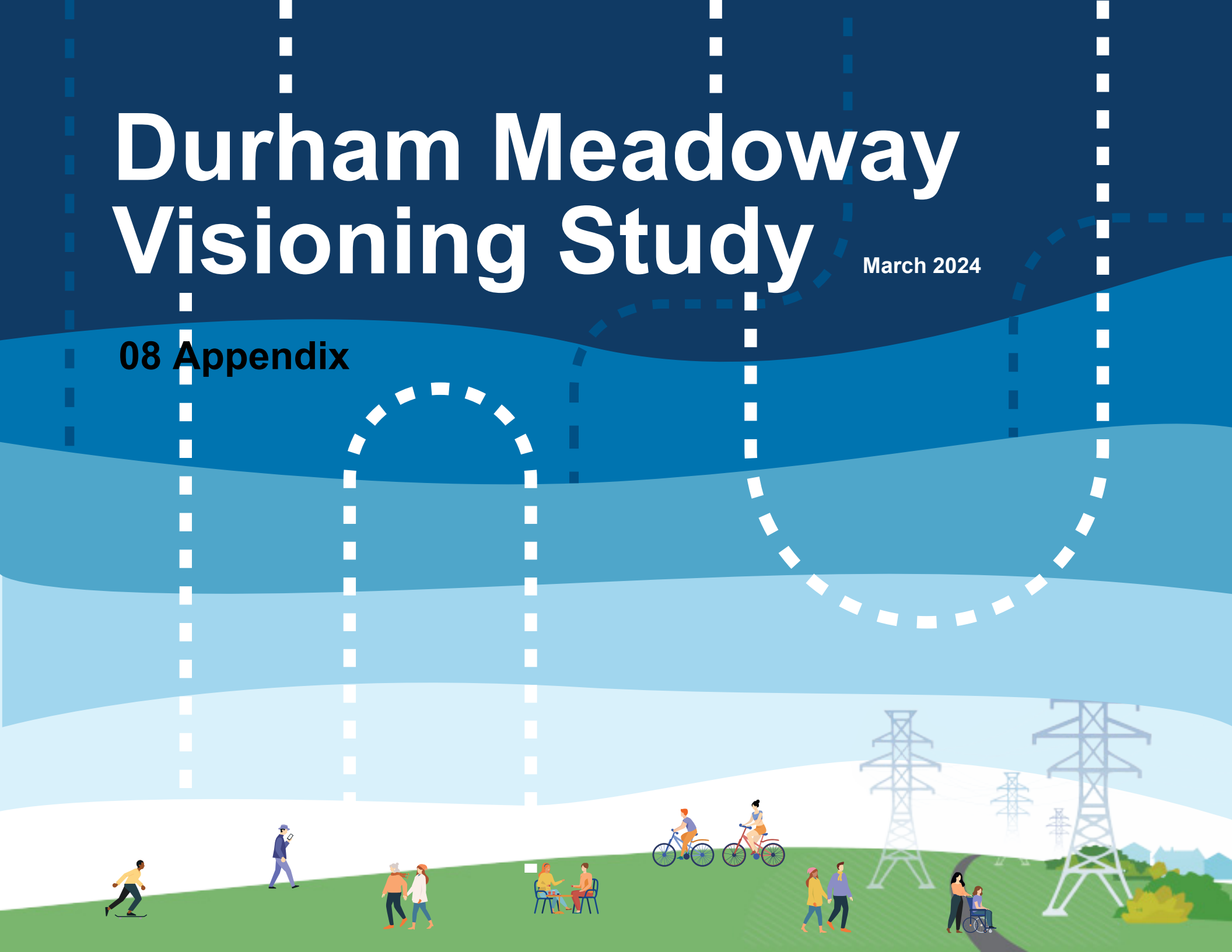
Durham Meadoway Visioning Study

March 2024

08 Appendix



08

Appendix

8.1 Interested Party and Public Engagement Summary
8.2 Opportunities and Constraints
8.3 Evaluation of Route Options
8.4 Route Spreadsheets
8.5 Broadband Opportunities





8.1 Interested Party and Public Engagement Summary





Durham Meadoway Visioning Study

Phase 1 Community Engagement Summary
March 2023

Planning and Economic Development Department
Transportation Planning

Project Introduction

What is the Durham Meadoway?

The Durham Meadoway is a proposed pedestrian and cycling route and linear park that will connect people to destinations across more than 27 kilometres of Durham Region. In addition to providing a significant east-west recreational facility and active transportation spine, the Durham Meadoway also has the potential to become a multi-faceted space for people that includes ecological enhancements, public art and community amenities.



What is the purpose of the Visioning Study?

The Durham Meadoway Visioning Study will provide a robust vision and framework that will guide the future detailed planning and implementation of the corridor. The study will identify the route for the multi-use path and create a concept plan for the types of experiences, amenities, gateways, public art and other elements that community stakeholders would like to see programmed or evolve over time. The Visioning Study will be the first of several initiatives that will be needed to take the Durham Meadoway from concept to construction.

The Durham Meadoway Visioning Study will culminate with a final report that will be presented and made publicly available toward the end of 2023.

Timeline

We are here

Phase 1: October to March	Phase 2: March to June	Phase 3: June to October
• Vision and guiding principles. • Route option identification and evaluation.	• Amenities and programming concept plan. • Concept illustrations.	• Study finalization. • Final presentations to councils and committees.

Community Engagement

Overview

Phase 1 of the Durham Meadoway Visioning Study took place between October 2022 and March 2023. Goals of Phase 1 included:

- Finalizing a vision and guiding principles for the Durham Meadoway.
- Identifying and evaluating route options to select a preferred route as well as an interim route that will provide more immediate connectivity.
- Obtaining input from stakeholders that will inform the development of the amenities and programming concept plan that will be developed in Phase 2.

Community engagement activities in Phase 1:

- 2 open houses
- 1 Online survey
- 3 Municipal and Agency Stakeholder Working Group meetings
- 7 council and committee presentations

Method

The summaries of qualitative data collected through the engagement activities presented in this report were developed using a summative content analysis approach. A summative content analysis involves counting and comparisons, usually of keywords or content, followed by the interpretation of the underlying context.

How will this information be used?

	Open houses	Online survey	Agency and municipal stakeholder working group	Council and committee presentations
Inform vision and guiding principles	✓	✓	✓	✓
Inform amenities and programming concept plan	✓	✓	✓	✓
Inform route option selection and evaluation	✓		✓	✓

Engagement activities

All community stakeholders

Dec 2022
Your Voice Durham page launch

Jan 2023
Communications campaign (direct mail and social media)

Jan 2023
Open House #1 (two locations)

Feb 2023
Online Survey #1

Mar 2023
Online Survey #2

Apr 2023
Open House #2 (one location)

Municipal and agency stakeholder working group

Nov 2022 – Jun 2023
Input on draft materials

Nov 2022
Project kick-off meeting

Dec 2022
Vision and guiding principles discussion

Dec 2022
Route option discussion

Jan 2023
Municipal and Agency Stakeholder open house

Apr 2023
Preferred route, amenities and programming discussion

Council and committees

Nov 2022 – Jun 2023
Area municipal council and committee presentations

Nov 2022
Regional Council Information Report

Mar 2023
Regional Council Information Report

Oct 2023
Final report to Regional Planning and Economic Development Committee

Legend Ongoing Upcoming Completed

Indigenous engagement

The following Indigenous communities and groups were contacted during Phase 1 of the Durham Meadoway Visioning Study: Mississaugas of Scugog Island First Nation, Alderville First Nation, Hiawatha First Nation, Curve Lake First Nation, Georgina Island First Nation, Beausoleil First Nation, Chippewas of Rama First Nation, Oshawa and Durham Metris Council, Durham Region Aboriginal Advisory Circle, Bawaajigewin Aboriginal Community Circle, Suswaaning Endaajig / First Peoples Indigenous Centre (Durham College), First Peoples House of Learning (Trent University) and Baawating Indigenous Student Centre (Ontario Tech University).

Municipal and Agency Stakeholder Working Group

3 Municipal and agency stakeholder working group meetings

1. Project kick-off meeting – November 4, 2022.
2. Vision, guiding principles, amenities and destinations discussion – December 8, 2022
3. Route options discussion – December 9, 2022

Additional engagement activities

- A questionnaire was circulated in November to collect initial input on the vision, guiding principles and evaluation criteria.
- The December meeting materials, which included route options, were subsequently circulated to stakeholders for input.
- Municipal and agency stakeholders were invited to attend an in-person meeting prior to the public open house on January 19 to review the materials and meet the consultant team.

Participating organizations

- Central Lake Ontario Conservation Authority
- City of Oshawa - Transportation Engineering, Parks Planning and Development
- City of Pickering - Capital Projects and Infrastructure, Landscape and Parks Development, Cultural Services
- City of Toronto - Beare Hill Park
- Durham Active Transportation Committee
- Durham OneNet
- Hydro One Networks Inc. - Real Estate Services
- Infrastructure Ontario
- Parks Canada
- Region of Durham – Tourism, Rapid Transit Office, Durham Region Transit Policy and Planning, Corporate Initiatives, Traffic Engineering, Sustainability and Climate Change
- Toronto and Region Conservation Authority
- Town of Ajax – Transportation Planning, Landscape Architecture, Environmental Sustainability and Climate Change, Community and Cultural Development
- Town of Whitby – Creative Communities, Landscape Architecture, Sustainability and Climate Change, Parks Development, Transportation Services

Stakeholder input – key themes



Vision statement

Municipal and agency stakeholders were asked to reflect on the vision statement and identify ways in which it could be improved. Major themes that emerged in the feedback included:

- Replace words that feel too jargony with more accessible alternatives – e.g., replace “active transportation corridor” with “multi-use trail” or “multi-use path”.
- Include words such as “thriving”, “vibrant”, “unique”, “visionary” and “dynamic” – words that are inspiring, warm and which speak more compellingly to Durham’s values and the project benefits.
- Think bigger – incorporate language that more fully captures the potential to connect people to places (not just communities), both across the Region and to downtown Toronto.
- Add texture – include the word “diverse” to help speak to the unique attributes of the different sections of the corridor – not just communities, but also cultures, landscapes, ecosystems, etc.
- Make nature more prominent by replacing the word “greenspace” with language that is more descriptive and consider ways to integrate sustainability and climate change in the narrative.



Guiding principles

Municipal and agency stakeholders were also asked to reflect on the guiding principles and how they could be improved. Major themes that emerged from the input received on the guiding principles are summarized in the table below.

