

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.

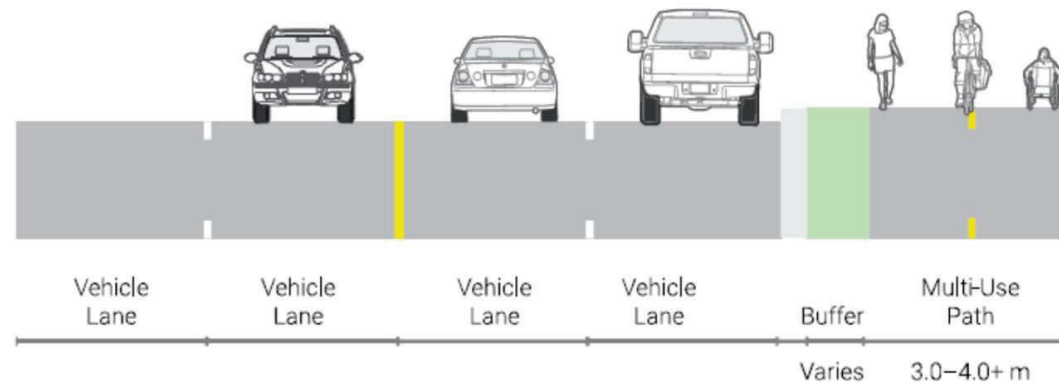


Figure 4.45 – Cross-Section of In-Boulevard Multi-Use Path

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.



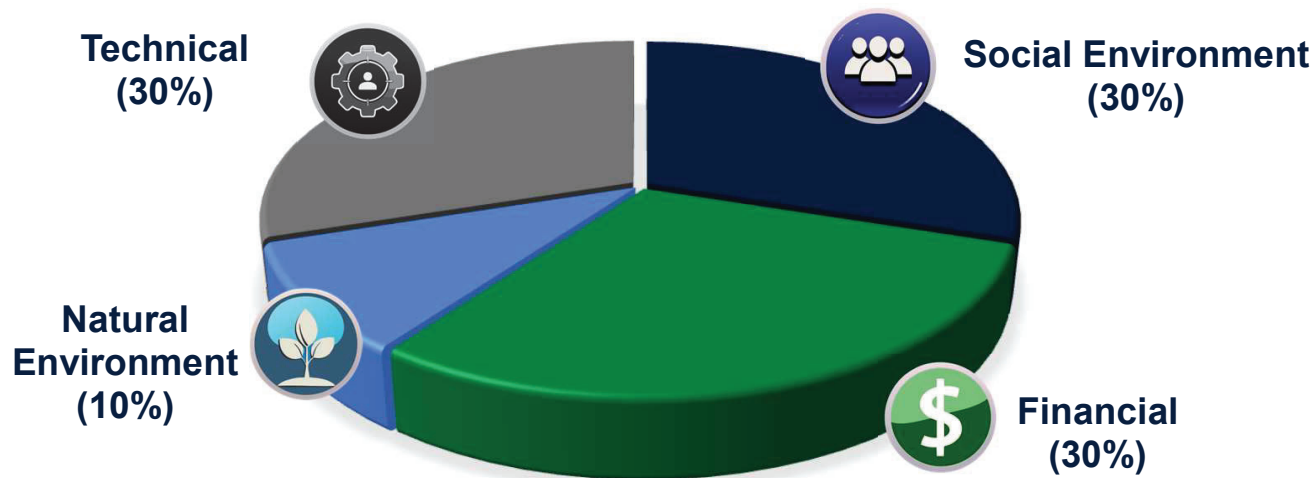
Design Opportunities

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

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**

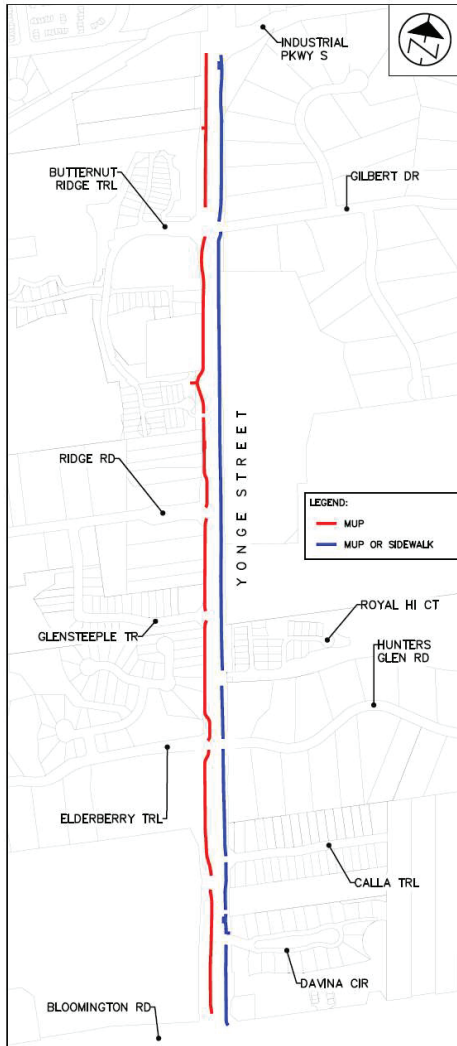
Mid-Range Construction Value (\$\$)

