



**Town of Aurora  
Active Transportation and  
Traffic Safety Advisory Committee  
Meeting Agenda**

**Date:** Wednesday, January 22, 2025  
**Time:** 7 p.m.  
**Location:** Council Chambers, Aurora Town Hall

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	<b>Pages</b>
<b>1. Call to Order</b>	
<b>1.1 Appointment of Committee Vice Chair</b>	
1. That a Committee member be appointed as Vice Chair of the Active Transportation and Traffic Safety Advisory Committee for a two-year term (2025-2026).	
<b>2. Land Acknowledgement</b>	
<b>3. Approval of the Agenda</b>	
<b>4. Declarations of Pecuniary Interest and General Nature Thereof</b>	
<b>5. Receipt of the Minutes</b>	
<b>5.1 Active Transportation and Traffic Safety Advisory Committee Meeting Minutes of November 27, 2024</b>	<b>1</b>
1. That the Active Transportation and Traffic Safety Advisory Committee meeting minutes of November 27, 2024, be received for information.	
<b>6. Delegations</b>	
<b>7. Matters for Consideration</b>	
<b>7.1 Memorandum from Transportation and Traffic Analyst; Re: Yonge Street Active Transportation Facilities Draft Design Presentation</b>	<b>5</b>

(Presentation to be provided by Courtney Hough, P.Eng., Project Manager, Ainley Group)

1. That the memorandum regarding Yonge Street Active Transportation Facilities Draft Design Presentation be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Yonge Street Active Transportation Facilities Draft Design Presentation be received and referred to staff for consideration and further action as appropriate.

**8. Informational Items**

**9. New Business**

**10. Adjournment**



**Town of Aurora  
Active Transportation and Traffic Safety Advisory Committee  
Meeting Minutes**

**Date:** Wednesday, November 27, 2024  
**Time:** 7:00 p.m.  
**Location:** Council Chambers, Aurora Town Hall

**Committee Members:** Steve Fleck  
Owen Heritage (Vice Chair)  
Lil Kim  
Gino Martino

**Members Absent:** Giovanni Turla  
Klaus Wehrenberg

**Other Attendees:** Councillor Wendy Gaertner (arrived at 7:40 p.m.)\*  
Michael Ha, Traffic and Transportation Analyst  
Emily Freitas, Council/Committee Coordinator

\*Attended electronically

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**1. Call to Order**

The Chair called the meeting to order at 7:01 p.m.

**2. Land Acknowledgement**

The Committee acknowledged that the meeting took place on Anishinaabe lands, the traditional and treaty territory of the Chippewas of Georgina Island, recognizing the many other Nations whose presence here continues to this day, the special relationship the Chippewas have with the lands and waters of this territory, and that Aurora has shared responsibility for the stewardship of these lands and waters. It was noted that Aurora is part of the treaty lands of the Mississaugas and Chippewas, recognized through Treaty #13 and the Williams Treaties of 1923.

**3. Approval of the Agenda**

**Moved by** Gino Martino

**Seconded by** Steve Fleck

That the agenda as circulated by Legislative Services be approved.

**Carried**

**4. Declarations of Pecuniary Interest and General Nature Thereof**

There were no declarations of pecuniary interest under the *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50*.

**5. Receipt of the Minutes****5.1 Active Transportation and Traffic Safety Advisory Committee Meeting Minutes of September 25, 2024**

**Moved by** Gino Martino

**Seconded by** Lil Kim

1. That the Active Transportation and Traffic Safety Advisory Committee Meeting Minutes of September 25, 2024, be received for information.

**Carried**

**6. Delegations**

None.

**7. Matters for Consideration****7.1 Memorandum from Transportation and Traffic Analyst; Re: Request for Traffic Calming Measures on Timberline Trail**

Staff provided a brief summary of the memorandum and indicated that traffic calming measures are not warranted at the subject locations on Timberline Trail.

The Committee inquired about the possibility of installing flexible signs, and staff indicated that the pavement width is narrow and therefore does not fit the criteria.

The Committee and staff discussed various aspects of the report including low volume of traffic indicated in the traffic data, if the street is considered a collector roadway, and the possibility of neighbouring streets to qualify for traffic calming measures.

**Moved by Steve Fleck**

**Seconded by Gino Martino**

1. That the memorandum regarding Request for Traffic Calming Measures on Timberline Trail be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Request for Traffic Calming Measures on Timberline Trail be received and referred to staff for consideration and further action as appropriate.