Principle	Suggestions
Natural Environment	• Be more specific • Add “including meadow restoration and pollinator habitat”
Healthy, Active Lifestyles	• Remove “healthy” – Active lifestyles are healthy lifestyles • Make the language more interesting • Add “diverse and inclusive” to recreational opportunities • Add “include a variety of trail amenities”
Community	• Make the language more interesting • Add “design for community programming for all user groups” and “opportunities for community gardening and urban agriculture”.
Connectivity and Accessibility	• Add the words “accessible” and “AODA-compliant” • Emphasize the role of wayfinding • In “Connect to adjacent communities”, change communities to destinations
Identity	• Incorporate “placemaking principles” into “create a distinct identity..” • Make the language more interesting

Evaluation criteria

Municipal and agency stakeholders were asked to review and provide comments on the evaluation criteria that will be used to evaluate the route options. The following themes emerged from the input:

- Financial feasibility should be part of the evaluation.
- Connectivity to destinations should be prioritized in the evaluation. Connectivity should consider utilitarian destinations such as schools and grocery stores, not just recreational destinations.
- Route the multi-use path where good ecological restoration / enhancement opportunities exist, especially in places where other criteria are equal.
- Align the route with existing or planned routes to minimize natural area disturbance and capital and maintenance costs.

Route options

Municipal and agency stakeholders provided a variety of input on the route options, including. Main themes included:

  - Considerations that may impact the proposed route options or their evaluation.
- Route option preferences.
- Alternative route options that could be considered.
- Facilities, destinations and amenities that could be connected to the Durham Meadoway.

User experience

Municipal and agency stakeholders provided a variety of input on aspects of the Durham Meadoway that will contribute to the experience of users, including amenities, programming and focal points. Themes that emerged from these comments included:

- Leverage existing facilities where possible.
- Consider shade and seasonality in the design.
- Consider parking and washrooms.
- Include local and Indigenous artists.
- Utilize the topography and engineered landscapes to create focal points and foster a sense of place.

How will this information be used?

Inform the vision, guiding principles and route option evaluation criteria.

Support the development of an amenities and programming concept plan

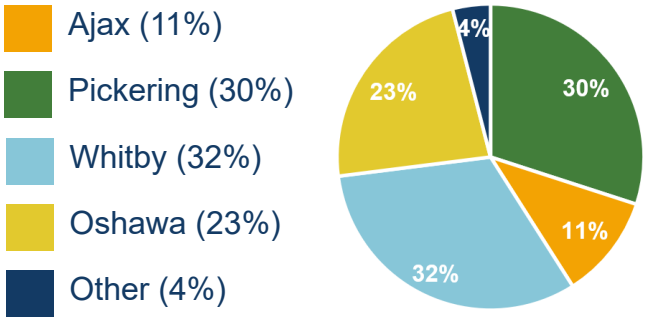
Inform the selection of the primary and interim routes

Open Houses

130 participants

- 2 in-person open houses
  - Whitby (January 17, 6 to 8 p.m.)
  - Pickering (January 19, 6 to 8 p.m.)
- Presentation materials were the same for both open houses. Information presented included:
  - Study background and purpose.
  - Project timeline.
  - Route options.
  - Case studies from other communities.
  - Examples of amenities and programming.
  - Potential focal points.
  - Hydro corridor technical considerations.
- Participants provided input on the route options, vision, guiding principles, amenities and programming.

Where do participants live?



How were the open houses promoted?

Direct mail

53,000 households within and adjacent to the study area received information about the open houses by mail.

Social media

1,835 engagements with 9 posts on the Region's Twitter, Facebook and LinkedIn.

Stakeholders

Additional social media by municipalities, Durham Region Cycling Coalition, and other individuals and community groups.

Other

Regional newsletter article in addition to a news story published by Metroland Media (durhamregion.com) online and in print.

Participant Input - Key Themes

Note: Participants provided a range of feedback. For example, some participants encouraged the use of lighting and others would rather minimize lighting to avoid impacts on wildlife and nearby homes.

Natural environment

- Create a route that maximizes views of nature and the ability for people to experience nature while using the multi-use path.
- Design facilities that blend into the natural environment and potentially enhance it.
- Consider strategies for reducing impact on the natural environment.

Things to do and see

- Consider how the multi-use path can be used at different times of day as well as different seasons.
- Ensure the Durham Meadoway is accessible and create opportunities for engagement for all ages.
- Incorporate spaces for activities such as community gardens, outdoor fitness, disc golf, etc.

Identity

- Create a trail that has a “sense of place” and is distinctly representative of the communities that border it.
- Create a destination.

Safety

- Design the multi-use path to separate uses and reduce potential for conflict between pedestrians and cyclists.
- Some participants were concerned about safety and vandalism.

Signage (wayfinding and education)

- Signage should be easy to read and resistant to vandalism.
- People want to discover their neighbourhood! Signs should provide direction and distance to notable landmarks, facilities and roads.
- Explore opportunities to implement interactive signage.
- Provide educational signage to allow children and adults to learn about nature, culture and history.

Comfort and accessibility

- Consider people with mobility issues.
- Design a space that is comfortable through the year and easy to maintain.
- Provide moments of rest.

Good neighbours

- Consider how to reduce the impact on surrounding property owners, for example by connecting to existing trails instead of creating new ones.









Figure 1: Pictures from the January 17 open house in Whitby and the January 19 open house in Pickering.

How will this information be used?

- Inform the vision and guiding principles
- Support the development of an amenities and programming concept plan
- Inform the selection of the primary and interim routes

Online Survey #1

285 survey submissions

154 participants shared their own vision for the Durham Meadoway during the survey period (January 30 to February 13).

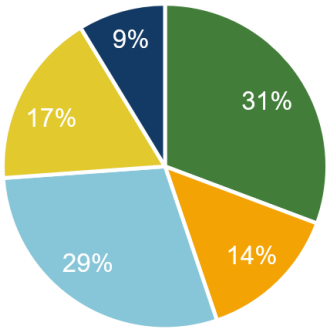
64 provided input on the principles that will guide decision-making.

93 suggested amenities that would make the route more comfortable and convenient.

63 shared ideas for what they would like to see and do along the Durham Meadoway.

Where do participants live?

- Ajax (14%)
- Pickering (31%)
- Whitby (29%)
- Oshawa (17%)
- Other (9%)



How was the survey promoted?

Newsletter

225 Your Voice Durham page subscribers reached by email.

Social media

14 social media posts across Durham Region's Twitter, Facebook and LinkedIn.

Stakeholders

Additional social media by municipalities and Durham Region Cycling Coalition.

How will the survey information be used?

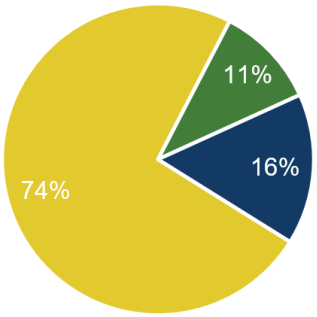
- Inform the vision and guiding principles
- Support the development of an amenities and programming concept plan

Online survey question: Do you like the vision statement? Why / why not?

Summary of quantitative responses

255 responses

The draft vision statement for the Durham Meadoway is:
"To create a quality, regional-scale greenspace and complete active transportation corridor that will stitch together rapidly growing neighbourhoods in Pickering, Ajax, Whitby and Oshawa."



- Yes, I like the vision statement (74%)
- No, I don't like the vision statement (11%)
- I don't know / I'm not sure (16%)

Summary of qualitative responses

Language (32 tags)

Main themes:

- Some words and phrases such as "regional-scale", "active transportation" and "complete" are too jargony or vague.
- The concept of communities being stitched together resonates, but an alternative to "stitch" should be explored.

Nature (16 tags)

Main themes:

- More emphasis on environmental opportunities and benefits such as preserving and restoring ecosystems and supporting pollinator species.

Community (10 tags)

Main themes:

- Connecting communities is a good goal.
- Benefits to individual communities such as fostering social cohesion and improving quality of life could be emphasised.

Transportation Network (33 tags)

Main themes:

- Connections to destinations outside of Durham Region could be acknowledged (e.g., connection to Toronto).
- Support for extending the project to encompass more of Durham Region.
- Vision should strike a balance between recreational and active transportation use.

Online survey question:

What's YOUR vision for the Durham Meadoway?

(158 responses)

The complete list of responses is provided in Appendix A.

An end-to-end trail that connects Pickering to other communities to promote healthy and active lifestyles

As a runner, my vision is a paved pathway that is snow cleared in winter to promote year long activity. The occasional bathroom and water fountain like Ajax's waterfront trail has (that Pickering doesn't) would also be great.

Almost like a bike highway that allows cyclists to get to places of entertainment and shops easily and safely

A place to see familiar faces and keep our family healthy and active

Active trail promoting health and community

An animated public green space that connects essential natural habitats and dynamic neighborhoods across Durham Region

A way to travel while enjoying the route.

Create an acti transportatio loop that will connect Pickeri Ajax, Whitby, Oshawa, up to Uxbridge

Accessible for all people

Almost like a bike highway that allows cyclists to get to places of entertainment and shops easily and safely

A magical, immersive, multi-use transportation corridor that will forever stamp Durham Region in the minds of families across the region and beyond.

A safe and dedicated car free route throughout Durham

Community-oriented

A great place for walking and cycling

A protected habitat corrido that gives residents acces to both nature and a healthy lifestyle

I hope that it will be a beautiful trail for me to walk and ride my bike. I live in South Ajax and I use the trail system every day

Just a place to go for awesome walks with the family, meet up with friends to do activities, let the kids run and play. Somewhere that is beautiful and nice to visit

A huge community environment where everyone can enjoy physical activities in nature

A means of connecting active transportation networks across Durham Region

A well-maintained access route to spend time with friends/family, with varying abilities or ages, to connect, be active and be safe

Green, inclusive, safe, connected

A safe and easy to reach outdoor public space where interesting features can be enjoyed by all people

It will be great to walk/ride between the regions in a safe manner . I love biking great distances and not having to worry about traffic

The vision should talk about the treaty land it covers through the williams treaty and talk about original indigenous land

A lively pathway that inspires outdoor activity and healthy lifestyles. It connects people to nature, wellness and each other

Effectively using green space for health and wellness while maintaining its natural beauty and taking in what nature has provided us

Two separate trails side by side. One for pedestrians and one for cyclists

It provides not only important leisure space but a safe, dependendable alternative to personal automobiles

Add art and culture to the vision statement

A great cycling and walking path linked to the Waterfront trail and others.

