

South York Greenway

Cycling, Pedestrian and Micromobility Corridor Feasibility Study

Virtual Public Information Centre
Thursday, December 2, 2021



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.

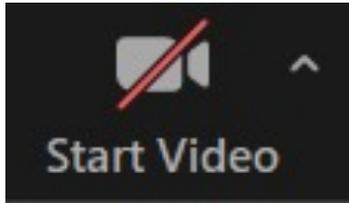
We also acknowledge that York Region falls under Treaty 13 with the Mississaugas of the Credit and the Williams Treaties with several Mississauga and Chippewas First Nations.”

Welcome and Introductions

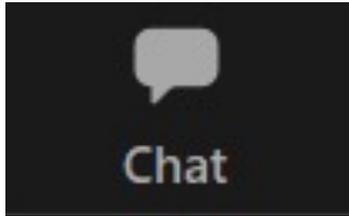
Project Team:



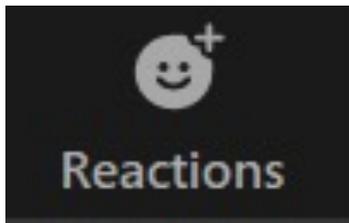
Zoom Guidelines



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. There will also be an opportunity to provide comments during the **Question and Answer** period.

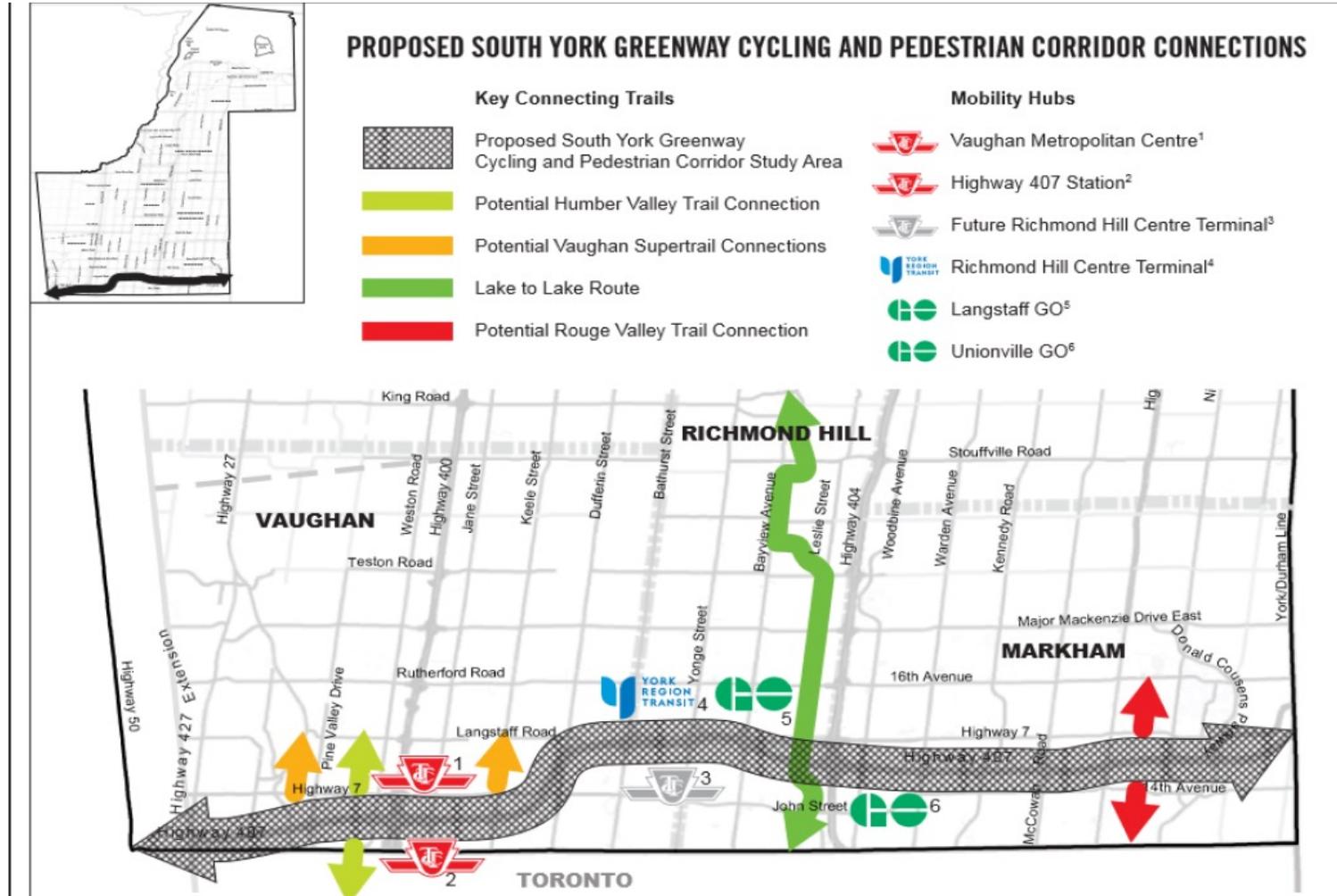


If you would like to speak, please use the **Reactions** button to “**Raise your hand**”. A member of the project team will unmute you.

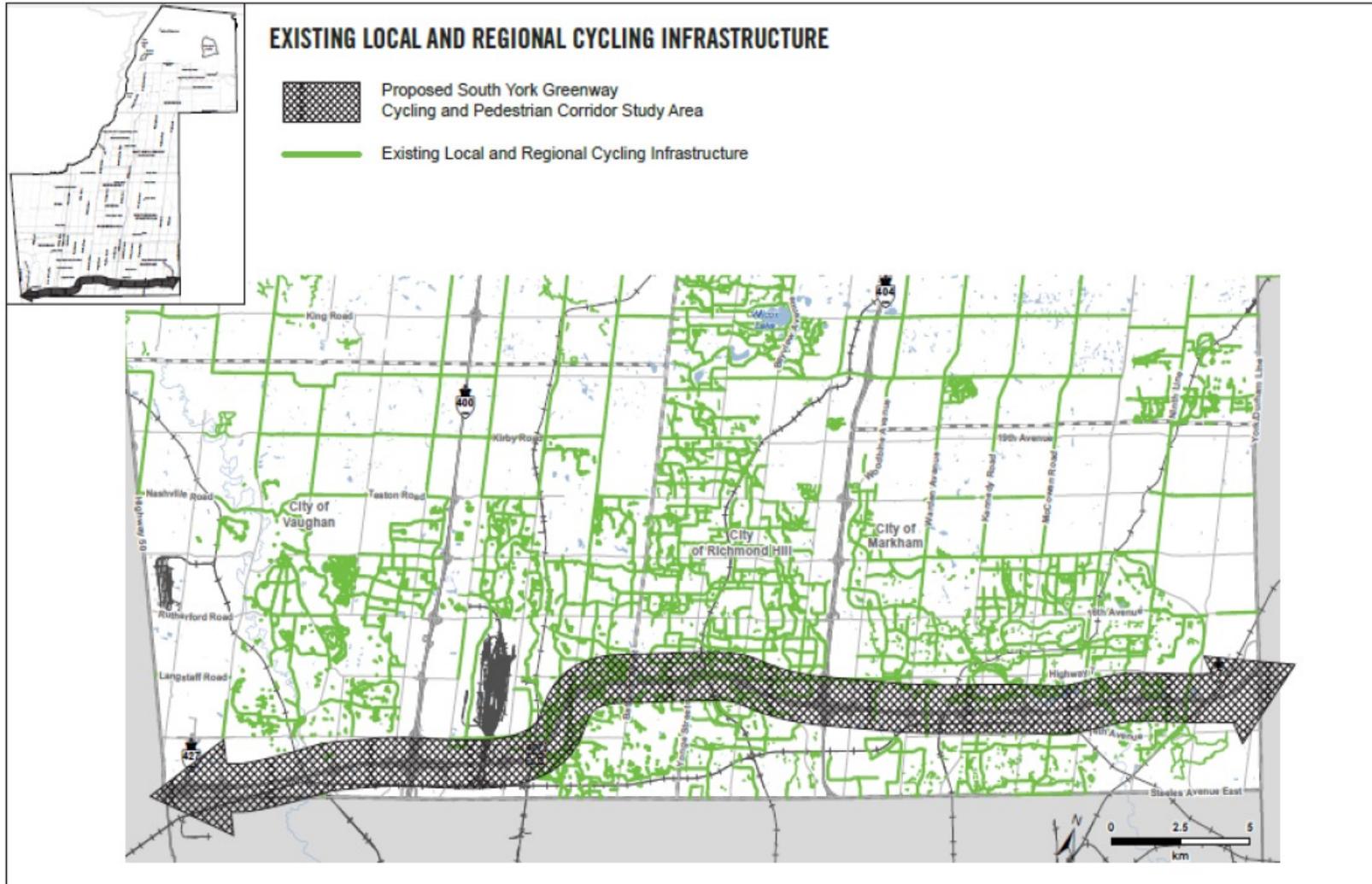
Agenda

1. Project Description and Objectives
2. Criteria for Route Selection
3. Corridor Overview
4. Work Completed
5. Engagement Tool Introduction
6. 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

