Active Transportation & Trails Master Plan

Public Open House

September 2023

Land Acknowledgement

The Town of East Gwillimbury recognizes and acknowledges the lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and on behalf of the Mayor and Council, we would like to thank them for sharing this land. We would also like to acknowledge the Chippewas of Georgina Island First Nation as our closest First Nation community and recognize the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands, and we join them in these responsibilities.

Defining Active Transportation (AT)…

Active Transportation refers to any form of human-powered travel, including by foot, bicycle, rollerblade, skateboard, wheelchair or other mobility-support device, and e-bike/kick-style e-scooter.
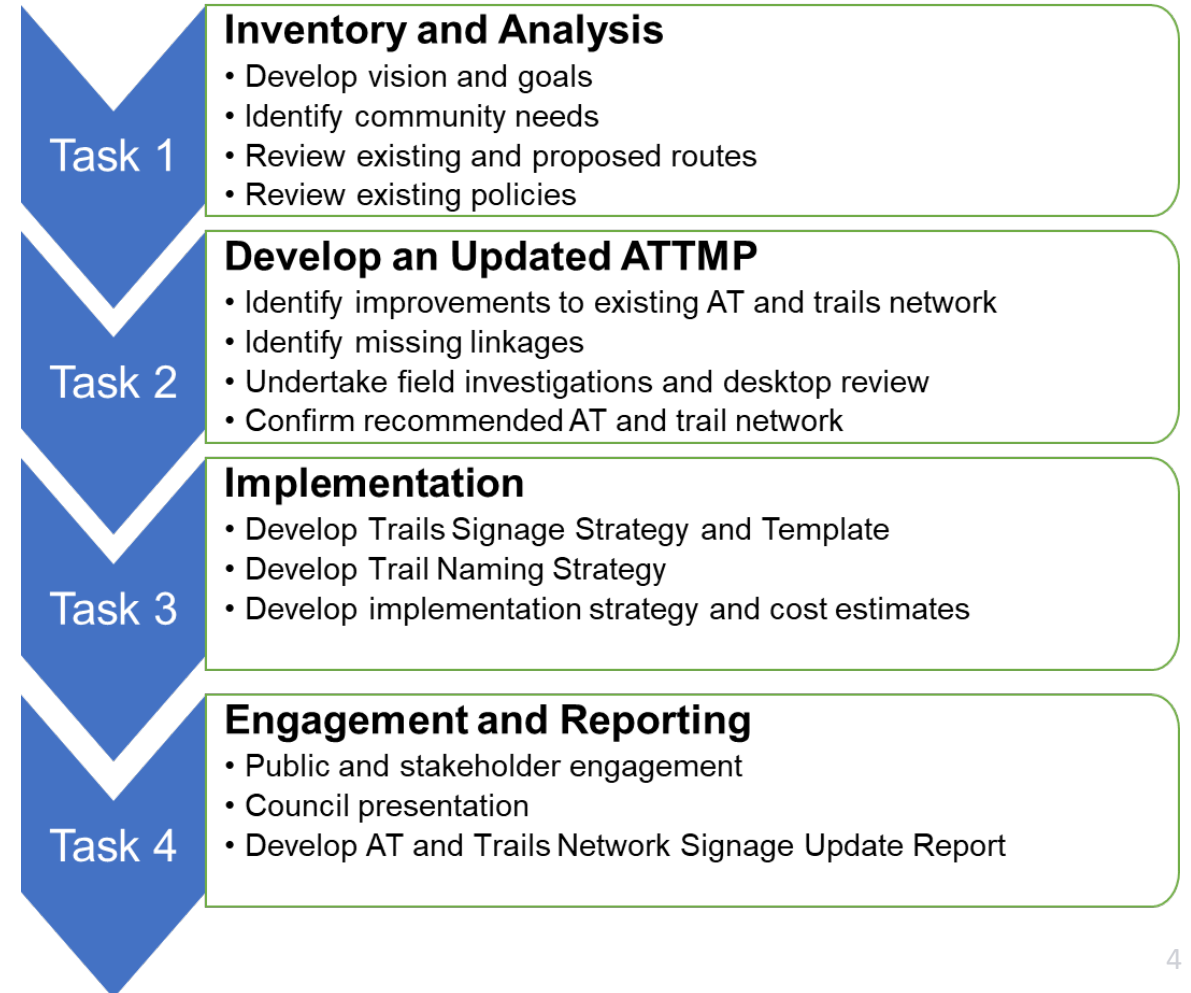
What is an Active Transportation and Trails Master Plan (ATTMP)?

The ATTMP is intended to be a long-term guiding document that provides the Town and its partners with the tools and strategies to enhance infrastructure, policy and programming for active transportation in East Gwillimbury.

Overview of ATTMP Update & Study Approach

- The Town of East Gwillimbury completed its first Active Transportation and Trails Master Plan in 2012. This Master Plan provided recommendations for a connected active transportation and trail network and also included design considerations for off and on-road trail and active transportation facilities, policies related to trail planning, potential education and promotion programs that support healthy living and a phased implementation strategy over 25+ years.

- The ATTMP is being updated to reflect the growth that has occurred within the Town since 2012, as well as lessons learned, best practices, new legislation and policies, as well as current design guidelines.

Task 1

Inventory and Analysis
- Develop vision and goals
- Identify community needs
- Review existing and proposed routes
- Review existing policies

Task 2

Develop an Updated ATTMP
- Identify improvements to existing AT and trails network
- Identify missing linkages
- Undertake field investigations and desktop review
- Confirm recommended AT and trail network

Task 3

Implementation
- Develop Trails Signage Strategy and Template
- Develop Trail Naming Strategy
- Develop implementation strategy and cost estimates

Task 4

Engagement and Reporting
- Public and stakeholder engagement
- Council presentation
- Develop AT and Trails Network Signage Update Report

4

Vision Statement

 "The Town of East Gwillimbury recognizes the benefits of active transportation and supports active transportation as a means to promote **healthy lifestyles**, encourage **sustainable land management**, foster more **environmentally friendly community design** and reduce the number of single occupant motor vehicle trips.

The Town achieves this by promoting a **safe and comfortable** pedestrian, trail and cycling system that accommodates **people of all ages and abilities**, connects **new and existing communities**, and provides access to **natural features** and other **key destinations**."

Study Objectives

- **Continue to engage** with East Gwillimbury residents, Council, York Region, Lake Simcoe Region Conservation Authority, and other partners that could have a role in facilitating and promoting active transportation and trail use in East Gwillimbury and the surrounding area;

- **Build upon, enhance and improve connections** to existing and previously proposed active transportation and trail facilities in the Town, including those proposed in Secondary Plans and draft plans of subdivisions approved or in the approval process at the time of the ATTMP study;

- **Identify potential future trail corridors** that are currently on private property as "desire lines" that might be considered in the future if opportunities arise;

- **Develop an implementation strategy** that identifies priorities and estimated capital costs; and

- **Identify best practices in trail signage strategy** that can be implemented in the Town of East Gwillimbury, including a potential project.

