



# APPENDIX B

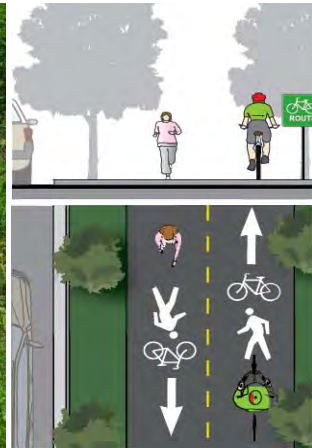
## PIC #1 MATERIALS





# Lake to Lake

## CYCLING ROUTE and WALKING TRAIL



### LAKE TO LAKE PUBLIC INFORMATION CENTRE #1

**Location 1:**  
 HILLCREST MALL, 9350 YONGE STREET  
 FRIDAY JUNE 1, 2012  
 3:00 P.M. TO 6:00 P.M.

**Location 2:**  
 THE AURORA CHAMBER STREET FESTIVAL  
 SUNDAY JUNE 3, 2012  
 11:00 A.M. TO 5:00 P.M.



# LAKE TO LAKE STUDY INTRODUCTION & WELCOME

*The Region is undertaking a comprehensive design feasibility study that will help determine the route alignment, design and details about how the route will be implemented within the Region.*

## Study Objectives:

- Linking routes to transit facilities;
- Providing connection between routes and points of interest throughout the Region; and
- Establishing a recreational cycling route and walking trail to allow people to experience the beautiful, natural and cultural heritage in York Region.



**Region's Pedestrian and Cycling Master Plan (2008):** the Regional Municipality of York identified a cycling route and walking trail that will span from Lake Simcoe to Lake Ontario promoting alternate forms of travel, such as combining walking and cycling with public transit.



**Primary Study Area:** the lake to lake corridor conceptually connects Lake Simcoe to the north with the City of Toronto at the East Don Parklands near Leslie Street and makes use of the City's cycling facilities to Lake Ontario.



Location: Tom Taylor Trail, Town of Newmarket

Location: Town of East Gwillimbury

Location: Town of Georgina

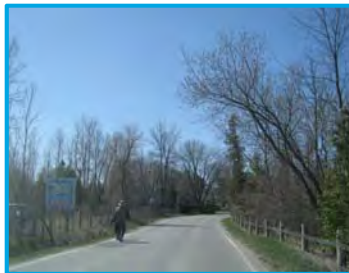
Location: Aurora, ON



# LAKE TO LAKE ROUTE SELECTION CRITERIA

Route Selection Criteria are used to help inform the development of the Lake-to-Lake Cycling Route and Walking Trail and consider the following:

- **Regional goals and objectives** of a Lake-to-Lake Cycling Route and Walking Trail;
- **User Experience** including features associated with a desirable, connections and logical route; and
- **Safety and Design Feasibility Criteria** including features associated with safety, design feasibility and maintenance.



## HIGH-LEVEL REGIONAL ROUTE SELECTION CRITERIA

**A.**

Provides linkages to features of natural and cultural significance.

**B.**

Is a practical part of a spine network which links Lake Ontario to Lake Simcoe.

**C.**

Builds upon established Regional and local municipal cycle routes and walking trails.

### USER EXPERIENCE

#### Desirable

1. Scenic & Attractive
2. Demonstrates Existing and/or Future Demand
3. Perception of Safety and Security
4. Level of Comfort
5. Topography
6. Consistent with Local Tourism Strategies and Goals

#### Connected

7. Links Significant Destinations and Attractions
8. Connects Significant Population Centres
9. Accesses Services and Accommodations
10. Provides Intermodal Links

#### Logical

11. Easy to Follow
12. Crosses Major Physical Barrier(s)
13. Meets User Needs

### SAFETY AND DESIGN FEASIBILITY CRITERIA

#### Route Characteristics & Safety Considerations

1. Motor Vehicle Traffic Volumes
2. Motor Vehicle Operating Speeds
3. Truck and Commercial Vehicle Traffic
4. Sightlines
5. Emergency Access
6. Collision History

#### Design Feasibility & Maintenance

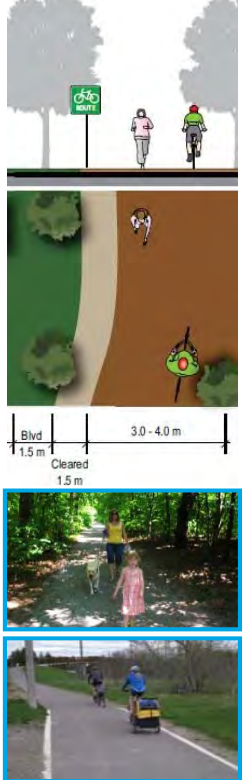
7. Makes the Best Use of Existing Area Cycling and Walking Infrastructure
8. Appropriateness of Facility Type
9. Local Commitment
10. Benefits vs. Investment Cost
11. Operations and Maintenance

LAKE TO LAKE CYCLING ROUTE AND WALKING TRAIL



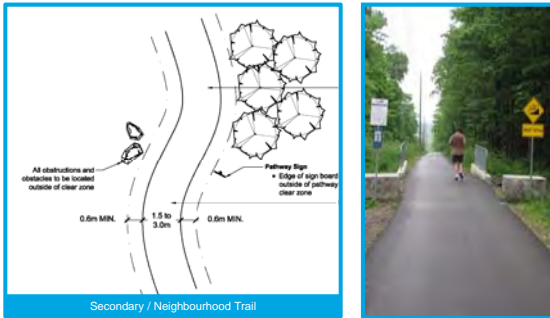
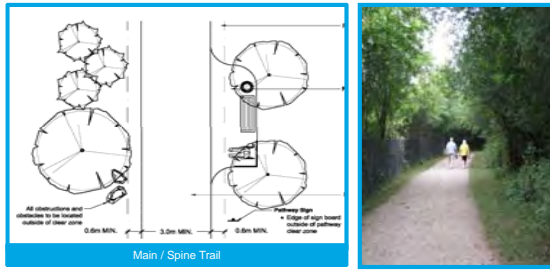
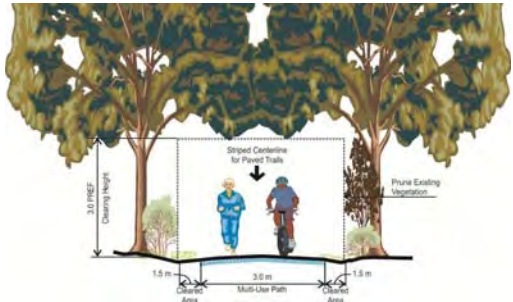
# POTENTIAL FACILITY TYPES

## Off-Road Multi-use Trail



- A multi-use trail that is outside of the road right-of-way through a park, public open space corridor, along a utility corridor or other linear facility such as an abandoned railway line
- Should be separated from the roadway with a 1.5m buffer for physical barrier
- Surface may be compacted granular (e.g. limestone screening) or hard surface (e.g. asphalt). In urban areas the trail may be asphalt to accommodate a wider range of users
- Accommodates the widest range of skill/experience levels and is ideal for families and recreational users.

## Multi-use Trail (Main / Spine Trail & Secondary / Neighbourhood Trail)

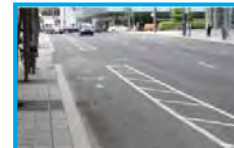


## Shared Use AT Path



- On an urban cross-section road, a two-way multi-use trail for pedestrians and cyclists above the curb, can include the multi-use path on one side of the road and a pedestrian sidewalk on the other side
- Should be separated from the roadway with a 1.5m buffer of physical barrier
- Surface may be compacted granular (e.g. limestone screening) or hard surface (e.g. asphalt), a hard surface will accommodate a wider range of users
- A yellow centre line may be used on busier asphalt surface trails to help delineate travel lanes
- A good facility choice where there is high cycling demand and a large proportion of the users are youth or seniors with a low to moderate level of experience, and where there are few intersections/conflict points per kilometer. Is typically ideal for families and recreational users.
- Not a good choice where lot frontages are narrow with many intersections per kilometer

## Buffered Bike Lanes & Bike Lanes



- Provide additional space / separation between the cyclist and motor vehicles
- Should be considered for implementation on high volume, higher speed roads
- Guidelines for the preferred buffer width tends to vary and can be altered based on the location where it is being implemented .
- Facility is design to increase the space between the bicycle lanes and the travel lane or parked car.
- Appropriate for locations where bike lanes are located on the street with high speeds (< 50 km / h).
- The bicycle lane in this facility type application should be 1.2 m as an acceptable width.

Buffered Bike Lane  
Toronto, ON



A wider bike lane is needed beside parked cars



- Bike lanes are dedicated facilities which are located in the travelled portion of the roadway for one-way cyclist traffic.
- Motor vehicles are not typically allowed to drive, park or stand in a bike lanes, but right turning motor vehicles can enter the lane at intersections to complete their turn.
- Ensuring consistency in the design and signing of bike lanes and other bikeway facilities is crucial to educate and inform cyclists and motorists on their proper use.

### Wide Bicycle Lane:

- Lanes should not exceed 2.0m where speeds > 70 km / h. Wider lanes allow 2-way bicycle travel and encourage vehicle parking in the lane.
- Reserved bicycle lane signs should be provided either directly above or adjacent to the bicycle lane after each intersection and spaced at least every 200m.

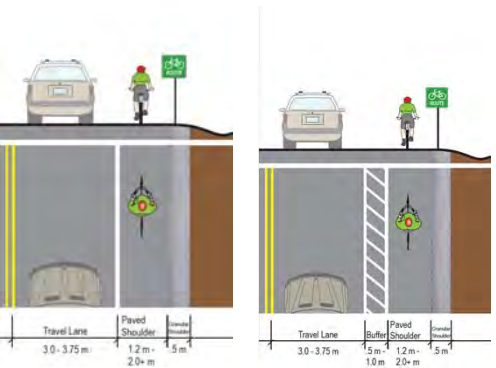
### Conventional Bicycle Lane:

- Increase width based on speed and vehicle composition: Over 6,000 ADT, or if trucks > 10% of traffic volumes: 2.5 m; and speeds > 100 km / h : 2.5 m.
- Most appropriate on urban arterial and collector streets where higher traffic volumes and speeds warrant user separation.



