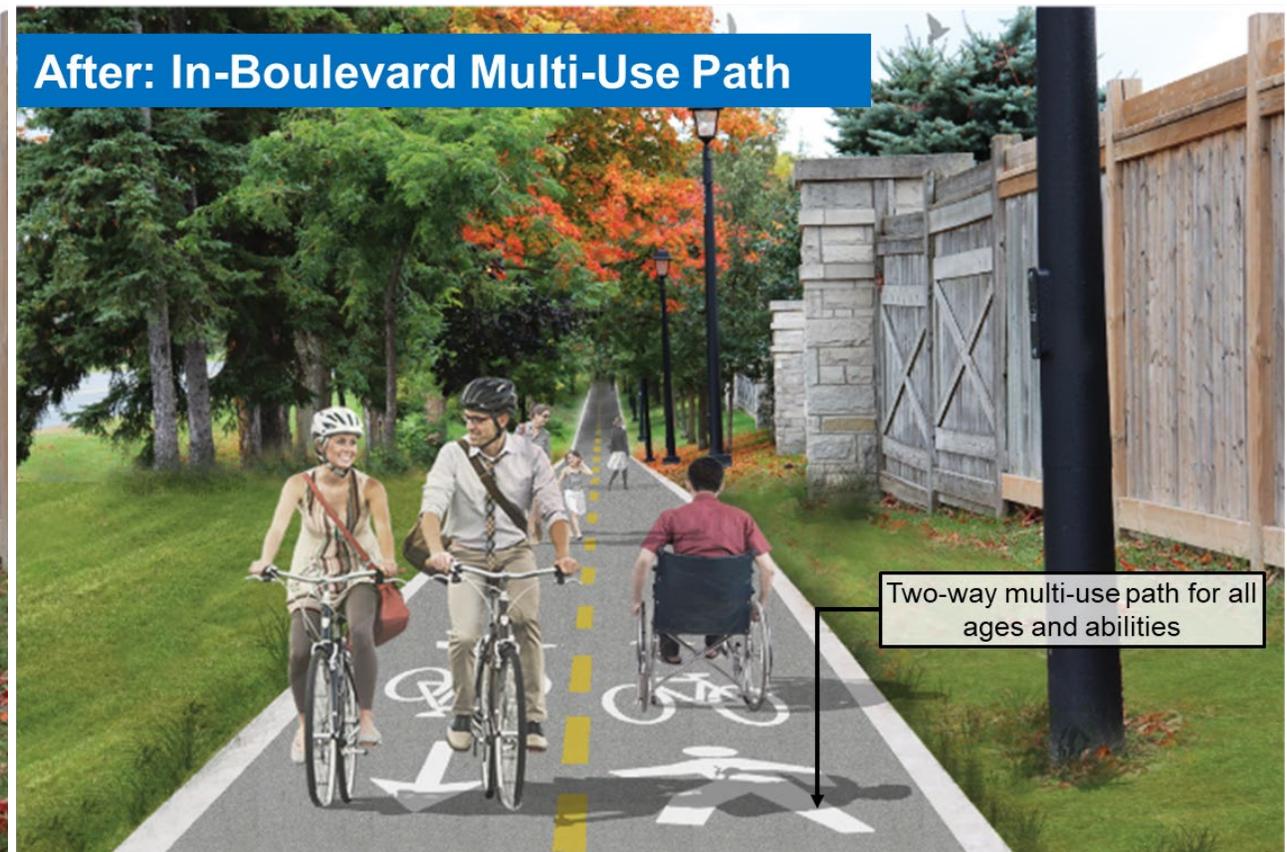