Policy Context

Regional documents (York Region):

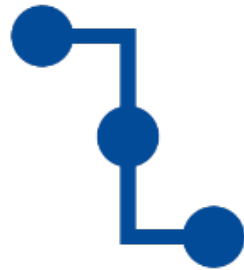**Local documents (East Gwillimbury):**
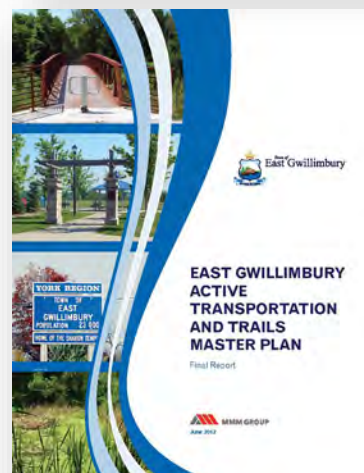
Route Selection Criteria

Route selection criteria inform the selection of routes that should be a part of the Town's active transportation and trails network. They are intended to be used beyond the development of this Network Update and the ATTMP to provide Town staff a tool to evaluate new opportunities as they arise or when local contexts change.

Safe & Accessible	Connected & Continuous	Support Multi-Modal Needs	Feasible	Integrate
Routes should be designed to **improve safety** and enhance current conditions for **people of all ages and abilities.**	Routes should **close existing gaps** and provide **consistent, comfortable and continuous routes** throughout the Town and to surrounding municipalities.	Routes that support the development of a multi-modal transportation system by **providing connections to transit** facilities and other key destinations should be prioritized	The constructability and feasibility of the route will be based on the **level of capital investment required**, their **alignment with existing capital works projects** and if there are any constraint such as property ownership.	Routes should **provide connections to the trail network, tourist destinations, parks and green spaces** to enhance opportunities for visitors and residents to engage with natural areas on a regular basis.

Candidate Routes

Candidate routes represent potential routes that could form part of the ultimate proposed pedestrian, cycling and multi-use network. the network was reviewed to identify a series of candidate routes which represent the key connections, missing gaps and new opportunities in the network since the development of the 2012 ATTMP. Other considerations while reviewing the potential candidate route network include:

- Connections to a potential multi-use trail along the proposed Bradford Bypass;

- Rural roads were not considered for sidewalk upgrades as it is recommended that sidewalks be implemented when the road is urbanized;

- Parallel routes are recommended for arterial roads with high traffic volumes, constrained boulevard spaces and/or conflicting with a high number of driveways;

- Opportunities for trails along hydro corridors were explored for recreational connections; and

- Potential upgrades to facility types for continuity with new proposed routes recommended as part of the Draft 2023 East Gwillimbury Transportation Master Plan.
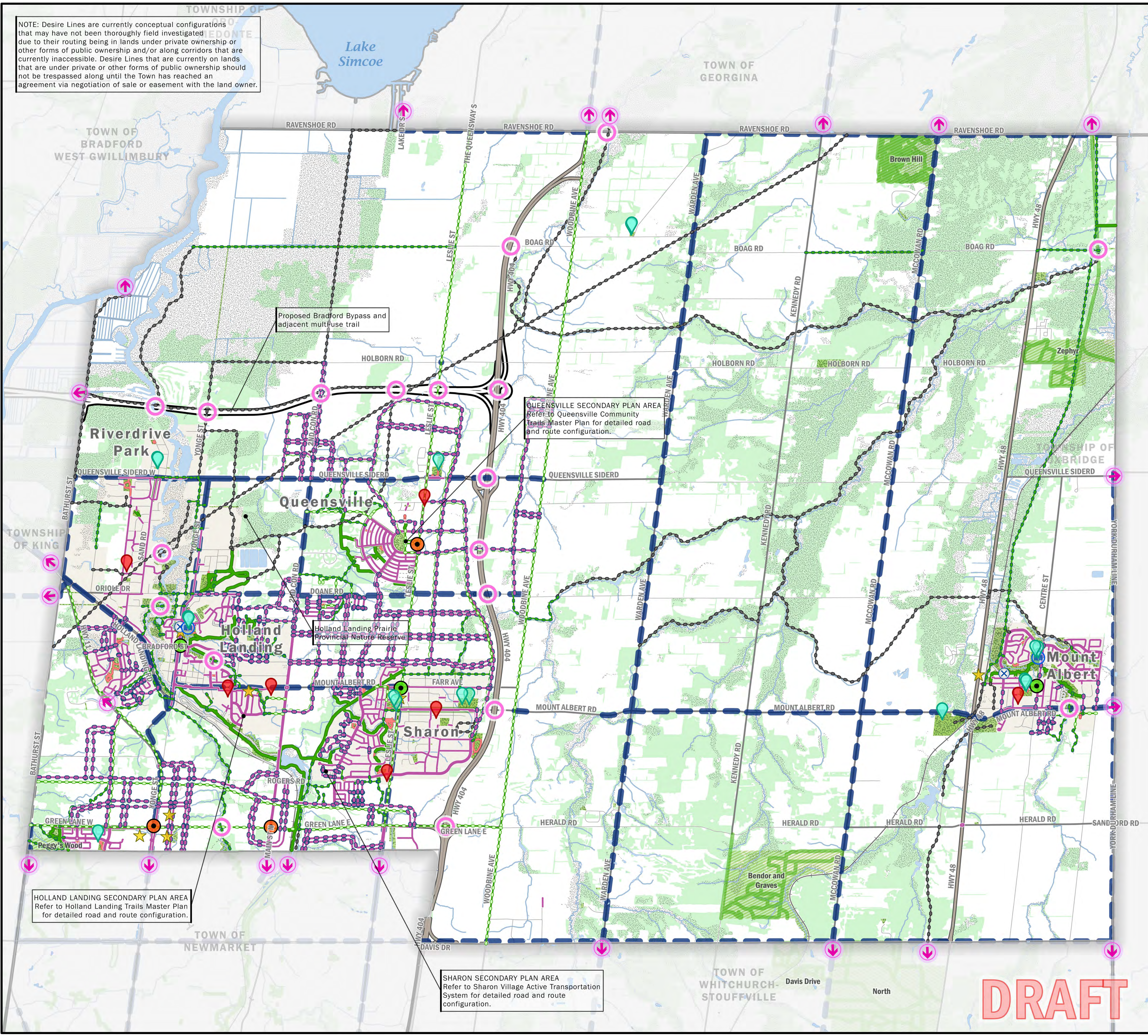
NOTE: Desire Lines are currently conceptual configurations that may have not been thoroughly field investigated due to their routing being in lands under private ownership or other forms of public ownership or along corridors that are currently inaccessible. Desire Lines that are currently on lands that are under private or other forms of public ownership should not be trespassed along until the Town has reached an agreement via negotiation of sale or easement with the land owner.