# POTENTIAL FACILITY TYPES CONT'D.

## Paved Shoulder



Painted buffer where motor vehicle speed and/or volume are high.



- Provide space for cyclists on rural cross-section roads (with shoulder, no curb and gutter). Cyclists travel on the paved asphalt shoulder beyond the white 'Edge Line'
- Typical on a rural cross-section road (no curbs) where motor vehicle traffic volume and speeds are higher. Where motor vehicle speeds or volumes are high, a wider shoulder and / or painted buffer enables more separation between the cyclists and motor vehicle, and also reduces the impact of wind-shear on the cyclist.
- Although not a designated space the paved shoulder provides a convenient location for cyclists to travel
- Other benefits include a reduction in the amount of maintenance required on the gravel shoulders, extending the service life of the road as heavy vehicles are travelling further away from road edge, and reducing run-off-the-road motor vehicle accidents
- Supplement with Bike Route Signs and/or Share the Road Signs
- Pedestrians may use the paved shoulder or remaining gravel shoulder
- Rumble strips can be added to the painted buffer as an additional cue, provided that there are clearly marked breaks at regular intervals, allowing cyclists to move in or out of the paved shoulder area to overtake slower moving cyclists or to make a left turn.

## Signed-Only Cycling Routes on Wide Outside / Curb Lane

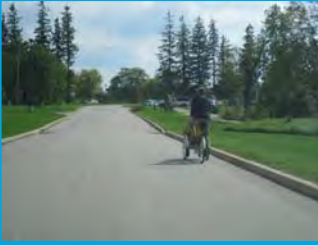
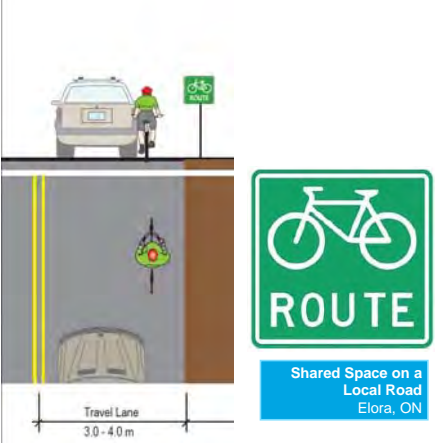


Shared space on a wide lane  
Elora, ON

- Similar characteristics to the Signed Route on a regular width lane, bicycles and motor vehicles share the travel lane, no physical space created for bicycles, no pavement markings for bicycles
- Supplemented by Bicycle Route signs
- Wider travel lane provides more space for cyclists traveling adjacent to the curb
- On multi-lane roads the wide curb lane may be created by narrowing the inside travel lanes
- Pedestrians use the sidewalks in urban areas, and may use the road shoulder in rural areas
- Can often be retro-fitted on a 4-lane cross-section by narrowing the inside travel lanes.
- Consider "Share the Road" signs and / or sharrow markings at pinch points to make both cyclists and motorists aware of narrow zones



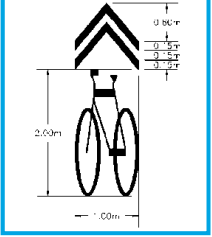
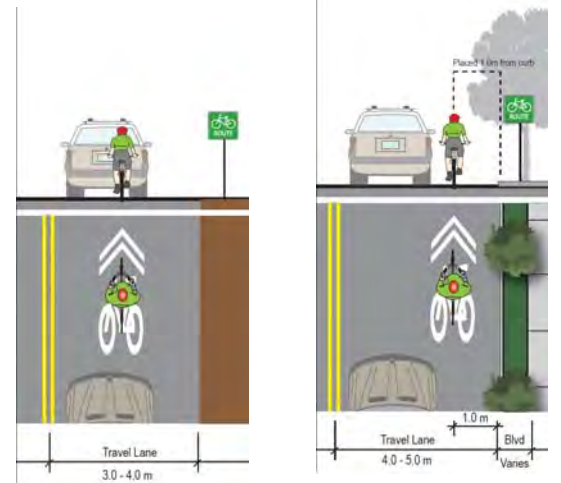
## Signed-Only Cycling Route on Local Roads



Shared Space on a Local Road  
Elora, ON

- Bicycles and motor vehicles share the travel lane, no physical space created for bicycles
- No pavement markings for bicycles
- Supplemented by Bicycle Route signs
- Typical for urban residential streets where motor vehicle traffic volumes and speeds are low, and rural roads where traffic volumes are low
- Pedestrians use the sidewalks in urban areas, and may use the road shoulder in rural areas
- Facility should be supported by education programming for both cyclists and motorists.
- Routes should use appropriate and consistent designation bicycle route sign types, supplemented by "Bike Route" or "Share the Road" signs.

## Sharrows



- Similar characteristics to the Signed Route on a regular width lane and/or the signed route on a wide lane, bicycles and motor vehicles share the travel lane
- Good solution for urban downtown/main street areas where on-street parking can't be removed to implement bike lanes and motor vehicle traffic is moving slowly. Also useful in congested areas where traffic is generally moving slowly (e.g. "downtown" streets).
- The 'Sharrow' or Shared Use Lane marking/symbol on the road surface indicates to motorists that cyclists are using the same space as motorists
- Placement of the Sharrow symbol indicates to cyclists where they should be traveling on the road (e.g. approximately 1.0m from the curb where there is no on-street parking, 3.4m from the curb where there is on-street parking on a multi-lane road)
- Pedestrians use the sidewalks in urban areas
- Clear pavement markings and signs illustrate the concept of "Share the Road" and indicate appropriate positioning for cyclists.



# WHAT TYPE OF FACILITY ARE YOU MOST COMFORTABLE USING?

- Please provide your input on your level of comfort using the following pedestrian and cycling facility types. Use a pen to mark your level of comfort on the matrix below:

Facility Type	Level of Comfort			
	Very Comfortable	Somewhat Comfortable	Not Comfortable	No Opinion
Off-road Multi-use Trail				
Multi-use Trail (Main / Spine Trail & Secondary Neighbourhood Trail)				
Shared Use AT Path				
Buffered Bike Lanes				
Bike Lanes				
Paved Shoulders				
Signed-Only Cycling on Wide Outside / Curb Lane				
Signed-Only Cycling Route on Local-Roads				
"Sharrows"				



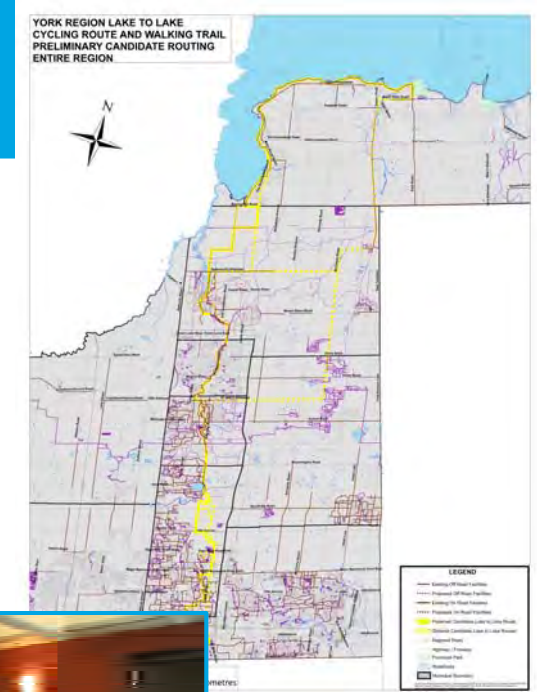


# Please Give Us Your Route Ideas!

You are invited to mark-up directly on the maps on the display boards and provide your ideas on the proposed Lake to Lake Cycling Route throughout the Region as well as the local municipalities it is proposed to go through.

We encourage you to consider the following:

- Opportunities and Constraints for the network;
- Key Destinations to highlight;
- Route Facility Types;
- Route Location; and
- Other Suggestions.



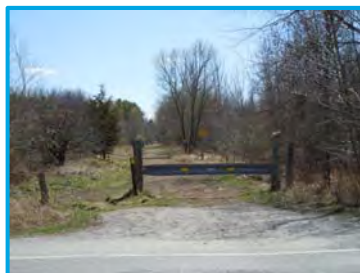
# NEXT STEPS & HOW TO STAY INVOLVED

Your input is important to the future of the Lake to Lake Cycling Route and Walking Trail throughout the Regional Municipality of York. We encourage you to participate using opportunities listed below:

- Speak with representatives at the Public Information Centre, fill out a comment sheets or add your comments directly to our maps;
- Complete our study online questionnaire;
- Visit the Region's website and / or [www.yorkcycling.ca](http://www.yorkcycling.ca) for study updates and upcoming events
- Contact us (write, phone, email or fax) using the contact information provided.

## Next Steps:

- Review comments received from PIC #1
- Review results from the online questionnaire;
- Refine and Confirm the Lake to Lake Cycling Route & Walking Trail;
- Develop and Refine a Route Branding and Marketing Strategy;
- Develop and Refine a Route Implementation Strategy.



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Manager of Transportation  
Planning, Regional Municipality of  
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Dave McLaughlin, MES, MCIP,  
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Senior Project Manager, MMM  
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E: [mclaughlind@mmm.ca](mailto:mclaughlind@mmm.ca)





# APPENDIX **C**

## PIC #2 MATERIALS



# Lake to Lake

CYCLING ROUTE and WALKING TRAIL

The Regional Municipality of York is undertaking a comprehensive feasibility and design study to determine the route alignment and functional design for the Lake to Lake Cycling Route and Walking Trail. In June 2012, the Study Team held the first round of Public Information Centres (PICs) following the completion of Phase 1 of the project. Since that time, the Study Team has completed Phase 2 of the study, which includes:

- Completed Field Investigation for Candidate Routes;
- Recommended Preferred Route Alignment; and
- Developed Design Guidelines for on and off-road walking and cycling facilities and typical cross sections.

York Region will now be hosting a second round of PICs and is inviting members of the public to attend and review this information. The PICs will be held on **November 16, 2012** and **November 17, 2012**. Please attend either of these sessions to speak with members of the Study Team and review and comment on the study materials.