- 3. West Side MUP**

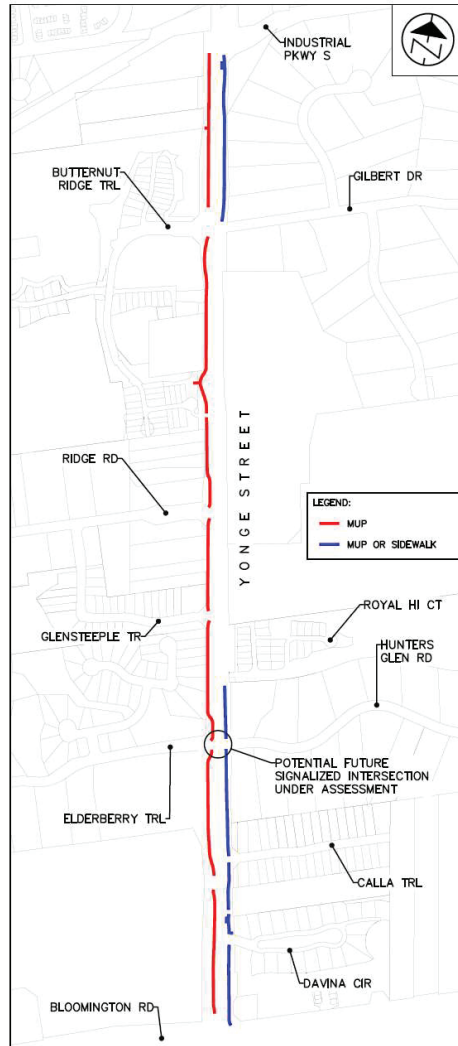
Lowest Construction Value (\$)

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

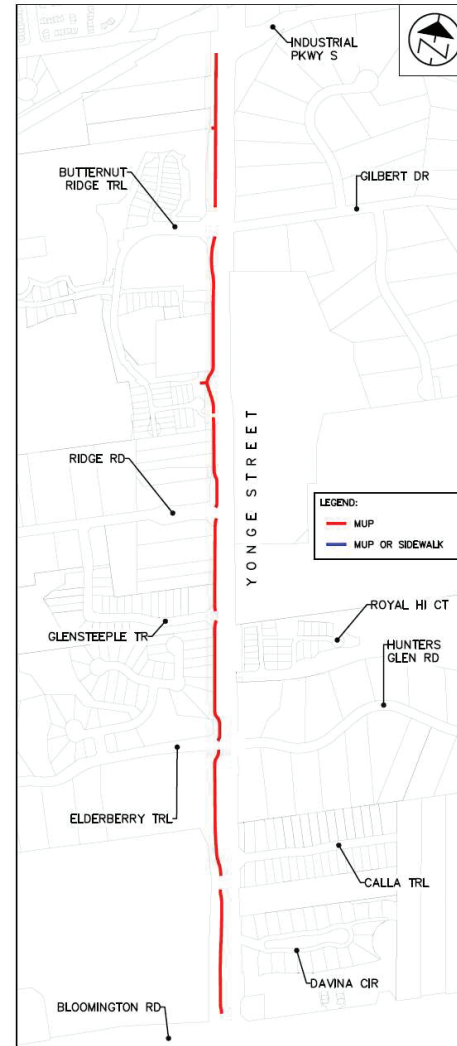
Active Transportation Facility Options



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

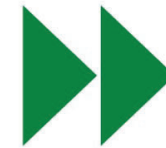
Next Steps



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>

The screenshot shows the Engage Aurora website interface. At the top, there is a navigation bar with the Engage Aurora logo, links for Home, All Projects, Why Engage?, and Aurora.ca, a search bar, and Sign in / Register options. The main header features the text "YONGE STREET MULTI-USE PATH" in large, stylized letters over an aerial photograph of the project area. Below the header, the page title is "Yonge Street Multi-Use Path". There are social media icons for Facebook, Twitter, LinkedIn, and Email. The main text describes the project: "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." It also mentions that currently, active transportation facilities are not provided along this stretch of Yonge Street. To the right, there is a "REGISTER to get involved!" button and a "Photos" section with a map showing the project location along Yonge Street, with various landmarks and trails labeled.