Lake Simcoe

TOWNSHIP OF MEDONTE

TOWN OF GEORGINA

TOWN OF BRADFORD WEST GWILLIMBURY

Brown Hill

Zephyr

TOWNSHIP OF KING

Riverdrive Park

Queensville

Holland Landing

Sharon

Mount Albert

TOWNSHIP OF UXBRIDGE

TOWN OF NEWMARKET

TOWN OF WHITCHURCH-STOUFFVILLE

Peggy's Wood

Bendor and Graves

Proposed Bradford Bypass and adjacent multi-use trail

QUEENSVILLE SECONDARY PLAN AREA
Refer to Queensville Community Trails Master Plan for detailed road and route configuration.

Holland Landing Prairie Provincial Nature Reserve

HOLLAND LANDING SECONDARY PLAN AREA
Refer to Holland Landing Trails Master Plan for detailed road and route configuration.

SHARON SECONDARY PLAN AREA
Refer to Sharon Village Active Transportation System for detailed road and route configuration.

Davis Drive

North

Roads / Avenues labelled: RAVENSHOE RD, LAKESHORE, THE QUEENSWAY S, WOODBINE AVE, WARDEN AVE, KENNEDY RD, MCCOWAN RD, HWY 48, LESLIE ST, 2ND CONC RD, YONGE ST, BATHURST ST, SAND RD, ORIOLE DR, DOANE RD, MOUNT ALBERT RD, FARR AVE, ROGERS RD, GREEN LANE W, GREEN LANE E, HERALD RD, DAVIS DR, HOLBORN RD, BOAG RD, QUEENSVILLE SIDERD, CENTRE ST, YORK DURHAM LINE, BRADFORD ST, MAIN ST, HWY 404, HWY 400

Legend

Local Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Walkway / Neighbourhood Connector
- Footpath
- Sidewalk

Proposed
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Walkway
- Desire Line
- Sidewalk

Regional Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path

Proposed
- Regional Facility[1]

Connections
- Key AT Crossing
- Potential AT Connection

Phasing
- Short-Term (0 to 5 years)
- Medium-Term (6 to 10 years)
- Long-Term (11 to 20+ years)

Base Features
- Highway / Expressway
- Arterial / Collector Road
- Local Road
- Proposed Roads
- Proposed Highway 400 to Highway 404 Extension Link (Bradford Bypass)
- Rail Line
- Watercourse
- Waterbody
- Wetland
- Wooded Area
- York Regional Forest
- Park
- Parcel
- Town / Village / Hamlet
- Municipal Boundary

Destinations
- School
- Community Centre / Civic Hall
- Pedestrian Crossover
- Library
- Shopping Mall / Plaza
- Major Local Centre
- Minor Local Centre

