



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

Date: Wednesday, January 28, 2026
Time: 7 p.m.
Location: Holland Room, Aurora Town Hall

Meetings are available to the public in person and via live stream on the [Town's YouTube channel](#).
To participate, please visit aurora.ca/participation.

	Pages
1. Call to Order	
2. Land Acknowledgement	
3. Approval of the Agenda	
4. Declarations of Pecuniary Interest and General Nature Thereof	
5. Receipt of the Minutes	
5.1 Active Transportation and Traffic Safety Advisory Committee Meeting Minutes of November 26, 2025	1
1. That the Active Transportation and Traffic Safety Advisory Committee meeting minutes of November 26, 2025, be received for information.	
6. Delegations	
6.1 Irina Sfranciog, Resident; Re: Item 7.2 - Traffic Calming Requests on Limeridge Street and Gateway Drive Update	5
7. Matters for Consideration	
7.1 Memorandum from Senior Landscape Architect; Re: Town Trails Update	10
1. That the memorandum and presentation regarding Town Trails Update be received; and	
2. That the Active Transportation and Traffic Safety Advisory	

Committee comments regarding Town Trails Update be received and referred to staff for consideration and further action as appropriate.

7.2 Memorandum from Transportation and Traffic Analyst; Re: Traffic Calming Requests on Limeridge Street and Gateway Drive Update

26

1. That the memorandum regarding Traffic Calming Requests on Limeridge Street and Gateway Drive Update be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Traffic Calming Requests on Limeridge Street and Gateway Drive Update 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 26, 2025
Time: 7 p.m.
Location: Holland Room, Aurora Town Hall

Committee Members: Councillor Wendy Gaertner (Chair)
Steve Fleck
Owen Heritage (Vice Chair)
Lil Kim*
John David McLaughlin
Gino Martino

Members Absent: Heidi Schellhorn

Other Attendees: Councillor John Gallo
Michael Ha, Traffic and Transportation Analyst
Linda Bottos, Council/Committee Coordinator

*Attended electronically

1. Call to Order

The Chair called the meeting to order at 7:03 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.

Active Transportation and Traffic Safety Advisory Committee Meeting Minutes
November 26, 2025

2

3. Approval of the Agenda

Moved by Owen Heritage

Seconded by Gino Martino

That the revised 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 24, 2025**

Moved by Gino Martino

Seconded by Owen Heritage

1. That the Active Transportation and Traffic Safety Advisory Committee meeting minutes of September 24, 2025, be received for information.

Carried

6. Delegations

6.1 Roy Bradshaw, Resident; Re: Speeding on residential road - Golf Links Drive

Roy Bradshaw expressed concerns regarding the number of speeding passenger and commercial vehicles on Golf Links Drive, despite the presence of speed humps and "No Trucks Allowed" signage. It was noted that speed humps are lacking on a certain portion of the road and it was suggested that road bollards also be installed. Further concerns were expressed regarding the noise level of modified vehicle exhausts.

Moved by Owen Heritage

Seconded by John David McLaughlin

That the comments of the delegation be received for information.

Carried

6.2 Michael Annarilli, Resident; Re: Item 7.1 - Memorandum from Transportation and Traffic Analyst; Re: Request for Traffic Calming Measures on Limeridge Street and Gateway Drive

Michael Annarilli expressed concerns regarding the safety of children, pedestrians, and cyclists due to frequent speeding in the subject area and referenced the traffic speed data for Gateway Drive between Blaydon Lane and Kirkvalley Crescent. It was requested that speed mitigation measures be installed, such as speed cushions, flexible bollards, warning signage, and pavement markings, e.g., edge lines, to narrow the roadway.

Moved by Owen Heritage

Seconded by Gino Martino

That the comments of the delegation be received and referred to Item 7.1.

Carried

7. Matters for Consideration

7.1 Memorandum from Transportation and Traffic Analyst; Re: Request for Traffic Calming Measures on Limeridge Street and Gateway Drive

Staff provided an overview of the memorandum noting that traffic calming measures are not warranted at the subject locations based on the requirements outlined in the Town's Traffic Calming Policy.

The Committee suggested that consideration should be given to traffic calming measure options including flexible bollards; delineation of the bike lane with a painted double line; or precast curb barriers. The Committee generally agreed that the entire stretch of Gateway Drive, from St. John's Sideroad to Earl Stewart Drive/Birkshire Drive, should be addressed.

Moved by John David McLaughlin

Seconded by Owen Heritage

1. That the memorandum regarding Request for Traffic Calming Measures on Limeridge Street and Gateway Drive be received; and

Active Transportation and Traffic Safety Advisory Committee Meeting Minutes
November 26, 2025

4

2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Request for Traffic Calming Measures on Limeridge Street and Gateway Drive be received and referred to staff for consideration and further action as appropriate.

Carried

8. Informational Items

None.

9. New Business

Further to concerns raised by the earlier delegation, the Committee expressed interest in staff exploring the opportunity to install flexible bollards as a potential, cost-effective solution for Golf Links Drive.

The Committee inquired about the possibility to further discuss traffic calming measure options for Gateway Drive, and staff noted that the staff report on this matter is being submitted to Council in January 2026.

The Committee expressed general support for the Yonge Street Multi-Use Path design and provided comment on various issues.

The Committee expressed concerns regarding potential traffic issues related to three new high-density developments located at St. John's Sideroad (Newmarket), Yonge Street, and Mavrinac Boulevard, and requested that this matter be discussed at the next meeting. The Committee inquired about the possibility of providing input on traffic impact studies for new developments.

10. Adjournment

Moved by Steve Fleck

Seconded by John David McLaughlin

That the meeting be adjourned at 8:55 p.m.

Carried

Delegation Request

This request and any written submissions or background information for consideration by either Council or Committees of Council is being submitted to Legislative Services.

Council or Committee (Choose One) *

Active Transportation and Traffic Safety Advisory C

Council or Committee Meeting Date * ?

2026-1-28



Subject *

Traffic Calming on Limeridge St.

Full Name of Spokesperson and Name of Group or Person(s) being Represented (if applicable) *

Irina Sfranciog

Brief Summary of Issue or Purpose of Delegation *

To provide context and advocate for traffic calming measures on Limeridge St.

Have you been in contact with a Town staff or Council member regarding your matter of interest? *