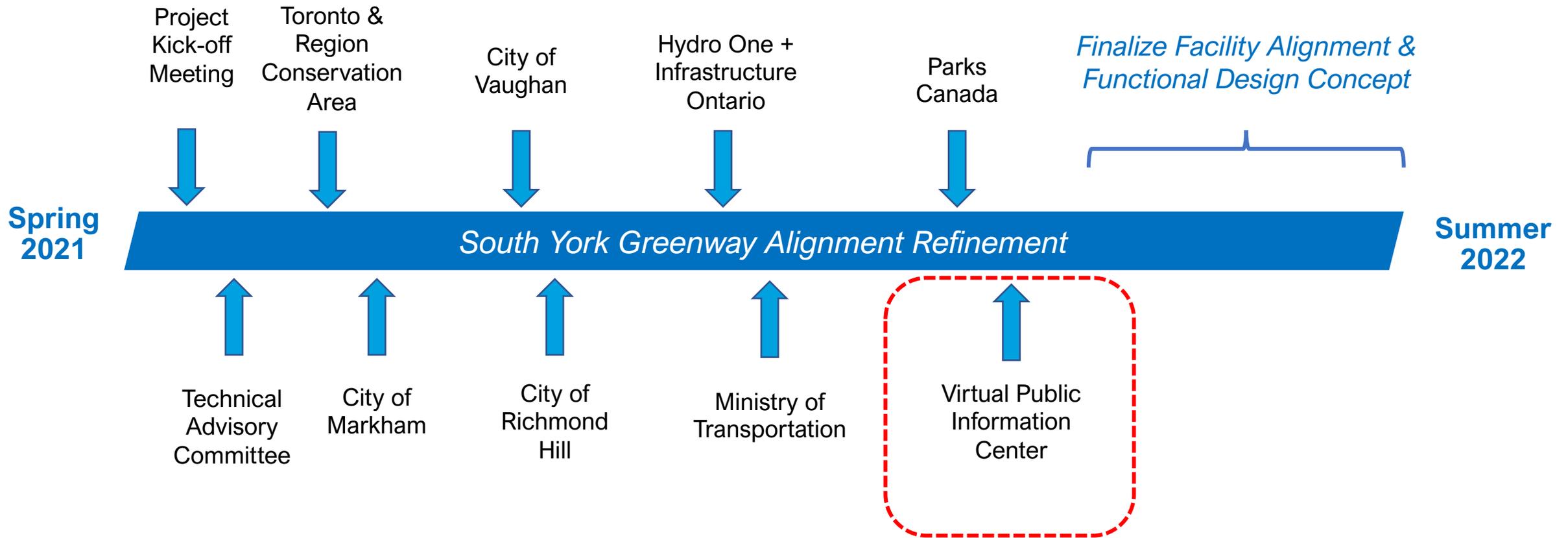
Consultations to Date



Citizens



Project Consultation Timeline



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



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



Windsor Herby Grey Parkway
(Windsor, ON)



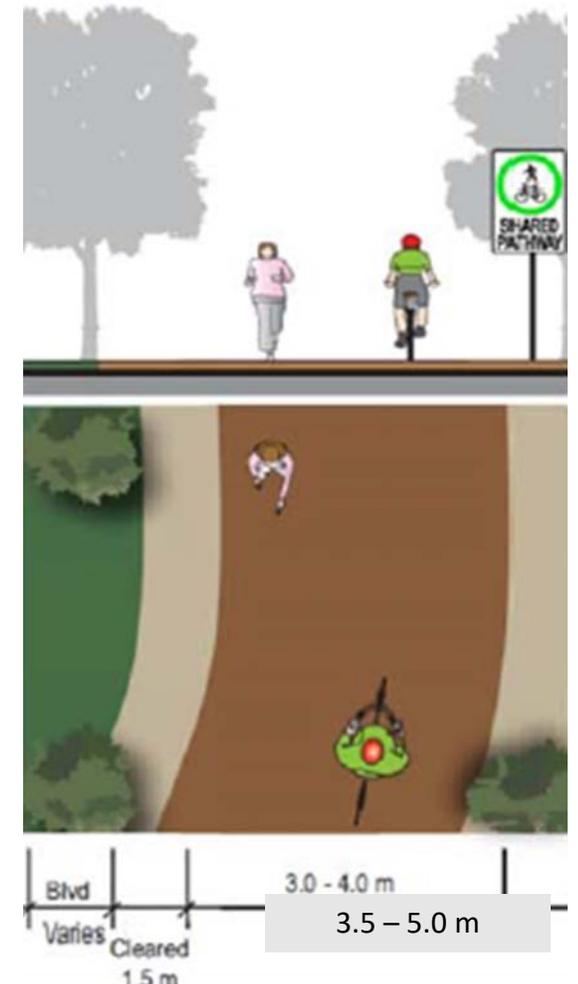
Finch West Hydro Corridor
(Toronto, ON)



Ottawa Transitway
(Ottawa, ON)

Design Approach

- Align with relevant technical references and manuals:
 - York Region Pedestrian and Cycling Planning and Design Guidelines
 - Ontario Traffic Manual Book 18: Cycling Facilities
 - Ministry of Transportation of Ontario Bikeway Design Manual
 - Ministry of Transportation of Ontario Transit-Supportive Guidelines
 - Accessibility for Ontarians with Disabilities Act Standards



Design Approach Continued

- Integrate with local and regional active transportation networks
- Consider future infrastructure projects
 - Highway 7 Transitway
 - Rouge Valley Trails
 - New active transportation facilities within the cities of Vaughan, Richmond Hill and Markham



Opportunities and Constraints

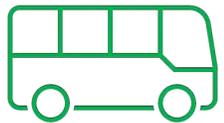
Opportunities



Existing Infrastructure



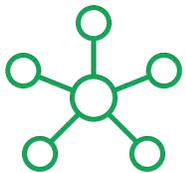
Community Access



Transit Integration



Recreational Sites

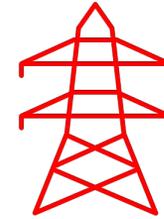


AT connectivity



Natural Amenity

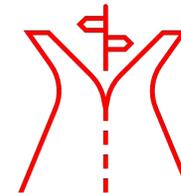
Constraints



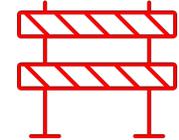
Hydro Towers



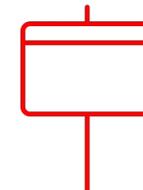
Water Crossings



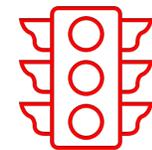
Grade Separations



Planned Capital Works



Property Ownership

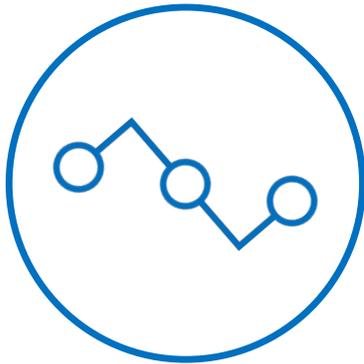


Signalized Control

Route Selection Criteria (1/2)

Alignment and Connectivity

- Build on existing & planned trail networks
- Use public lands / hydro corridor as much as possible
- Direct connections to transit
- Direct access to adjacent communities



User experience / all ages and abilities

- Design for safety of all users
- Maximize % of alignment that is off-road
- Cross busy streets at signalized or grade-separated crossings
- Provide quality views and sensory experience
- Designed to Accessibility for Ontarians with Disabilities Act (AODA) standards



Route Selection Criteria (2/2)

Environmental

- Minimize tree and natural heritage impacts
- Low Impact Development opportunities