0   1   2 KM

N

Notes:
1. Includes routes under the jurisdiction of York Region. Refer to the York Region Transportation Master Plan (2022) for detailed information regarding proposed facilities.
2. The thinner solid and dashed lines form the Town's ATTMP network.
3. The thicker solid and dashed lines present routes that form the existing York Region Pedestrian and Cycling Master Plan and Transportation Master Plan.
4. This figure does include the proposed on and off-road active transportation and trails routes that are identified in the Holland Landing, Queensville and Sharon Secondary Plans. However, these routes are subject to change as the secondary planning process for these areas is ongoing.
5. The data used to assemble this map was taken from GIS information provided to the Study Team by the Town of East Gwillimbury and the Region of York.
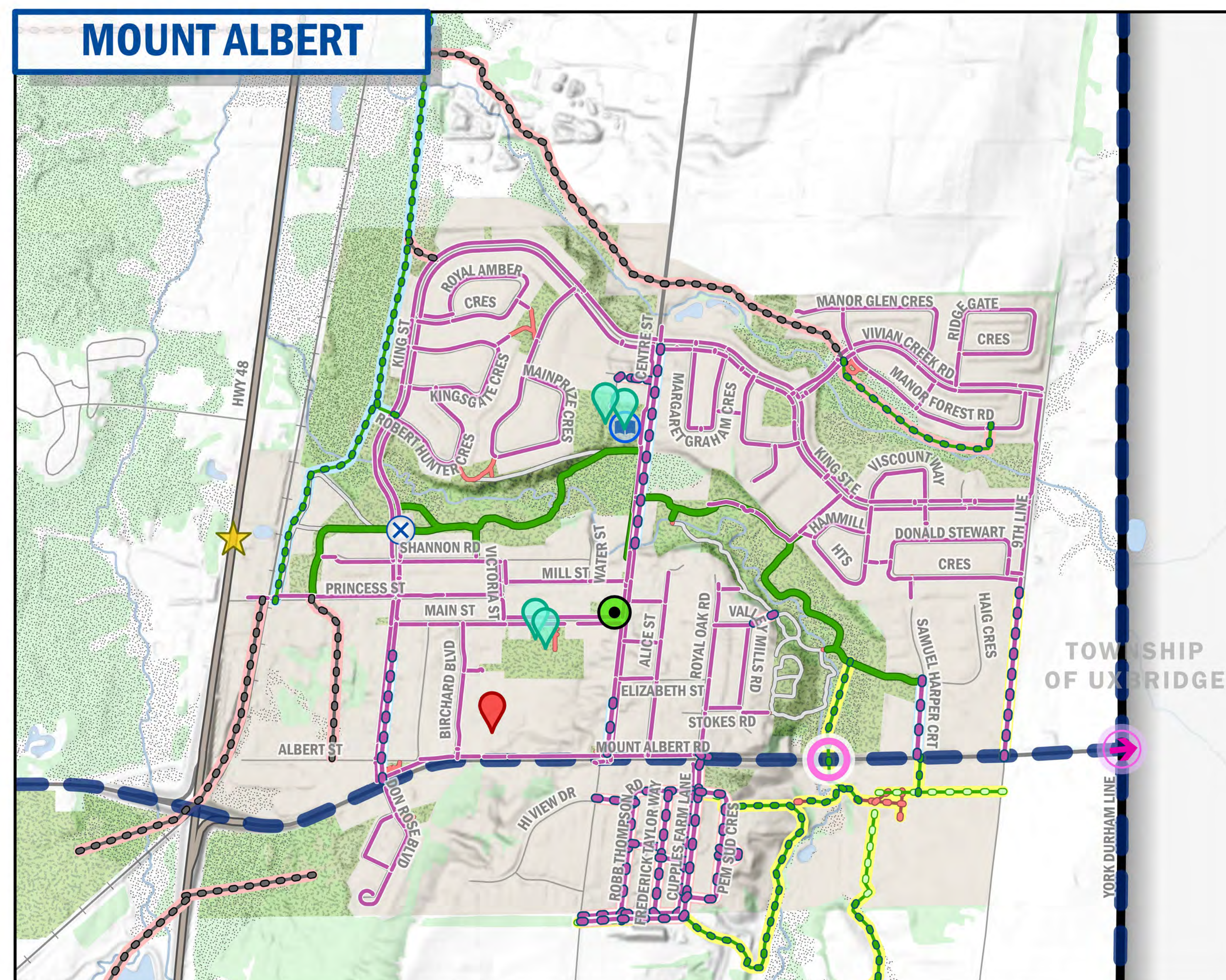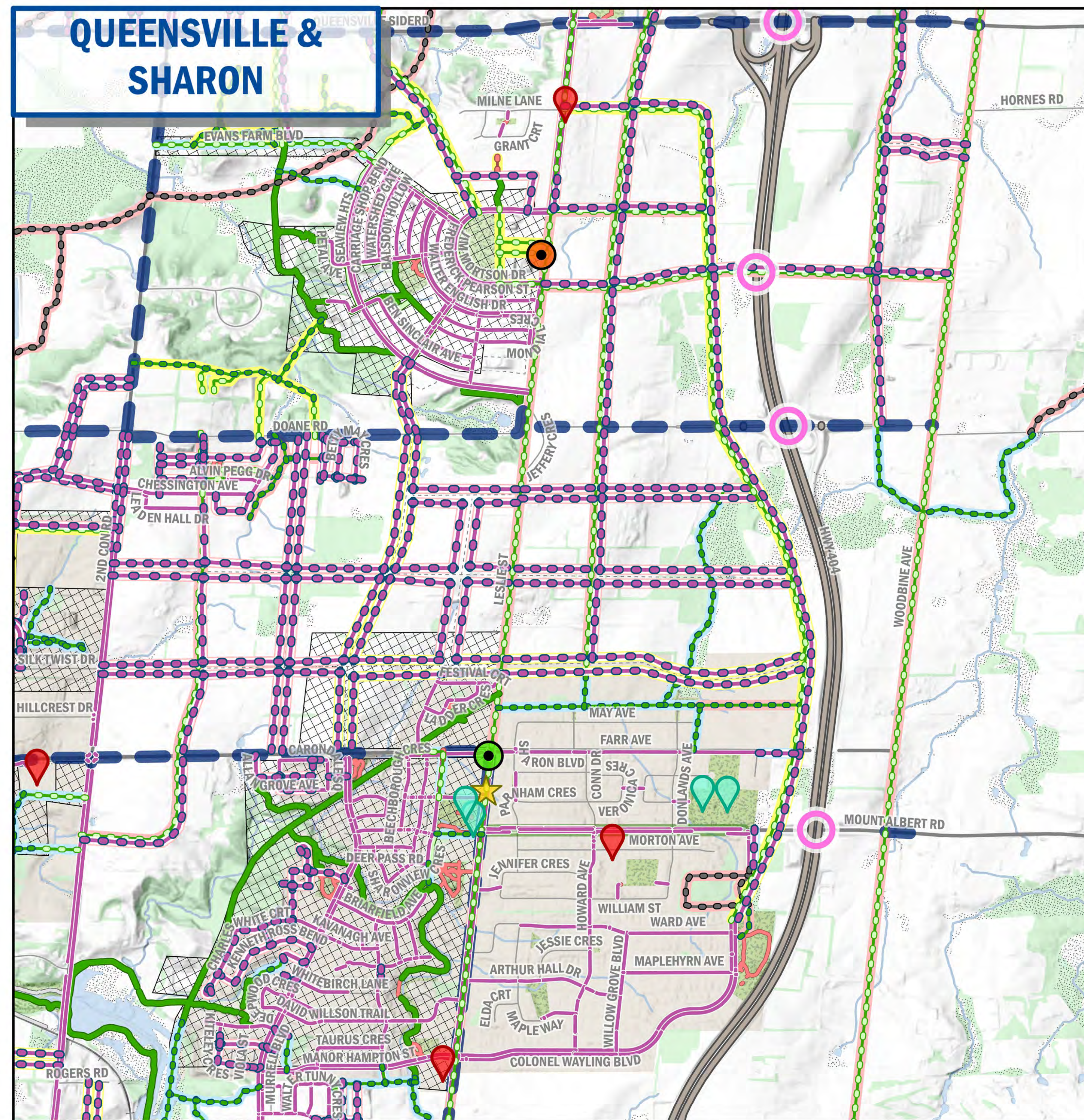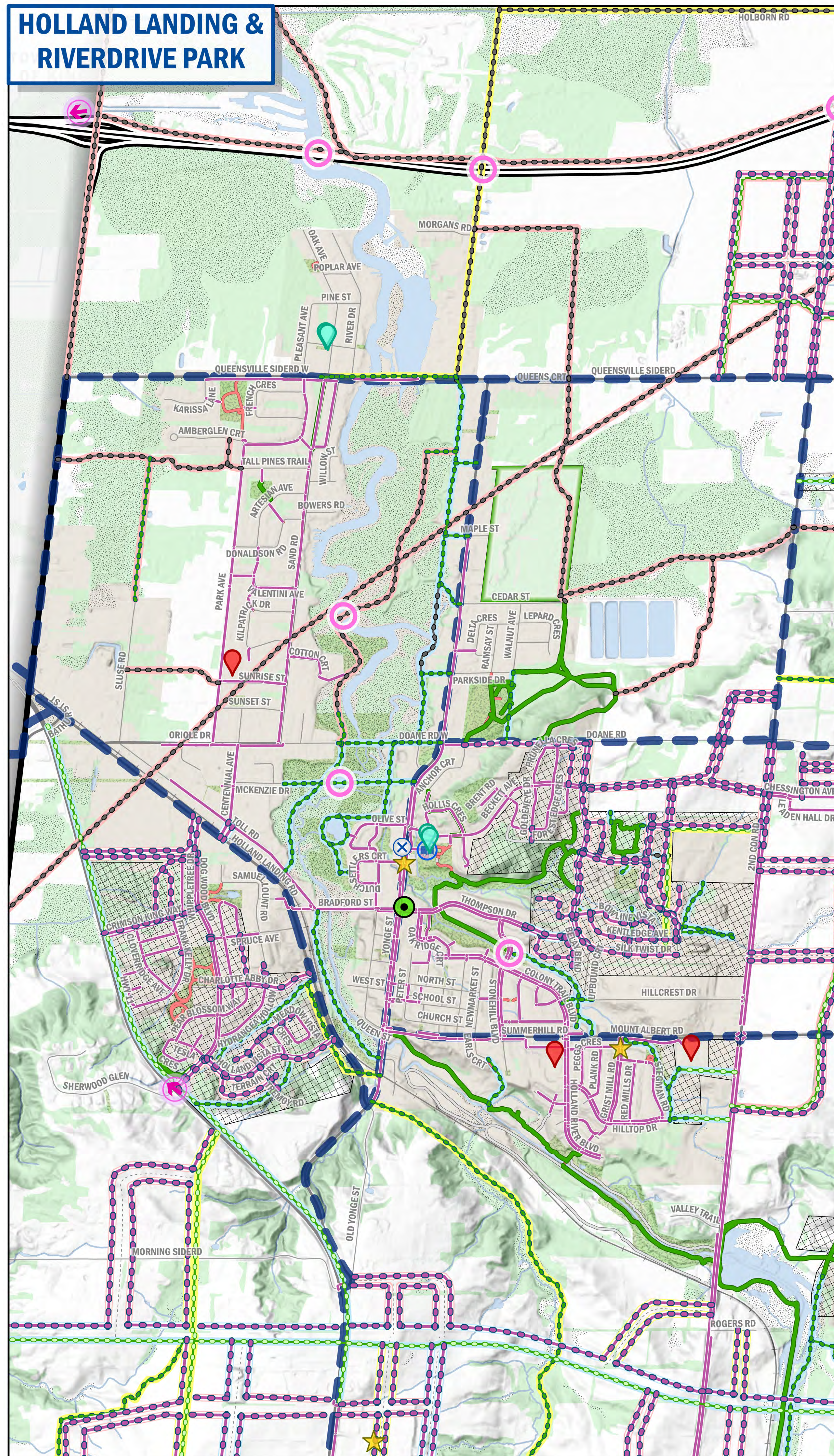
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FIGURE 19B