## We want your feedback!

Learn more about our vision for the **Lake to Lake Cycling Route and Walking Trail** at our Public Information Centres and share your feedback with us:

**November 16, 2012 - 6 p.m. to 9 p.m.**  
Holland Landing Community Centre  
19513 Yonge Street, East Gwillimbury

**November 17, 2012 - 9 a.m. to 12 noon**  
Oak Ridges Community Centre  
12895 Bayview Avenue, Richmond Hill

For more information on the **Lake to Lake Cycling Route and Walking Trail**, please visit [www.yorkcycling.ca](http://www.yorkcycling.ca), York Region on **facebook** or contact:

**Richard Hui**, P.Eng.  
Manager of Transportation System Planning,  
Regional Municipality of York  
17250 Yonge Street, Newmarket, ON, L3Y 6Z1  
T: 1-877-464-9675 ext. 1578 E: [richard.hui@york.ca](mailto:richard.hui@york.ca)

**Dave McLaughlin**, MES, MCIP, RPP  
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100 Commerce Valley Dr., Thornhill, ON L3T 0A1  
T: 905-882-1100 ext. 6520  
E: [mclaughlind@mmm.ca](mailto:mclaughlind@mmm.ca)

## Claire Basinski

---

**From:** Hui, Richard <Richard.Hui@york.ca>  
**Sent:** November-06-12 10:52 AM  
**To:** Hui, Richard  
**Cc:** Dave McLaughlin  
**Subject:** Lake to Lake Public Information Centre #2  
**Attachments:** Lake2LakeAd-PIC2-Email.pdf

Dear Stakeholders and Advisory Committee members,

York Region's Lake to Lake Cycling Route and Walking Trail project will be holding its second Public Information Centre (PIC) on the following dates and locations:

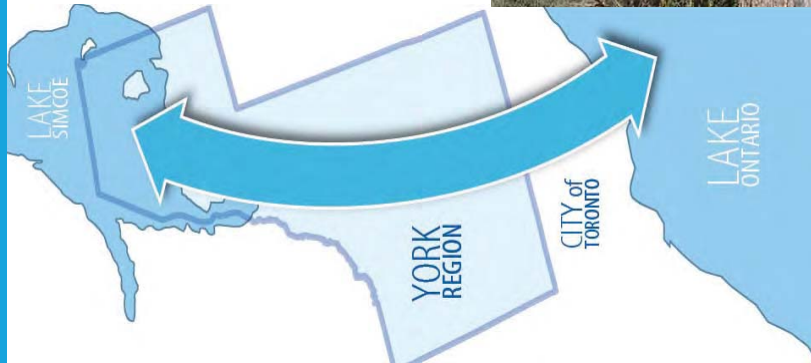
- Friday, November 16, 6-9pm at the Holland Landing Community Centre, East Gwillimbury, and
- Saturday, November 17, 9am – noon at the Oak Ridges Community Centre, Richmond Hill

More information on the background and meeting locations are found on the attached advertisement. The Centres will be conducted in an open-house format and the Study Team would appreciate your feedback on the recommended preferred route alignment and other materials developed to-date.

We look forward to receiving your input at one of the sessions. If you have any questions, please do not hesitate to contact us.

Regards,  
Richard

*Richard Hui, P. Eng., PTOE  
Manager, Transportation System Planning  
Transportation Planning Branch  
Transportation and Community Planning Department  
The Regional Municipality of York  
17250 Yonge Street  
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Fax: 905-895-0191  
E-Mail: [richard.hui@york.ca](mailto:richard.hui@york.ca)  
Website: [www.york.ca](http://www.york.ca)*



# Lake to Lake

## CYCLING ROUTE and WALKING TRAIL

### FEASIBILITY and DESIGN STUDY



## PHASE 2: PREFERRED ROUTE ALIGNMENT AND DESIGN CONCEPT

### Public Information Centre #2

Location #1: Holland Landing Community Centre - November 16<sup>th</sup>, 2012 (6:00 p.m. – 9:00 p.m.)

Location #2: Oak Ridges Community Centre - November 17<sup>th</sup>, 2012 (9:00 a.m. – 12:00 p.m.)



MMM GROUP



the Tourism Company



# ABOUT THIS STUDY

The Region is undertaking a comprehensive design feasibility study that will help determine the route alignment, design solutions and how the route will be implemented within the Region.

## Study Objectives:

- Linking routes to transit facilities;
- Providing connections between routes and points of interest throughout the Region; and
- Establishing a recreational cycling route and walking trail to allow people to experience the beauty, natural and cultural heritage in York Region.

**Primary Study Area:** The Lake to Lake corridor would connect Lake Simcoe in the north with the existing City of Toronto trail system near Leslie Street and Steeles Avenue.



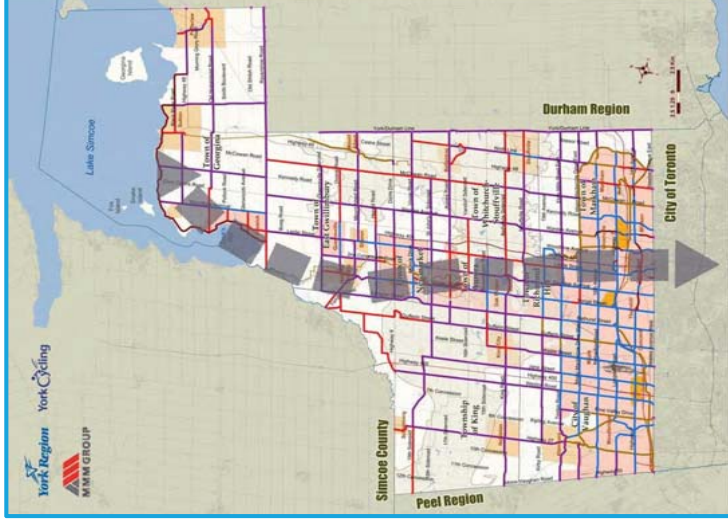
Location: Tom Taylor Trail, Town of Newmarket



Location: Town of East Gwillimbury



**York Region's Pedestrian and Cycling Master Plan (PCMP) (2008):** Identified a pedestrian and cycling network strategy which promotes alternate forms of travel, such as combining walking and cycling with public transit. A key feature of this plan is the development of a Lake Simcoe to Lake Ontario recreational cycling route and walking trail.



Location: Town of Georgina, Lake Drive





# YORK REGION LAKE TO LAKE CYCLING ROUTE AND WALKING TRAIL CANDIDATE ROUTING BY FACILITY TYPE

Where did you come from today?

Please place a pin on the map.



## LEGEND

- Existing Off Road Facilities
- - - Proposed Off Road Facilities
- Existing On Road Facilities
- - - Proposed On Road Facilities
- Lake to Lake Route (Preferred)
- Oak Ridges Moraine
- Regional Centres
- Provincial Park
- Multi-Lane Provincial Highway
- Provincial Highway
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake
- River
- Town or Village
- Urban Area

0 1 2 4 6 8 10 Kilometres



Data Source: York Region Cycling Map (2011), East Gwillimbury Active Transportation and Trails Master Plan (2012), Aurora Trails Master Plan (2011), Richmond Hill Pedestrian and Cycling Master Plan (2010), Markham Cycling, Pathway and Trails 5 Year Implementation Plan (2011).  
GIS Data provided by York Region, City of Markham, Town of East Gwillimbury, Town of Aurora and Town of Richmond Hill

Simcoe  
County

Lake Simcoe

Town of  
Georgina

Town of  
East Gwillimbury

Town of  
Newmarket

Town of  
Aurora

Town of  
Richmond  
Hill

Town of  
Whitchurch-  
Stouffville

Durham Region

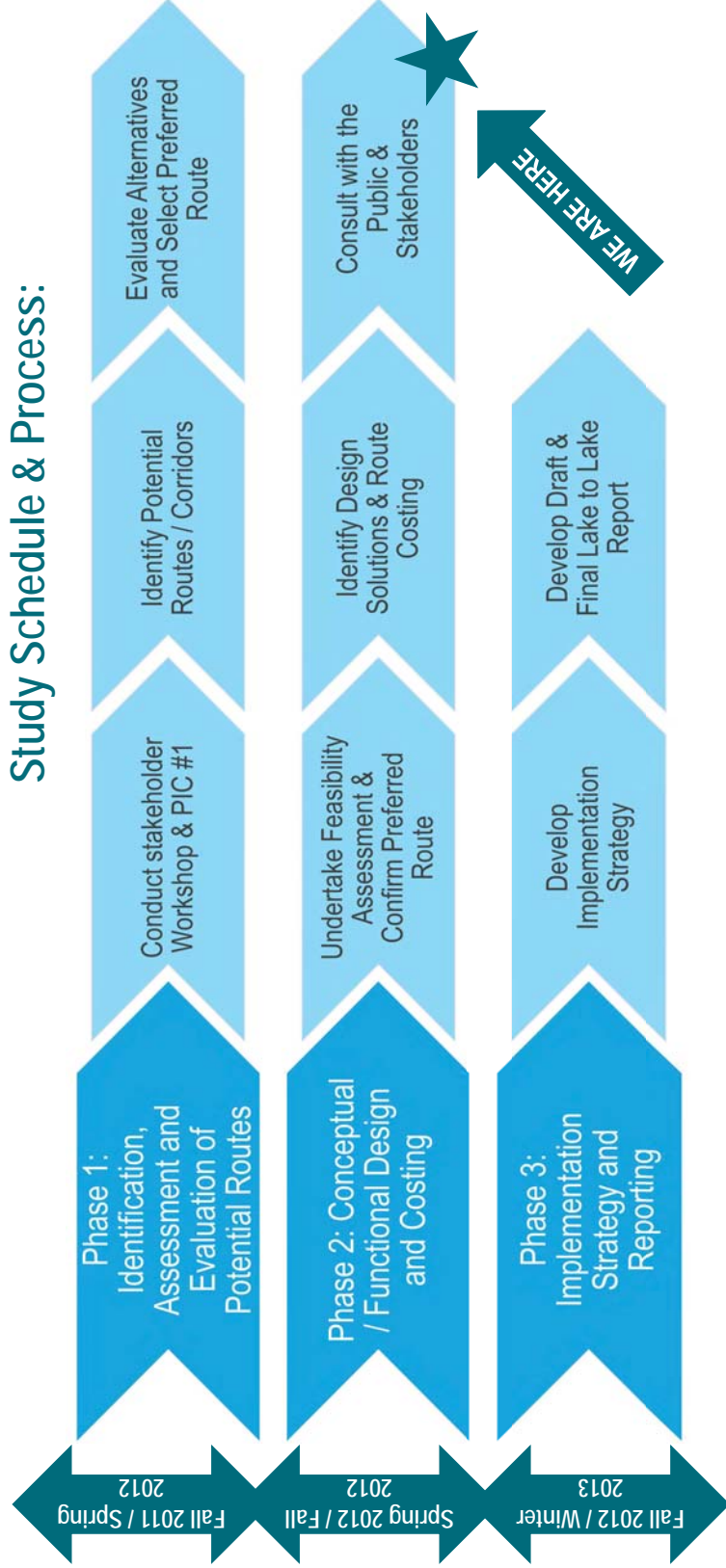
Peel  
Region

City of Toronto

Lake Ontario

3 1.5 0 3 Km

# WHERE ARE WE IN THE STUDY PROCESS?



## Study Deliverables completed to date:

- Background Information Review & Summary;
- Mapping of Existing Conditions;
- Phase 1 Report;
- Route Feasibility Assessment;
- Mapping of the Preferred Route & Alternatives;
- Design Guidelines & Design Solutions; and
- Phase 2 Report.