Extend it further eas

A large & long green space to preserve a significant area of natural landscape. Nature is disappearing all too

Create an environmentally responsible

A Meadoway across all of

Provide the opportunity to actively move between


shops easily and safely
people
I hope there are large parks
Please include walking parks with benches for those who are disabled
A protected habitat corridor that gives residents access to both nature and a healthy lifestyle
Create an active transportation loop that will connect Pickering, Ajax, Whitby, Oshawa, up to Uxbridge
A peaceful, high quality, connected, region wide corridor that showcases the natural beauty of the region and everything it has to offer. The corridor would be ideal for bikes and pedestrian transportation
An animated public green space that connects essential natural habitats and dynamic neighborhoods across Durham Region
'One of a kind'. Include art and theatre
Connections by bike/trike going North and South as well as East and West
A protected habitat corridor that gives residents access to both nature and a healthy lifestyle
Prioritize environment, then community use
A green space pathway connecting 4 cities that seamlessly allows for human activity without disturbing natural Habitats and the species that reside in them
A cycling super highway that will make a significant improvement in our transportation network across the Region
A well-maintained access route to spend time with friends/family, with varying abilities or ages, to connect, be active and be safe
A connected pathway to all communities north and south that replaces the need for a car
An area that seamlessly blends into the natural habitat allowing an escape from the busy suburbs
Create a unique green space and path network across the region of Durham
To create a quality, ecologically diverse and native species-based green space to increase biodiversity and the appreciation of our natural habitats in the Durham Region
along with better mixed use zoning and density to allow people to live richer, better lives
A lively pathway that inspires outdoor activity and healthy lifestyles. It connects people to nature, wellness and each other
Would love for it to include a skating trail in the winter
Having a nice path with skateboard and mountain bike options along it
My vision of the Durham Meadoway is of a trail that runs the length of Durham Region, west to east, connecting various local trails, and stream systems that are part of the current Greenbelt. In other words, the Durham Meadoway becomes an integral part of the Greenbelt
Extend it further east
Safe, family friendly, accessible by all abilities
Family friendly (walking, stroller, bike, wheelchair accessible). Female friendly (safe)
Provide the opportunity to actively move between communities without relying on motorized
A space that multiple user groups can enjoy for free in the Durham

Online survey question: Is there anything missing from the list of guiding principles? Are there words or phrases you think should be captured in them? 64 responses

Participants were asked to provide input of the draft list of guiding principles, which are presented in the following table:

Draft Principle	Description
Natural Environment	• Protect sensitive habitat • Enhance biodiversity Support educational opportunities and community stewardship
Community	• Create places for people to gather • Minimize negative neighbourhood impacts
Connectivity and Accessibility	• Create a continuous, safe and easy to navigate trail • Connect to adjacent communities • Minimize use conflicts • Allow for emergency and maintenance access
Identity	• Showcase cultural and environmental heritage • Create a distinct identity through public art, wayfinding and gateways
Healthy and Active Lifestyles	• Provide active and passive recreational opportunities

Summary of qualitative responses

Themes with 4 or more tags include:

- Safety for both people and animals (10 tags)
- Ease of use, fun and enjoyable (4 tags)
- Habitat protection and restoration, climate change mitigation and sustainability (16 tags)
- Accessibility and inclusiveness (9 tags)
- Transportation equity, connectivity and mode shift to more sustainable and healthy modes of transportation (9 tags)

Online survey question: Which of the following would help make using the Durham Meadoway more comfortable and convenient? Please check all that apply. 241 responses

Summary of quantitative responses

Answer Choices	Responses	
Signage that helps you understand where you are and how to get to important destinations.	213	88%
An app that you could use on your phone that helps you understand where you are and how to get to important destinations.	108	45%
Places to sit and rest.	189	78%
Places to park your car while you use the Durham Meadoway.	159	66%
Washrooms.	186	77%
Places to lock your bicycle.	116	48%
Bicycle repair stations.	88	37%
Other (please specify)	94	39%

Online survey question: Is there anything else that should be considered in the planning and design of the multi-use path? 232 responses

Summary of qualitative responses

Themes with five or more tags include:

- Things to do and see (44 tags)
- Design and signage strategies to reduce cyclist / pedestrian use conflicts (35 tags)
- Water and food (34 tags)
- Safety (22 tags)
- Connectivity to other trails and destinations (18 tags)
- Wayfinding and signage (17 tags)
- Shade and shelter (13 tags)
- Amenities for pets (13 tags)
- Garbage cans (12 tags)
- Lighting (12 tags)

Online survey question: What would you most like to be able to do while vising the Durham Meadoway? Check all that apply. 239 responses

Summary of quantitative responses

Answer Choices	Responses	
Enjoy nature	196	82%
Ride a bike for fun and recreation	189	79%
Enjoy winter activities such as skating, tobogganing or skiing	138	58%
Learn more about the natural environment via interpretive signage along the corridor (self-guided)	116	49%
Ride a bike to get to work or other destinations	111	46%
Sit and socialize with friends	104	44%
Help with a natural environment restoration project	99	41%
Attend an outdoor concert or performance	96	40%
Learn more about the history and culture of Durham Region via interpretive signage along the corridor (self-guided)	89	37%
Take your children to a dedicated play area	85	36%
Learn about Indigenous history and culture	80	33%
Learn about the natural environment through a guided walk	74	31%
View art installations	67	28%
Let my dog socialize with other dogs in a safe, fenced area	64	27%
Attend a community event such as a neighbourhood block party	62	26%
Organize or attend a community fitness class	53	22%
Learn about the history and culture of Durham Region through a guided walk	50	21%
Participate in community art projects	40	17%
Use a skateboard park	39	16%
Other (please specify)	35	15%

Question: Is there anything else that you would like to see or do along the Durham Meadoway?

98 responses

Summary of qualitative responses

Themes with 5 or more tags include:

- Experience and learn about nature (18 tags)
- Participate in warmer season activities (18 tags)
- Use it to get to destinations (13 tags)
- Access food and water (11 tags)
- Food systems and urban agriculture (11 tags)
- Maintenance suggestions and concerns (8 tags)
- Participate in winter activities (7 tags)

Council and Committee Presentations

7 presentations

During Phase 1 of the study, presentations were made to the following councils and committees at the request of area municipal staff:

Committee	Date	Agenda link
City of Oshawa Active Transportation Advisory Committee	December 7, 2022	Link
City of Oshawa Economic and Development Services Committee	February 6, 2023	Link
City of Pickering Executive Committee	February 6, 2023	Link
Town of Whitby Active Transportation and Safe Roads Advisory Committee	February 9, 2023	Link
Town of Whitby Sustainability Advisory Committee	March 1, 2023	Link
Town of Ajax Committee of the Whole	TBD	
Town of Ajax General Government Committee	TBD	

Appendix A

Below is a complete list of responses to the online survey question “What’s your vision for the Durham Meadoway?” Responses have been lightly edited to correct spelling and grammar.

1. Wide paths allowing for multiuse, walk, cycle, run/accessible.
2. A space that multiple user groups can enjoy for free in the Durham Region.
3. A corridor for animals (inverts to mammals) to use as well as people.
4. A great place for walking and cycling.
5. Connected pathways facilitating day-to-day usage and safe travel for walking or commuting.
6. A link from Morningside Toronto through past Oshawa on a paved bike path.
7. A great cycling and walking path linked to the Waterfront trail and others.
8. I want to have a safe, visually pleasing, natural pathway to walk or cycle. Somewhere I can’t hear the traffic of cars and trucks.
9. See above. I am an active community member that enjoys walking, running, rollerblading and cycling. The traffic and increased building of communities is making our roads dangerous and unsafe.
10. Provide opportunity to actively move between communities without relying on motorized transportation.
11. A continuous pathway to travel and enjoy greenspace in Durham.
12. a multi-use well maintained recreational community trail.
13. Green space that is accessible for all.
14. "Nature - having nature be alongside the path.
15. Consider dedicated bike / rollerblade lane within the path so people walking don’t have to stay on the alert for a bike racing up behind them.
16. Adequate parking at checkpoints along the path so someone not living next to it can easily join the path and enjoy it.
17. A continuous easily accessed multi purposed transportation corridor that offers a number of cultural, nature-based activities including community gardens, playgrounds, separate walkways for people and bicycles maintained by community volunteer groups including washrooms and water fountains.

18. Create an environmentally responsible multi use corridor in the Durham Region.
19. I think you need to add the word recreational in there somewhere.
20. As above. A large & long green space to preserve a significant area of natural landscape. Nature is disappearing all too quickly in Durham Region.
21. Some thought should go into future connection with other regions.
22. "A calm, quiet, and accessible space, where nature preservation is of the utmost importance. We are losing too much to urban sprawl already, and I don't want this to become another overcrowded area, where it should not be.
23. A corridor for the promotion of recreation, health and inter-community travel
24. That the project is shelved.
25. Talk about the treaty land it covers through the Williams Treaty and talk about original indigenous land
26. Connect to other parks, walking, hiking and biking trails and to be safe on them.
27. Hikers are looking for trails that begin and end in the same place. For me an ideal hike would take approx. one hour.
28. A well-maintained access route to spend time with friends/family, with varying abilities or ages, to connect, be active and be safe.
29. Add the words 'one of a kind'. Include for art and theatre. Provide for review, revision, renewal and growth opportunities.
30. Adding the opportunity to address food security (via urban farms, market gardens, etc.) since it is a regional and accessible approach that can support communities across several cities.
31. An opportunity to experience nature in our backyard through using the pathway.
32. My vision involves an active, safe and simply trail network that attracts use due to its functionality and ability to draw communities out of the "car culture" existence regardless of the time of year.
33. A safe space for healthy active living.
34. Primarily interested in the benefits for cycling.
35. The vision statement above is ok if you need one!
36. Connected pathway to serve residents for leisure such as cycling, to connect communities and businesses and protect environment.

37. Effectively using green space for health and wellness while maintaining its natural beauty and taking in what nature has provided us.
38. Uninterrupted pathways accessible for cyclists.
39. A vision that includes free space, transportation and links various communities.
40. Connections by bike/trike going North and South as well as East and West
41. An accessible & safe cycling route.
42. Multi use pathways that are wide and that offer separation of riders and walkers as well as a true division between the east and west routes. Bordered by green space. Benches that can be dedicated. Tree planting of types of trees that would be usual for the environment. Flower gardens. One issue would be that it be the same. Not Pickering design for one area, Whitby for another etc. Make a decision on design for the length of the trail.
43. A way to encourage people and families to get more active and see all the great outdoor spaces we are fortunate to have in Durham Region, and have connecting arteries between cities that's a non-automobile route.
44. A green corridor for birds, bees and butterflies; a place of learning for residents.
45. A path for providing connections and alternate transportation methods in a natural greenspace setting
46. It is a reclaimed utility corridor that has been naturalized, providing a passive nature experience to the user that also allows for active transportation opportunities across multiple municipalities. It needs to be worded more appropriately to effectively justify and define the name 'Meadoway'.
47. My vision of the Durham Meadoway is of a trail that runs the length of Durham Region, west to east, connecting various local trails, and stream systems that are part of the current Greenbelt. In other words, the Durham Meadoway becomes an integral part of the Greenbelt.
48. Being able to ride my bike from north Ajax to shops and to the lake without being on a busy road.
49. Community oriented.
50. Walkable cities and rethink housing to reduce footprint and increase affordability.
51. Open free use of green space for leisure or active transportation.
52. As above, but adding "provide continuous habitat for native flora and fauna".