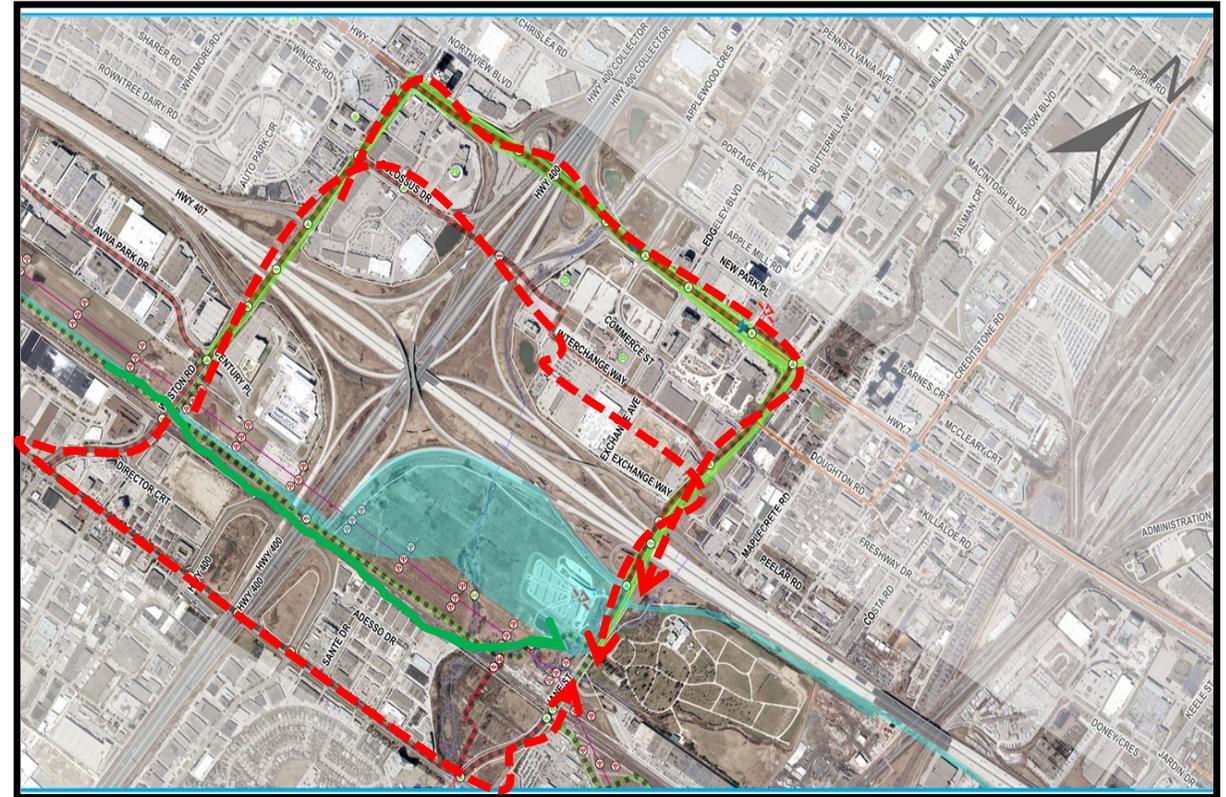
Constructability & Cost

- Prefer options with lower cost
- Reduce the number of new grade-separated and signalized crossings
- Minimize impacts to utilities

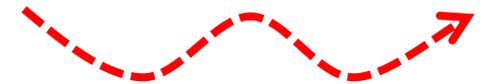


Alignments

- 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)



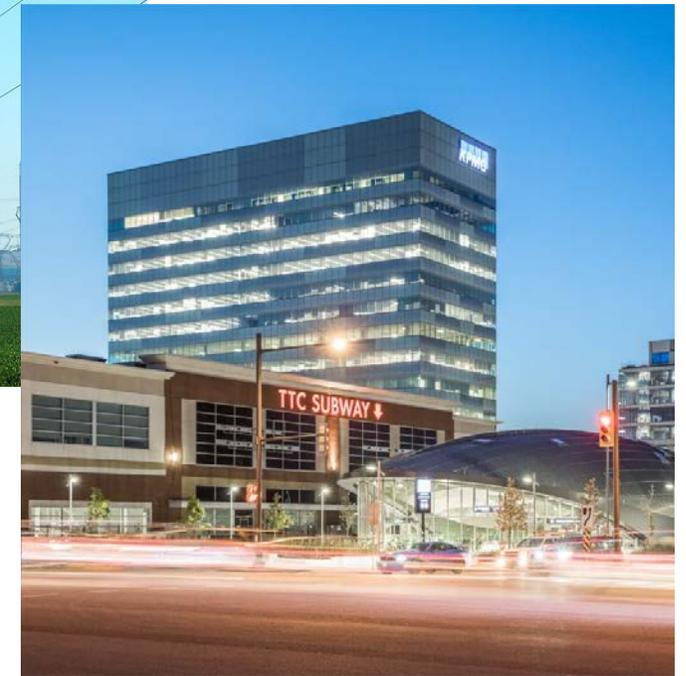
Alternative Alignment
(Short-Term)

Additional Considerations

- Preferred alignment to be placed adjacent to and outside of future 407 Transitway and existing 407 ETR highway corridor
- Have regard for the requirements of all approval agencies (York Region, Hydro One, Infrastructure Ontario, Ministry of Transportation, Toronto Region Conservation Authority, Local Municipalities)
- Align with private sector development / identify segments that can be constructed in a five-year horizon



Google Streetview Images



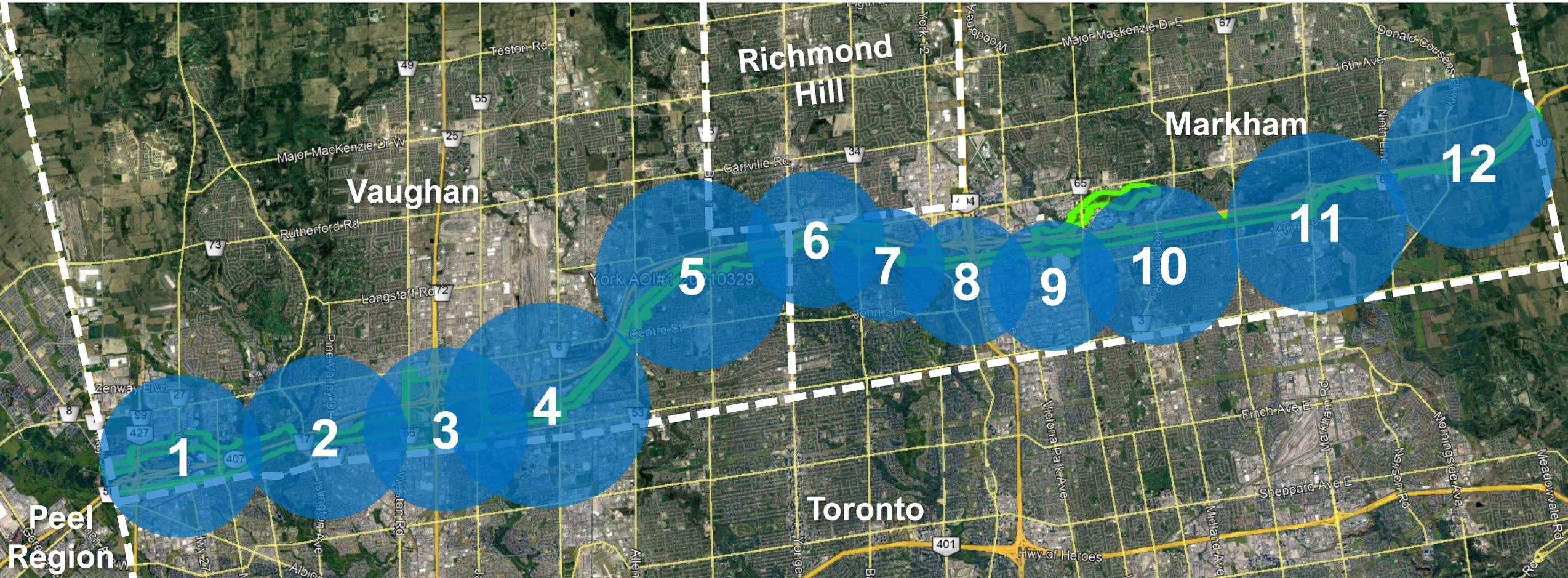
Additional Considerations Continued

- Use existing and planned parallel infrastructure where possible to avoid major barriers and leverage potential funding
- Assume a phased implementation strategy, with initial sections of the corridor proceeding to design in 2022
- Provide a linear and scenic route for trail users where possible and link to existing and future on-road and off-road active transportation / trail infrastructure