Stakeholder Engagement (Workshop & Study Tour, April 27<sup>th</sup>, 2012)



Stakeholder Engagement (Workshop & Study Tour, April 27<sup>th</sup>, 2012)



Public Open House #1 (Hillcrest Mall, June 1<sup>st</sup>, 2012 & The Aurora Street Festival, June 3<sup>rd</sup>, 2012)



Public Open House #1 (Hillcrest Mall, June 1<sup>st</sup>, 2012 & The Aurora Street Festival, June 3<sup>rd</sup>, 2012)



Detailed Field Work (Summer 2012)



# WHAT HAVE YOU TOLD US TO DATE?

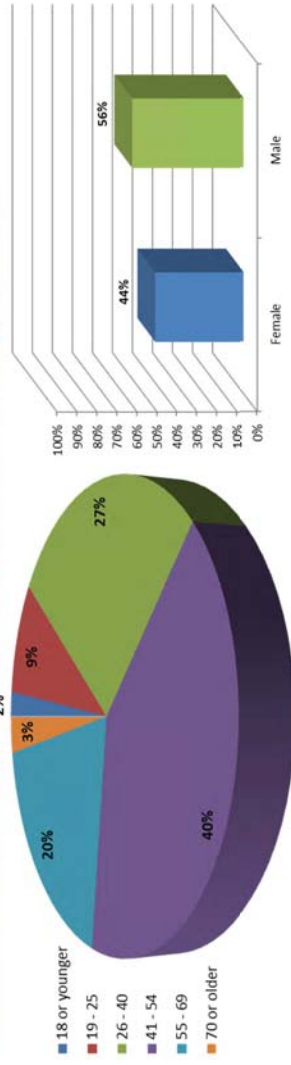
\*The results presented are based on those gathered on October 30<sup>th</sup>, 2012. In total 108 responses have been received to the online questionnaire to date.



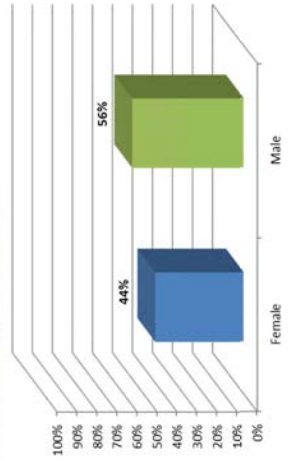
How We have Consulted with Stakeholders & the Public

Results from the Online Questionnaire indicate that:

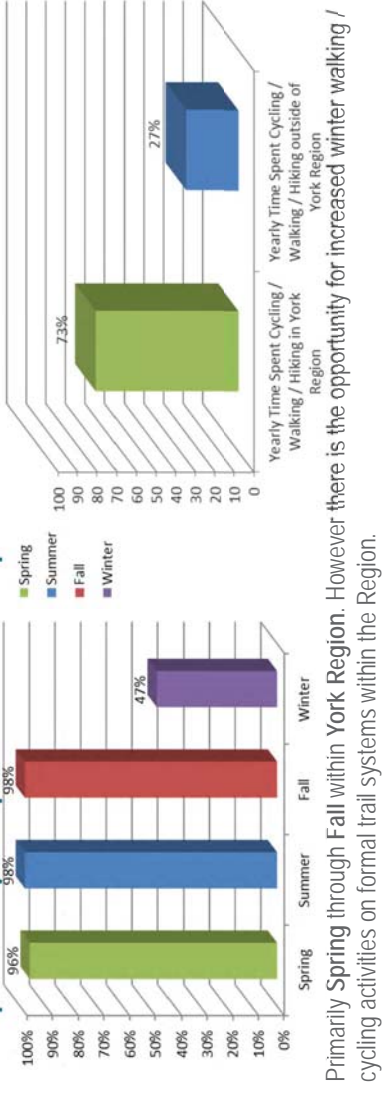
...characteristics of respondents most interested in using this route



Tend to be males between the ages of 41 - 54

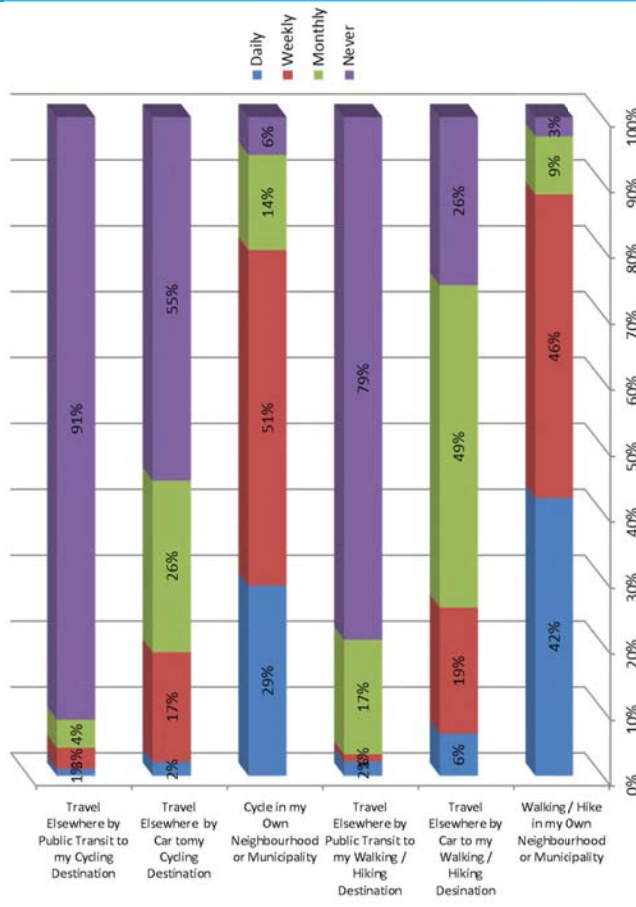


...respondents participate in active transportation activities



Primarily Spring through Fall within York Region. However there is the opportunity for increased winter walking / cycling activities on formal trail systems within the Region.

...current active transportation activities



Include Walking / Hiking and Cycling in one's own Neighbourhood. Occasionally respondents Travel by Public Transit to walk / hike or cycle within the Region, however, there is demand for increased opportunities to walk and cycle on routes which can be accessed by car.

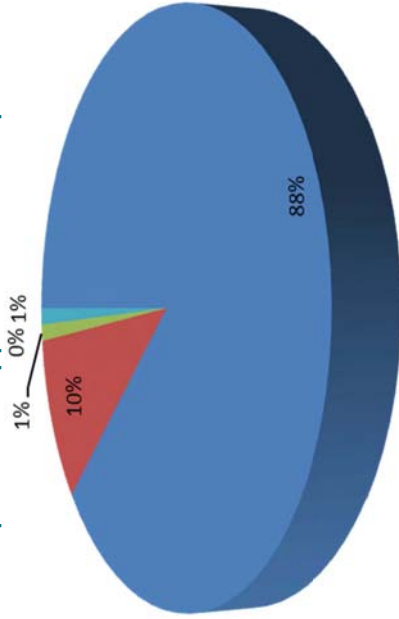


# WHAT HAVE YOU TOLD US TO DATE?

\*The results presented are based on those gathered on October 30<sup>th</sup>, 2012. In total 108 responses have been received to the online questionnaire to date.

## ...respondents support for the development of a Lake to Lake route

More than 95% of the respondents either strongly agree or agree with the development of a Lake to Lake cycling route and walking trail throughout York Region.

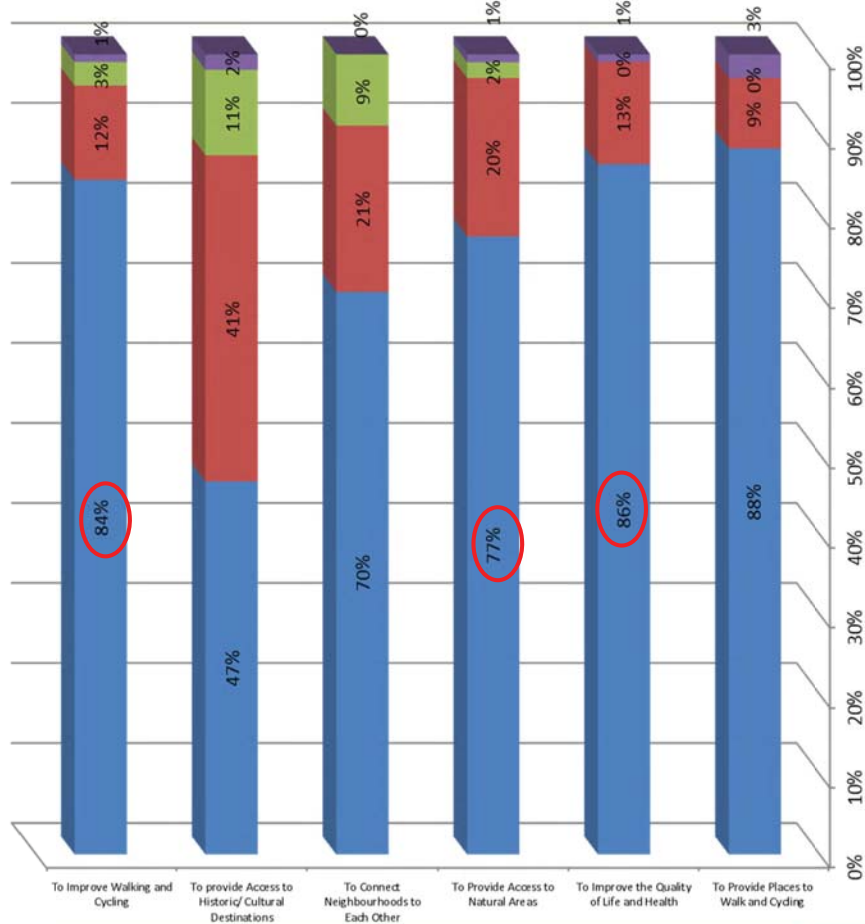


- Strongly Agree
- Agree
- Disagree
- Strongly Disagree
- No Opinion

## ...the top destinations that the route could connect to in York Region



## ...respondents support the route for the following reasons



Most respondents support the development of the route to have additional places to walk and cycle, improve the overall quality of life and improve walking and cycling route alternatives throughout the Region.



