



Office of the Commissioner
Transportation Services Department

MEMORANDUM

To: Members of Committee of the Whole

From: Paul Jankowski
Commissioner of Transportation Services

Date: August 29, 2019

Re: South York Greenway Cycling and Pedestrian Corridor

This memorandum outlines a staff initiative to explore the feasibility of an east-west walking and cycling corridor within the southern portion of York Region. The potential corridor being explored would be located within the cities of Markham, Richmond Hill and Vaughan. Originally conceived through the York Region Pedestrian and Cycling Master Plan in 2008 and included in the 2016 Regional Official Plan on Map 10, the proposed route would connect trails, key destinations and mobility hubs.

Expanding the Region's pedestrian and cycling network helps encourage the use of sustainable modes of transportation

Redistributing travel modes to more sustainable transportation options such as cycling and walking can help improve the efficiency of our Regional road networking during rush hour. Enhancing the Region's pedestrian and cycling connections can provide first and last mile solutions to connect key points of interest. Creating these connections fosters healthy, affordable and environmentally friendly modes of travel.

A Regional-scale network of pedestrian and cycling infrastructure can provide more travel options to connect communities, mobility hubs and key destinations

With the Region's north-south key spine of the Lake to Lake Cycling Route and Walking Trail nearing substantial completion, staff are exploring an east-west pedestrian and cycling corridor in the vicinity of the Highway 407 Hydro Corridor and Greenbelt, stretching through the southern part of York Region.

The proposed corridor would provide a major east-west spine of pedestrian and cycling infrastructure in the southern part of York Region

The proposed South York Greenway Cycling and Pedestrian Corridor would stretch from approximately the York-Durham Line in Markham to the east, to Highway 50 in Vaughan to the west. The South York Greenway Cycling and Pedestrian Corridor could not only connect to north-south trails, including the Lake to Lake Cycling Route and Walking Trail, but could also connect to several mobility hubs including York Region Transit terminals, GO Stations and current/future Toronto Transit Commission stations along the Yonge-University Line and the future Yonge Subway Extension. Proposed key connecting trails and mobility hubs are shown on Attachment 1 and existing local and Regional cycling infrastructure are shown on Attachments 2A and 2B.

Staff had preliminary discussions with local municipalities, key provincial stakeholders and Conservation Authorities on the South York Greenway

While we are still in the early planning stages, preliminary meetings and site visits have been held with stakeholders, including local municipalities, Conservation Authorities, the Ministry of Municipal Affairs and Hydro One, to identify potential opportunities and constraints along the South York Greenway Cycling and Pedestrian Corridor. The South York Greenway Cycling and Pedestrian Corridor will leverage existing infrastructure and trail systems as much as possible to provide the continuous east-west connection. While no financial commitment has been made, it is anticipated that York Region could be responsible for part of the capital costs to fund the South York Greenway Cycling and Pedestrian Corridor. Ownership and maintenance options will be evaluated once a functional alignment is defined.

The next step in the process is to better define the route for the South York Greenway Cycling and Pedestrian Corridor

Staff, in collaboration with local municipalities and the Conservation Authority, will undertake a study to better define a functional route alignment of the South York Greenway Cycling and Pedestrian Corridor. A more detailed functional alignment will allow for the identification of major constraints, estimation of project costs and definitions of future responsibilities in terms of implementation and ongoing maintenance of the corridor. This work is necessary to consider this project for inclusion as part of a future 10-year Roads and Transit Capital Construction Program.

Paul Jankowski
Commissioner of Transportation Services

Bruce Macgregor
Chief Administrative Officer

Attachments (3)
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