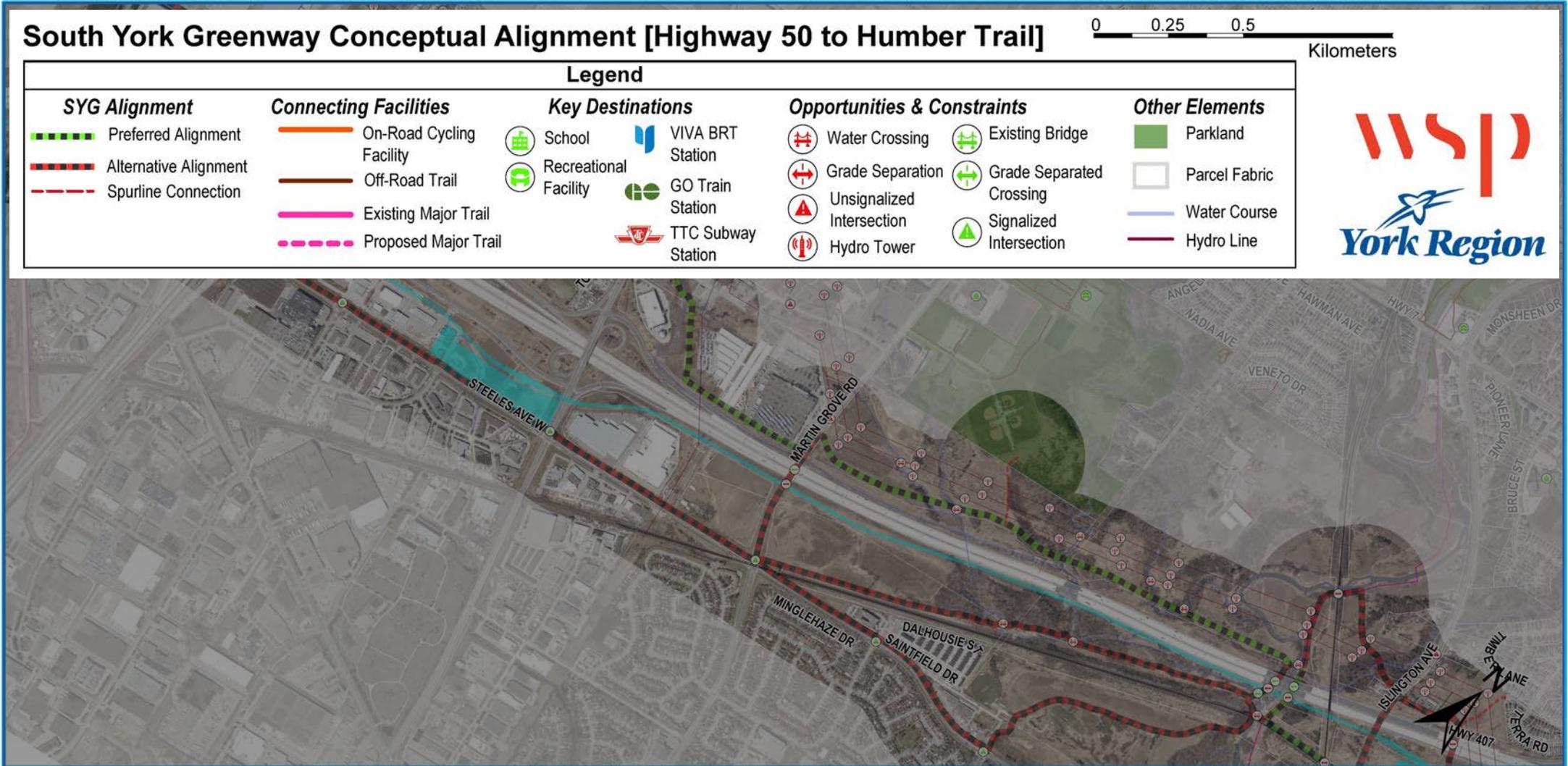


WSP rendering

Route Segments



Map Legend

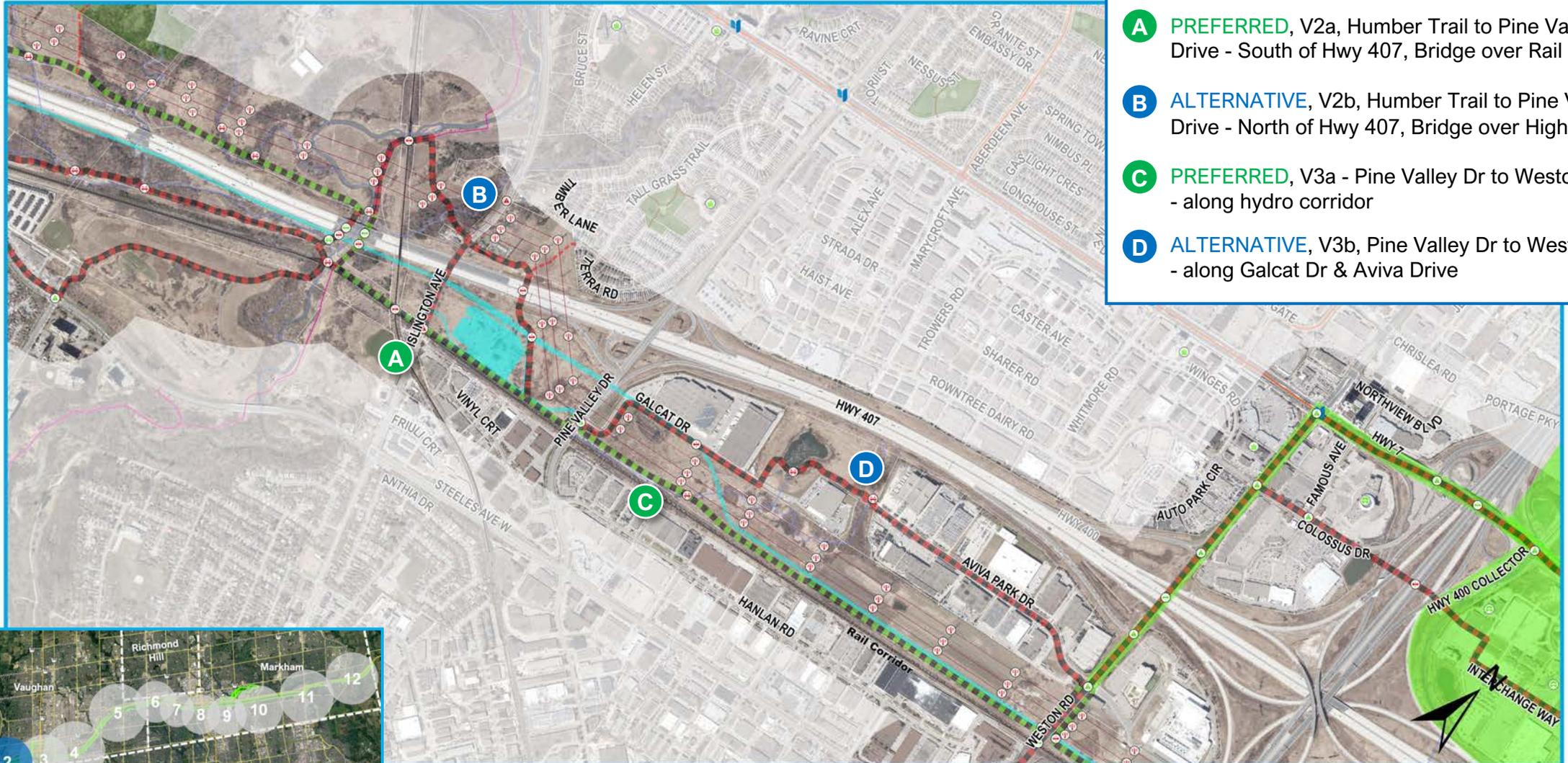


Segment 1. Hwy 50 to Humber Trail (Vaughan)



- A** PREFERRED, V1a, Albion Road (Hwy 50) to Humber Trail - North of Hwy 407 via Hydro Corridor (within pipeline easement)
- B** ALTERNATIVE, V1b, Albion Road (Hwy 50) to Humber Trail - South of Hwy 407 via Steeles Ave, north boulevard
- C** ALTERNATIVE, V1c, Albion Road (Hwy 50) to Humber Trail - North of Hwy 407 via Hydro Corridor (within Gibraltar Rd ROW)

Segment 2. Humber Trail to Weston Rd (Vaughan)



- A** PREFERRED, V2a, Humber Trail to Pine Valley Drive - South of Hwy 407, Bridge over Rail Corridor
- B** ALTERNATIVE, V2b, Humber Trail to Pine Valley Drive - North of Hwy 407, Bridge over Highway 407
- C** PREFERRED, V3a - Pine Valley Dr to Weston Road - along hydro corridor
- D** ALTERNATIVE, V3b, Pine Valley Dr to Weston Road - along Galcat Dr & Aviva Drive



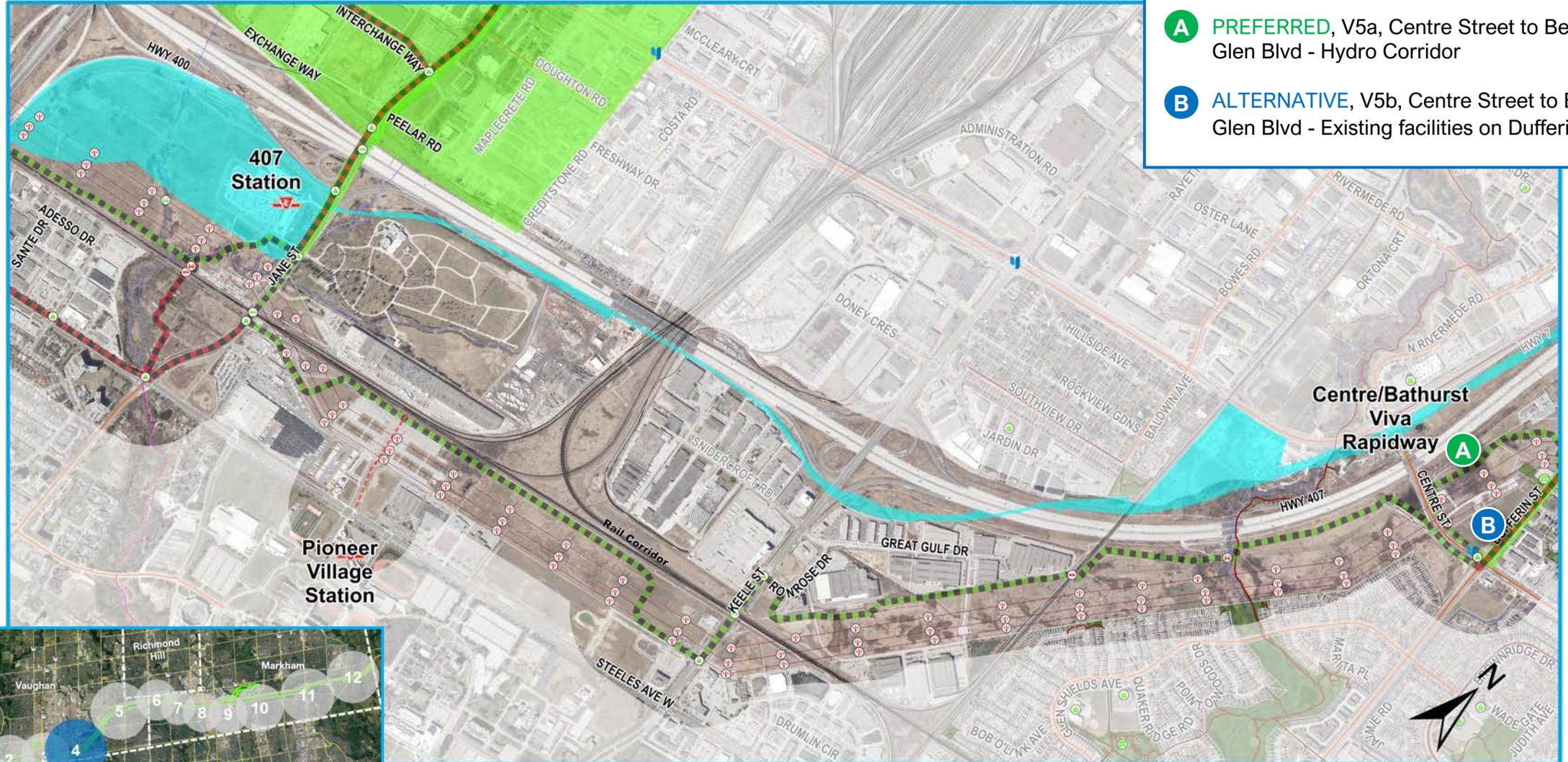
Segment 3. Weston Rd to Jane St (Vaughan)