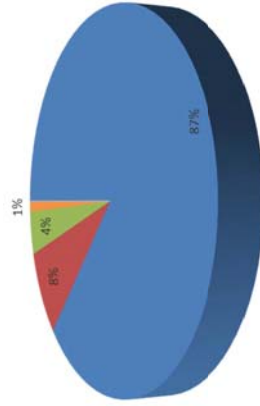
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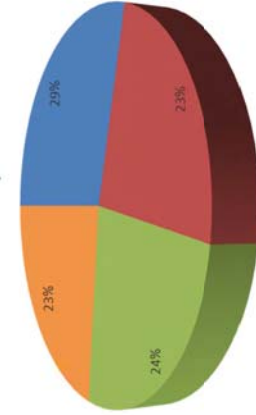
## ...respondents' comfort level with different facility types

■ Most Comfortable ■ Somewhat Comfortable ■ Somewhat Uncomfortable ■ Least Comfortable

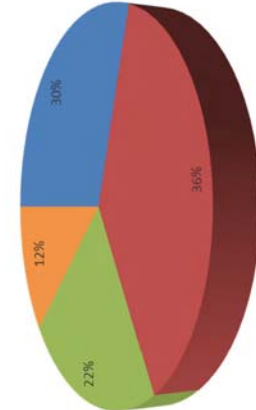
Walking / Hiking on Off-Road Multi-use Trails



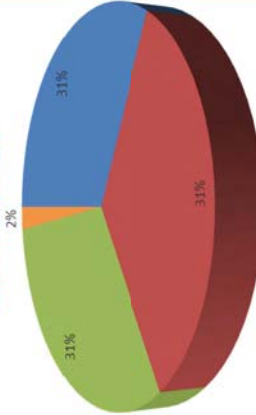
Walking / Hiking on Paved or Gravel Roadways



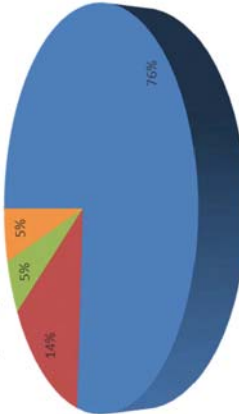
Cycling on Roads with Bike Lanes or Paved Shoulders



Cycling on Low Volume Roads without Bike Lanes



Cycling on Off-road Multi-use Trails



Respondents are most comfortable participating in active transportation activities on **off-road multi-use trails** but are also open to using **bike lanes or paved shoulders**.



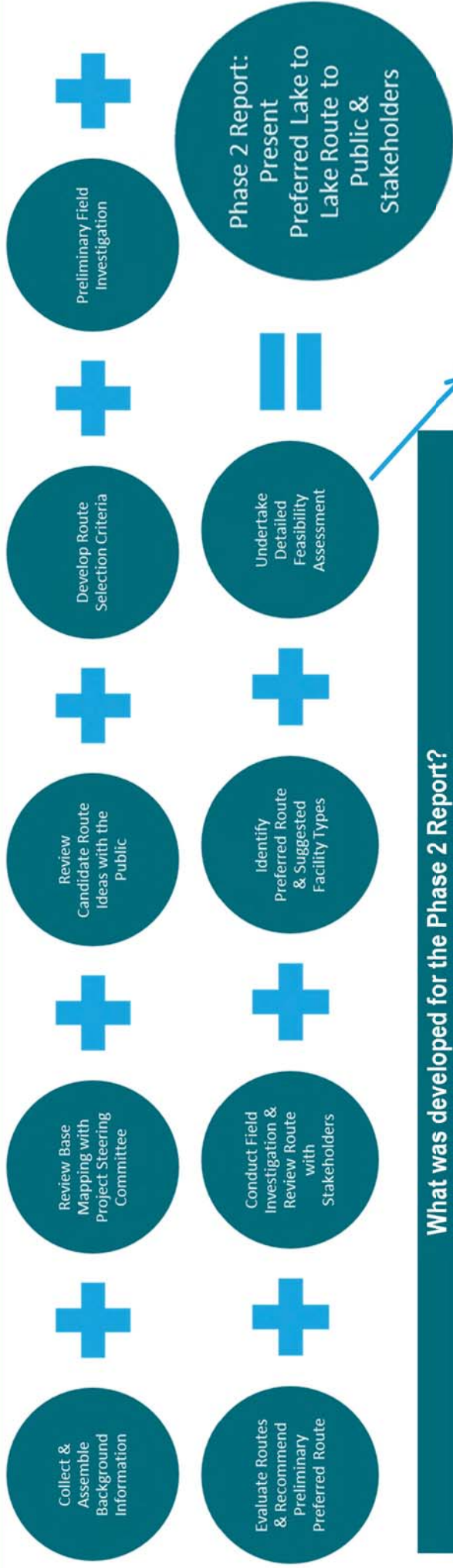
## ...types of information / features used to promote the route

- Trailheads (Major Trail Access Points) and Signage Maps **(89%)**
- Signage to Identify Lake to Lake Cycling Route and Walking Trail (in addition to existing trail signage) **(86%)**
- Distance Information Signage (to parks, washrooms; transit; community destinations etc.) **(82%)**
- Washrooms **(75%)**
- Interpretive Signage at Key Locations along the Route **(67%)**
- Benches / Rest Areas **(64%)**

## ... examples in York Region of trail signage, rest areas, trailheads, waste receptacles etc.

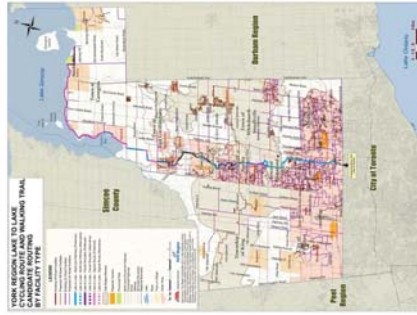


# HOW WAS THE ROUTE NETWORK DEVELOPED?



## What was developed for the Phase 2 Report?

#1: Regional Route Map



#2: Preferred Route by Municipality



#3: Design Feasibility Sheets by Segment

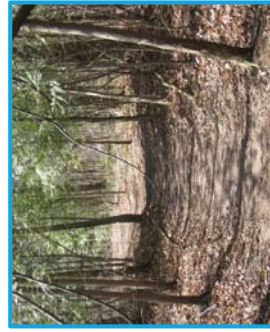


### This step included...

- Document the rationale for the preferred alignment;
- Recommend preferred facility types by route segment;
- Identify key design elements (e.g. road crossings / bridges, municipal infrastructure impacts and other design considerations); and
- Identify future regional, local municipal and agency approval considerations.



# HOW WAS THE ROUTE SELECTED?



Route Selection Criteria were used to inform the selection of the preferred alignment.

The study team considered the following:

- **Regional goals and objectives & local municipal plans and initiatives;**
- **User Experience** including features associated with a desirable, connections and logical route; and
- **Safety and Design Feasibility Criteria** including features associated with safety, design feasibility and maintenance.



## HIGH-LEVEL REGIONAL ROUTE SELECTION CRITERIA

### A. B. C.

Provides linkages to features of natural and cultural significance.

Is a practical part of a spine network which links Lake Ontario to Lake Simcoe.

Builds upon established Regional and local municipal cycle routes and walking trails.

## USER EXPERIENCE

### Desirable

1. Scenic & Attractive
2. Demonstrates Existing and/or Future Demand
3. Perception of Safety and Security
4. Level of Comfort
5. Topography
6. Consistent with Local Tourism Strategies and Goals

### Connected

7. Links Significant Destinations and Attractions
8. Connects Significant Population Centres
9. Accesses Services and Accommodations
10. Provides Intermodal Links

### Logical

11. Easy to Follow
12. Crosses Major Physical Barrier(s)
13. Meets User Needs

## SAFETY AND DESIGN FEASIBILITY CRITERIA

### Route Characteristics & Safety Considerations

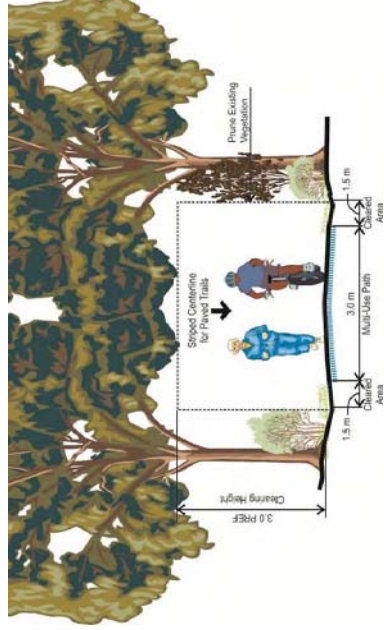
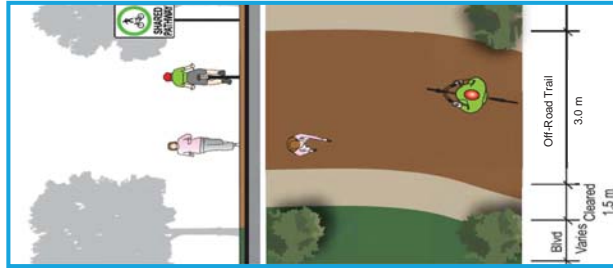
1. Motor Vehicle Traffic Volumes
2. Motor Vehicle Operating Speeds
3. Truck and Commercial Vehicle Traffic
4. Sightlines
5. Emergency Access
6. Collision History