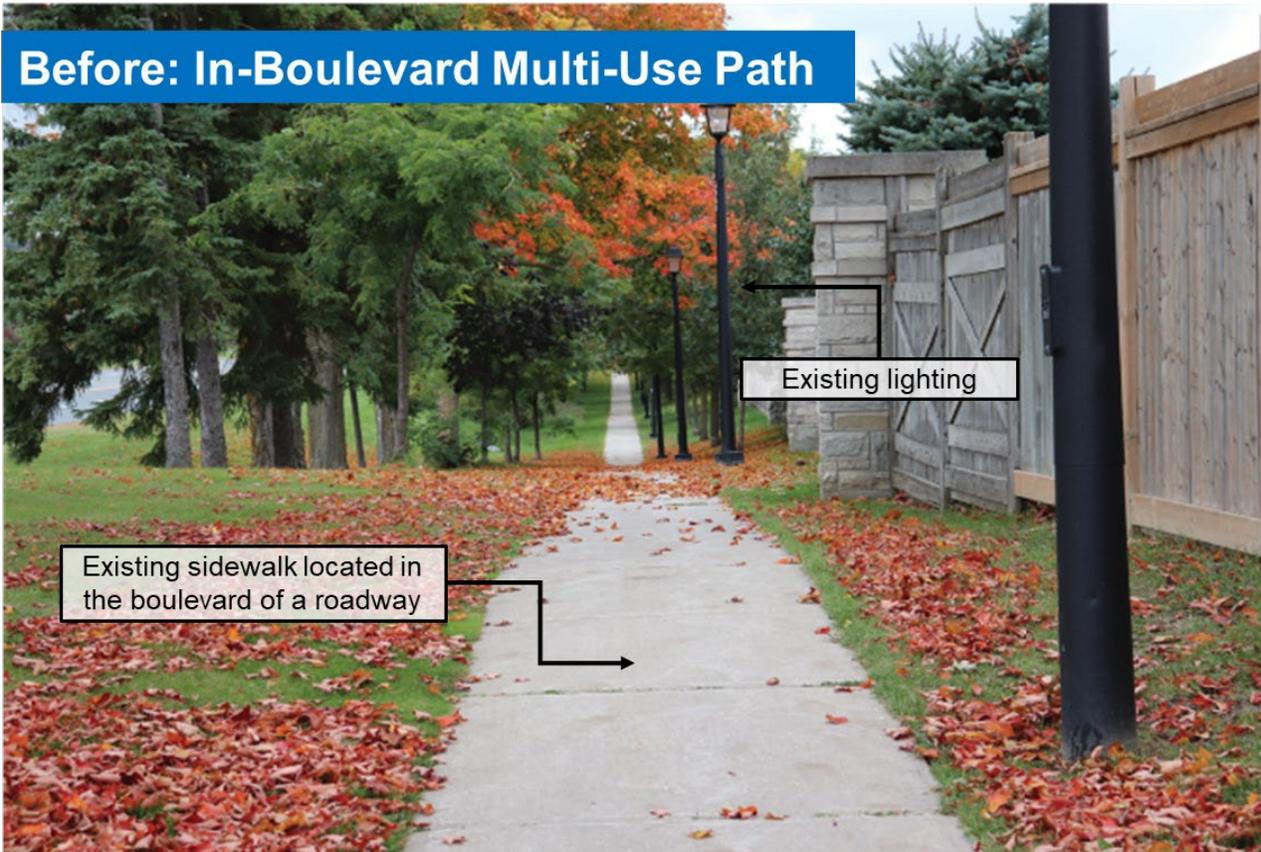
Streetscape and Urban Realm Elements