- A** PREFERRED, V4a, Weston Road to Jane Street - new AT bridge over/under 400
- B** ALTERNATIVE, V4b, Weston Road to Jane Street: use existing/planned infrastructure on Weston, Hwy7, Jane
- C** ALTERNATIVE, V4c, Weston Road to Jane Street: use long-term planned additional bridge over Hwy 400
- D** ALTERNATIVE, V4d, Weston Road to Jane Street: use existing/planned infrastructure on Weston, Steeles Ave W and Jane St / Black Creek Trail Extension



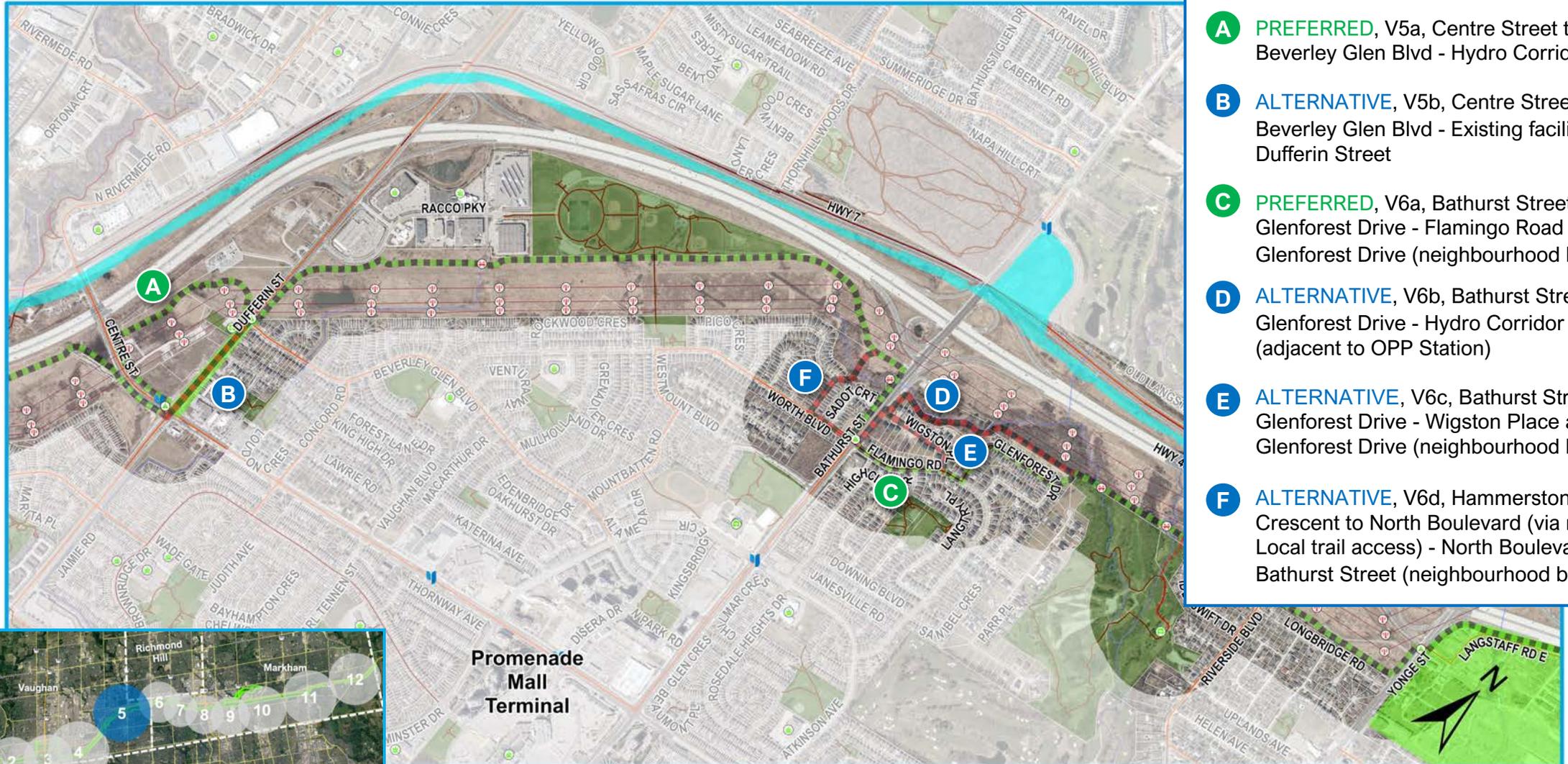
Segment 4. Jane St to Centre St (Vaughan)



- A** PREFERRED, V5a, Centre Street to Beverley Glen Blvd - Hydro Corridor
- B** ALTERNATIVE, V5b, Centre Street to Beverley Glen Blvd - Existing facilities on Dufferin Street



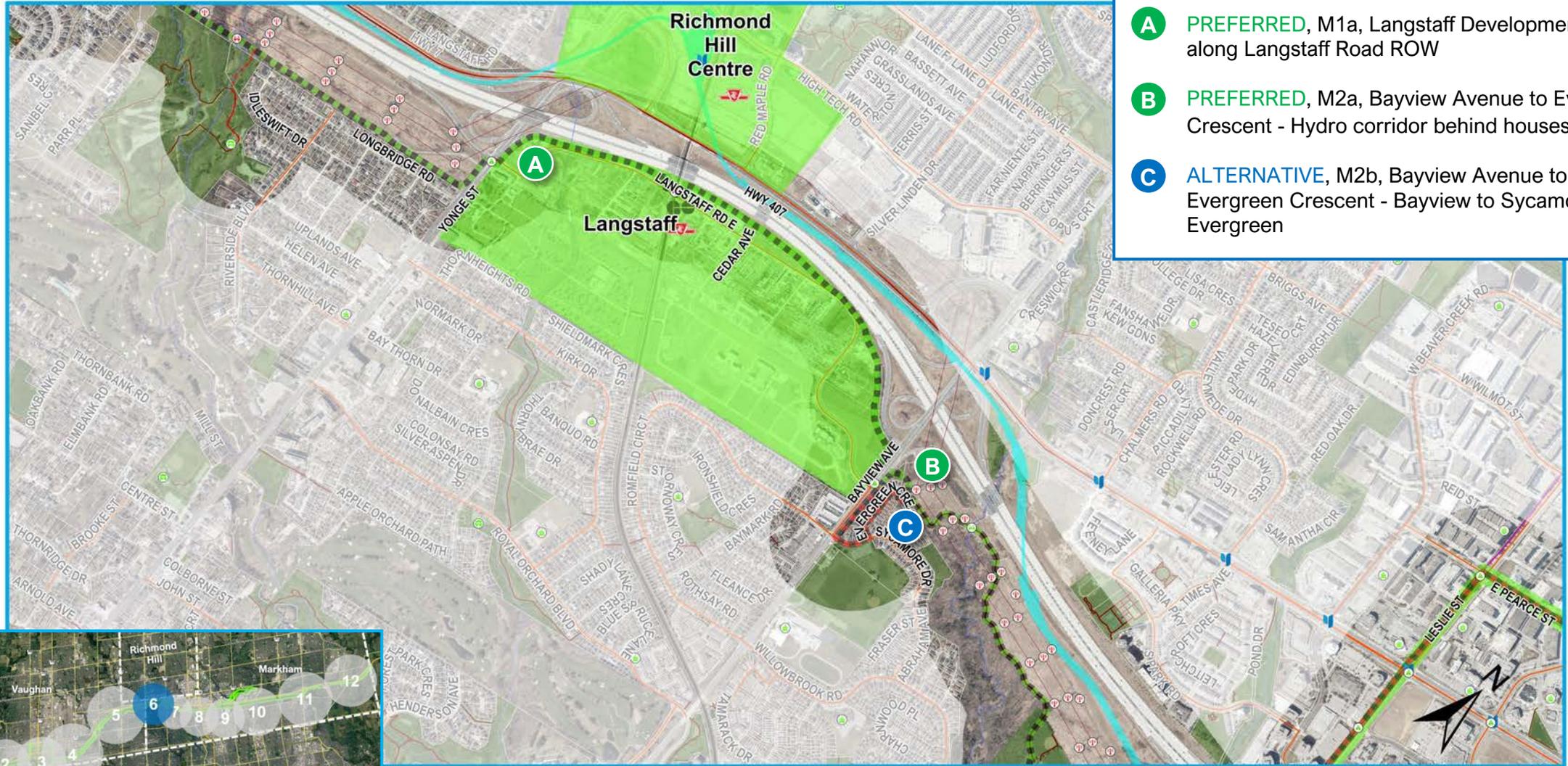
Segment 5. Centre St to Yonge St (Vaughan / Richmond Hill)