### Design Feasibility & Maintenance

7. Makes the Best Use of Existing Area Cycling and Walking Infrastructure
8. Appropriateness of Facility Type
9. Local Commitment
10. Benefits vs. Investment Cost
11. Operations and Maintenance

# POTENTIAL FACILITY TYPES

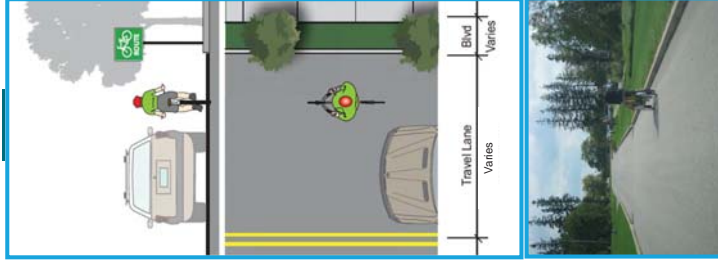
## Off-Road Multi-use Pathway



## Shared Use Active Transportation (AT) Path



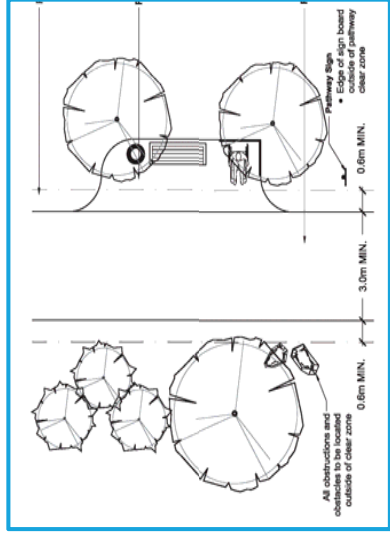
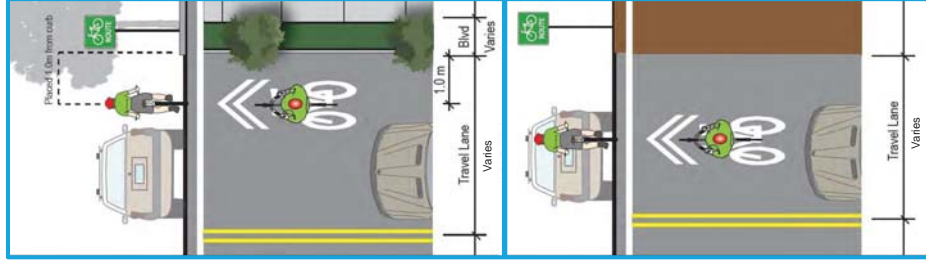
## Signed-Only Cycling Route on Local Roads



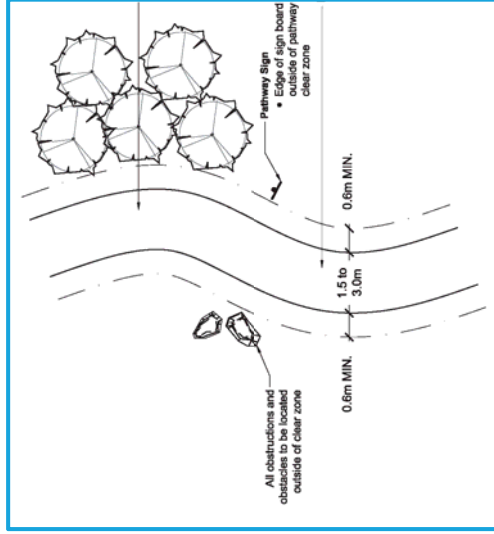
Shared Space on a Local Road  
Elora, ON



## Shared Use Markings



Main / Spine Trail



Secondary / Neighbourhood Trail

\*Please note that 3.0m is the preferred width for these cross sections including the graphic above and to the right.





**Georgina (North)**



Lake Simcoe



**Proposed Lake Dr East**  
 Existing Conditions  
 Hedge Rd and Park Road  
**Hedge Rd / Lake Dr East (Park Rd - Woodbine Ave)**  
**Preferred Route: Existing Signed Route**  
 Recommended improvements include placing sharrows in the centre of the travel lane and installing "Share the Road" signs



St. George Anglican Church at Hedge Rd and Park Rd  
**Proposed Interpretive Node at St. George Anglican Church**



Sibbald Point Provincial Park  
 Exact route alignment and facility type within Sibbald Point Provincial park under review by Ontario Parks



Existing  
 Black River Rd at Lyall Ln  
**Black River Rd (Virginia Beach - Sibbald Point Provincial Park)**  
**Preferred Route: Existing Signed Route**  
 Recommended improvements include paving out shoulders during the next road resurfacing, reducing posted speed limit to 60 km/h and installing "Share the Road" signs



Virginia Beach Marina  
**Proposed Major Trailhead at Virginia Beach**

Existing Major Trailhead at Willow Beach  
 Existing Major Trailhead at De La Salle Park

**Legend**

Lake to Lake Route		Local Cycling Network		Local Features	
Multi-Use Path	Paved Shoulder	Trail	On-Road	Road	Waterbody
Signed Route	Off-Road	Connection	Off-Road	Railway	Provincial Park
				Hydro Corridor	Municipal Boundary

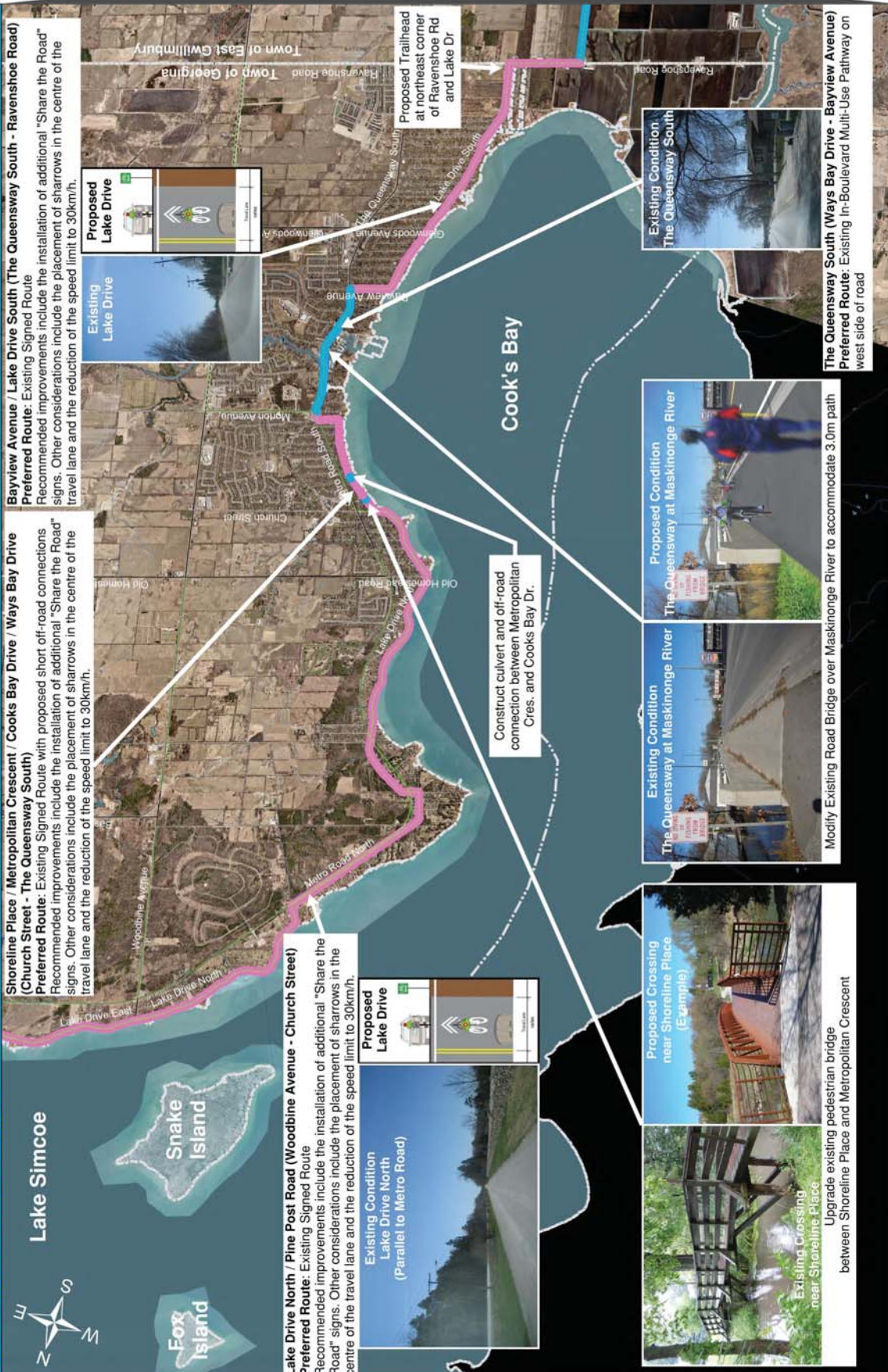
0 500 1,000 2,000 Meters

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Base GIS Data provided by York Region  
 Copyright First Base Solutions Inc., 2011 Orthophotography

**MMM GROUP**

# Georgina (South)



**Shoreline Place / Metropolitan Crescent / Cooks Bay Drive / Ways Bay Drive (Church Street - The Queensway South)**  
**Preferred Route:** Existing Signed Route  
 Recommended improvements include the installation of additional "Share the Road" signs. Other considerations include the placement of sharrows in the centre of the travel lane and the reduction of the speed limit to 30km/h.

**Bayview Avenue / Lake Drive South (The Queensway South - Ravenshoe Road)**  
**Preferred Route:** Existing Signed Route  
 Recommended improvements include the installation of additional "Share the Road" signs. Other considerations include the placement of sharrows in the centre of the travel lane and the reduction of the speed limit to 30km/h.