☒ Yes

☐ No

Full name of the Town staff or Council member with whom you spoke

Tom Mrakas

Date you spoke with Town staff or a Council member

2026-1-14



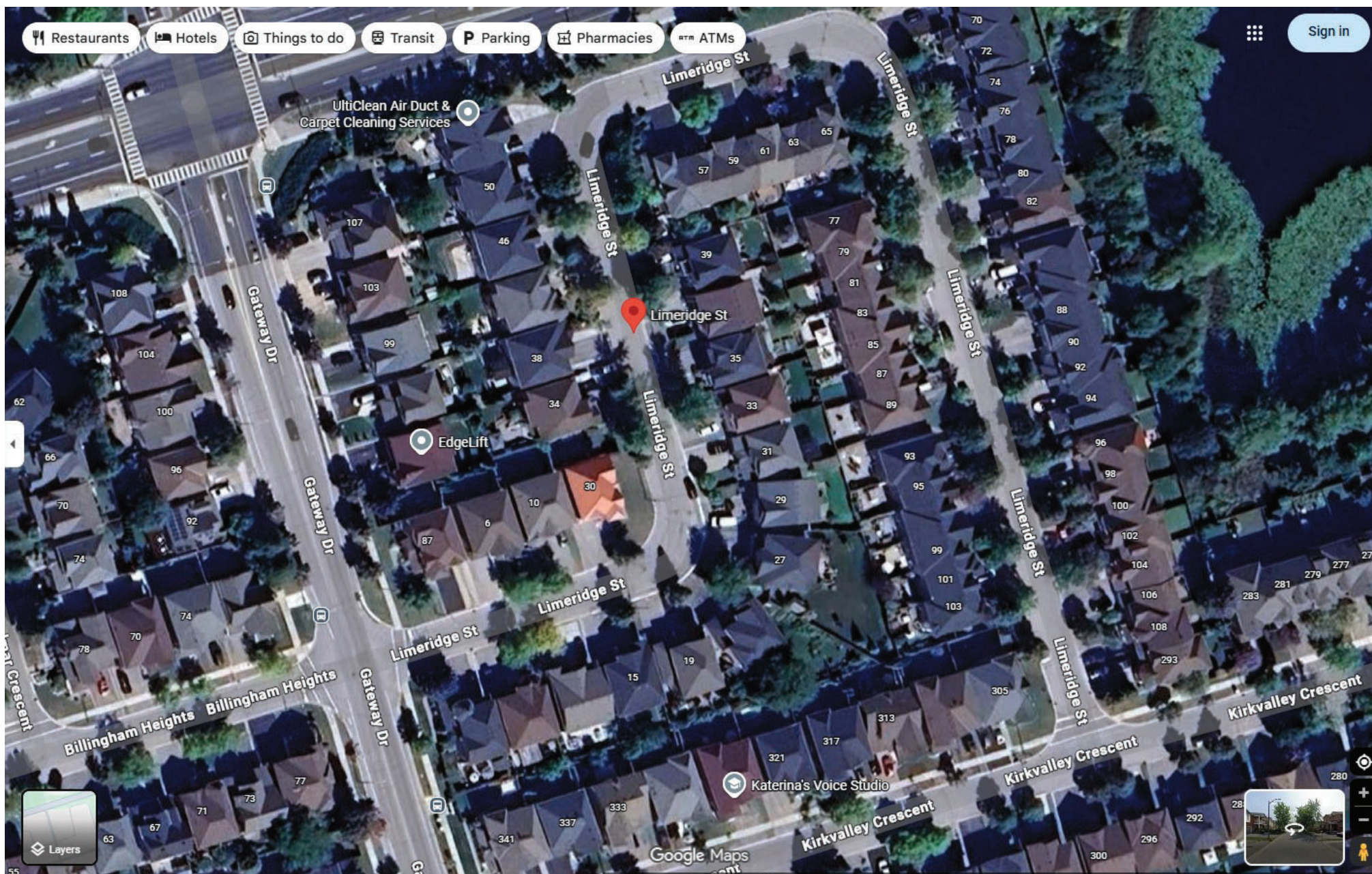
I acknowledge that the Procedure By-law permits five (5) minutes for Delegations. *

☒ Agree

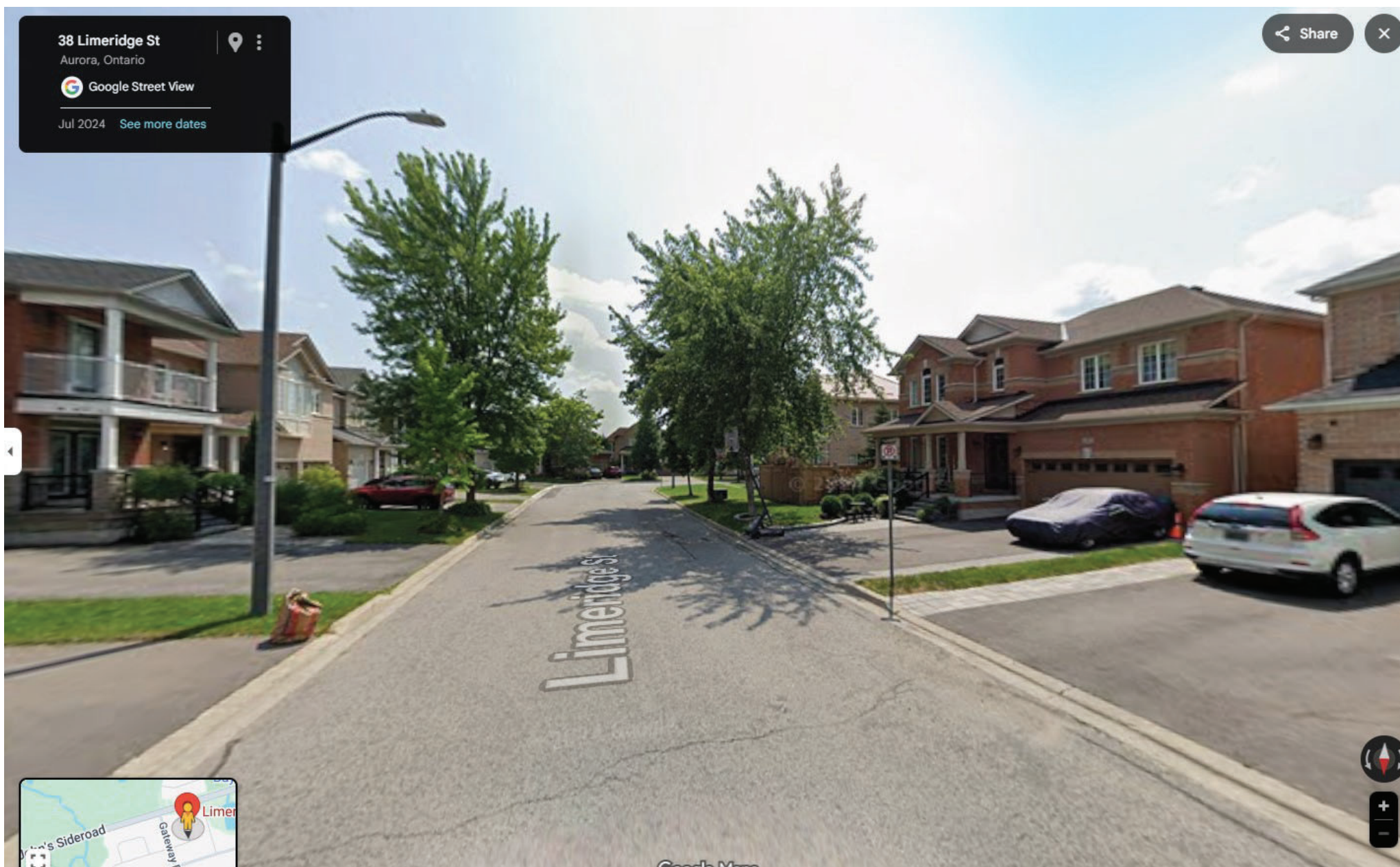
I acknowledge that I understand and accept the delegate conduct expectations as outlined in Section 32(b) of the Procedure By-law 6228-19, as amended (link below) *

☒ Agree

[Click to view Procedure By-law 6228-19, as amended.](#)