**Carried**

## **7.2 Memorandum from Transportation and Traffic Analyst; Re: Stone Road Speed Limit Assessment**

Staff provided a brief summary of the memorandum and indicated that the current posted speed limit of 50 km/h is appropriate and no reduction to the speed limit is recommended.

The Committee inquired about what methods were used by staff to determine that the speed reduction was not recommended, and staff indicated that an evaluation tool was used to assess the appropriate posted speed limits and a speed study for seven days to verify that the current posted speed limit is appropriate.

The Committee expressed support for a speed reduction from 50 km/h to 40 km/h for the subject locations.

**Moved by Steve Fleck**

**Seconded by Gino Martino**

Active Transportation and Traffic Safety Advisory Committee Meeting Minutes  
November 27, 2024

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1. That the memorandum regarding Stone Road Speed Limit Assessment be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Stone Road Speed Limit Assessment be received and referred to staff for consideration and further action as appropriate.

**Carried**

**8. Informational Items**

None.

**9. New Business**

The Committee expressed concerns regarding pedestrian safety around Aurora GO Station on Wellington Street and Industrial Parkway and inquired about providing additional street lighting by the parking garage.

The Committee expressed support for installing bike lanes.

**10. Adjournment**

**Moved by Lil Kim**

**Seconded by Steve Fleck**

That the meeting be adjourned at 7:50 p.m.

**Carried**



100 John West Way  
Aurora, Ontario  
L4G 6J1  
(905) 727-3123  
aurora.ca

Town of Aurora

## Memorandum

Planning and Development Services

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**Re:** Yonge Street Active Transportation Facilities Draft Design Presentation

**To:** Active Transportation and Traffic Safety Advisory Committee

**From:** Michael Ha, Transportation and Traffic Analyst

**Date:** January 22, 2025

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### Recommendation

1. That the memorandum regarding Yonge Street Active Transportation Facilities Draft Design Presentation be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Yonge Street Active Transportation Facilities Draft Design Presentation be received and referred to staff for consideration and further action as appropriate.

### Background

As approved by Council as part of the 2024 Capital Budget process, the Town has initiated Capital Project No. GN0163 – Active Transportation Facilities – Yonge Street - Bloomington to GO Bridge Both Sides. The key objective of the project is to complete the detailed design of active transportation facilities, which may include multi-use pathway and/or sidewalks, on Yonge Street from Bloomington Road to Industrial Parkway South.

### Analysis

Currently, sidewalks are not provided along the subject section of Yonge Street. Cyclists are sharing the road with motorists without dedicated and separated facilities and pedestrians are walking on the shoulder of the road to access services and amenities north of this area. The construction of active transportation facilities will increase safety for all road users. This is consistent with the recommendations from the draft Active Transportation Master Plan which proposes a multi-use path along both sides of Yonge Street between Bloomington Road and the Metrolinx railway overhead bridge.

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The proposed Yonge Street active transportation facilities will form a major north-south active transportation link in the Town for pedestrians and cyclists. It will provide connections between other active transportation systems including the multi-use path on Bloomington Road and the bicycle facilities on Industrial Parkway South.

Ainley Group was retained to undertake the design of the Yonge Street active transportation facilities. The design is currently underway, and the final study is expected to be completed in Q2 2025.

The purpose of this report is to provide an opportunity for the committee members to review and comment on the Yonge Street active transportation facilities options for comments. Ainley Group will be providing a presentation (Attachment 1) that provides a brief overview of the project including project scope, methodology, and draft design alternatives for the Committee's review and comment.

## **Attachments**

Attachment 1 - Presentation



## ATTACHMENT 1



# Yonge Street Active Transportation Facility Bloomington Road to Industrial Parkway South



**ATTSAC Meeting Presentation**

January 22, 2025



# Introductions

**Thank you for attending this Public Information Centre.**

Information boards are set up around the room. Please take your time to review. If you have any questions, we are more than happy to assist.

## Hosts

### Town of Aurora

- Michael Ha, Project Manager
- Glen McArthur, Municipal Engineer



### Ainley Group | Design Consultant

- Courtney Hough, Project Manager
- Matt Houle, Design Technologist



# Land Acknowledgement

The Town of Aurora acknowledges that the Anishinaabe lands on which we live and work are the traditional and treaty territory of the Chippewas of Georgina Island, as well as many other Nations whose presence here continues to this day. As the closest First Nation community to Aurora, we recognize the special relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands, and as a municipality we join them in these responsibilities.