**Lake Drive North / Pine Post Road (Woodbine Avenue - Church Street)**  
**Preferred Route:** Existing Signed Route  
 Recommended improvements include the installation of additional "Share the Road" signs. Other considerations include the placement of sharrows in the centre of the travel lane and the reduction of the speed limit to 30km/h.



**Proposed Trailhead at northeast corner of Ravenshoe Rd and Lake Dr**

**Construct culvert and off-road connection between Metropolitan Cres. and Cooks Bay Dr.**

**Existing Condition Lake Drive North (Parallel to Metro Road)**

**Existing Condition The Queensway South**

**Proposed Crossing at Maskinonge River**

**Existing Condition The Queensway at Maskinonge River**

**Proposed Crossing near Shoreline Place (Example)**

**Upgrade existing pedestrian bridge between Shoreline Place and Metropolitan Crescent**

**The Queensway South (Ways Bay Drive - Bayview Avenue)**  
**Preferred Route:** Existing In-Boulevard Multi-Use Pathway on west side of road

S

N

# York Region Lake to Lake Route Design

## East Gwillimbury



**Ravenshoe Road (Lake Drive South - 2nd Concession)**  
**Preferred Route:** Proposed Signed Route  
 Recommended improvements include the installation of "Share the Road" signs

**2nd Concession (North of Holborn Road - Holborn Road East of Yonge Street)**  
**Preferred Route:** Proposed Signed Route  
**Proposed**  
 Existing Crossing Boag Rd. at 2nd Concession  
 Proposed Crossing Boag Rd. at 2nd Concession

**Off-Road Connection (Holborn Road East of Yonge Street - Yonge Street)**  
**Preferred Route:** Construct Off-Road 3.0m trail within lands south of Yonge Street and Holborn Road  
**Proposed**  
 Existing Condition Southwest of Yonge and Holborn

**Yonge Street (Existing Terminus of Nokkidaa Trail - Green Lane)**  
**Preferred Route:** Existing Multi-use Pathway  
 Existing Major Trailhead at Green Lane  
 Existing Terminus of Nokkidaa Trail

**2nd Concession (Ravenshoe Road - North of Holborn Road)**  
**Preferred Route:** Construct new granular multi-use path within the 2nd Concession right-of-way on the west side of the drainage ditch to the existing terminus of 2nd Concession north of Holborn Rd. Construct 800m of new boardwalk south of Boag Road. Bridge Upgrade necessary for Existing Snowmobile Bridge at 2nd Concession and Boag Rd.  
 Existing 2nd Concession at Ravenshoe Road (looking south)  
 Proposed 2nd Concession at Ravenshoe Road (looking south)

**Yonge Street (South of Holborn Road - Queensville Sideroad)**  
**Preferred Route:** Proposed Signed Route  
**Proposed**  
 Existing Crossing Boag Rd. at 2nd Concession  
 Proposed Crossing Boag Rd. at 2nd Concession

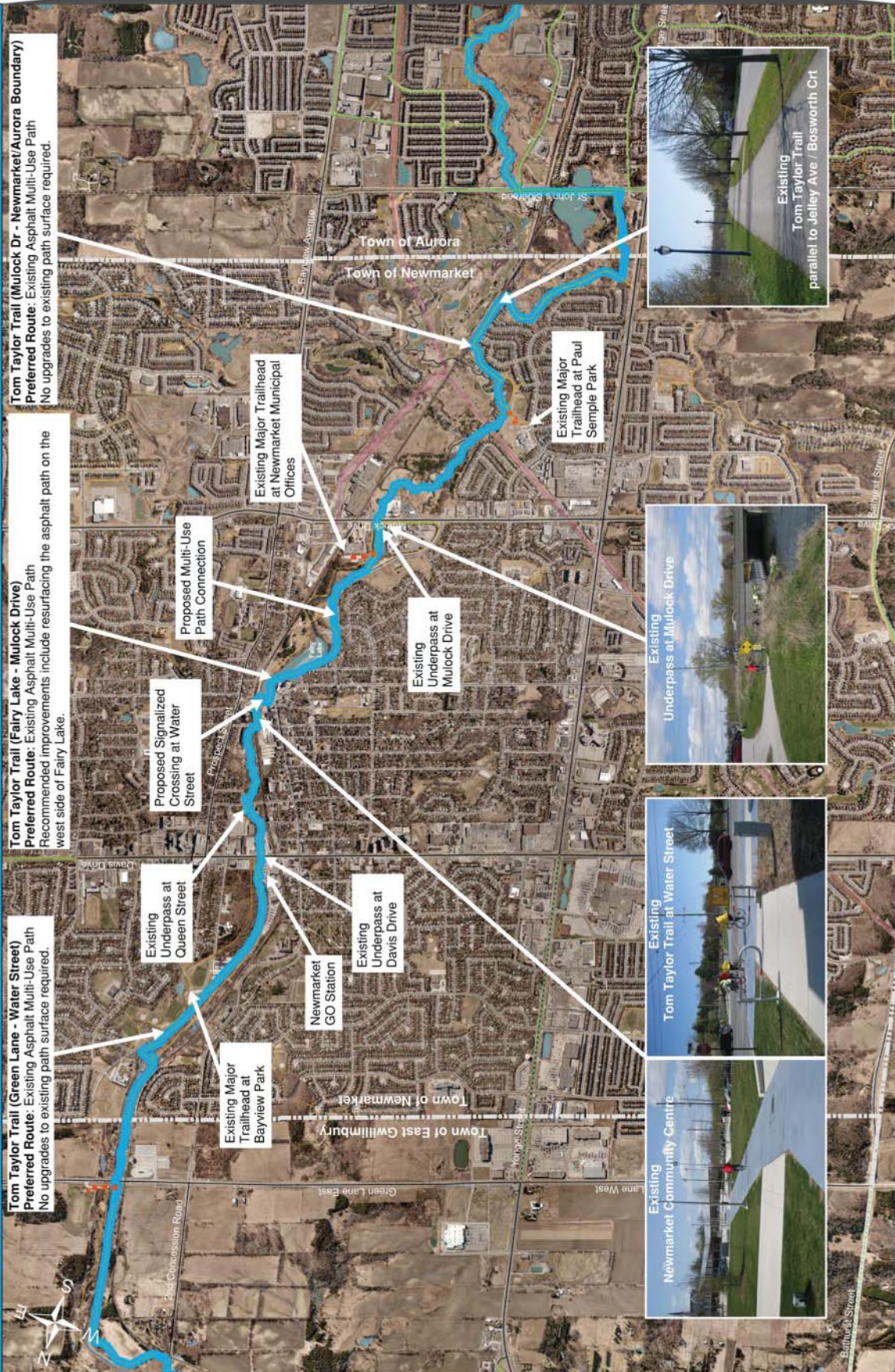
**Yonge Street (Maple Street - Doane Road)**  
**Preferred Route:** Construct asphalt pathway on the west side of Yonge Street within the existing boulevard  
 Existing Yonge Street at Doane Road (looking north)

**Legend**

Lake to Lake Route		Local Cycling Network		Local Features	
Preferred	Multi-Use Path	On-Road	Off-Road	Road	Railway
<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>
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<span style="color: green;">—</span>	<span style="color: green;">—</span>	<span style="color: green;">—</span>	<span style="color: green;">—</span>	<span style="color: green;">—</span>	<span style="color: green;">—</span>
<span style="color: red;">—</span>	<span style="color: red;">—</span>	<span style="color: red;">—</span>	<span style="color: red;">—</span>	<span style="color: red;">—</span>	<span style="color: red;">—</span>
<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>
<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>	<span style="color: blue;">—</span>

Waterbody  
 Provincial Park  
 Municipal Boundary





**Tom Taylor Trail (Mullock Dr - Newmarket/Aurora Boundary)**  
 Preferred Route: Existing Asphalt Multi-Use Path  
 No upgrades to existing path surface required.

**Tom Taylor Trail (Fairy Lake - Mullock Drive)**  
 Preferred Route: Existing Asphalt Multi-Use Path  
 Recommended improvements include resurfacing the asphalt path on the west side of Fairy Lake.

**Tom Taylor Trail (Green Lane - Water Street)**  
 Preferred Route: Existing Asphalt Multi-Use Path  
 No upgrades to existing path surface required.

Existing Underpass at Queen Street

Proposed Signalized Crossing at Water Street

Proposed Multi-Use Path Connection

Existing Major Trailhead at Bayview Park

Newmarket GO Station

Existing Underpass at Davis Drive

Existing Major Trailhead at Newmarket Municipal Offices

Existing Major Trailhead at Paul Semple Park

Existing Underpass at Mullock Drive

Existing Underpass at Mullock Drive



Lake to Lake Route		Local Cycling Network		Local Features	
Preferred	Multi-Use Path	On-Road	Off-Road	Road	Waterbody
Signed	Paved Shoulder	Existing	Proposed	Railway	Provincial Park
Route	Trail	Connection		Hydro Corridor	Municipal Boundary

# Aurora



**Nokiiidaa Trail (Newmarket/ Aurora Boundary - North of Vandorf Sideroad)**  
Preferred Route: Existing Asphalt Multi-Use Path  
No upgrades to existing path surface required.

**Nokiiidaa Trail / Klaus Wehrenberg Trail (North of Vandorf Sideroad - Vandorf Sideroad)**  
Preferred Route: Existing Asphalt Multi-Use Path  
No upgrades to existing path surface required.

**Existing Condition Bayview Ave (north of Bloomington Rd)**  
**Proposed**

**Bayview Avenue (Nokiiidaa Trail - Bloomington Road)**  
Preferred Route: Construct new asphalt multi-use path on west side of Bayview Avenue in conjunction with future road widening.