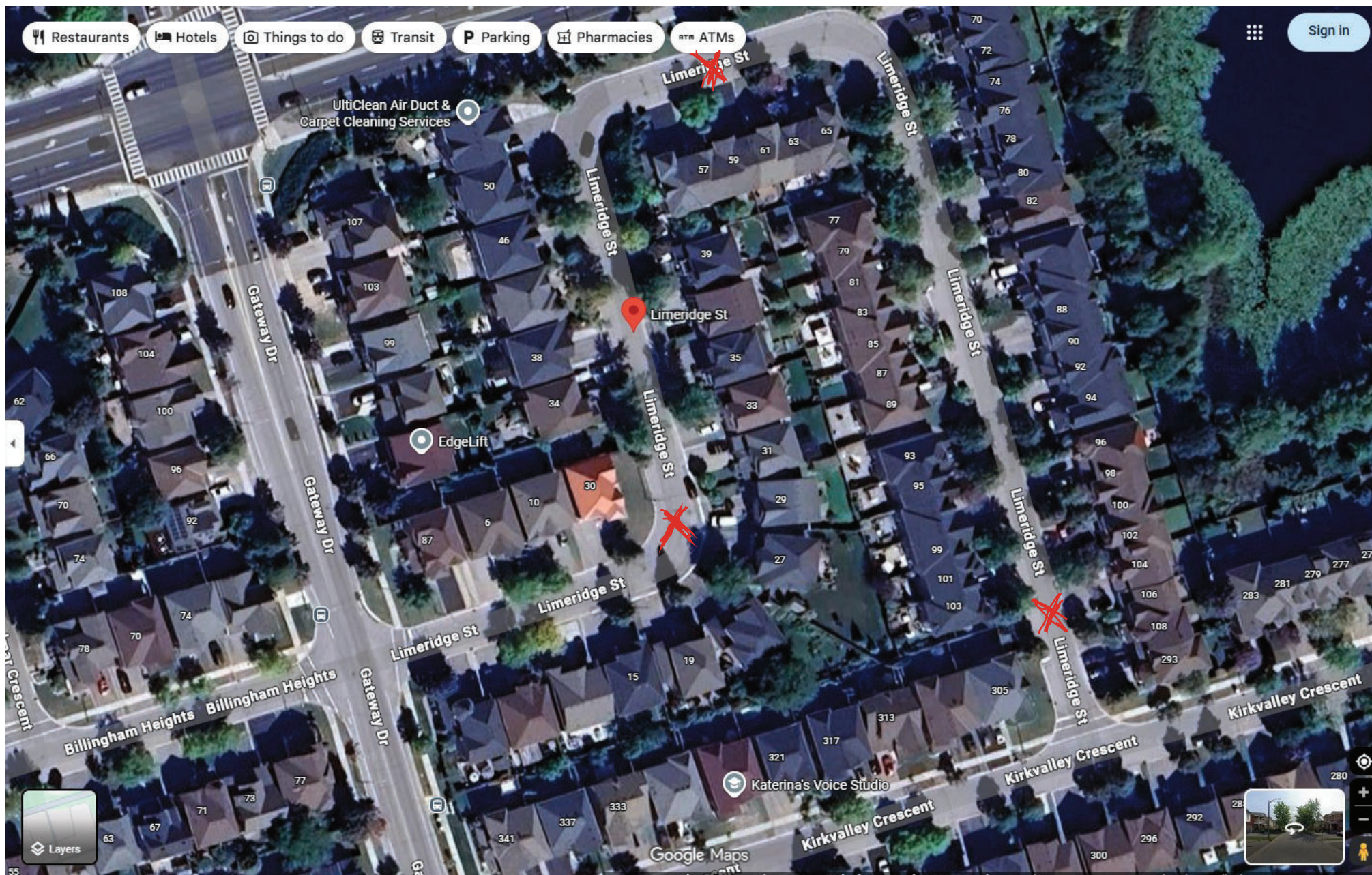
OVERVIEW OF LIMERIDGE STREET - CONDUIT FROM St. JOHN'S SIDEROAD / GATEWAY to KIRKVALLEY / BAYVIEW



STREET HAS NO SIDEWALKS - NOWHERE FOR RESIDENTS TO WALK / CHILDREN TO PLAY OTHER THAN ON STREET



SPEEDING ISSUE IS AMPLIFIED BY BLIND CORNER CREATED BY OVERGROWN FOLIAGE AT 55 LIMERIDGE ST.



82% OF HOUSEHOLDS SUPPORT TRAFFIC CALMING MEASURES (BOLLARDS) - VOTED ALL IN FAVOUR AT COUNCIL



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

Town of Aurora
Memorandum
Operational Services

Re: Town Trails Update

To: Active Transportation and Traffic Safety Advisory Committee

From: Gary Greidanus, Senior Landscape Architect

Date: January 28, 2026

Recommendation

1. That the memorandum and presentation regarding Town Trails Update be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Town Trails Update be received and referred to staff for consideration and further action as appropriate.

Background

The Town of Aurora's (the Town's) Trails Master Plan was last updated in 2011. At such time, the trail network, included off-road trails, on-street and other designated routes. Apart from existing trails, most new trails were built on new developments lands, and often constructed by developer, or constructed by the Town via consultant/ contractor, and in some cases, constructed by the Town's Parks Division staff.

Since 2011, 17.5 km of off-road trails have been added, either through new segments of trail within existing natural heritage systems, or completely new trail systems, including the David Tomlinson Nature Reserve Trails, Highland Gate Trail, Glensteeple and Woodhaven Trails, St. Andrew's Trail connection and Strawbridge Farm Trail connection. The following presentation details the above-mentioned trail extensions and new systems, including new Parks, multi-use paths on Regional roads, and new trail projects planned for the next few years.

Attachments

1. Town Trails Update – Presentation Slide Deck



Trails Update 2026

TRAILS MASTER PLAN 2011

THE VISION FOR TRAILS IN AURORA

“To Develop a connected off-road, multi-purpose and barrier free trail network that is accessible and pedestrian-oriented”

Key Goals for this Plan are to:

- Improve connections between existing trails and to provide new trails and connections between residential areas, schools, commercial, industrial and institutional establishments and parks, greenspace and natural areas.
- Create a connected network of trails which provide Aurora's Residents with active healthy lifestyle opportunities, the ability to travel easily throughout Town with opportunities to experience nature without having to rely on a car