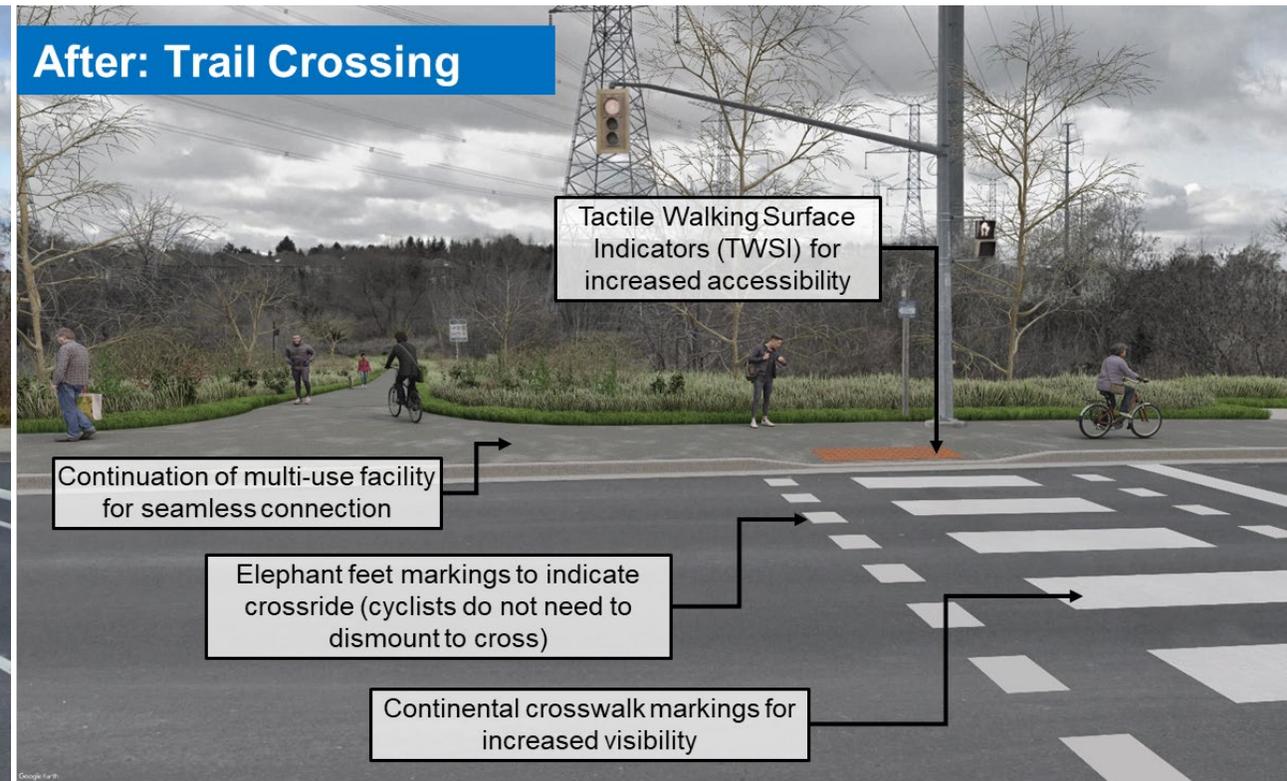
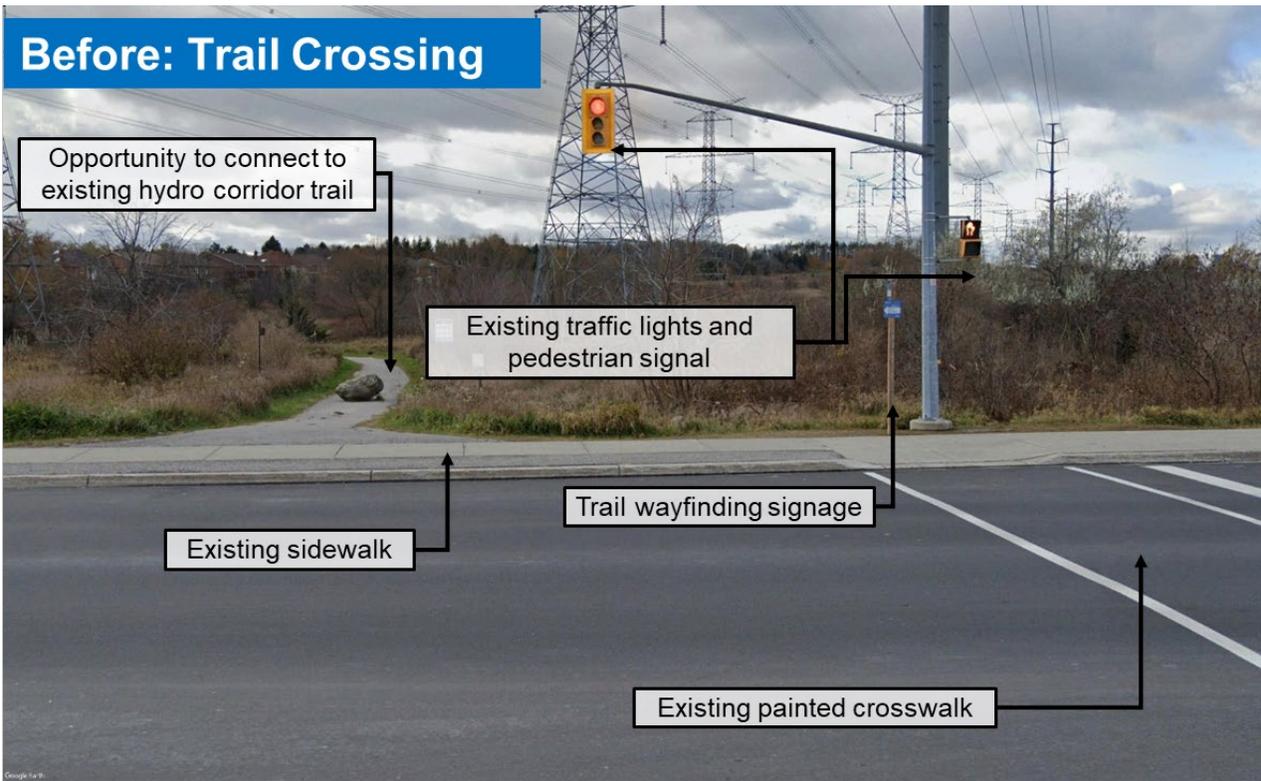
Sample Renderings