**Existing Condition St. John's Sideroad near CN Rail corridor**

**Existing Condition Nokiiidaa Trail**

**Existing Condition Underpass at John West Way**  
**Proposed**

**Trail Underpass at John West Way**  
Preferred Route: Construct new asphalt multi-use path following existing desire line under John West Way

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0 250 500 1,000 Meters

Base GIS Data provided by York Region and Town of Aurora  
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**Legend**

Lake to Lake Route		Local Cycling Network		Local Features	
Multi-Use Path	Paved Shoulder Route	On-Road	Off-Road	Road	Waterbody
Preferred	Signed Route	Existing	Proposed	Railway	Provincial Park
	Connection			Hydro Corridor	Municipal Boundary





**Existing**  
Leslie Street north of Richmond Green

**Proposed**

**Leslie Street (North Leslie Lands - Richmond Green Park)**  
Preferred Route: Construct 3.0m pathway on west side of road



**Existing**  
Leslie St at West Wilmot

**Proposed**  
Leslie St at West Wilmot

**Leslie Street (Elgin Mills Dr. - Highway 7)**  
Preferred Route: Remove sidewalk and construct new asphalt multi-use pathway on west side of roadway



**Richmond Green Park**  
Preferred Route: Existing asphalt multi-use pathway at Richmond Green Park



**Existing**  
Bayview Ave at CN Rail Corridor

**Proposed**

**Bayview Avenue (Stouffville Road - 19th Avenue)**  
Preferred Route: Construct asphalt pathway on east side of roadway in place of sidewalk in conjunction with future road widening



**Existing**  
Old Bayview Avenue

**Proposed**

**19th Avenue / North Leslie Lands (Bayview Ave. - Leslie St)**  
Preferred Route: Construct asphalt pathway on south side of 19th Avenue and construct asphalt pathway on southwest side of watercourse as per discussion with North Leslie Landowners group



**Proposed**

**Bayview Ct S / Sunbay Ct. / Old Bayview Ave (Snively St. - North of Bethesda Sdrd)**  
Preferred Route: Proposed Signed Route with short multi-use pathway connections



**Proposed**

**TRCA Lands**  
Preferred Route: Construct granular pathway based on alignment within Oak Ridges Corridor Nature Reserve Trail Plan (TRCA)



**Existing**  
Oak Ridges Community Centre

**Proposed**

**Oak Ridges Community Centre (Old Bayview Ave. North of Bethesda Sdrd. - Bayview Ave.)**  
Preferred Route: Asphalt Multi-Use Path and Signed Route through Parking Lot.



**Existing**  
Existing Major Trailhead at the Oak Ridges Community Centre

Lake to Lake Route		Local Cycling Network		Local Features	
Preferred	Multi-Use Path	On-Road	Off-Road	Road	Waterbody
	Paved Shoulder			Railway	Provincial Park
	Signed Route			Hydro Corridor	Municipal Boundary
	Trail Connection				



**Legend**

Lake to Lake Route		Local Cycling Network		Local Features	
Multi-Use Path	Paved Shoulder	On-Road	Off-Road	Road	Waterbody
Trail Connection	Signed Route	Existing	Proposed	Railway	Provincial Park
Preferred				Hydro Corridor	Municipal Boundary



# WHAT WOULD YOU LIKE TO SEE?

\*Please place dots in the areas below that you think are the most important

Distance and Wayfinding Signage

Trailheads (e.g. Some combination of one or more of the following: benches, washrooms, parking and rest areas)

Interpretive Signage at Key Locations to Highlight Areas of Cultural and Natural Significance

Other (Please write some other ideas that you think should be considered)





# NEXT STEPS & HOW TO STAY INVOLVED

Your input is important to the future of the Lake to Lake Cycling Route and Walking Trail. We encourage you to participate using the opportunities listed below:

- Speak with representatives at the second Public Information Centre, fill out a comment sheet or add your comments directly to our maps;
- Visit the Region's website and / or [www.yorkcycling.ca](http://www.yorkcycling.ca) for study updates and upcoming events and complete the online questionnaire; and
- Contact us (write, phone, email or fax) using the contact information provided.

## Next Steps:

- Review comments received from PIC #2;
- Refine the Preferred Cycling Route and Walking Trail Alignment;
- Refine Functional Design & Typical Cross Sections;
- Develop and Refine a Route Branding and Marketing Strategy;
- Develop and Refine a Route Implementation Strategy.



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Manager of Transportation  
Planning, Regional Municipality of  
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Dave McLaughlin, MES, MCIP,  
RPP  
Senior Project Manager, MMM  
Group  
100 Commerce Valley Drive,  
Thornhill, ON L3T 0A1  
T: 905-882-1100 ext. 6520  
E: mclaughlind@mmm.ca



Name:  
 Email:  
 Address:

1. Have you heard of this study before? If so, please indicate how or where (please indicate below)

---

2. Do you support developing a Lake to Lake Route? (Please circle the one which applies)

Yes      or      No

3. How would you use the route if it were developed? (Please circle the one which applies)

- a. Walking for day to day trips to and from school
- b. Walking for touring purposes (e.g. day long hiking tours)
- c. Cycling for daily trips to and from school
- d. Cycling for touring purposes (e.g. day or multi-use touring trips)

4. Do you have any suggestions on the proposed Lake to Lake Route? (If so, please note them on the map display boards or provide your comments below)

---



---

5. Please indicate how you heard about this public event (e.g. newspaper, online etc.): \_\_\_\_\_

**For additional study information or any questions / comments you may have please contact:**  
 Richard Hui, P.Eng., PTOE (Manager, Transportation System Planning, Regional Municipality of York), T: 905-830-444 ext. 1578 or  
 E: [Richard.hui@york.ca](mailto:Richard.hui@york.ca)

Name:  
 Email:  
 Address:

1. Have you heard of this study before? If so, please indicate how or where (please indicate below)

---

2. Do you support developing a Lake to Lake Route? (Please circle the one which applies)

Yes      or      No

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- e. Walking for day to day trips to and from school
- f. Walking for touring purposes (e.g. day long hiking tours)
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- h. Cycling for touring purposes (e.g. day or multi-use touring trips)

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 E: [Richard.hui@york.ca](mailto:Richard.hui@york.ca)



# APPENDIX **D**

## PIC #3 MATERIALS



# Lake to Lake

CYCLING ROUTE and WALKING TRAIL

The Regional Municipality of York is undertaking a comprehensive feasibility and design study to determine the route alignment and functional design for the Lake to Lake Cycling Route and Walking Trail. In June 2012, the Study Team held the first round of Public Information Centres (PICs) following the completion of Phase 1 of the project.

Since that time, the Study Team has completed Phase 2 of the study, which includes:

- Completed Field Investigation for Candidate Routes;
- Recommended Preferred Route Alignment; and
- Developed Design Guidelines for on and off-road walking and cycling facilities and typical cross sections.

York Region will now be hosting another round of PICs and is inviting members of the public to attend and review this information. The PIC will be held on **February 12, 2013**. Please attend this session to speak with members of the Study Team and review and comment on the study materials.

## We want your feedback!

Learn more about our vision for the **Lake to Lake Cycling Route and Walking Trail** at our Public Information Centres and share your feedback with us:

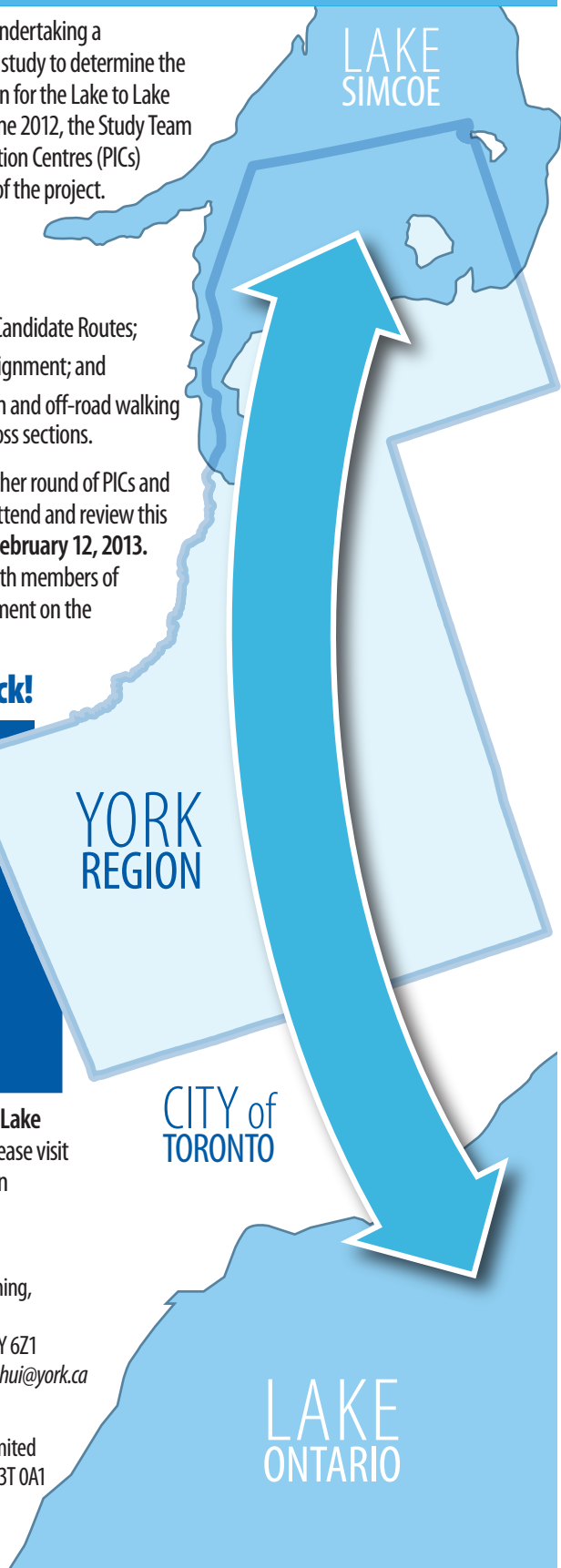
**February 12, 2013 - 6 p.m. to 9 p.m.**

The ROC – Chalet  
Recreational Outdoor Campus  
26479 Civic Centre Rd.  
Keswick, ON  
L4P 3G1

For more information on the **Lake to Lake Cycling Route and Walking Trail**, please visit [www.yorkcycling.ca](http://www.yorkcycling.ca), York Region on **facebook** or contact:

**Richard Hui**, P.Eng.  
Manager of Transportation System Planning,  
Regional Municipality of York  
17250 Yonge Street, Newmarket, ON, L3Y 6Z1  
T: 1-877-464-9675 ext. 1578 E: [richard.hui@york.ca](mailto:richard.hui@york.ca)

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**York Region**