Trails Update 2026

2011 TRAIL NETWORK

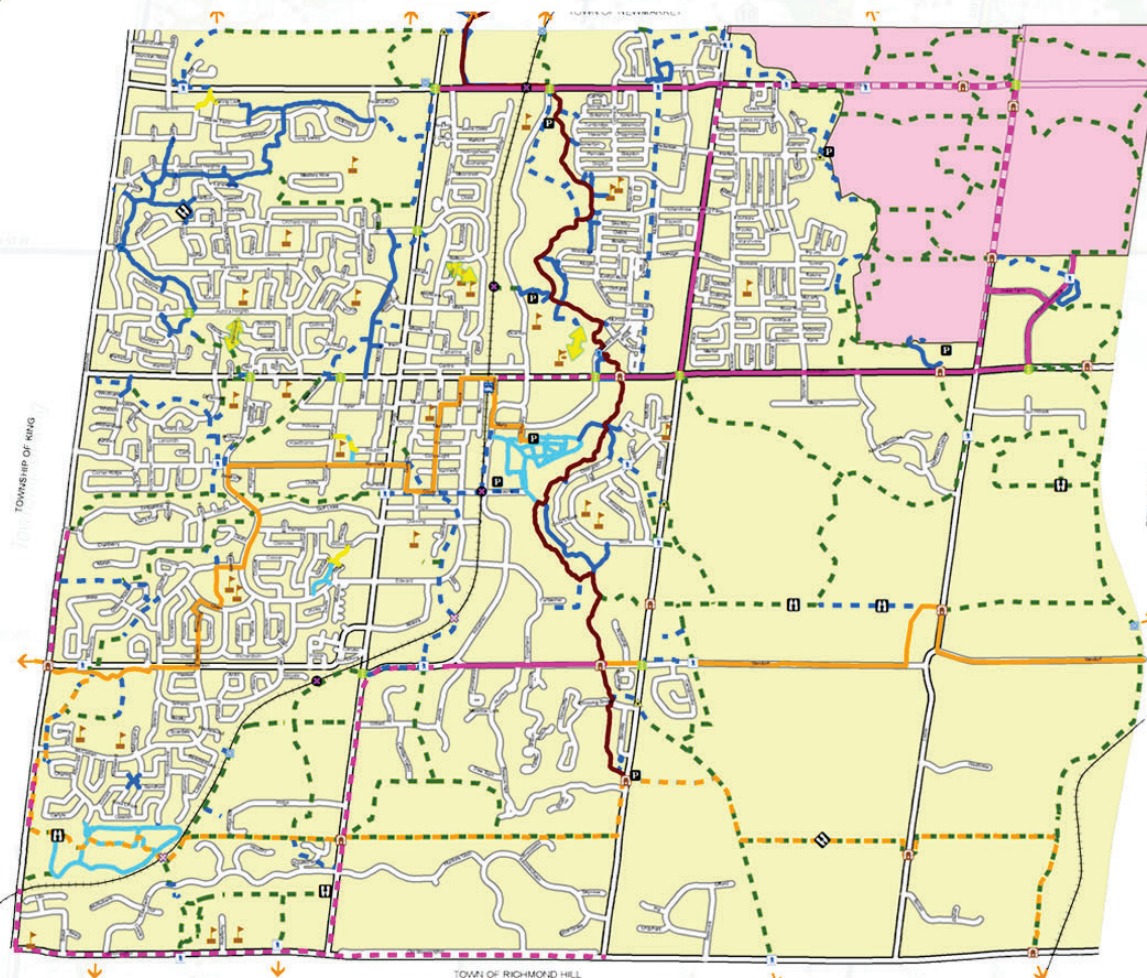
- Constructed off-road trails
- Trails / Pathways in Parks
- Oak Ridges Moraine Trail Route
 - on street (sidewalks)
 - off-road trails (Sheppard's Bush)
 - designated route
- Multi-Use Paths on Regional Boulevards

Panel 2



Trails Update 2026

Trail Network by Facility Type



TRAILS MASTER PLAN 2011

TRAIL ROUTE NETWORK BY FACILITY TYPE

ROUTES + FACILITY TYPES

EXISTING	PROPOSED	
		Hard Surface Multi-Use Trail
		In Boulevard Multi-Use Trail / Bike Path (Hard Surface)
		Soft Surface Multi-Use Trail
		Soft Surface Multi-Use Trail (Preferred Municipal Trail alignment on Land Currently Under Private or other Public Ownership)
		Special Use Trail (Soft Surface)

NOKIAS/OAK RIDGES TRAIL ALIGNMENTS

	Nokias Trail existing alignment (Generally soft surface)
	Nokias Trail proposed alignment (Generally soft surface)
	Oak Ridges Moraine Trail existing alignment (Generally soft surface for off-road sections)
	Oak Ridges Moraine Trail preferred alignment (Generally soft surface for off-road sections)

GRADE SEPARATED TRAIL CROSSINGS

EXISTING	PROPOSED	
		Primary Crossing
		Secondary Crossing
		Culverts
		Major Railway Grade Separation

AT-GRADE TRAIL CROSSING

EXISTING	PROPOSED	
		Crossing Signal
		Secondary Railway Crossing

TOWN INFORMATION

	Local Road
	Regional Road
	Highway
	Public Transportation Hub
	School
	Car Parks (Existing and Proposed)
	Railway
	2C Secondary Plan Area (Trail alignments to be finalized as part of the review and approval process for the 2C lands)

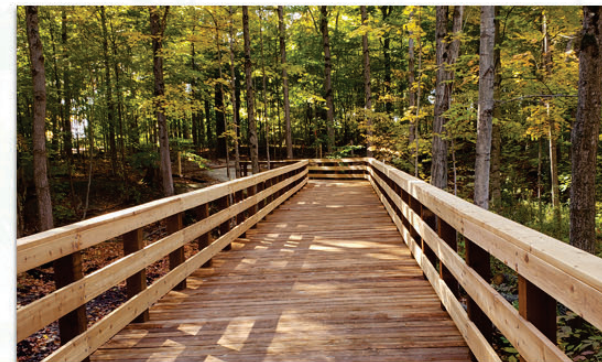


Trails Update 2026

NEW TRAIL CONSTRUCTION

Key Completed Work:

- Primarily on new development lands
- Constructed by developer - Subdivision Agreements
- Constructed by Town of Aurora - Consultant / Contractor
- Constructed by Town of Aurora - In-house staff projects



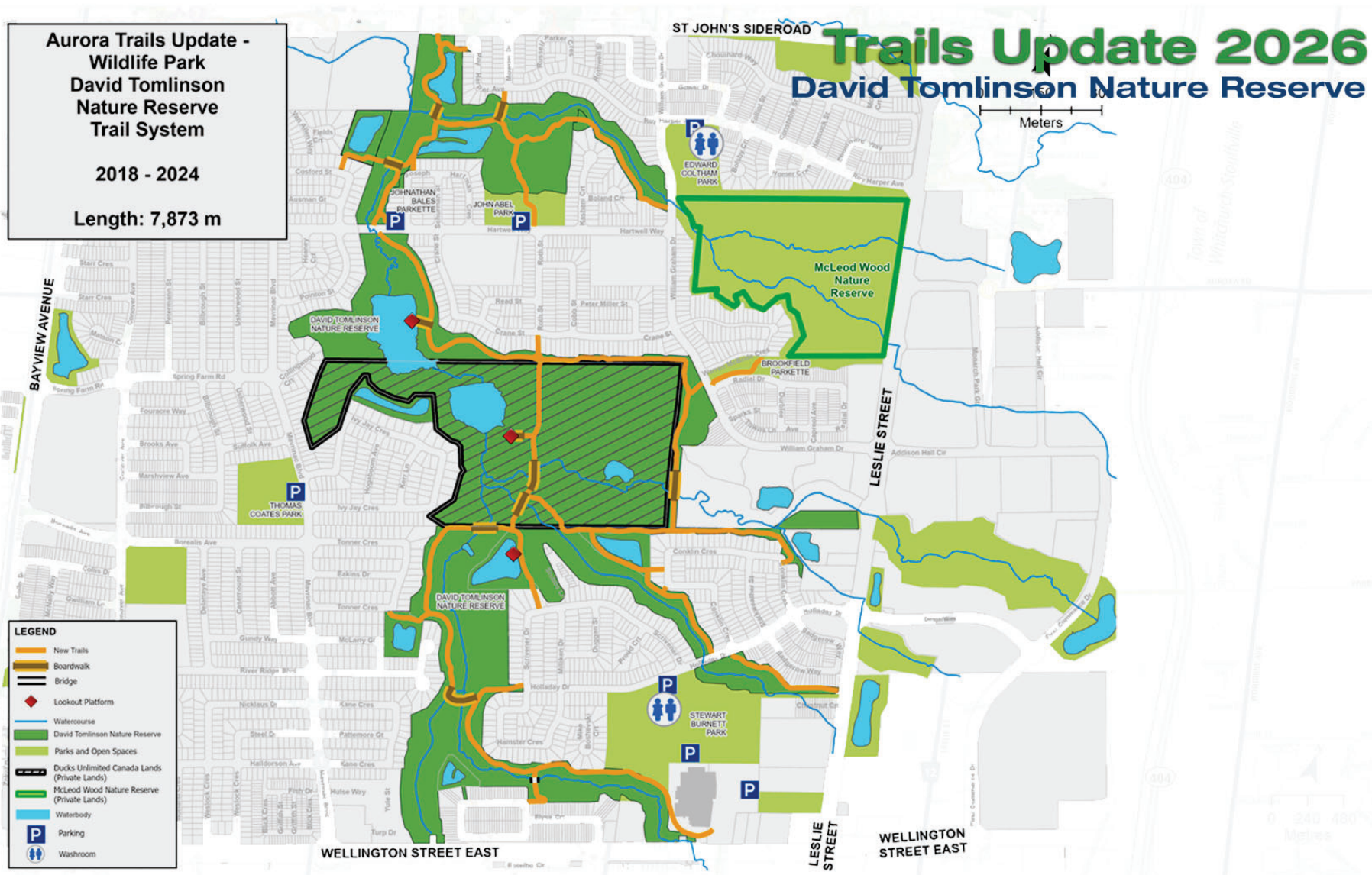
**Aurora Trails Update -
Wildlife Park
David Tomlinson
Nature Reserve
Trail System**