53. I would try to fit culture or art into the statement
54. I would personally like the Durham Meadoway to be an accessible and safe way to make use of active transportation that is not alongside dangerous road vehicles.
55. To create and maintain a safe and beautiful regional-scale greenspace and thorough active transportation corridor that will facilitate community and activity while maintaining the integrity of wildlife in Pickering, Ajax, Whitby, and Oshawa.
56. I tilt a little towards active transport- Durham will need to build out a lot of pathway to alleviate car dependency, so emphasis on connections to existing and new multi use paths is essential. What I don't want to see is parking lots at trailheads which defines this green space as something you "drive to" as opposed to something that is part of your daily routine. Green space is not an accessory to living which is the way we have been conditioned by decades of car-centric design.
57. Open and accessible in winter months.
58. That it’s used and maintained well.
59. I just want a way to bike to the Pickering go station that doesn’t feel like it’s designed to inconvenience me at best, or kill me at worst…
60. See comments above; complete communities; multi-use trails and uses.
61. Safe, family friendly, accessible by all abilities
62. A huge community environment where everyone can enjoy physical activities in nature.
63. I love the idea of having a safe active transport route across Durham region.
64. That it would be easily accessible and continuous and somehow minimize time spend on roads.
65. A area people can access easily and be drawn into nature in various ways. walking, jogging biking picnicking. Spending time outdoors and not having a fee attached so it can be an everyday experience if desired.
66. Recognizing the importance of natural environments, in addition to the health benefits of being in nature and having an active lifestyle.
67. The vision described is great. Accessibility in all seasons, particularly during the winter, is an element worth investing in.
68. "A safe, peaceful, greenspace connecting the Durham region community that encourages activity and meditative views.”

69. Same as Scarborough but also connecting all of Durham major cities from Pickering to Courtice.
70. Active transportation! Please connect useful places.
71. See answer in #3
72. Create an active transportation loop that will connect Pickering, Ajax, Whitby, Oshawa, up to Uxbridge.
73. An animated public green space that connects essential natural habitats and dynamic neighborhoods across Durham Region.
74. Green. Local 4 season recreation and the abilities to cycle long distances with family without traffic.
75. I would love to see a greenspace that has lots of trees. A lot of other greenspaces in Pickering have no shade and have a very "manicured" or "suburban lawn" feel. I would love to have a space that feels more natural/wild and gives a feeling of getting out of the city and into nature more. I love the incorporation of art and other cultural components as well.
76. Extend it further east
77. A long bike path that goes east / west that isn't the waterfront trail.
78. An end-to-end trail that connects Pickering to other communities to promote healthy and active lifestyles. As a runner, my vision is a paved pathway that is snow cleared in winter to promote year long activity. The occasional bathroom and water fountain like Ajax's waterfront trail has (that Pickering doesn't) would also be great.
79. Promote use of greenspace; accessible opportunities to get outside and be active.
80. A means to connect 4 cities while being able to enjoy nature.
81. A way to use any foot, bike, recreational (non-motorized) transportation to enjoy the community and to avoid using longer routes on roads and sidewalks.
82. a continuous corridor that the communities of Durham can enjoy using in a healthy and active lifestyle set in a green/nature environment.
83. It provides not only important leisure space but a safe, dependable alternative to personal automobiles.
84. Two separate trails side by side. One for bikes one for cyclists.

85. I like the Meadoway to be similar in scope to the one being currently designed and built by the TRCA in Scarborough. Lots of native pollinator species and the encouragement of biodiversity.

86. That it be safe, well maintained and accessible.

87. The mission is great, but it also needs more awareness for people to enjoy this space and greater connectivity through sustainable transportation. We need the path to be better connected to the rest of the city's bike paths, walking trails and public transit.

88. Green, enough shade for summer days (tree, etc.), usable everyday for commute (bike to Dundas St and take GO to work), kid friendly, children play areas, picnic tables and benches on the way, water filling stations, WC facilities.

89. Leave alone.

90. A path for cycling families, joggers etc., etc. other uses for local horticultural society, not the city, community vegetable gardens, not by the city but city to monitor people play by the rules minimal landscaping minimal interference to what is already there.

91. An area that seamlessly blends into the natural habitat allowing an escape from the busy suburbs.

92. The project should be across to Clarington, not to just Pickering to Oshawa.

93. To create a quality, ecologically diverse and native species based green space to increase biodiversity and the appreciation of our natural habitats in the Durham Region.

94. A cycling route that can be used for travel and commuting.

95. It should also include space for cultural expos or something that binds communities. Durham has historic population as well a great influx of immigrants & younger generations moving here. Durham is missing a vibrant cultural hub and Meadoway should respond like that.

96. Almost like a bike highway that allows cyclists to get to places of entertainment and shops easily and safely.

97. For the love of god please just let the path just be crushed gravel, or wood chips, otherwise it is a skating rink in the winter.

98. Dedicated, winter-maintained trail that connects the Durham Region and encourages non car-based mobility.

99. I hope that it will be a beautiful trail for me to walk and ride my bike. I live in South Ajax and I use the trail system every day.

100. Inviting, well maintained, w sections that are cleared during winter months. A place I can walk my dog.

101. A start; an honest effort to help break our destructive addiction to far too much reliance on cars.

102. That it will be similar to projects like one I've seen in Atlanta.

103. A place where people can walk/bike obviously but to do it in a place that has been restored to a very healthy ecosystem, there should be effort to create beautiful native plant gardens. I'd love to see educational signs all along the way about native plants, lots of labeled trees that are native but not common. Even some indigenous education about the plants and how indigenous peoples used these plants for various purposes. We should make an effort to connect people with nature, the way the indigenous people of the area were connected with nature.

104. Please include walking parks with benches for those who are disabled.

105. Prioritize environment, then community use.

106. accessible for all people

107. It will be great to walk/ride between the regions in a safe manner. I love biking great distances and not having to worry about traffic.

108. A great way to commute safely between all of our Durham towns/cities.

109. Great trails/paths that offer the community a place to enjoy nature the healthy outdoors be it for health biking jogging walks or educational learn about natural species and plants that live along the walk and past history Indigenous Communities that use to live in area and farming communities that once existed prior to the development of The City of Pickering.

110. A safe and easy to reach outdoor public space where interesting features can be enjoyed by all people.

111. A Meadoway that can be used for both commuting but also pleasure / fun. Have parks / parkettes along the way, workout stations, water bottle stations, bike repair stations, etc. The Meadoway could be the "highway for bikes" with feeder trails connecting to it.

112. If money is no object, have bridges over streets (would need to allow on/off access) so that it can be a continuous ride and no car traffic. Garbage bins, benches, bathrooms, and water spigots en route would be nice. I would love to organize a point to point half marathon when it's complete!!!

113. Safe trails for various means of commuting exercising. I would like to see separate paths for bicycles/scooters and walk/runners

114. A means to get around the city by bike/scooter/walking with places to stop and enjoy the surrounding. A place for kids to play with friends and perhaps play sports.

115. A green space pathway connecting 4 cities that seamlessly allows for human activity without disturbing natural Habitats and the species that reside in them

116. Just a place to go for awesome walks with the family, meet up with friends to do activities, let the kids run and play. Somewhere that is beautiful and nice to visit.

117. We need more green space & being able to walk or cycle avoiding the roads which are too dangerous and a lot of vehicular traffic don't like cyclists. They drive so close (big trucks) you can feel the heat from the vehicle on your arm. Something that resembles Scarborough's Meadoway.

118. A connected pathway to all communities north and south that replaces the need for a car along with better mixed-use zoning and density to allow people to live richer better lives.

119. Would love for it to include a skating trail in the winter.

120. A lively pathway that inspires outdoor activity and healthy lifestyles. It connects people to nature, wellness and each other.

121. A safe and dedicated car free route throughout Durham Region.

122. Recreational, community green space corridor across Durham region.

123. An opportunity to improve community health by providing good walking and cycling thoroughfares in a potential group setting. Moving some of the exercise from busy roads to safe areas.

124. A corridor that is both useful as transportation, and enjoyable as a recreational pursuit, with as few detours to busy traffic corridors as possible.

125. A place to see familiar faces and keep our family healthy and active.

126. A magical, immersive, multi-use transportation corridor that will forever stamp Durham Region in the minds of families across the region and beyond.

127. Family friendly (Walking, stroller, bike, wheelchair accessible). Female friendly (safe).

128. A means of connecting active transportation networks across the Region.

129. To enhance the regional green space and connect the communities from east to west.

130. A trail similar to the one extending from Cullen gardens to north Brock St except servicing along the northern area. Along the Brooklin area extending east and west. Already have waterfront trail to the south but no place to meet for a walk in north Oshawa/Columbus/ Brooklin/ Hampton.

131. The Meadoway will lead the future of mobility, active transportation and Recreation in Durham region, enriching lives through a connection to the beauty of natural and built environments and enhancing the freedom of movement for all residents.

132. A way to travel while enjoying the route.

133. Safe area for active lifestyle.

134. "Appropriate spaces for multiple active user groups to minimize conflicts; my interest is a corridor for cycling, in nature, away from motorized traffic; adjacent spaces for other activities, skate park, bike park, pump track.

135. Nature areas, butterfly gardens, etc.

136. An Active Transportation network connecting different areas across Durham Region.

137. My vision would be that it includes all cities/municipalities within Durham. Is there an option for an outdoor skate trail?

138. Make it as unobtrusive to natural habitat as possible.

139. A trail system for biking and hiking.

140. green, inclusive, safe, connected.

141. An all-weather active transit corridor providing a real alternative from car based transit that incorporates prioritising active segregated transit at road intersections (e.g. make cars wait not people and bikes) and optimises the natural environment as part of the project.

142. A Meadoway across all of Durham - East to West.

143. An active transportation route that connects Pickering to Oshawa with connections to Toronto and further east of Oshawa.

144. A protected habitat corridor that gives residents access to both nature and healthy lifestyle

145. A recreational trail that needs connections in each community. North/south routes. Also needs to connect to Scarborough Meadoway.