Sample Renderings

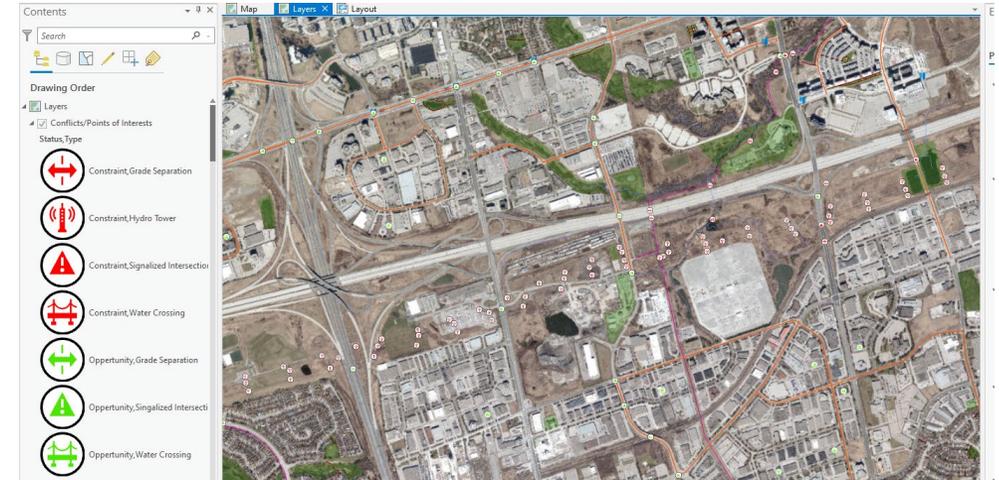


Sample Renderings



Work Completed to Date

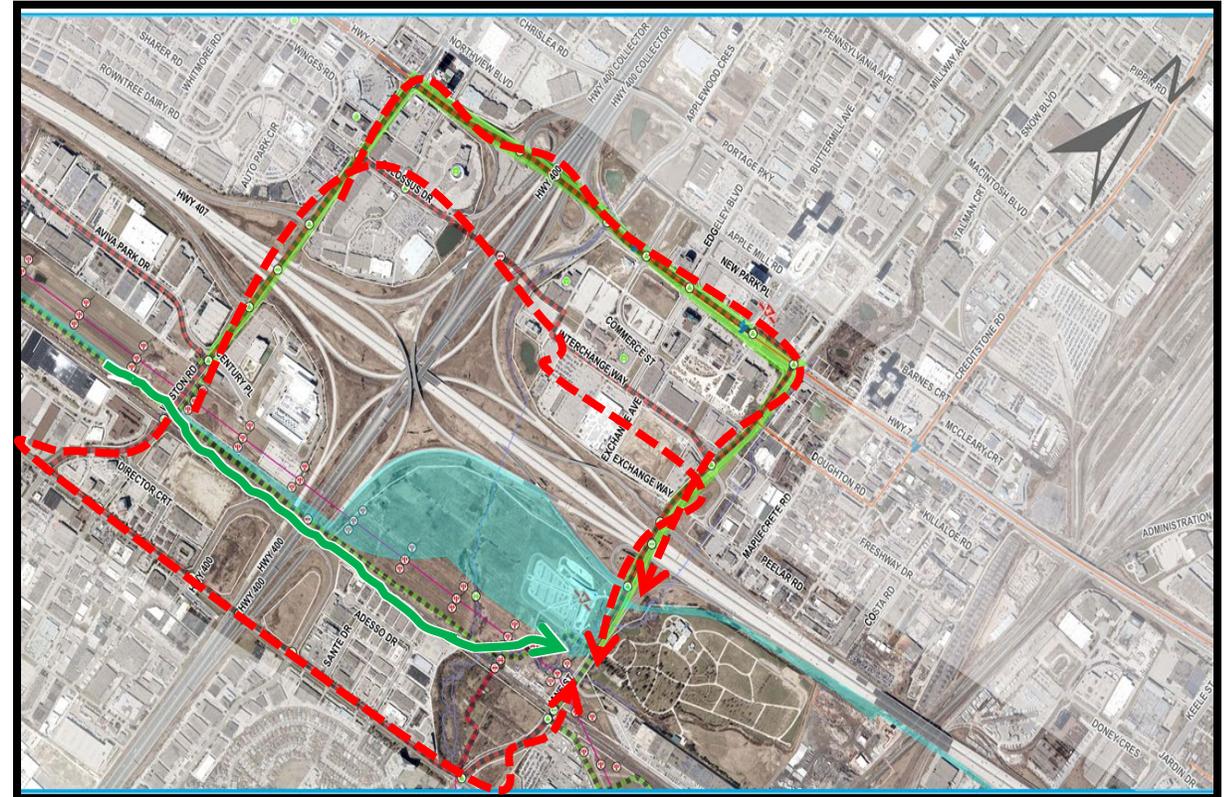
- Confirmed corridor for survey data collection
- Completed aerial survey flight
- Reviewed initial draft alignment and identified alternate alignments
- Refined and finalized alignment based on input from municipal stakeholders
- Ranked different alignment options using route selection criteria
- Completed Phase 1 report



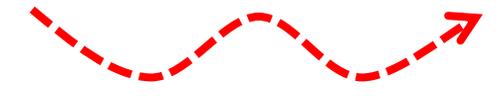
	A	B	C	D	E
4					(2/4)
5					Least desirable (1/4)
7		CRITERIA	Alignment and Connectivity	User Experience	Environmental
8		Objectives	-Build on existing & planned trail networks -Use public lands / hydro corridor as much as possible -Direct connections to transit -Direct access to adjacent communities	-Maximize % of alignment that is off-road -Cross busy streets at signalized or grade-separated crossings -Provide quality views and sensory experience -Designed to AODA standards	-Minimize tree and natural heritage impacts -LID opportunities
9		Weighting	4	3	1
10			4	4	3
11	V-01: Albion Road (Hwy 50) to Humber Trail	V-01a: North of Highway 407 (Hydro Corridor)	Mainly follows hydro corridor and provides quality connection to Clairville Conservation Area. Overlaps with proposed alignment for Vaughan Supertrail and connects to Vaughan Grove Sports Park	Mostly off-road except for short portion along Gibraltar. Passes through a mix of land uses with generally open views.	-
12		V-01b: South of Highway 407 (Steeles Avenue & Rail Corridor)	Completely separate from hydro corridor. Potential connection to Clairville but requires extension into Peel Region. Alignment mostly adjacent to Steeles Avenue provides good connectivity to	Mostly on-road, with some off-road alignment east of Martin Grove. All crossings are at existing signalized intersections. Provides interesting views only east of Martin Grove	No significant tree impacts expected. Requires two new watercourse crossings.