2018 - 2024

Length: 7,873 m

Trails Update 2026

David Tomlinson Nature Reserve



Trails Update 2026

Highland Gate Trails

**Aurora Trails Update -
Highland Gate Trails
2021-2025**

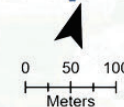
Lengths:
Existing - 3,683 m
Sidewalk Connections - 1,102 m



Trails Update 2026

Glensteeple & Woodhaven Trails

**Aurora Trails Update -
Woodhaven and
Glensteeple Trails**



**Woodhaven Trail
2023-2025
Length - 1,556 m**

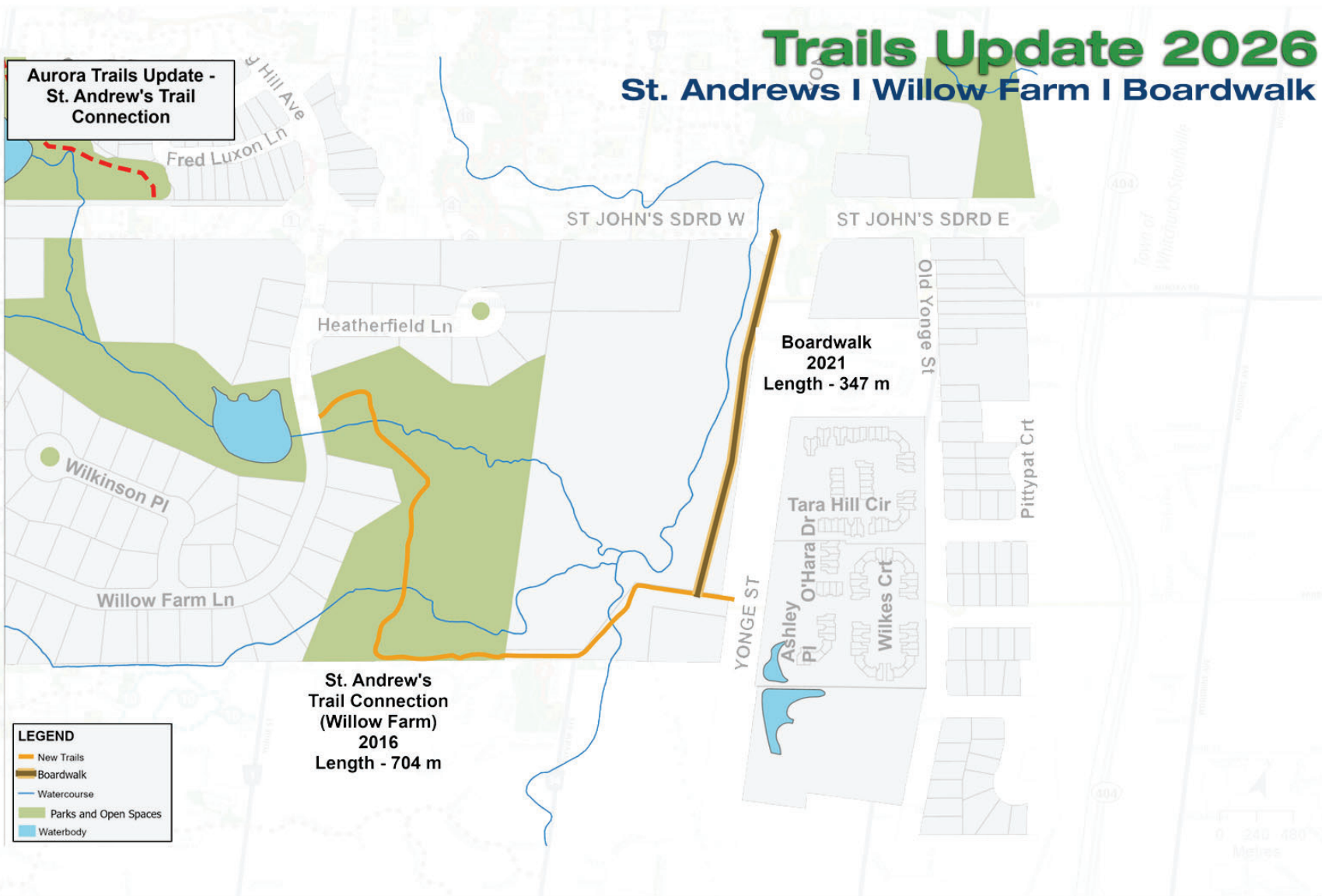
**Glensteeple Trail
2021
Length - 560 m**