146. Active trail promoting health and community
147. A safe way to traverse the Region by bike. It would be nice if it connected Eastern Durham as well.
148. To create a unique green space and path network across the region of Durham.
149. Forms a AT corridor between 407/401, like Waterfront Trail south of 401 does. Don't forget to connect with north/south power corridors in Oshawa, Whitby and Pickering, as well as Seaton, TCT etc.
150. A cycling superhighway that will make a significant improvement in our transportation network across the Region.
151. SKATEPARK!! having a skatepark could help the youth to have a way to get away from being around drugs and bad choices
152. More skateparks.
153. Skateboard park, no graffiti.
154. Having a nice path with skateboard and mountain bike options along it.
155. More green space and recreational activities.
156. A peaceful, high quality, connected, region wide corridor that showcases the natural beauty of the region and everything it has to offer. The corridor would be ideal for bikes and pedestrian transportation.
157. I hope there are large parks.
158. A major trail that links Pickering through to Oshawa.



Durham Meadoway Visioning Study

Phase 2 Community Engagement Summary
August 2023

Planning and Economic Development Department
Transportation Planning

Project Introduction

What is the Durham Meadoway?

The Durham Meadoway is a proposed pedestrian and cycling route and linear park that will connect people to destinations across more than 30 kilometres of Durham Region. In addition to providing a significant east-west recreational facility and active transportation spine, the Durham Meadoway also has the potential to become a multi-faceted space for people that includes ecological enhancements, public art and community amenities.



What is the purpose of the Visioning Study?

The Durham Meadoway Visioning Study will provide a robust vision and framework that will guide the future detailed planning and implementation of the corridor. The study will identify a functional (high-level) route for the multi-use path and create a concept plan for the types of experiences, amenities, gateways, public art and other elements that community stakeholders would like to see programmed or evolve over time. The Visioning Study will be the first of several initiatives that will be needed to take the Durham Meadoway from concept to construction.

The Durham Meadoway Visioning Study will culminate with a final report that will be presented and made publicly available in fall 2023.

Project milestones

We are here

Phase 1: October 2022 to March 2023	Phase 2: March 2023 to July 2023	Phase 3: July 2023 to November 2023
• Vision and guiding principles • Route option identification and evaluation	• Amenities and programming concept plan • Concept illustrations	• Study finalization • Final presentations to councils and/or committees

Community Engagement

Overview

Phase 2 of the Durham Meadoway Visioning Study took place between March and July. Goals of Phase 2 included:

- Evaluation of alignment alternatives and identification of a preferred route for the Durham Meadoway multi-use path.
- Recommendation for two interim routes to provide for more immediate connectivity in advance of establishing the preferred route in these sections.
- Identification of potential areas for gateways, amenities and programming located along the multi-use path as part of the concept plan.
- Presentation of draft visualizations and renderings for sections of the Durham Meadoway.
- Continued outreach with Indigenous Communities

Community engagement activities in Phase 2:

- 1 Open House
- 1 Online Interactive Map Survey
- 1 Municipal and Agency Stakeholder Working Group meeting
- 2 council and committee presentations
- 2,765 visits to project website on Your Voice Durham (as of mid-July)

How will this information be used?

	Open House	Online Interactive Map Survey	Agency and Municipal Stakeholder Working Group	Council and Committee Presentations
Inform amenities and programming concept plan	✓		✓	✓
Inform route option selection and evaluation	✓	✓	✓	✓

Engagement Activities and Timing

All Community Stakeholders

Dec 2022
Your Voice Durham page launch

Jan 2023
Communications campaign (direct mail and social media)

Jan 2023
Public Open House #1 (two locations)

Feb 2023
Online Survey #1

Apr – Jul 2023
Online Survey #2 (Interactive Map)

Apr 2023
Public Open House #2 (one location)

Jun – Jul 2023
Communications campaign (social media)

Municipal and Agency Stakeholder Working Group

Nov 2022 – Jun 2023
Input on draft materials

Nov 2022
Project kick-off meeting

Dec 2022
Vision and guiding principles discussion

Dec 2022
Route option discussion

Jan 2023
Municipal and Agency Stakeholder open house

Apr 2023
Preferred route, amenities and programming discussion

Aug – Sep 2023
Input on Draft Visioning Study Report

Council and Committees

Nov 2022 – Jun 2023
Area municipal council and Committee presentations

Nov 2022
Regional Council Information Report: Link

Mar 2023
Regional Council Information Report Link

Sep – Oct 2023
Area municipal council and Committee presentations

Nov 2023
Final report to Regional COW or PED Committee

Legend Ongoing | Upcoming | Completed

Municipal and Agency Stakeholder Engagement

1 Municipal and Agency Stakeholder meeting

1. Preferred route, programming and amenities discussion – April 17, 2023

Additional engagement activities

- Meeting with Hydro One on potential for renewable energy facilities on hydro corridor lands – March 13.
- Meeting with Ministry of Transportation, Ontario (MTO) to discuss trail alignment alternatives across Highway 412 – March 15.
- Meeting with Town of Whitby staff to discuss trail alignment alternatives across Highway 412 – May 9.
- The April meeting materials were circulated to stakeholders for input, which was received from April to June.

Participating organizations

- Central Lake Ontario Conservation Authority (CLOCA)
- City of Oshawa
- City of Pickering
- City of Toronto – Beare Hill Park
- Durham Active Transportation Committee (DATC)
- Durham OneNet
- Durham Region Cycling Coalition (DRCC)
- Hydro One Networks Inc. – Real Estate Services
- Infrastructure Ontario
- Parks Canada
- Region of Durham
- Toronto and Region Conservation Authority (TRCA)
- Town of Ajax
- Town of Whitby

Stakeholder input – key themes



Infrastructure Considerations

Municipal and agency stakeholders were asked to review and comment on the evaluation of route options and the selection of a preferred route (and interim route in two areas). The following themes emerged from the input:

- Need to confirm that the preferred route alignment can be realistically constructed (e.g., through areas with challenging topography, wetland areas and at major watercourse crossings).
- Clarify scoring of certain route options based on technical information available.
- Consider potential costs to construct trail more explicitly as part of evaluation criteria.
- Consider connectivity of different trail types (boardwalks, hiking trails) and modes including across different seasons (e.g., cross-country skiing, snowshoeing).
- Incorporate green energy along the hydro corridor.



Interact with Nature

Municipal and agency stakeholders provided a variety of input on the proposed trail alignment as well as potential amenity areas in terms of their interaction with the surrounding environment. Main themes included:

- Ensure protection and/or enhancement of environmentally significant features, particularly for the Nature Space topology areas.
- Use native plants for restoration or enhancements of woodland or meadow cover, including drought-tolerant species.
- Minimize litter and promote recycling for Durham Meadoway users.
- Consider dark sky compliant principles to minimize light pollution, especially for natural areas.



User Experience

Municipal and agency stakeholders provided a variety of input on aspects of the Durham Meadoway that will contribute to the experience of users, including amenities, programming and focal points. Themes that emerged from these comments included:

- Ensure gateways meet proper setback requirements from road rights-of-way and zoning requirements with respect to adjacent land uses.
- Make the Durham Meadoway preferred route AODA compliant as well as other multi-use path connections to it.
- Integrate wayfinding and educational signage.
- Ensure road crossing treatments are safe; consider additional grade separations at certain locations.
- Consider best practices for low-impact pathway lighting.

Public Open House #2

55 participants



- Held on April 26 at the Regional Headquarters building.
- Presentation materials included:
  - Project background, including final Vision Statement and Principles.
  - Route evaluation criteria.
  - Route alignment alternatives evaluation for areas where multiple options were examined
  - Typologies for gateways, amenity areas and programming for the Durham Meadoway.
  - Draft visualizations.
  - Large map showing preferred route, connections to trails and destinations, and potential locations for gateways, amenity areas and programming.
- Participants provided input at the Public Open House and through an Online Interactive Map posted on Your Voice Durham following the event (from June 10 to July 17).

How was the open house promoted?

Public Service Announcement

Formal notice for Public Open House #2 event.

Social Media

3 posts on the Region's Twitter, Facebook and LinkedIn accounts.

Stakeholders

Additional social media by municipalities, Durham Region Cycling Coalition, and other individuals and community groups.

Other

Regional newsletter articles (June 15 and July 13); news story published by Novae Res Urbis, GTHA edition newsletter (July 5).

Participant Input – Key Themes

Note: Participants provided a range of feedback. For example, some participants encouraged the use of lighting and others would rather minimize lighting to avoid impacts on wildlife and nearby homes.

Natural Environment

- Concern about impacts of trail or amenity areas on sensitive uses and wildlife.
- Ensure invasive plant species are not used and risks in their spread are minimized.
- Concern with providing trail connections from the waterfront to the Durham Meadoway in terms of potential impacts.

Things to do and see

- Consider how the multi-use path can be used at different times of day as well as for different seasons.
- Incorporate space for kid-friendly activities in Active Play topology areas.
- Opportunity to engage schools in planting or learning about natural areas along route.

Identity

- Create access to amenities such as vending machines, washrooms, water stations, etc.
- General support for amenity/typology areas (e.g., Active Play, Garden and Community, Nature Space).

Safety

- Consider Wi-Fi and good cellular coverage along the route.
- Ensure illumination and signage for better emergency response.
- Concerns regarding security and blocking off hydro tower access

Signage (Wayfinding and Education)

- Opportunity to educate on nature and human interaction.
- Access to connecting trails and cycling facilities from the Durham Meadoway route.
- Ensure connections and signage to connecting pedestrian and/or cycling routes.

Comfort and Accessibility

- Consider people with mobility issues, including safe access to parking.
- Design a space that is comfortable and maintained year-round.
- Provide moments of rest along the route.

Good neighbours

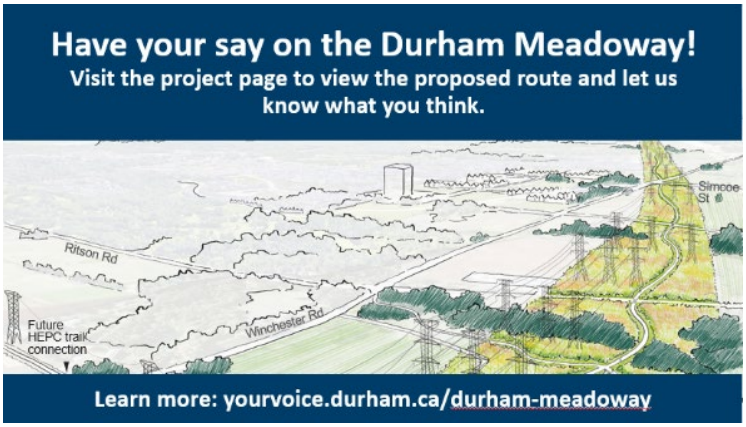
- Consider how to reduce the impact of potential amenity areas on surrounding property owners (e.g., Nature Space topology areas)
- Concern if homeowners need to care and maintain some of the adjacent green space.