Alignments

- To provide a continuous facility pending the completion of new capital works (i.e. new grade separations and crossings), a series of interim alignments were identified at select segments within the studied corridor
- Many of these interim alignments leverage existing or planned infrastructure, including on-road and off-road active transportation facilities
- Interim alignments are intended to be built within a more immediate implementation horizon

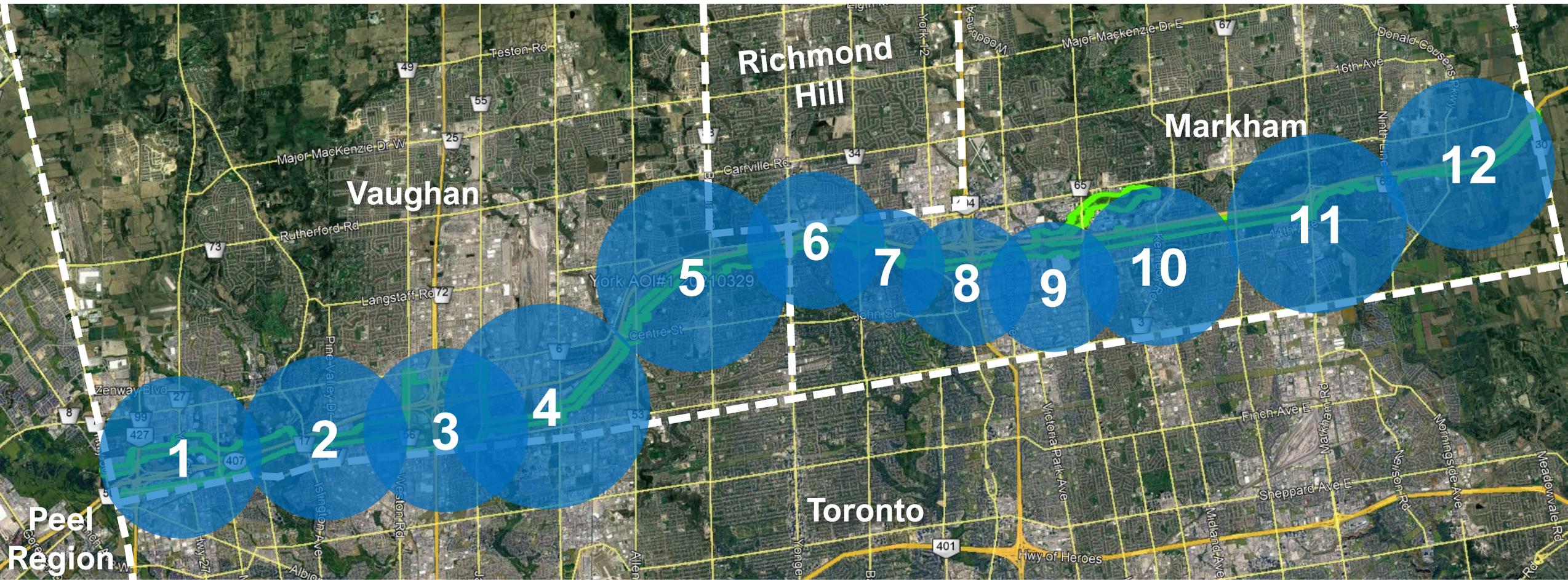


Preferred Alignment
(Long-Term)



Alternative Alignment
(Short-Term)

Maps



Flyover Video



South York Greenway flyover v 2022 04 04



The video can be accessed here:

<https://youtu.be/aVWRSskhI-Y>

Please visit the project website to view alignment maps as PDFs:

www.york.ca/southyorkgreenway

Project Schedule – Next Steps

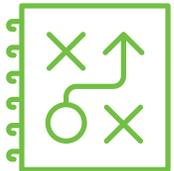
Finalize Facility Alignment & Functional Design Concept



- 1 Summarize comments from PIC #2
- 2 Complete technical analysis of the corridor and report to Council in May 2022
- 3 Undertake detailed topographic survey of finalized alignment
- 4 Complete draft detail functional concept design drawings
- 5 Develop suggested financing strategy and implementation framework to support the SYG's delivery
- 6 Prepare draft report detailing process and findings of SYG corridor feasibility study

We want to hear from YOU!

Contact transportation@york.ca to provide any comments on the South York Greenway



- Are there any features along the trail that you would like to see? Are there specific locations you would like to see those features
 - Examples of features: benches, wayfinding signage, bike repair stands, electric bike charging stations
- Are there any other comments you would like to share with us?

Stay Connected

Thank you! Questions?

Stay up to date on the project at

www.york.ca/southyorkgreenway

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