- A** **PREFERRED**, V5a, Centre Street to Beverley Glen Blvd - Hydro Corridor
- B** **ALTERNATIVE**, V5b, Centre Street to Beverley Glen Blvd - Existing facilities on Dufferin Street
- C** **PREFERRED**, V6a, Bathurst Street to Glenforest Drive - Flamingo Road and Glenforest Drive (neighbourhood bikeway)
- D** **ALTERNATIVE**, V6b, Bathurst Street to Glenforest Drive - Hydro Corridor (adjacent to OPP Station)
- E** **ALTERNATIVE**, V6c, Bathurst Street to Glenforest Drive - Wigston Place and Glenforest Drive (neighbourhood bikeway)
- F** **ALTERNATIVE**, V6d, Hammerstone Crescent to North Boulevard (via new Local trail access) - North Boulevard to Bathurst Street (neighbourhood bikeway)



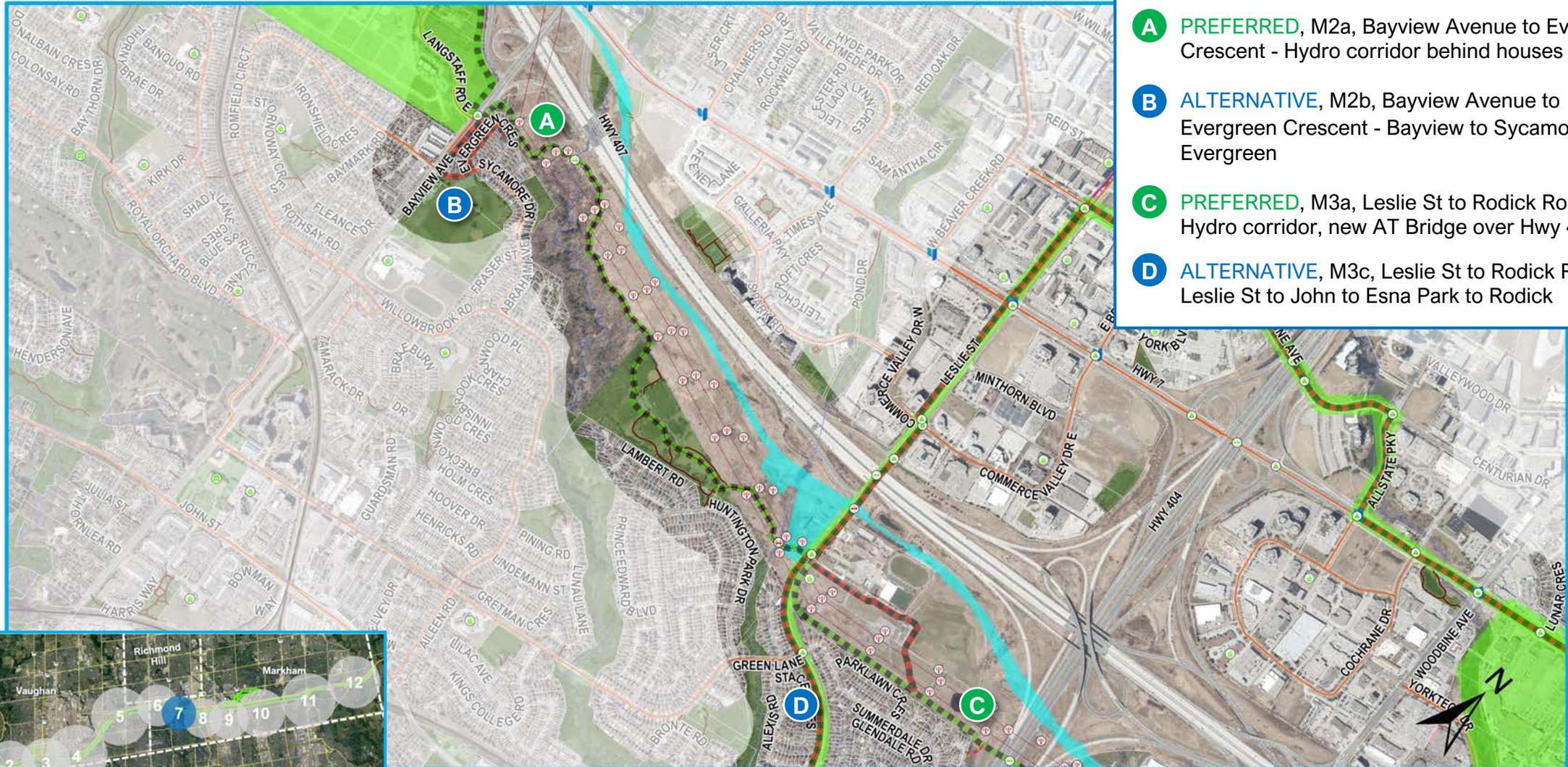
Segment 6. Yonge St to Bayview Ave (Richmond Hill / Markham)



- A** PREFERRED, M1a, Langstaff Development Area - along Langstaff Road ROW
- B** PREFERRED, M2a, Bayview Avenue to Evergreen Crescent - Hydro corridor behind houses
- C** ALTERNATIVE, M2b, Bayview Avenue to Evergreen Crescent - Bayview to Sycamore to Evergreen



Segment 7. Bayview Ave to Leslie St (Richmond Hill / Markham)