2023-09-07

Draft Phasing for Pedestrian Network - Urban Areas

East Gwillimbury Active Transportation & Trails Master Plan

HOLLAND LANDING & RIVERDRIVE PARK

QUEENSVILLE & SHARON

MOUNT ALBERT

Local Trail Network

Existing
- Off-Road Multi-Use Trail
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Destinations
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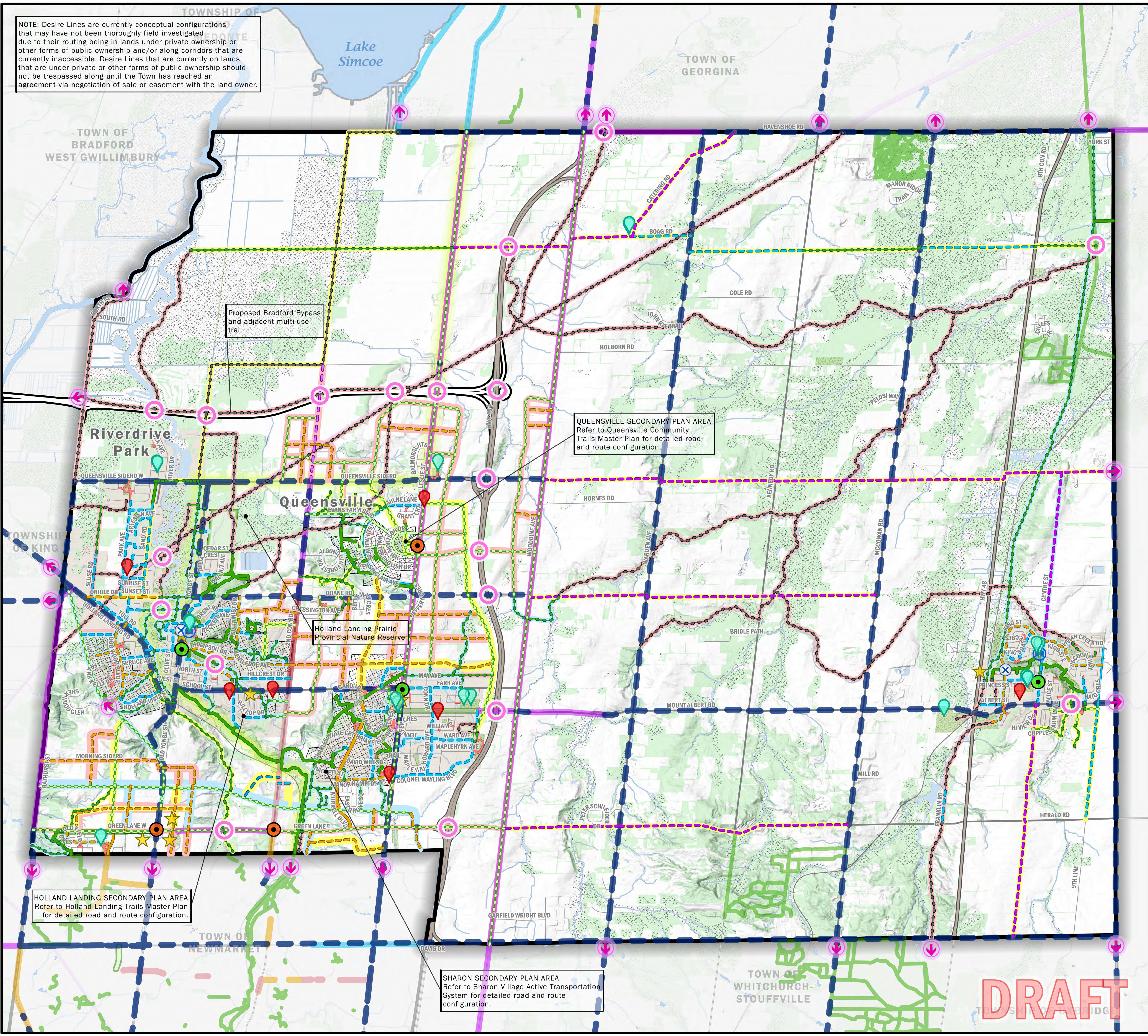
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East Gwillimbury

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FIGURE 20A
2023-09-07
Draft Phasing for Cycling Network - Town-Wide
East Gwillimbury Active Transportation & Trails Master Plan

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Proposed Bradford Bypass and adjacent multi-use trail

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Local Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Bike Lane
- Signed Route
- Walkway / Neighbourhood Connector

Proposed
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Cycle Track
- Bike Lane
- Paved Shoulder
- Signed Route
- Walkway
- Desire Line

Regional Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Cycle Track
- Protected Bike Lane
- Bike Lane
- Paved Shoulder
- Signed Route

Proposed
- Regional Facility[1]