Online Survey #2

307 visitors

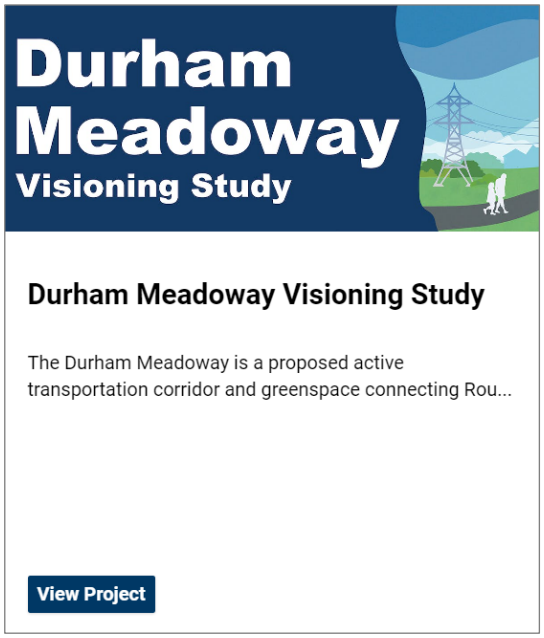
13 contributors shared their comments on the preferred route for the Durham Meadoway (June 10 to July 17).

75 comments were received on the Online Interactive Map.



Online Interactive Map survey categories

- Consider this when building the Durham Meadoway… **39** comments
- I have a concern about the proposed route… **17** comments
- I like the proposed route because… **19** comments



How was the survey promoted?

Newsletter

241 Your Voice Durham page subscribers reached by email, plus 2 newsletter articles.

Social Media

5 social media posts across Durham Region's Twitter and Facebook accounts.

Stakeholders

Additional social media by municipalities and Durham Region Cycling Coalition.

Online Survey #2 Input – Key Themes

Consider this when building the Durham Meadoway…

- Comments on connectivity to nearby cycling routes, trails or destinations:
    - Multi-Use Paths towards Pine Ridge Secondary School or City Centre along hydro corridor (Pickering).
    - Trails in Heber Down Conservation Area (Whitby) and Seaton Trail (Pickering).
    - Rouge National Urban Park, Beare Hill Park and Toronto Zoo.
    - Joseph Kolodzie trail along Oshawa Creek to Lake Ontario (Oshawa).
    - Transit, carpool and parking lot connections.
- Comments on the provision of signage:
    - Wayfinding signage to nearby destinations (e.g., Downtown Brooklin).
    - Emergency contact information.
    - Opportunity for educational signage at Cherrywood Transformer Station (Pickering).
- Comments on specific locations in terms of access/traffic:
    - Controlled intersection crossings that can accommodate cyclists and pedestrians.
    - Crossing Highway 412 for Durham Meadoway and connecting north-south routes to the Waterfront Trail.

I have a concern about the proposed route…

- Location-specific comments on the preferred route:
    - Provide safe access to Durham Meadoway; noted at several busy road intersections.
    - Suggestions for changes in route alignment; several sections noted as being in busy locations.
    - Ensure specific route sections are connected to urban areas and not secluded.
- Comments on vehicles using the Durham Meadoway:
    - Concerns about use of e-bikes and safety, as they do not generate much noise.
    - Concerns about potential for all-terrain vehicles (ATVs) using the route.

I like the proposed route because…

- Location-specific comments on the preferred route:
    - Offers great connection for active transportation, and alternative to using busy roads.
- Comments on natural environment and other amenities:
    - Opportunity to restore meadows and plant pollinators
    - Opportunity for interpretive signage to explain nearby features (e.g., Cherrywood Transformer Station, Duffins Creek natural environment, history of Windfields Farms, Greenbelt areas).

Council and Committee Presentations

2 presentations

During Phase 2 of the study, presentations were made to the following councils and committees at the request of area municipal staff:

Council or Committee	Date	Agenda Link
Town of Ajax Council	April 17, 2023	Town of Ajax Link
Town of Whitby Active Transportation and Safe Roads Advisory Committee	June 8, 2023	Town of Whitby Link