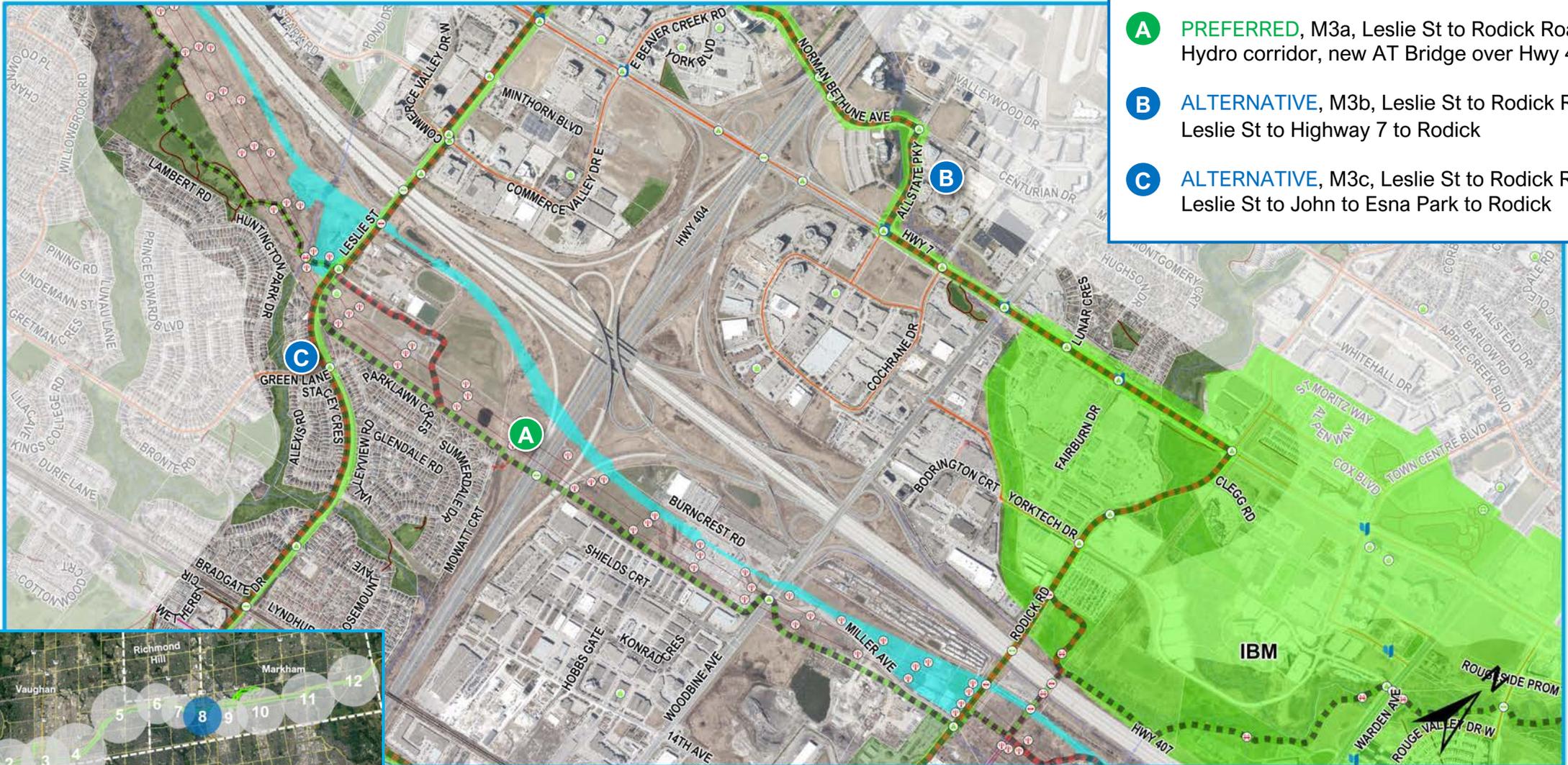


- A** PREFERRED, M2a, Bayview Avenue to Evergreen Crescent - Hydro corridor behind houses
- B** ALTERNATIVE, M2b, Bayview Avenue to Evergreen Crescent - Bayview to Sycamore to Evergreen
- C** PREFERRED, M3a, Leslie St to Rodick Road, Hydro corridor, new AT Bridge over Hwy 404
- D** ALTERNATIVE, M3c, Leslie St to Rodick Road - Leslie St to John to Esna Park to Rodick



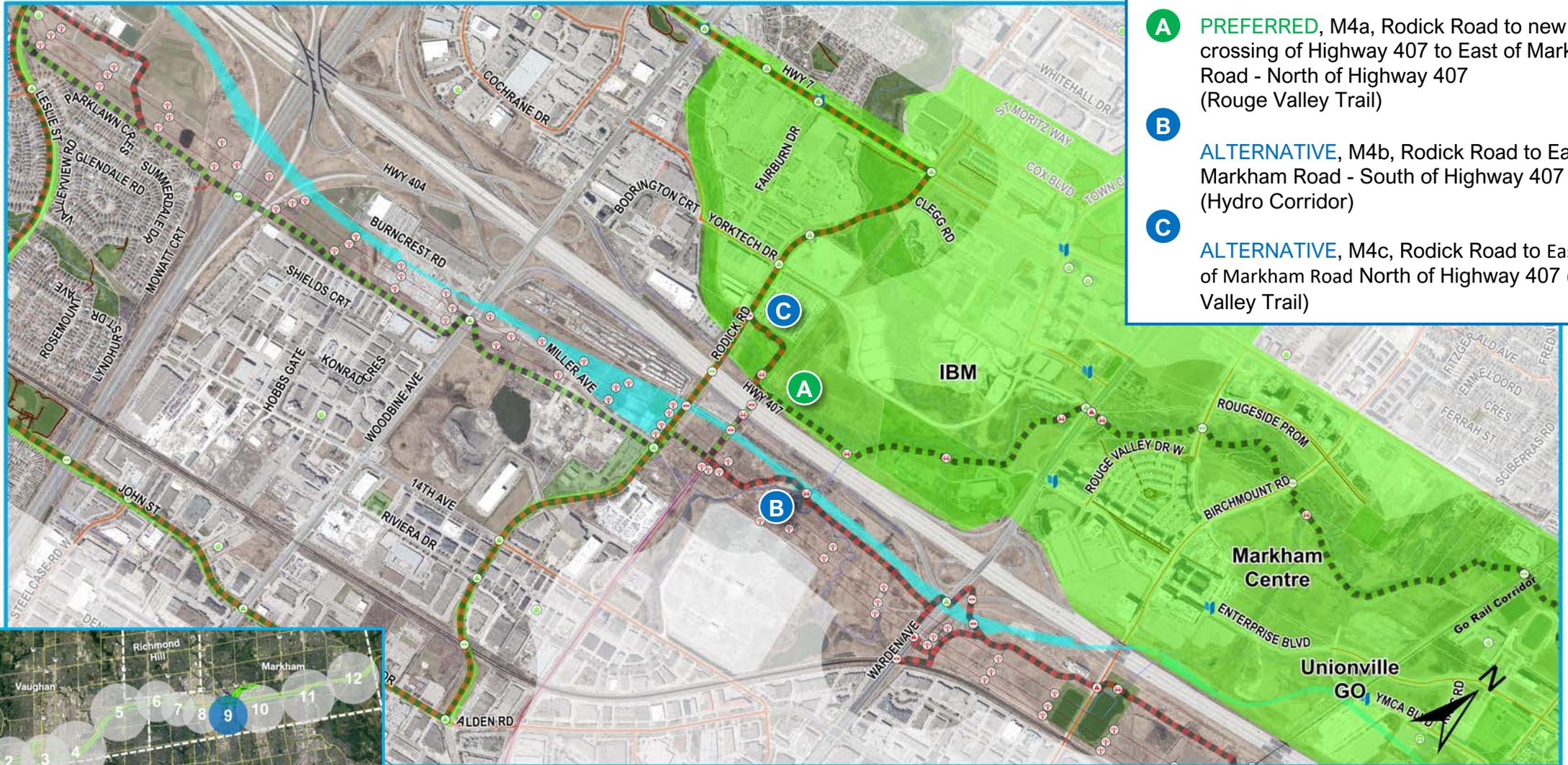
Segment 8. Leslie St to Highway 404 (Richmond Hill / Markham)

- A** PREFERRED, M3a, Leslie St to Rodick Road, Hydro corridor, new AT Bridge over Hwy 404
- B** ALTERNATIVE, M3b, Leslie St to Rodick Road - Leslie St to Highway 7 to Rodick
- C** ALTERNATIVE, M3c, Leslie St to Rodick Road - Leslie St to John to Esna Park to Rodick



Segment 9. Highway 404 to Birchmount Rd (Markham)

- A** **PREFERRED**, M4a, Rodick Road to new crossing of Highway 407 to East of Markham Road - North of Highway 407 (Rouge Valley Trail)
- B** **ALTERNATIVE**, M4b, Rodick Road to East of Markham Road - South of Highway 407 (Hydro Corridor)
- C** **ALTERNATIVE**, M4c, Rodick Road to East of Markham Road North of Highway 407 (Rouge Valley Trail)



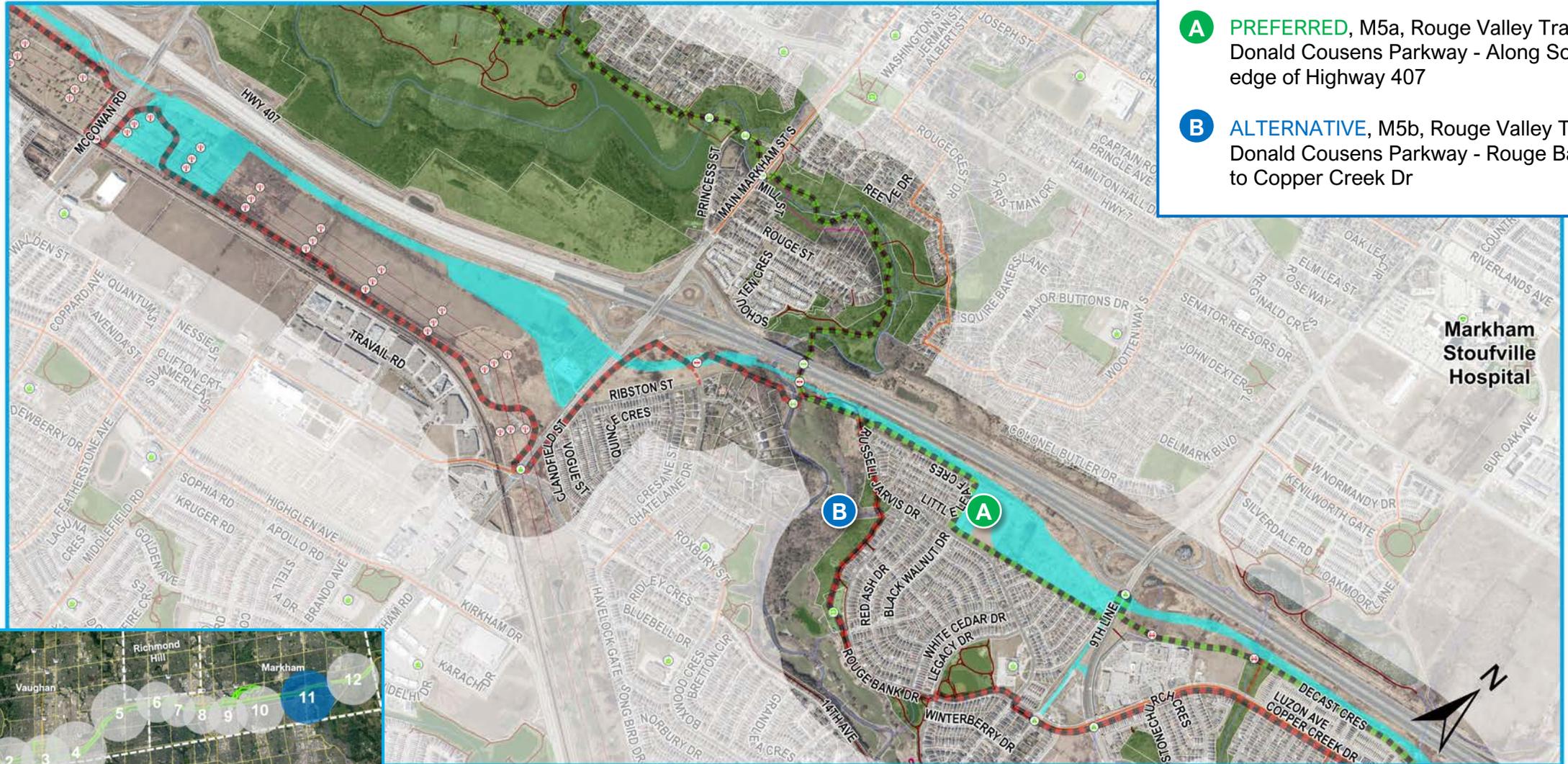
Segment 10. Birchmount Rd to McCowan Rd (Markham)