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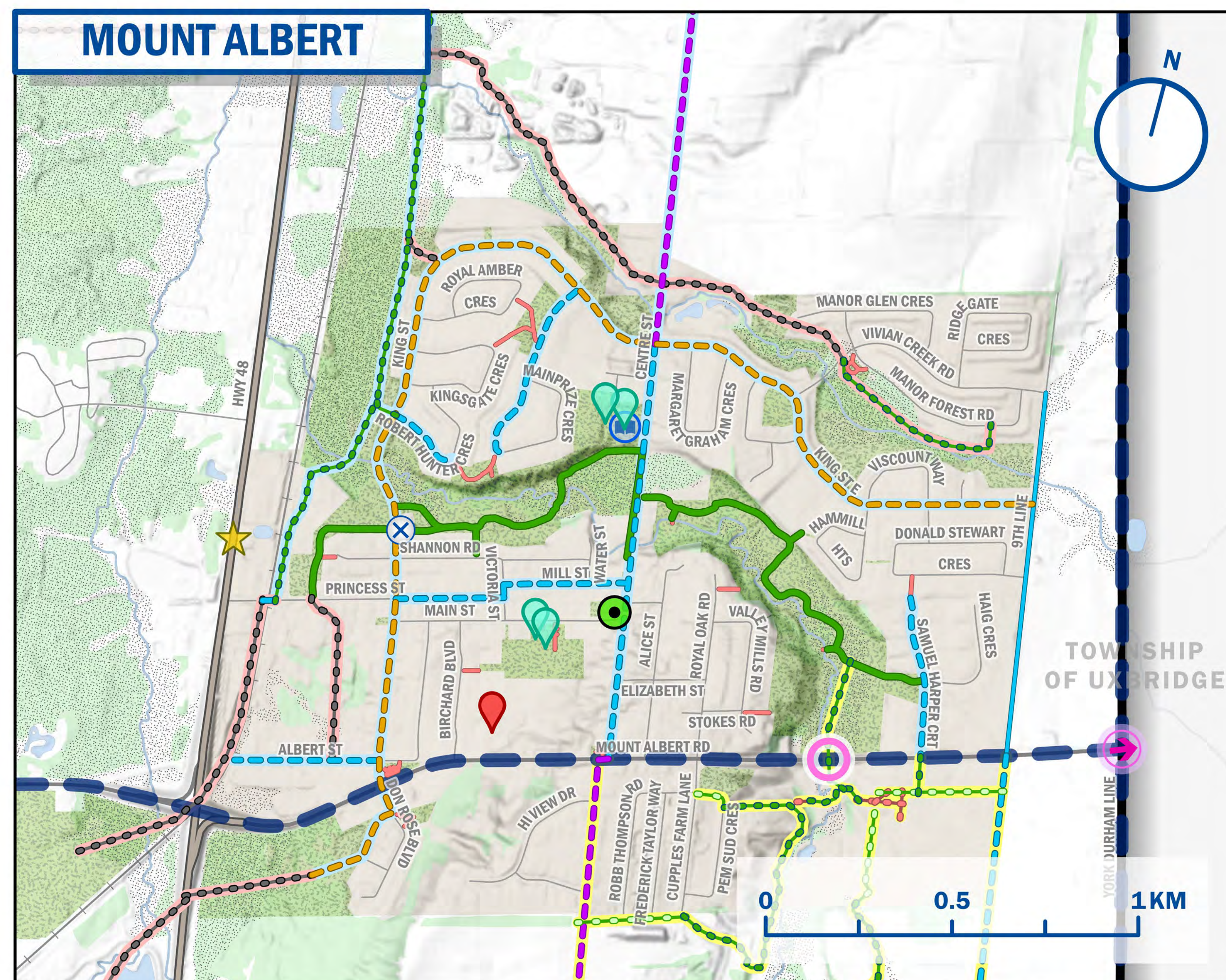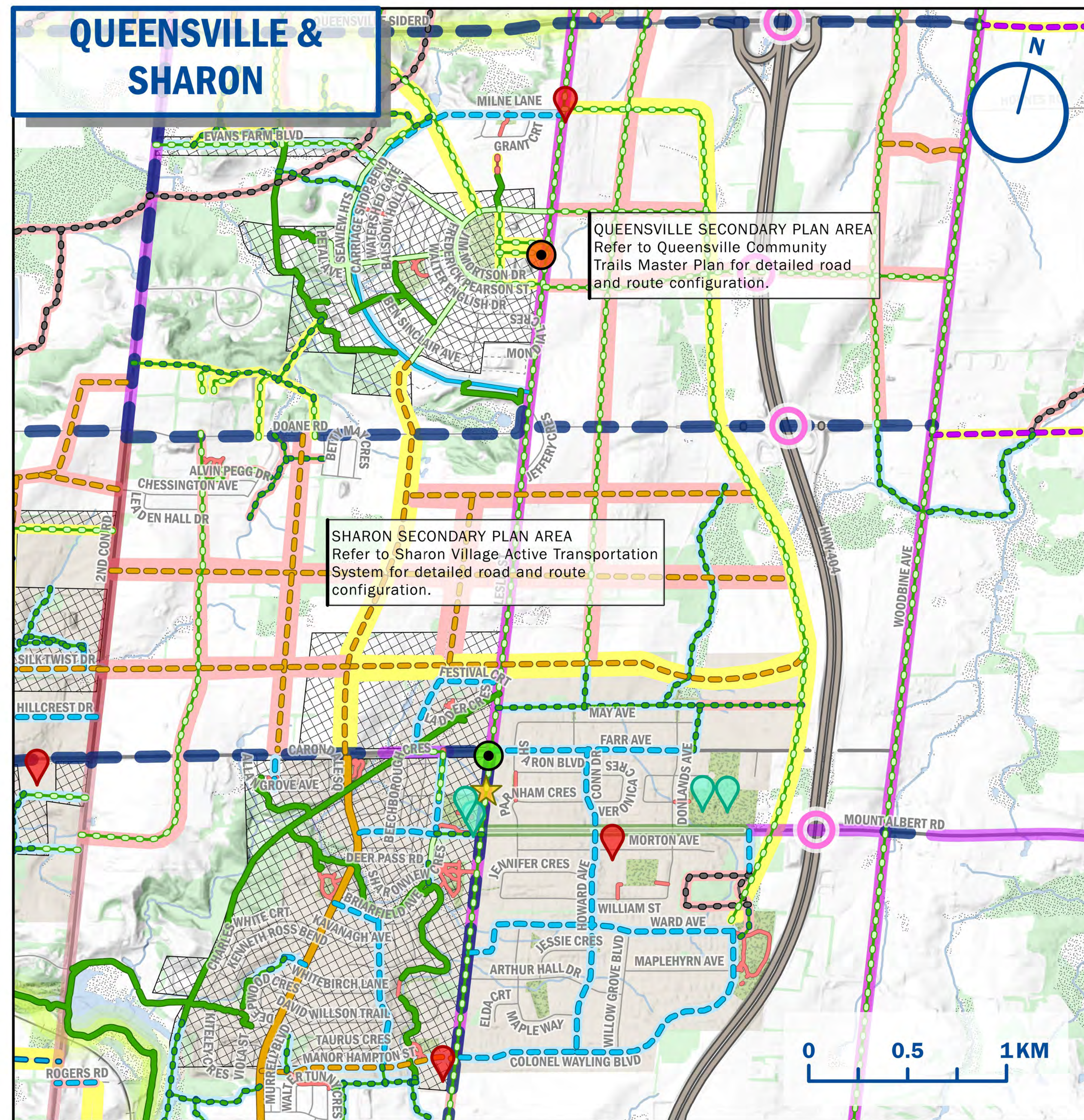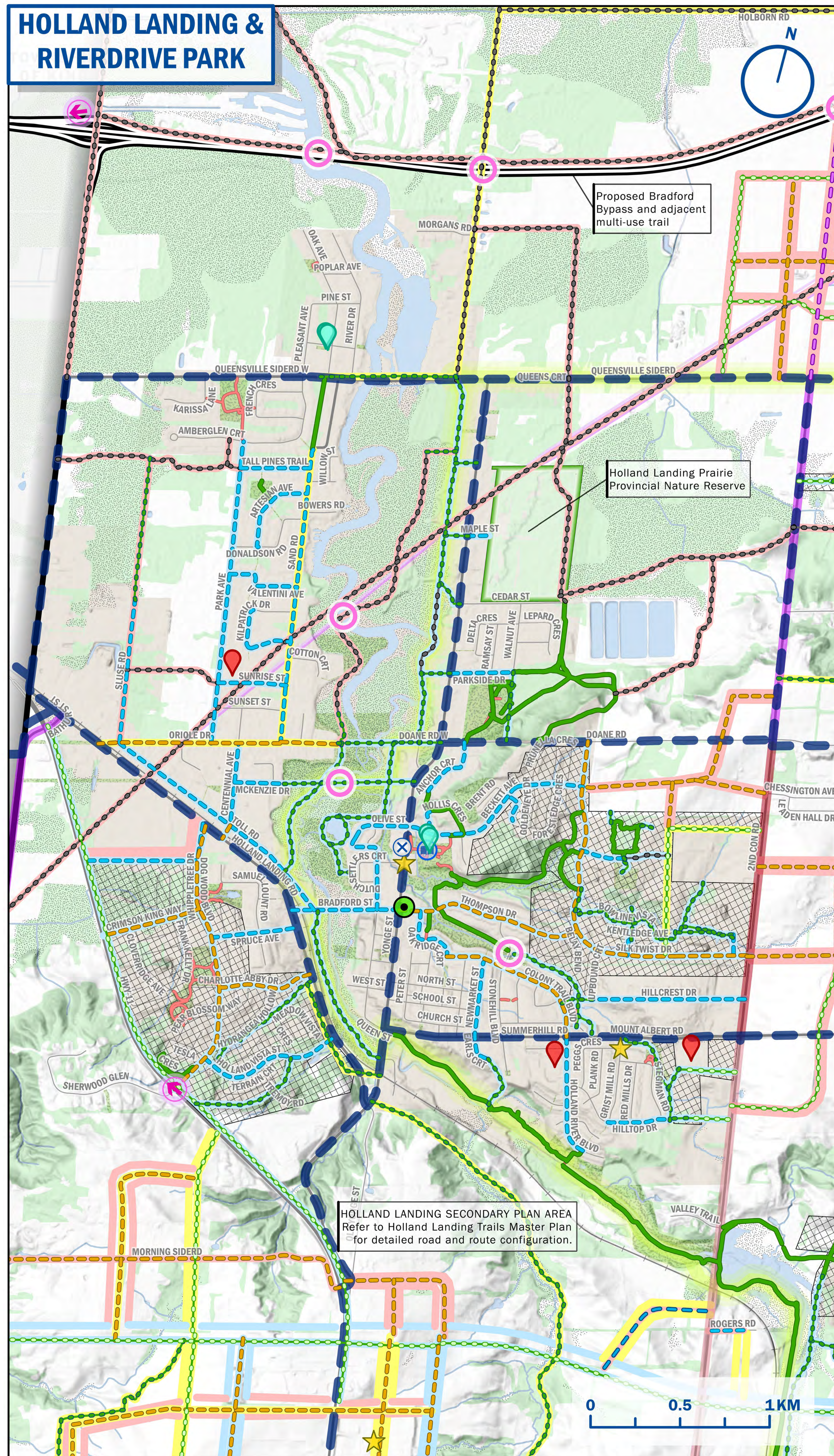
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FIGURE 20B