LEGEND

- New Trails
- Watercourse
- Parks and Open Spaces
- Waterbody

Trails Update 2026

St. Andrews | Willow Farm | Boardwalk



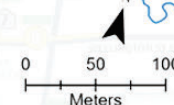
Trails Update 2026

Strawbridge Farm Trail Connection

**Aurora Trails Update -
Strawbridge Farm Trail Connection
2017**
Length: 424 m

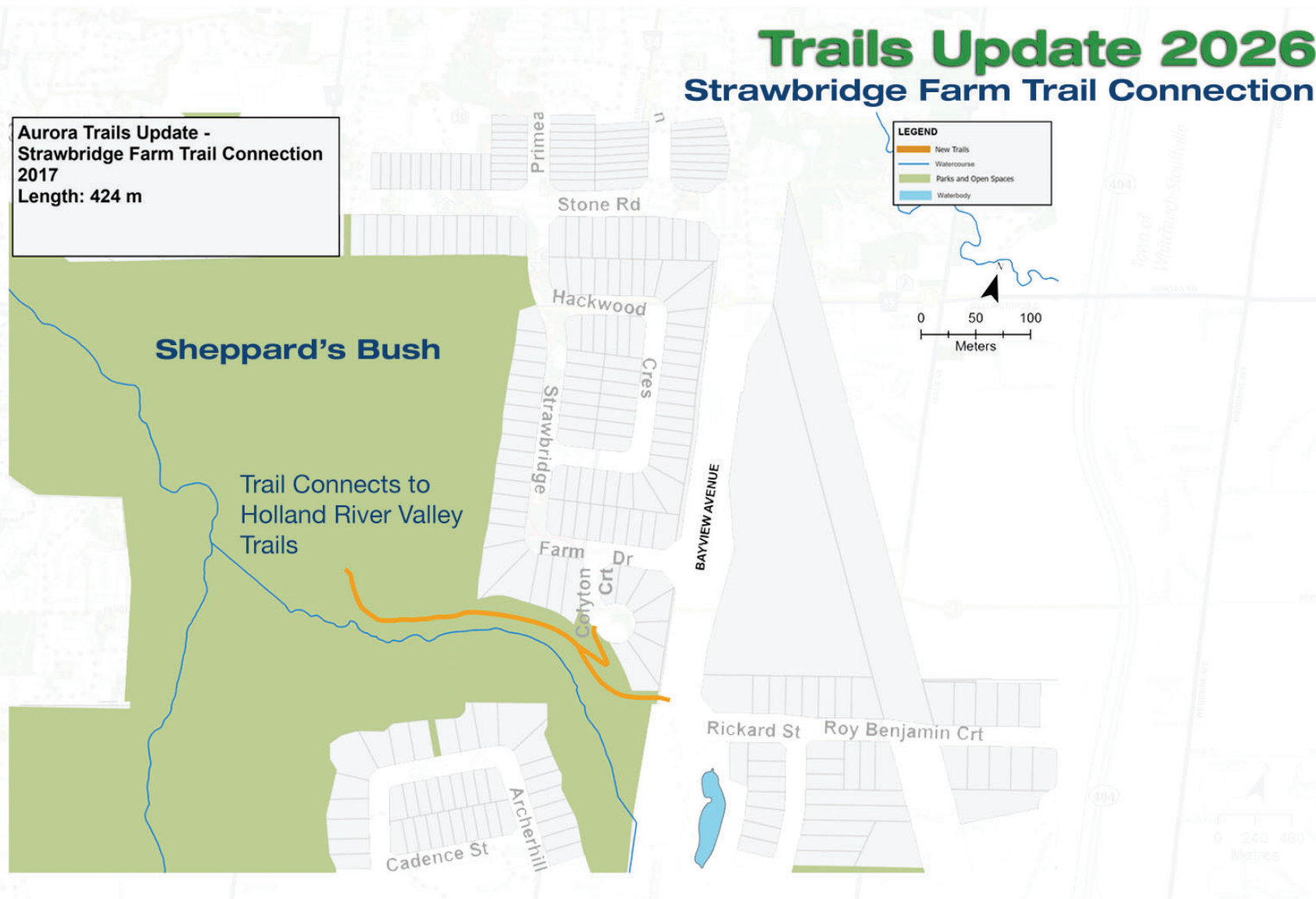
LEGEND

- New Trails
- Watercourse
- Parks and Open Spaces
- Waterbody



Sheppard's Bush

Trail Connects to
Holland River Valley
Trails





Trails Update 2026

TRAILS IN NEW PARKS

Key Completed Work (Trail Length):

- Trent Park (480 m)
- Edward Coltham Park (320 m)
- Thomas Coates Park (620 m)
- Stewart Burnett Park (345 m)
- John Abel Park (360 m)
- Hallmark Park (290 m)