We further acknowledge that Aurora is part of the treaty lands of the Mississaugas and Chippewas, recognized through Treaty #13 as well as the Williams Treaties of 1923.

A shared understanding of the rich cultural heritage that has existed for centuries, and how our collective past brought us to where we are today, will help us walk together into a better future.

# Project Location



# Project Timeline



# Project Purpose

Improve transportation, mobility, and connectivity with active transportation facilities on Yonge Street (Bloomington Rd to Industrial Pkwy S).

## Significance of Yonge Street:

- A major north-south corridor connecting high-traffic destinations and growing residential areas.

## Planned Connections:

- Link to existing trails at:
  - Cannon Valley Court
  - 14378 Yonge Street (opposite Industrial Pkwy S)
  - Potential future connection at Elderberry Trail

## Partnership with York Region:

- Ensure facilities meet Town and Region requirements.
- Explore cost-sharing opportunities for a multi-use pathway (MUP) in the boulevard.

# Project Scope & Status

## Project Scope

- Detailed design and construction of active transportation facilities, which may include multi-use pathway and/or sidewalks, on Yonge Street from Bloomington Road to Industrial Parkway South.

## Project Status

- Preliminary field investigations are underway and include topographic survey, tree inventory, geotechnical investigation and existing streetlighting assessment.
- An extensive list of active transportation facility options have been explored and the list condensed to the top three (3).
- The preferred option will be advanced to 60% detailed design for construction in summer 2025.

# Active Transportation Facility Types

There are many active transportation facility options to accommodate users including those who walk, bike and roll. The two (2) facility types being evaluated for this project include sidewalk and multi-use pathway (MUP).

## Sidewalk

- A path intended for pedestrian use. In accordance with Accessibility for Ontarians with Disabilities Act (AODA), the minimum width of a sidewalk must be 1.5m.
- A sidewalk typically runs parallel to the roadway and is separated from the travelled road by a buffer, including curb and/or boulevard.

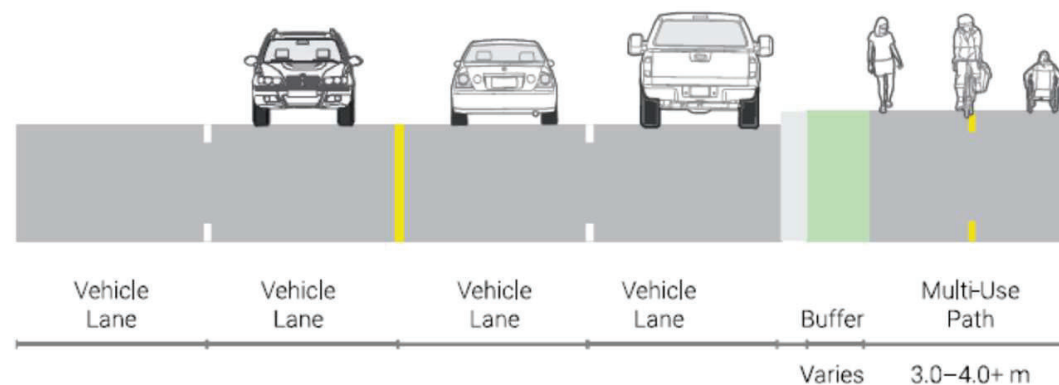




# Active Transportation Facility Types

## Multi-Use Pathway (MUP)

- A two-way path intended for shared use by users, including pedestrians and cyclists. The minimum suggested width for a MUP, in accordance with Ontario Traffic Manual Book 18, is 3.0m.
- Factors that may impact the width of a MUP include site constraints such as the terrain (slopes/embankments), utilities/infrastructure and available property.
- A MUP is typically separated from the roadway by a buffer including a curb, grassed boulevard, shoulder, etc.



**Figure 4.45 – Cross-Section of In-Boulevard Multi-Use Path**

Source: OTM Book 18, 2021

# Design Considerations

- Proper engineering design and safety constraints
- Compliance with Accessibility for Ontarians with Disabilities Act (AODA)
- Utility locations/conflicts
- Lighting for active transportation facility and roadway.
- Connectivity of the active transportation facility to existing trails, sidewalks, bus stops, community mail boxes, residential entrances, etc.
- Impact to trees and vegetation
- Topographical constraints (ground elevations) including need for retaining walls and railing/fencing.
- Impact to stormwater conveyance (ditches, culverts)
- Property constraints including road allowance widths and physical barriers.