2023-09-07

Draft Phasing for Cycling Network - Urban Areas

East Gwillimbury Active Transportation & Trails Master Plan

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Proposed Bradford Bypass and adjacent multi-use trail

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QUEENSVILLE & SHARON

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SHARON SECONDARY PLAN AREA
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MOUNT ALBERT

TOWNSHIP OF UXBRIDGE

Local Trail Network

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- Off-Road Multi-Use Trail
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EG East Gwillimbury

mbtw | wai   wsp

Existing and Proposed Active Transportation & Trails Network

Facility Type	Existing Length (KM)	Proposed Length (KM)	Total Length (KM)
Multi-Use Trail	65.7	54.4	120.2
Multi-Use Path	12.0	81.4	93.3
Protected Bike Lane	2.5	0.0	2.5
Cycle Track	1.6	0.0	1.6
Bike Lane	6.2	46.6	52.8
Paved Shoulder	39.8	37.4	77.2
Signed Route	1.0	39.2	40.2
Sidewalk	141.1	30.2	171.3
Walkway	11.5	1.2	12.8
Footpath	5.5	0.0	5.5
Desire Line	0.0	93.0	93.0
Regional Proposed	0.0	130.0	130.0
Total	286.85	553.7	840.6

In total, the Town of East Gwillimbury's active transportation and trails network is made up of over 840km of routes. Approximately 287km is existing and this AT and Trails Network Report proposes about 554km of new routes.

9

Phasing

Short-Term

0 to 5 years

- Low investment "quick wins" such as signed bike routes or adding painted bike routes
- Projects that align with projects identified in the Town's capital plans for the short-term
- Projects that align with subdivisions that are being implemented

Medium-Term

6 to 10 years

- Projects that align with projects identified in the Town's capital plans for the medium-term
- Routes that require additional studies such as an environmental assessment before they can be implemented

Long-Term

10 to 20 years and beyond

- Desire lines across properties that the Town may not currently own
- Projects that align with projects identified in the Town's Capital plans for the long-term
- Routes that require additional discussions with the Ministry of Transportation or York Region before they can proceed

10

Trail Standards

Multi-use Trail:

- Located in Open Space areas

- 3.0m wide limestone *

- Unlit

- Cost: $250,000/km

* Where slopes are greater than 5.0% asphalt may be specified

Multi-use Path

- Located within road boulevards

- 3.0m wide asphalt

- Shared roadway lighting

- Cost: $375,000/km

Boardwalk

- Located in environmentally sensitive areas

-3.0m wide wood

- Unlit

- Cost: $4.5 million/km

Lighting

Lighting a trail and keeping it lit are not only expensive ($200,000/km), but they can also have negative impacts:

- Where pedestrian activity at night is not desirable, such as trails, lighting may increase risk to citizens, by providing a false sense of security, Crime Prevention Through Environmental Design (CPTED)

- Lighting in natural areas can impact wildlife

- Alternate lit routes available on nearby roads

Implementation and Funding

- To achieve the proposed pedestrian, cycling and multi-use networks, financial investment and other resources need to be strategically allocated. Strategies are intended to inform decision making on active transportation policy and planning processes while being flexible to adapt to changes in active transportation trends or other opportunities that may arise over years as the network is being implemented.