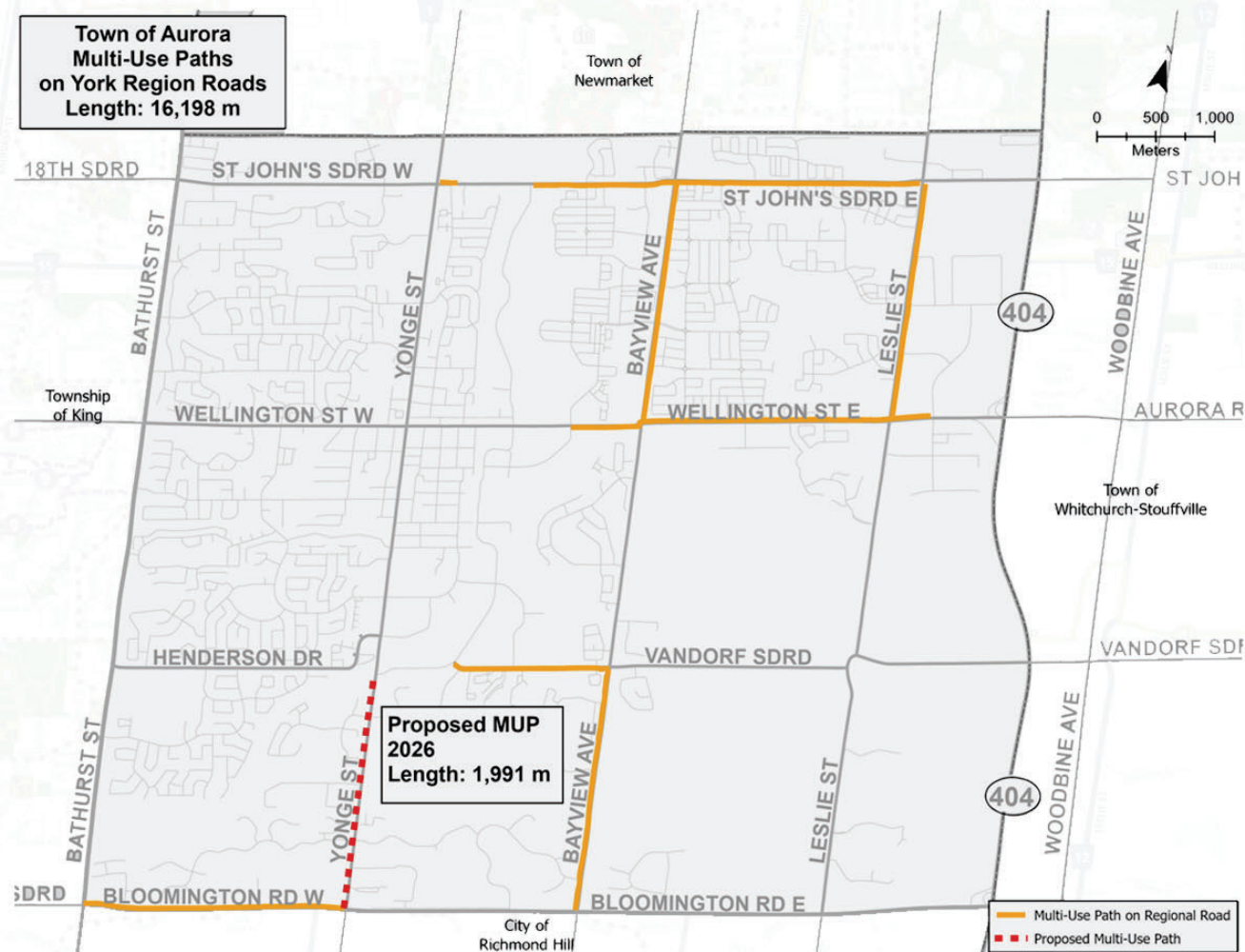


Trails Update 2026

Multi-Use Paths

**Town of Aurora
Multi-Use Paths
on York Region Roads
Length: 16,198 m**

**Proposed MUP
2026
Length: 1,991 m**





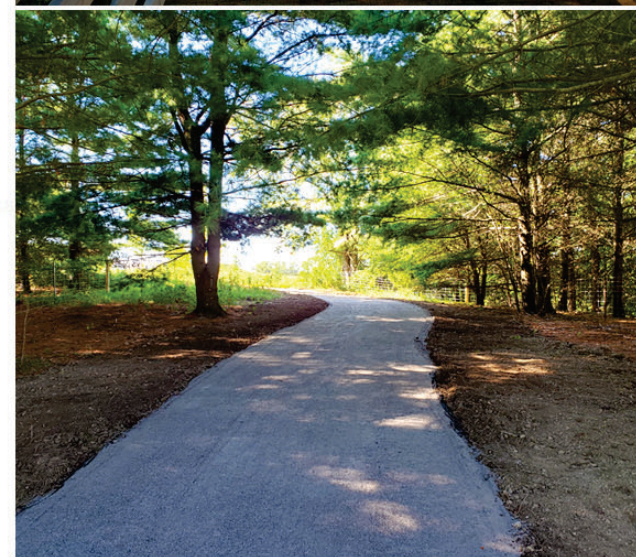
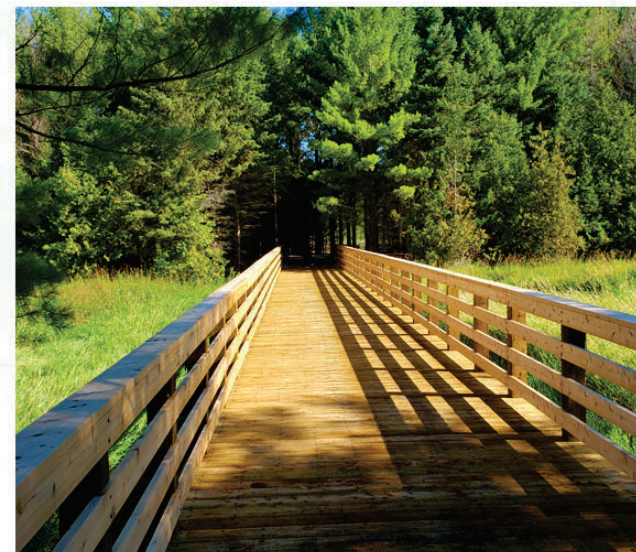
Trails Update 2026

SUMMARY OF TRAILS CONSTRUCTED

2012 TO 2025

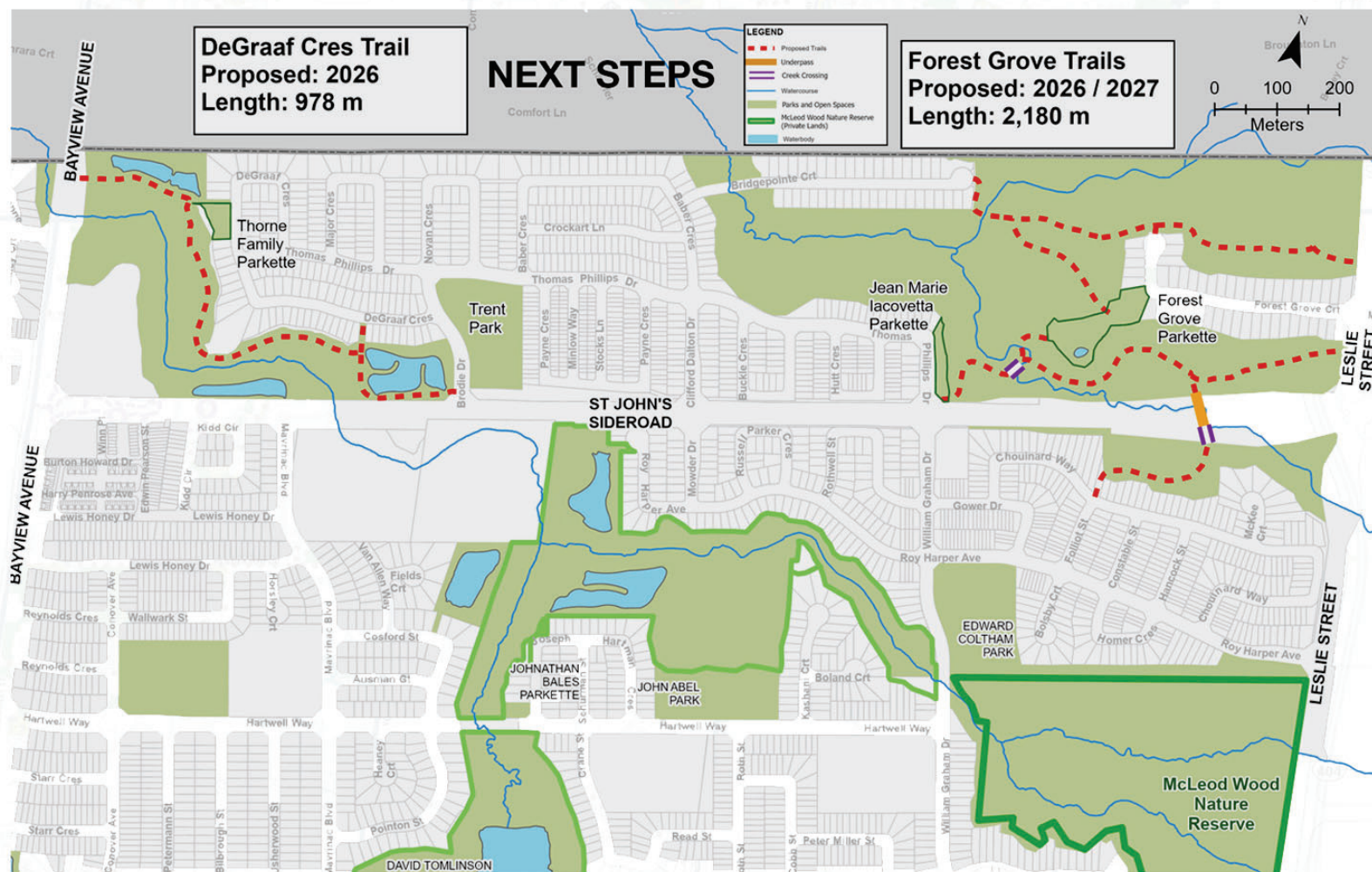
- Off-road trails in newly acquired open space lands: **15,147 M**
- Trails in new parks: **2,415 M**
- Multi-use paths on Regional Roads: **6,998 M**

TOTAL TRAIL NETWORK: 66 KM



Trails Update 2026

Mattamy Trails



NEXT STEPS



Panel 14



Trails Update 2026

LONGER TERM

- Addison Hall Trail System
(Connection to David Tomlinson Nature Reserve Trails)
- Northeast Leslie and St. John's Blvd.
- Aurora Yonge Street Lands
(Extension of Woodhaven Trails)
- Trail Signage Strategy

Panel 15



Trail

11

David
Tomlinson
Nature Reserve





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

Town of Aurora

Memorandum

Planning and Development Services

Re: Traffic Calming Requests on Limeridge Street and Gateway Drive Update

To: Active Transportation and Traffic Safety Advisory Committee

From: Michael Bat, Transportation and Traffic Analyst

Date: January 28, 2026

Recommendation

1. That the memorandum regarding Traffic Calming Requests on Limeridge Street and Gateway Drive Update be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Traffic Calming Requests on Limeridge Street and Gateway Drive Update be received and referred to staff for consideration and further action as appropriate.

Background

In response to requests received from residents, staff have completed traffic calming warrant analyses following the procedures and methodologies outlined in the Town's Traffic Calming Policy at the following locations (Attachment 1):

- Limeridge Street between Gateway Drive and Kirkvalley Crescent; and,
- Gateway Drive between Pedersen Drive and Earl Stewart Drive/Birkshire Drive.

The following staff reports were previously prepared:

- Staff Report No. PDS25-091 was presented at the November 26, 2025, Active Transportation and Traffic Safety Advisory Committee meeting; and,
- Staff Report No. PDS26-003 was presented at the January 13, 2026, Committee of the Whole meeting.