# Design Considerations

In general, we anticipate the following challenges across the site:

- Tree/Vegetation removals
- Utility relocations, including Town servicing such as hydrants.
- Earth moving for cut/fill of embankments.
- Adjustments to existing ditching/drainage including implementation of low impact development (LID) features, where possible.
- Modifications to existing steel beam guide rail (SBGR) including removal and reinstatement. Double-sided SBGR may be proposed when separating the road from the active transportation facility.
- Significant retaining walls with suitable fencing/railing to navigate the steep slopes throughout the site.



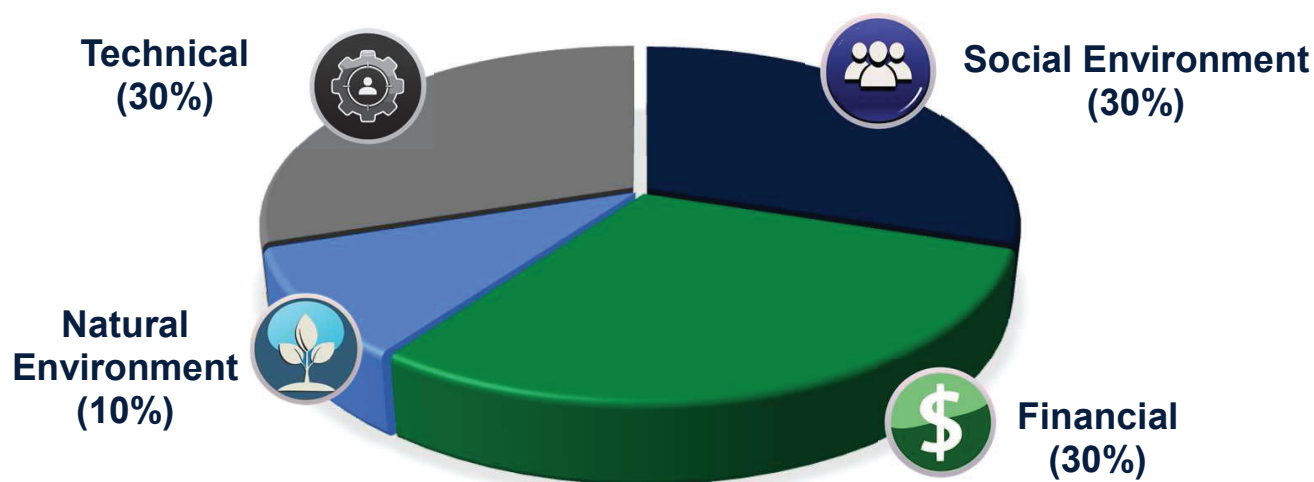
# Design Opportunities

- Connection to existing active transportation facilities, bus stops, etc.
- Opportunity for connections to new developments and trails.
- Landscaping or streetscaping rest areas for active transportation facility users.
- Opportunity for sections of 4.0m wide multi-use pathway to be set back from the roadway.



# Active Transportation Facility Options

- Twenty (20) options were evaluated and include single sidewalk and multi-use pathway (MUP) facilities in one boulevard to a combination of facilities in both boulevards.
- The options were evaluated based on the following four (4) categories that were further divided into criteria. The weighted value applied to each category is identified:



- The evaluation matrix helped identify the highest-ranking transportation facility options for further review and discussion.

# Evaluation Matrix Criteria per Category

 <p>Financial</p>	<ul style="list-style-type: none"> <li>▪ Cost sharing opportunity with York Region</li> <li>▪ Construction costs</li> <li>▪ Maintenance and operation costs</li> </ul>
 <p>Technical</p>	<ul style="list-style-type: none"> <li>▪ Complexity of design (utility, geotechnical, lighting and soil impacts)</li> <li>▪ Meets technical and regulatory standards (including AODA)</li> <li>▪ Ease of maintenance and operation</li> </ul>
 <p>Social Environment</p>	<ul style="list-style-type: none"> <li>▪ Improves active transportation access to users, including those who walk, bike, or roll</li> <li>▪ Minimizes impact to existing properties within the ROW</li> <li>▪ Minimizes disruption due to construction</li> <li>▪ Meets Town's strategic plans (ATMP, OP)</li> <li>▪ Increases connectivity to Town amenities, including green space</li> </ul>
 <p>Natural Environment</p>	<ul style="list-style-type: none"> <li>▪ Minimizes ecological impact</li> <li>▪ Minimizes watershed impacts</li> </ul>

# Active Transportation Facility Options

- Through collaboration with Town Stakeholders and the Region of York, the following three (3) options are being considered for further review. The preferred option will be selected from these three and advanced to 60% detailed design.