8.2 Opportunities and Constraints

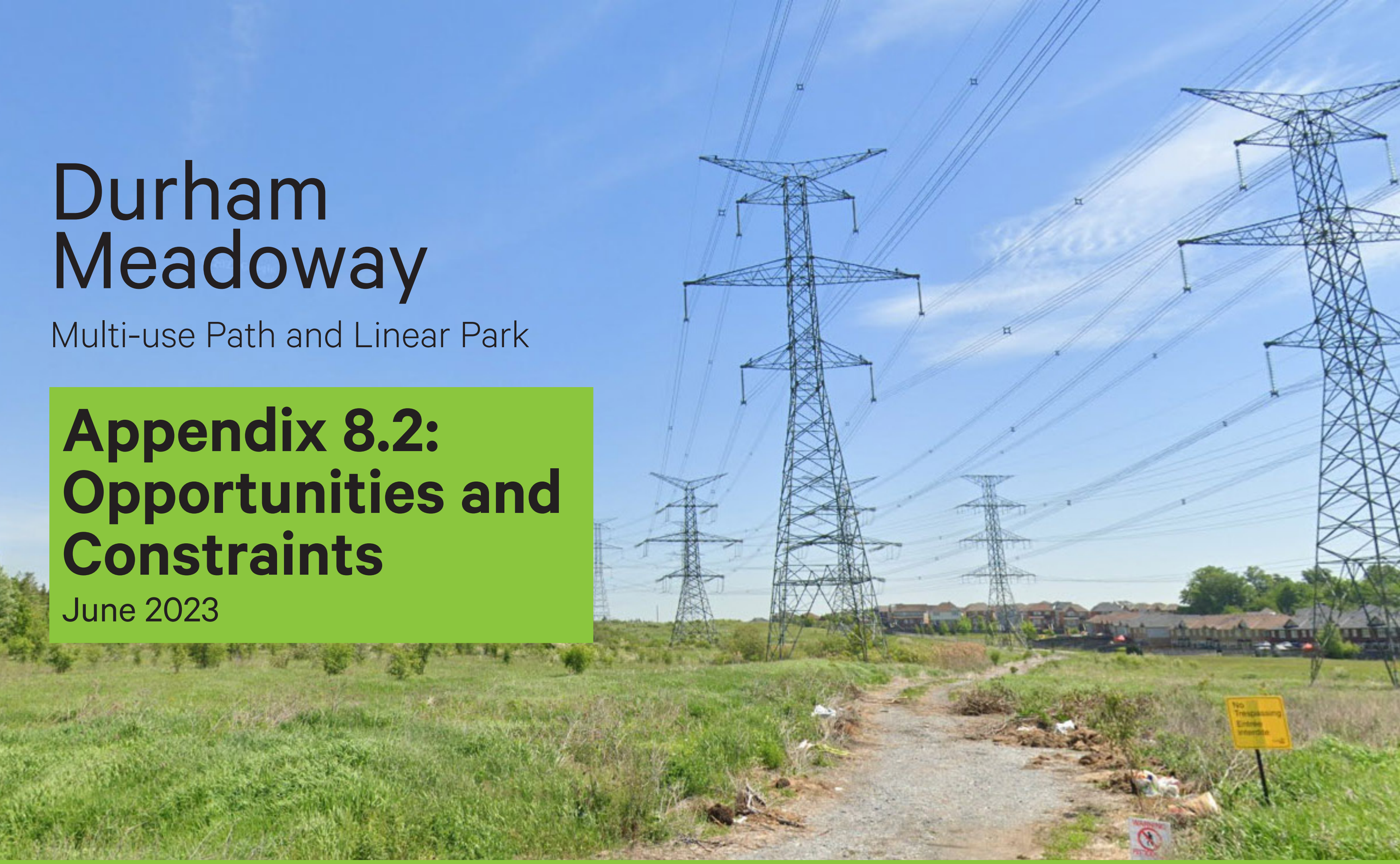


Durham Meadoway

Multi-use Path and Linear Park

Appendix 8.2: Opportunities and Constraints

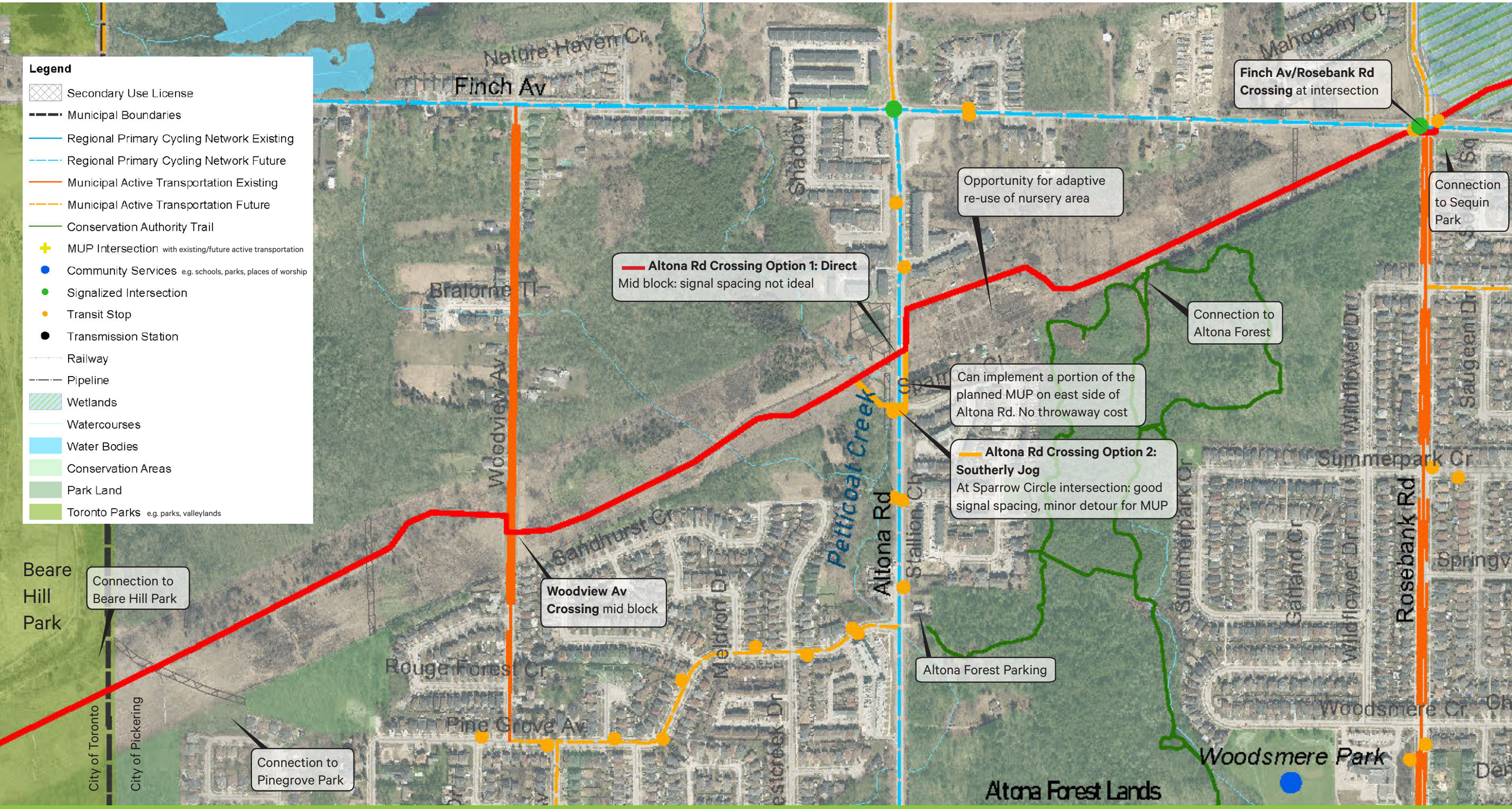
June 2023



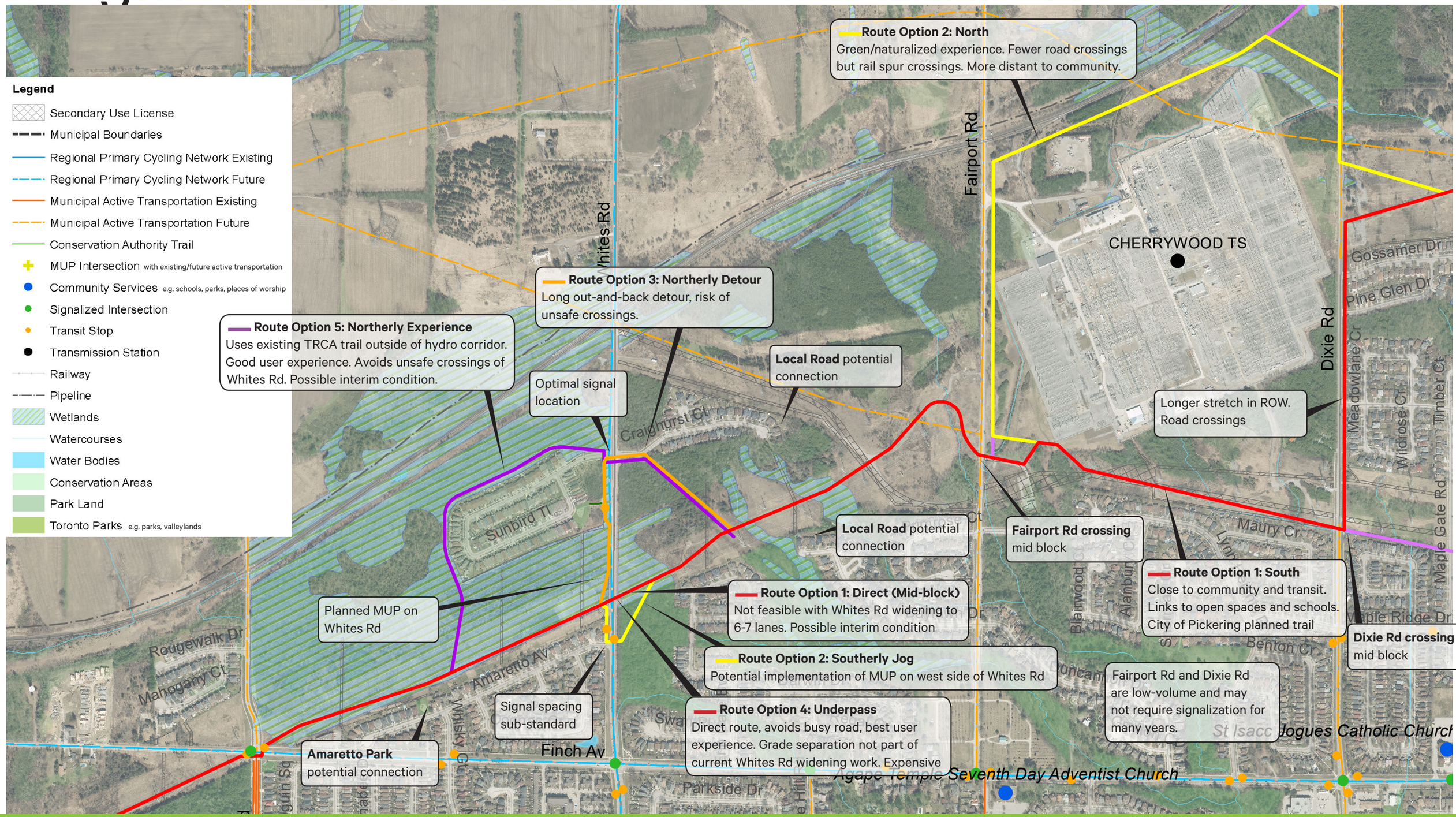
Region of Durham

SvN

Segment 1: Rouge Park to Rosebank Road



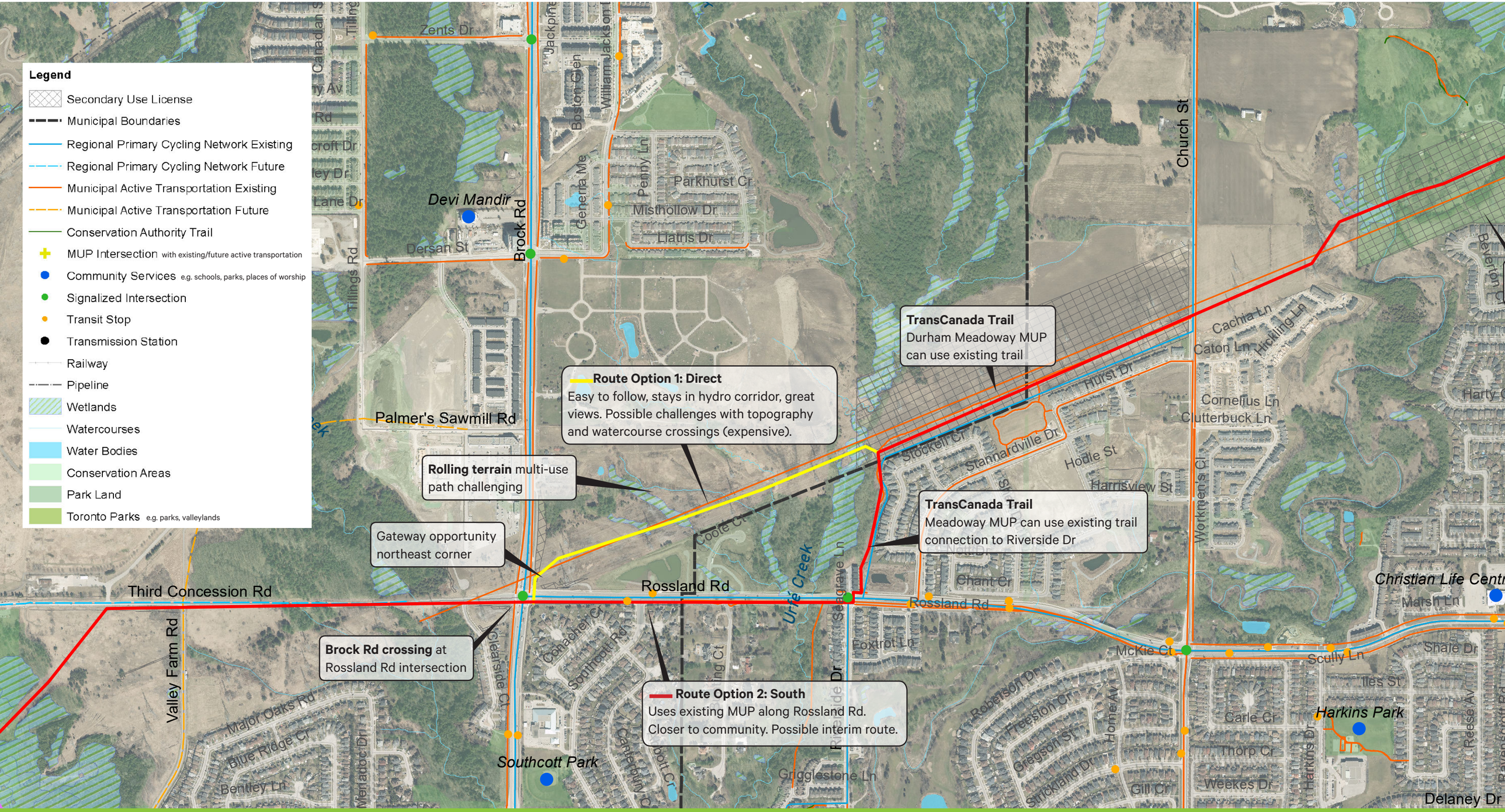