- A** **PREFERRED**, M4a, Rodick Road to East of Markham Road - North of Highway 407 (Rouge Valley Trail)
- B** **ALTERNATIVE**, M4b, Rodick Road to East of Markham Road - South of Highway 407 (Hydro Corridor)



Segment 11. McCowan Rd to Box Grove Bypass (Markham)



- A** **PREFERRED**, M5a, Rouge Valley Trail to Donald Cousens Parkway - Along South edge of Highway 407
- B** **ALTERNATIVE**, M5b, Rouge Valley Trail to Donald Cousens Parkway - Rouge Bank Dr to Copper Creek Dr



Segment 12. Box Grove Bypass to York-Durham Line (Markham)

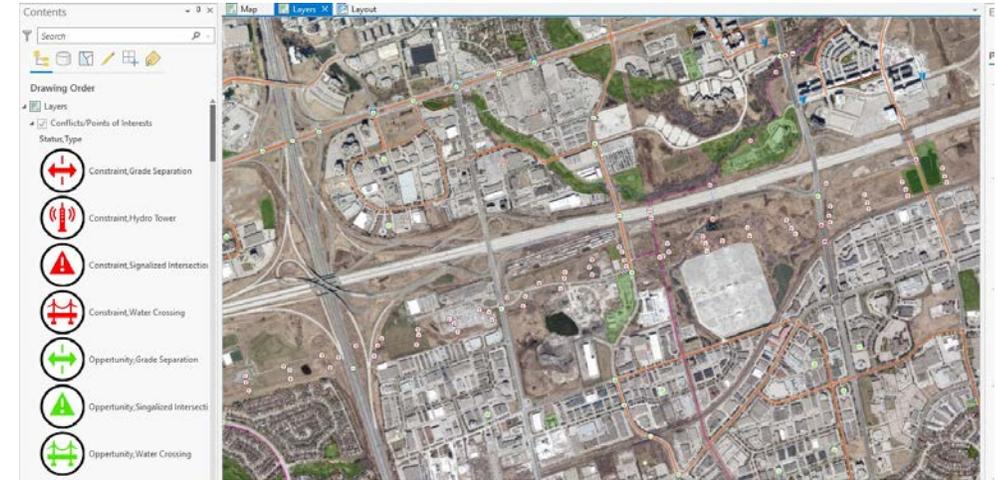


- A** PREFERRED, M6a, Donald Cousens Parkway through to Rouge National Urban Park Trail System - South of Highway 407 to Seaton Trail
- B** ALTERNATIVE, M6b, Reesor Road North of Highway 407 - Highway 7 to York Durham Line
- C** ALTERNATIVE, M6b, Donald Cousens Parkway through Rouge National Urban Park Trail System - North of Highway 407 to York-Durham Line along proposed RNUP Trail System and Highway 7



Work Completed

- 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



	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.

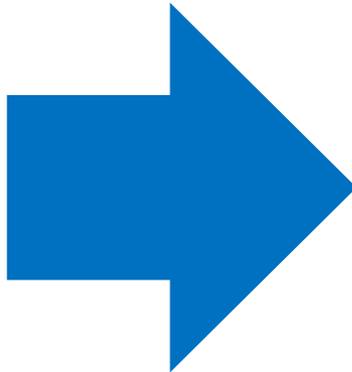
Project Schedule – Next Steps

Finalize Facility Alignment & Functional Design Concept

South York Greenway Alignment Refinement

Summer
2022

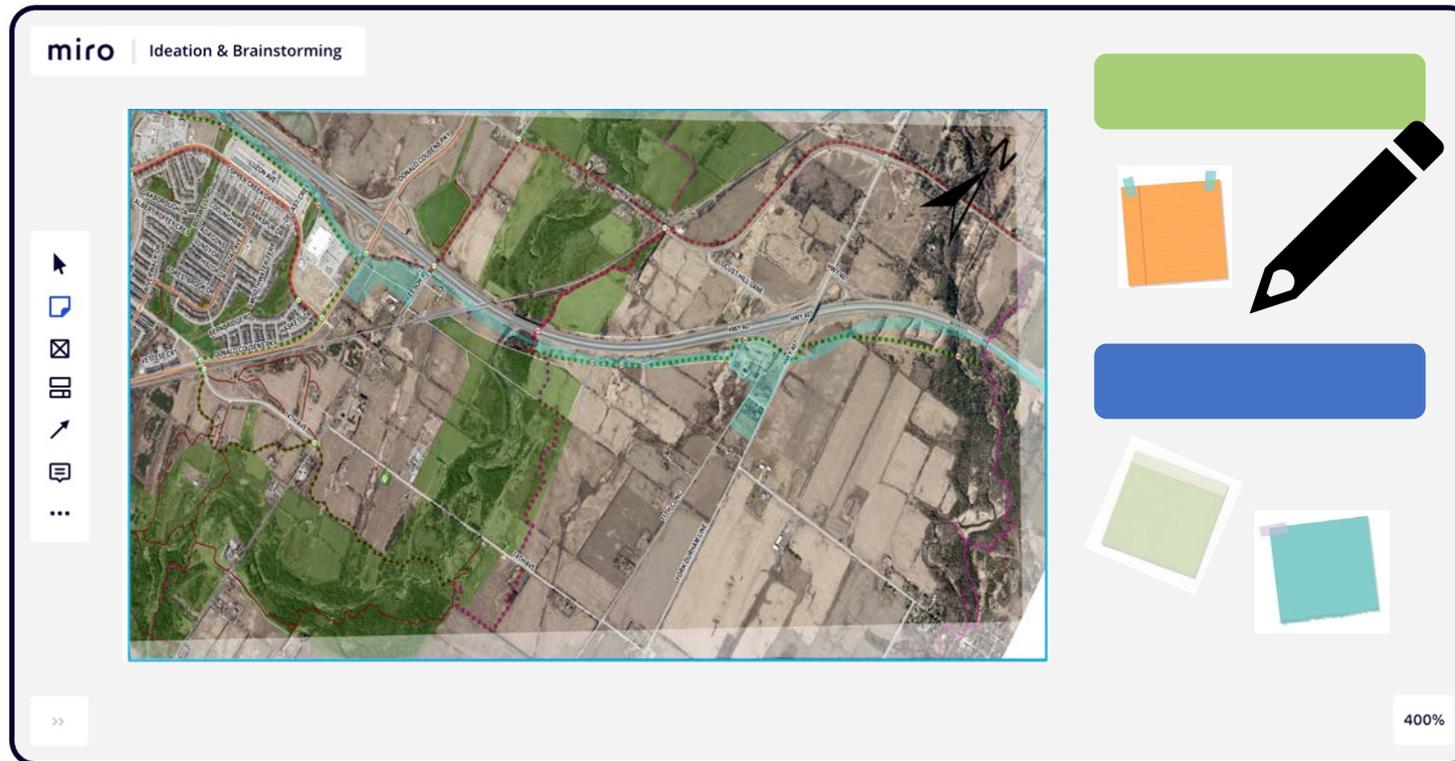
Virtual Public
Information
Center



- 1 Refine alignment based off public input, complete technical analysis of corridor and finalize recommendation
- 2 Undertake detailed topographic survey of finalized alignment.
- 3 Complete draft detail functional concept design drawings
- 4 Develop suggested financing strategy and implementation framework to support the SYG's delivery
- 5 Prepare draft report detailing process and findings of SYG corridor feasibility study.

We want to hear from YOU!

Log onto the Miro Board and provide your comments directly on the South York Greenway Alignment Maps. <https://bit.ly/SYGreenway>



- What did we miss?
- What did we get right? What did we get wrong?
- What important locations and considerations should we know about?

Stay Connected

Thank you! Questions?

Stay up to date on the project at
www.york.ca/southyorkgreenway

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