## 1. West Side MUP, East Side MUP or Sidewalk

Highest Construction Value (\$\$\$)

## 2. West Side MUP, East Side MUP or Sidewalk connection sections

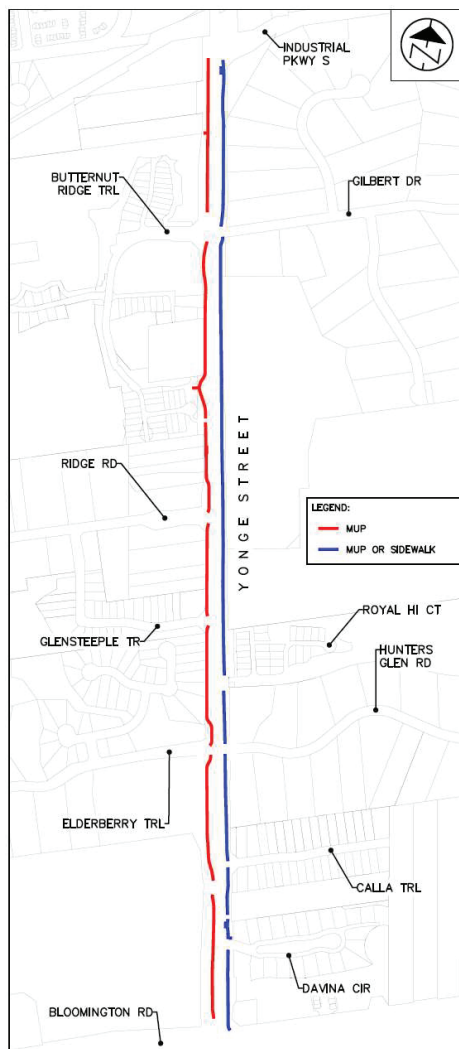
Mid-Range Construction Value (\$\$)

## 3. West Side MUP

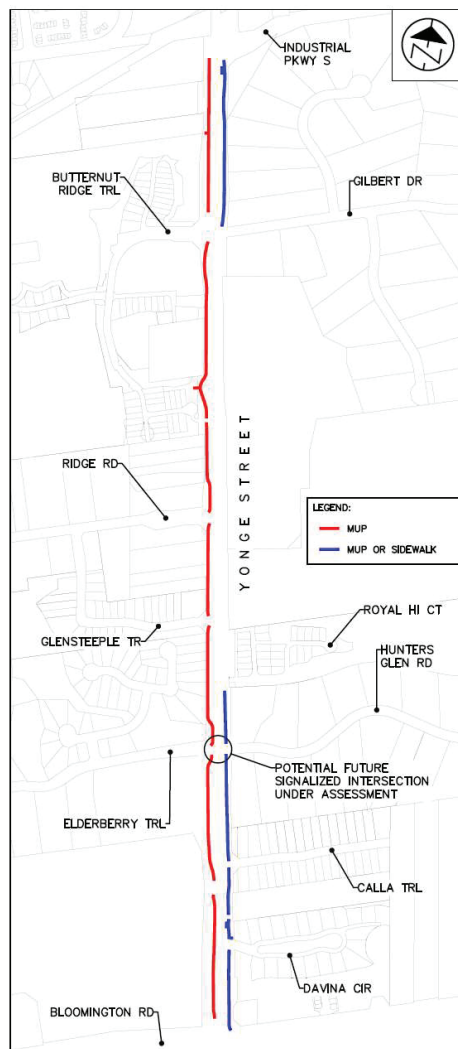
Lowest Construction Value (\$)