At the January 13, 2026, Committee of the Whole meeting, Council passed a motion that the subject traffic calming requests be referred back to the Active Transportation and Traffic Safety Advisory Committee for further review and comment.

Analysis

Limeridge Street: Is a two-lane local road with single lane per travel direction. It has an urban cross-section with curbs on both sides of the road. The existing pavement is measured 8.5 metres wide and in accordance with the Town Zoning By-law No. 4574-04.T the posted speed limit is 40 km/h.

Gateway Drive: Is a two-lane collector road with single lane per travel direction. It has an urban cross-section with curbs, bike lanes and sidewalks provided along both sides of the road. The existing pavement is measured 11.5 metres wide and in accordance with the Town Zoning By-law No. 4574-04.T the posted speed limit is 40 km/h.

Traffic Calming Policy Overview

As set out in the Town's Traffic Calming Policy, there are three requirements (warrants) that must be met for traffic calming measures to be considered:

Warrant No. 1 (Petition): To ensure that residents in the immediate area are in support of traffic calming measures. The minimum threshold is 70% of households on the street.

Warrant No. 2 (Safety Requirements): To ensure traffic calming measures are installed to improve traffic safety. A continuous sidewalk must be on at least one side of the street (or on street where there are no sidewalks, the installation of a sidewalk on at least one side of the street should have first been considered) and the road grade be less than 5%.

Warrant No. 3 (Technical Requirements): To ensure that traffic calming measures are implemented on streets that have a proven need for such measures. The 85th percentile speed over a seven-day period must be a minimum of 15 km/h over the posted speed limit, and the minimum traffic volume is 750 vehicles per day for local roads and 1,500 vehicles per day for collection roads.

Traffic Calming Policy Warrant No. 1 (Petition) and Warrant No. 2 (Safety Requirements) Assessment

Limeridge Street:

The traffic calming request for Limeridge Street has met both warrant No. 1 and warrant No. 2 as outlined in the Town's Traffic Calming Policy.

It is important to note that currently there are no sidewalks provided on Limeridge Street. Based on the Active Transportation Master Plan (endorsed by Council on May 2024), Limeridge Street is identified as a potential candidate for future sidewalk installation. However, the installation of sidewalk on Limeridge Street is outside of the current 10-year capital plan. As such, warrant No. 2 is considered to be met.

Gateway Drive (between Pedersen Drive and Earl Stewart Drive/Birkshire Drive):

The traffic calming request for the subject section of Gateway Drive has met both warrant No. 1 and warrant No. 2 as outlined in the Town's Traffic Calming Policy.

Gateway Drive (between St. John's Sideroad and Pedersen Drive):

A petition (supported by a minimum of 70% of households on the street) has not been provided for this section of Gateway Drive (between St. John's Sideroad and Pedersen Drive). Therefore, as outlined in the Town's Traffic Calming Policy, warrant No. 2 and warrant No. 3 will not be considered until warrant No. 1 (petition) is satisfied.

Traffic Calming Policy Warrant No. 3 (Technical Requirements) Assessment

Traffic data was collected at the subject locations over a seven-day period to complete the analysis on warrant No. 3 (Table 1).

Traffic Calming Requests on Limeridge Street and Gateway Drive Update
January 28, 2026

Page 4 of 6

Table 1: Traffic Calming Warrant Analysis Summary (Warrant No. 3)

Study Locations	Warrant No. 3 Requirements				
	85 th Percentile Minimum Speed ¹		Average Minimum Volumes ²		Both Conditions Met?
	Recorded Speed	Condition Met?	Observed Volumes	Condition Met?	
Limeridge Street					
Limeridge Street 40m east of Gateway Drive	7 km/h above the posted speed limit	No	274 Vehicles Per Day	No	No
Limeridge Street 110m east of Gateway Drive	6 km/h above the posted speed limit	No	183 Vehicles Per Day	No	No
Limeridge Street north of Kirkvalley Crescent	5 km/h above the posted speed limit	No	174 Vehicles Per Day	No	No
Gateway Drive					
Gateway Drive between Pedersen Drive and Earl Stewart Drive/Birkshire Drive	8 km/h above the posted speed limit	No	2,669 Vehicles Per Day	Yes	No

Notes:

1. The recorded 85th percentile speed must be a minimum of 15 km/h over the posted speed limit.
2. The observed traffic volumes must be a) between 750 and 8,000 vehicles per day for local roads, and b) between 1,500 and 8,000 vehicles per day for collector roads.

Based on the requirements outlined in the Traffic Calming Policy, traffic calming measures are not warranted at the subject locations on Limeridge Street and Gateway Drive.

Preliminary Assessment of Traffic Calming Measure Locations

Should Council decide to proceed with the installation of traffic calming measures on Limeridge Street and/or Gateway Drive, a high-level feasibility assessment was completed to determine appropriate locations (Attachment 1).

Speed Cushions:

The location criteria for speed cushions are generally determined using applicable industry guidelines and best practices:

- Distance from an intersection:
 - 15m for a local road
 - 30m for a collector road
- To achieve a desired 85th percentile speeds of 40km/h, speed cushions should be placed approximately every 80m
- Small turning radius curves and other areas with limited sight distances should be avoided

Flexible Signs:

As approved by Council at its meeting on November 28, 2023 (Staff Report No. PDS23-130), flexible signs (traffic calming bollards) are included in the Traffic Calming Policy, and any future installation is subject to the warrant criteria outlined in the policy.

The location criteria for flexible signs are as follows:

- Two lane streets with single lane per travel direction
- Ability to maintain a minimum lane width of 3.3m to 3.5m
- Ability to install a minimum of 80m from a curve in the road
- Ability to install a minimum of 80m from a traffic control device
- A minimum distance of 10m from residential driveways
- A minimum distance of 25m from intersections

Comments from the November 26, 2025, Active Transportation and Traffic Safety Advisory Committee Meeting

A memorandum (Report No. PDS25-091) was presented at the Active Transportation and Traffic Safety Advisory Committee (ATTSAC) meeting on November 26, 2025. The Committee provided the following comments (Table 2).

Table 2: ATTSAC (November 26, 2025) Comment Summary

ATTSAC Comments	Staff Responses
Expand the traffic calming study area to include the remaining section of Gateway Drive (between St. John's Sideroad and Pedersen Drive).	<p>The study area is based on the petition received per Warrant No. 1 of the Traffic Calming Policy. In order to expand the study boundary, additional petitions for the expanded portions of the roadway are required per the Policy.</p> <p>In addition, there is also an existing roundabout on this section of Gateway Drive (at Pedersen Drive) that is considered a traffic calming measure.</p>
Other measures to narrow the roadway can be considered for the subject location on Gateway Drive to reduce operating speed such as traffic bollards (flexible signs).	As adopted by Council, the implementation of traffic calming measures will need to follow the procedures outlined in the Traffic Calming Policy (Warrant No. 3 not met per Table 1). Traffic calming measures were not warranted based on data collected. Should Council wish to proceed with flexible signs, staff have indicated where these could possibly be installed (Attachment 1).
Consider measures to further enhance the existing bike lane on Gateway Drive (e.g. double solid white line or physical separation through pre-cast concrete barriers).	<p>The Council endorsed Active Transportation Master Plan (May 2024) did not recommend any enhancements to the existing bike lane at Gateway Drive.</p> <p>This recommendation will be considered in the next Active Transportation Master Plan update.</p>

Attachment

1. Subject Locations for Potential Traffic Calming Measures