- It is expected that the majority of ATTMP capital costs related to proposed on-road facilities will be identified and included as component costs within planned roadway widenings, reconstructions, resurfacings, new developments and other East Gwillimbury and York Region projects.

- Funding of the ATTMP is expected to come from Development Charges (DC), the general tax base and a portion of federal gas tax funds.

- Outside funding sources such as Regional, Provincial, and Federal programs for cycling, pedestrian and trail related projects should be utilized as they become available.

"The benefits of nature and green space on a person's physical and mental health have been well documented. Spending time in nature can improve concentration and memory, energy, immunity, and reduce anxiety and chronic disease risk, while increasing opportunities for physical activity. It can make you happier, healthier and more relaxed." *excerpt from Trees and Trails for Health, York Region*

Recommendations

The following steps are recommended for the Town to advance the active transportation network, adapting from the recommendations from the 2012 Plan:

- Formally adopt this Network Update Report as a municipal policy document alongside the 2012 Active Transportation and Trails Master Plan;

- Issue a media release and public notice announcing the completion of the Network Update, assuming Council's adoption of the Report in principle;

- Provide copies of the Network Update and 2012 ATTMP to all Town and Regional Departments, including the York Region Police and York Region Transit, as well as other relevant stakeholders such as Metrolinx, school boards, Ontario Ministry of Transportation and Lake Simcoe Region Conservation Authority;

- Request that the Region give consideration to the proposed route and facility types proposed for Regional roads in the Town in all future environmental assessment studies and road design projects;

- Identify line items in the Town's annual budget to begin to implement the recommended routes;

- Continue to engage in consultation and engagement with residents and stakeholders to confirm short-term infrastructure priorities; and

- Consider the application of performance to evaluate and monitor the implementation of the ATTMP.

Trail Signage Strategy

An effective trail signing system identifies landmarks, navigates users through the system safely and effectively, conveys essential information about trail routes and auxiliary facilities and services, and informs users of their responsibility regarding use and etiquette.

Wayfinding Sign Design

Fundamental principles for wayfinding were developed as part of the York Region Sustainable Wayfinding Guidelines (2018) to establish consistency and efficiency of signage across the Region. The principles consist of:

Conspicuity
Signs attract the attention of users

Simplicity
Signs are legible and comprehensible

Predictability
Signs are consistent in communication

Progressive Disclosure
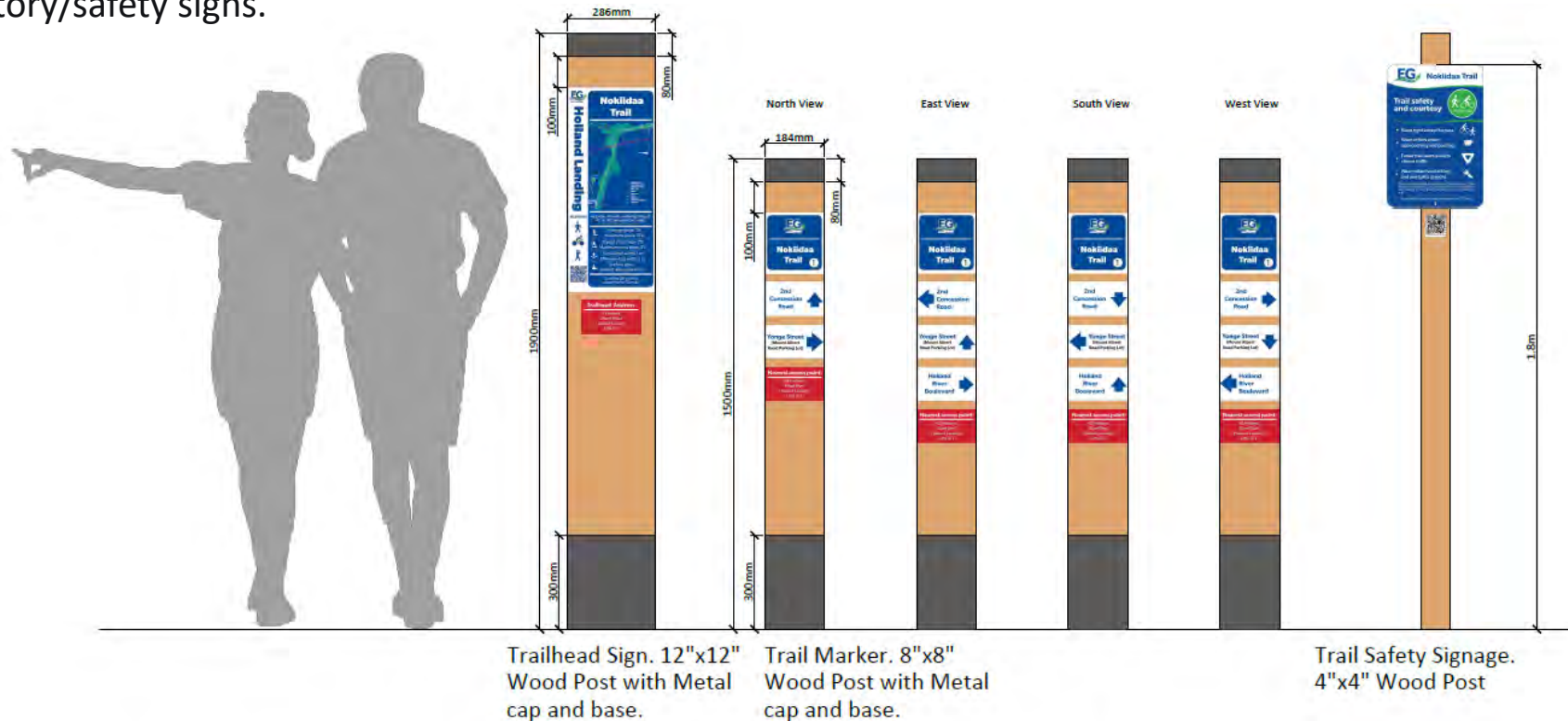Information is manageable and digestible

Progression
Signs are placed in a position allowing for users to maintain movement

Connectivity
Network of signs and paths should allow users to see walking or cycling as a means of mobility

Family of Signs

Developing a "Family of Signs" means creating a design theme that can be reflected in the different types of signs in terms of materials, colours, graphics, or fonts. This gives the signs a consistent and finished look that helps to unify the system and can be essential in branding the trail system. Trail signs can be grouped into trail head signs, gateway signs, directional signs, interpretive signs, and regulatory/safety signs.

Trailhead Sign. 12"x12" Wood Post with Metal cap and base.

Trail Marker. 8"x8" Wood Post with Metal cap and base.

Trail Safety Signage. 4"x4" Wood Post

Have your say!

- Scan the QR code to visit
www.eastgwillimbury.ca/activetransportationandtrailsmasterplan click on the

Have your say!

Button. Comments can be added directly to the maps or emailed to the project team.

Available for comment until October 5th, 2023