**NOTE:** West Side MUP is consistent with all 3 options.

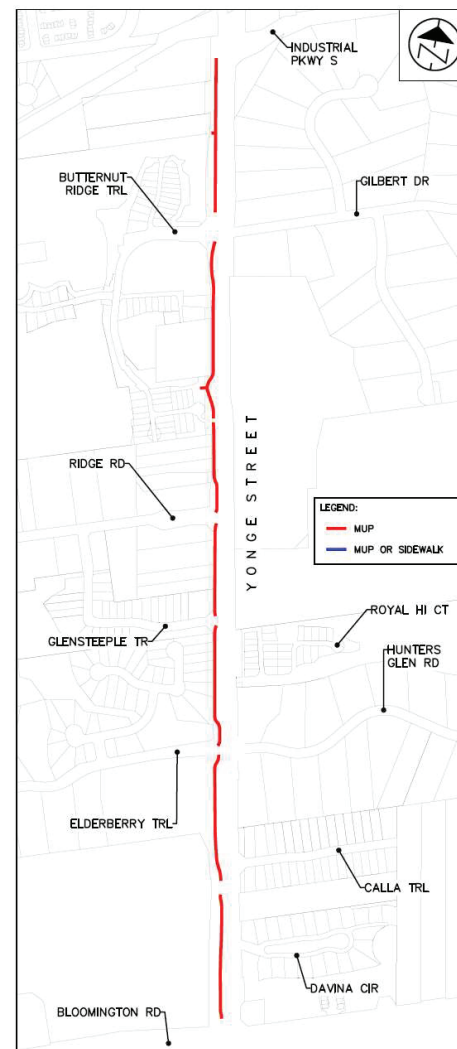
# Active Transportation Facility Options



**OPTION 1**  
WEST SIDE MUP, EAST SIDE MUP OR SIDEWALK



**OPTION 2**  
WEST SIDE MUP, EAST SIDE MUP OR SIDEWALK CONNECTIONS



**OPTION 3**  
WEST SIDE MUP



# Option Specific Opportunities and Considerations

Option	Opportunities	Considerations
<b>Option 1</b> West Side MUP, East Side MUP or Sidewalk	<ul style="list-style-type: none"> <li>✓ Continuous pedestrian/cyclist connection on the west side.</li> <li>✓ A MUP on the east side would offer a continuous pedestrian/cyclist connection across the project limits.</li> <li>✓ A sidewalk on the east side would be a more feasible design and a lower construction cost.</li> </ul>	<ul style="list-style-type: none"> <li>!! Design and construction challenges across the cemetery frontage increases construction costs.</li> <li>!! Construction of a sidewalk on the east side will not accommodate cyclists.</li> <li>!! Highest construction value</li> </ul>
<b>Option 2</b> West Side MUP, East Side MUP or Sidewalk connection sections	<ul style="list-style-type: none"> <li>✓ Continuous pedestrian/cyclist connection on the west side.</li> <li>✓ Opportunity for continuous network connection with signalized intersection at Elderberry Trail.</li> <li>✓ Sidewalk/MUP sections north of Royal Hill Court and south of Gilbert Drive reduces the scope of difficult design/construction by 900m; reducing construction costs.</li> </ul>	<ul style="list-style-type: none"> <li>!! Construction of a signalized intersection at Elderberry Trail is required to facilitate a continuous network connection.</li> </ul>
<b>Option 3</b> West Side MUP	<ul style="list-style-type: none"> <li>✓ Continuous pedestrian/cyclist connection on the west side.</li> <li>✓ Lowest construction value</li> </ul>	<ul style="list-style-type: none"> <li>!! Pedestrians and cyclists will be required to cross at signalized intersections to access the MUP.</li> </ul>

# Next Steps



Review Public Feedback



Collaborate with Stakeholders to Confirm Next Phase of Design



Select Preferred Active Transportation Facility & Advance to 60% Detailed Design



# How to Offer Feedback?

- Please fill out a questions and comments form at the PIC
- Visit our website for more information on the project and to leave your feedback.

<https://engageaurora.ca/yongemup>

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## YONGE STREET MULTI-USE PATH

Home / Yonge Street Multi-Use Path

### Yonge Street Multi-Use Path

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We are building a multi-use path (MUP) along Yonge Street that will run from Bloomington Road north to the GO Train Bridge. This north-south path will be designed to allow for a wide-range of recreational uses such as cycling, walking, jogging and wheelchair access. The goal for the Yonge Street MUP is to allow the community to connect to key destinations in Town such as the Aurora GO Station, existing trails, schools and local businesses. Checkout the flyerover view below to see the proposed trajectory of the future MUP.

Currently, active transportation facilities are not provided along this stretch of Yonge Street. Cyclists share the road with motorists without dedicated and separated facilities, and pedestrians are using the shoulder of the road to access services and amenities north of this area. This multi-use path will increase safety for all road users.

REGISTER to get involved!

Photos