Segment 2: Rosebank Road to Dixie Road



Segment 3: Dixie Road to Valley Farm Road



Segment 4: Valley Farm Road to Church Street



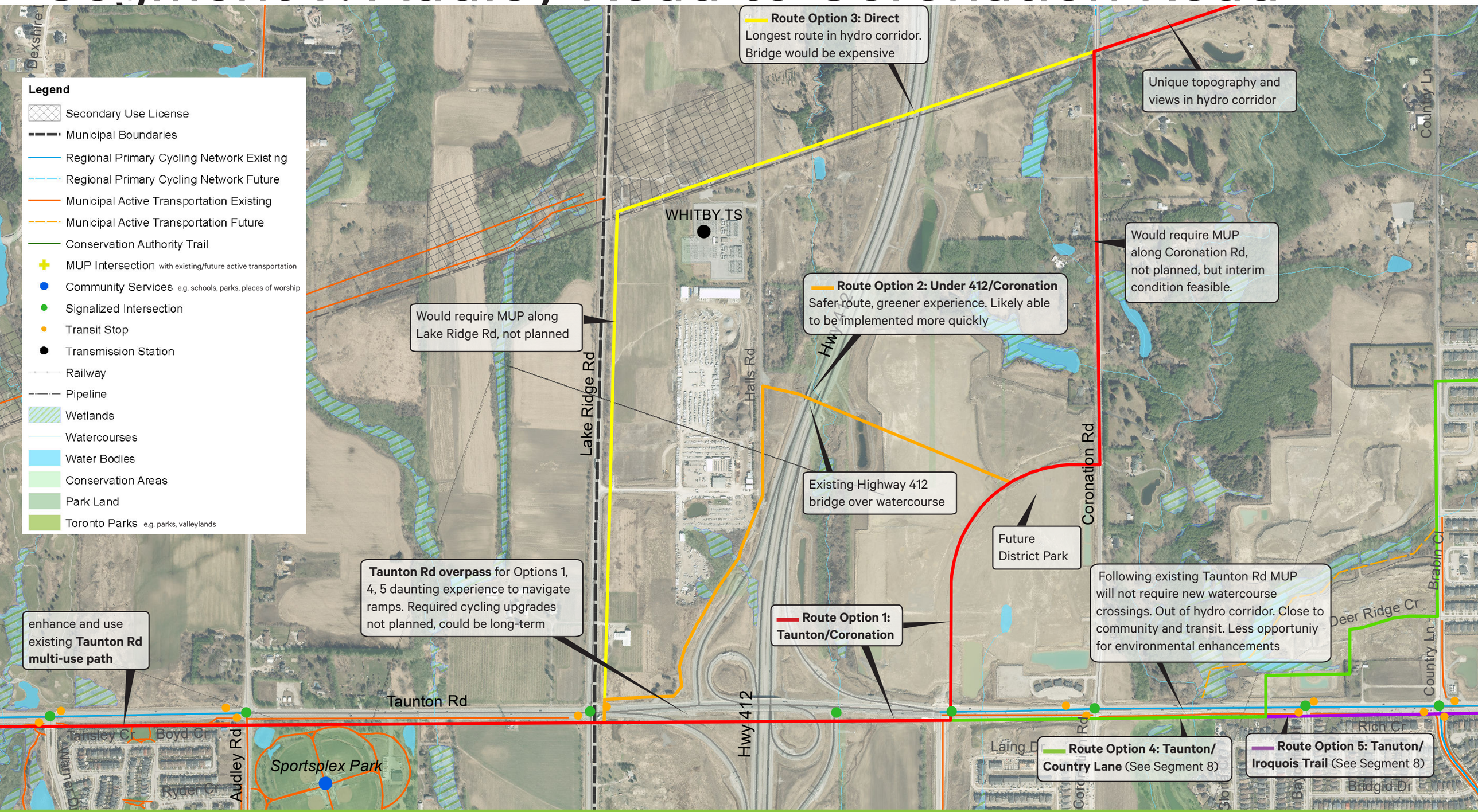
Segment 5: Church Street to Harwood Avenue



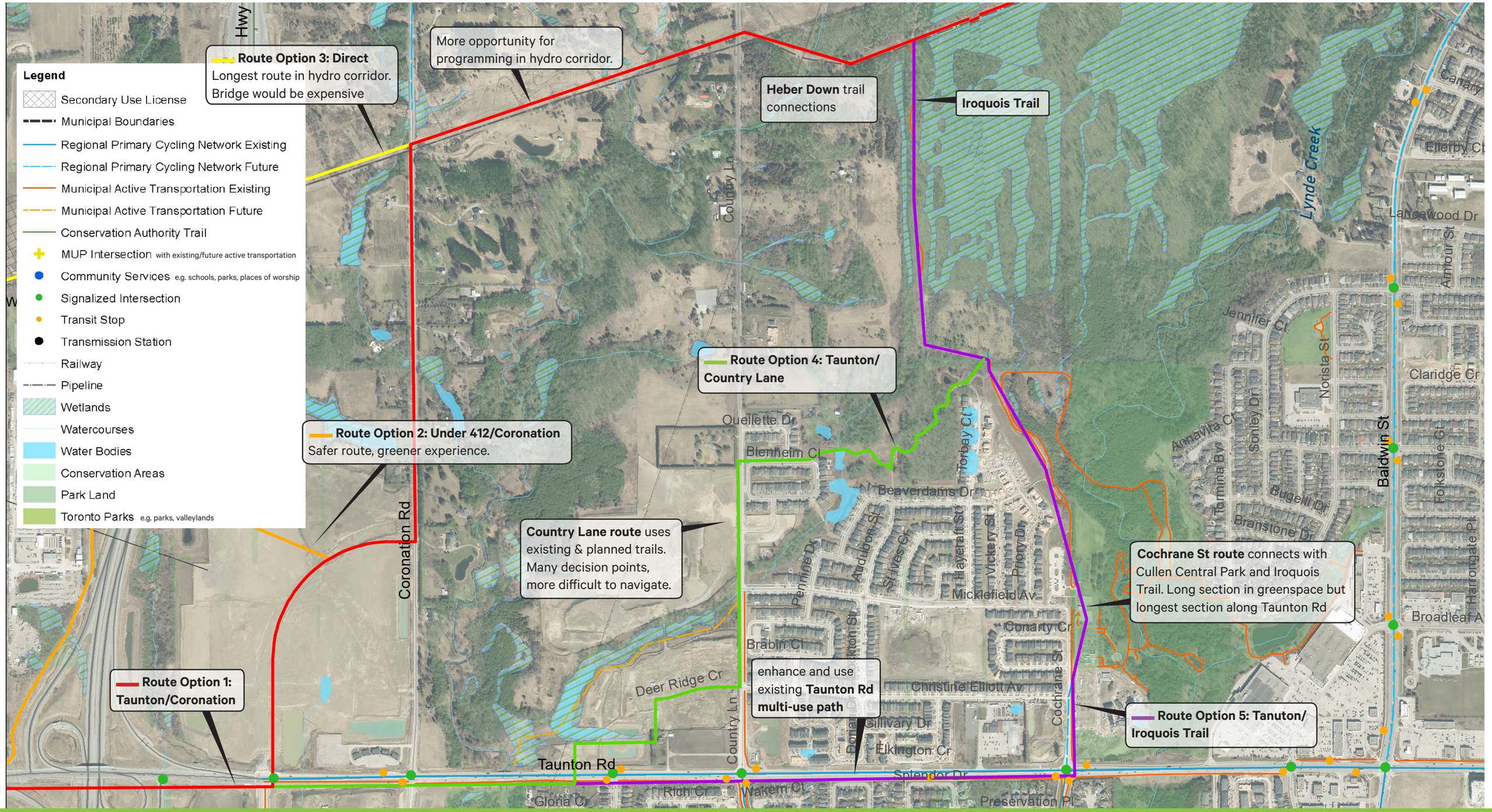
Segment 6: Harwood Avenue to Audley Road



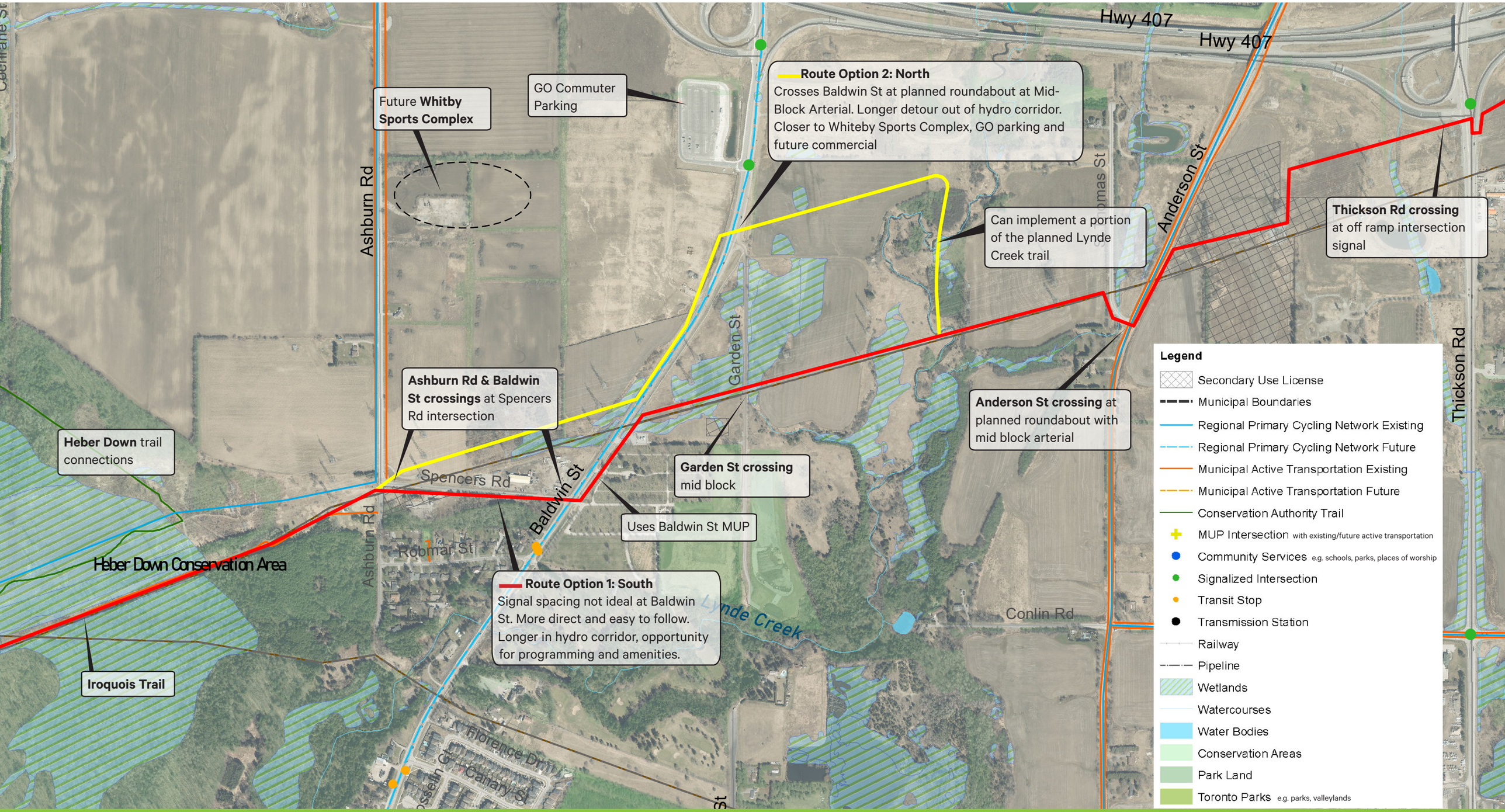
Segment 7: Audley Road to Coronation Road



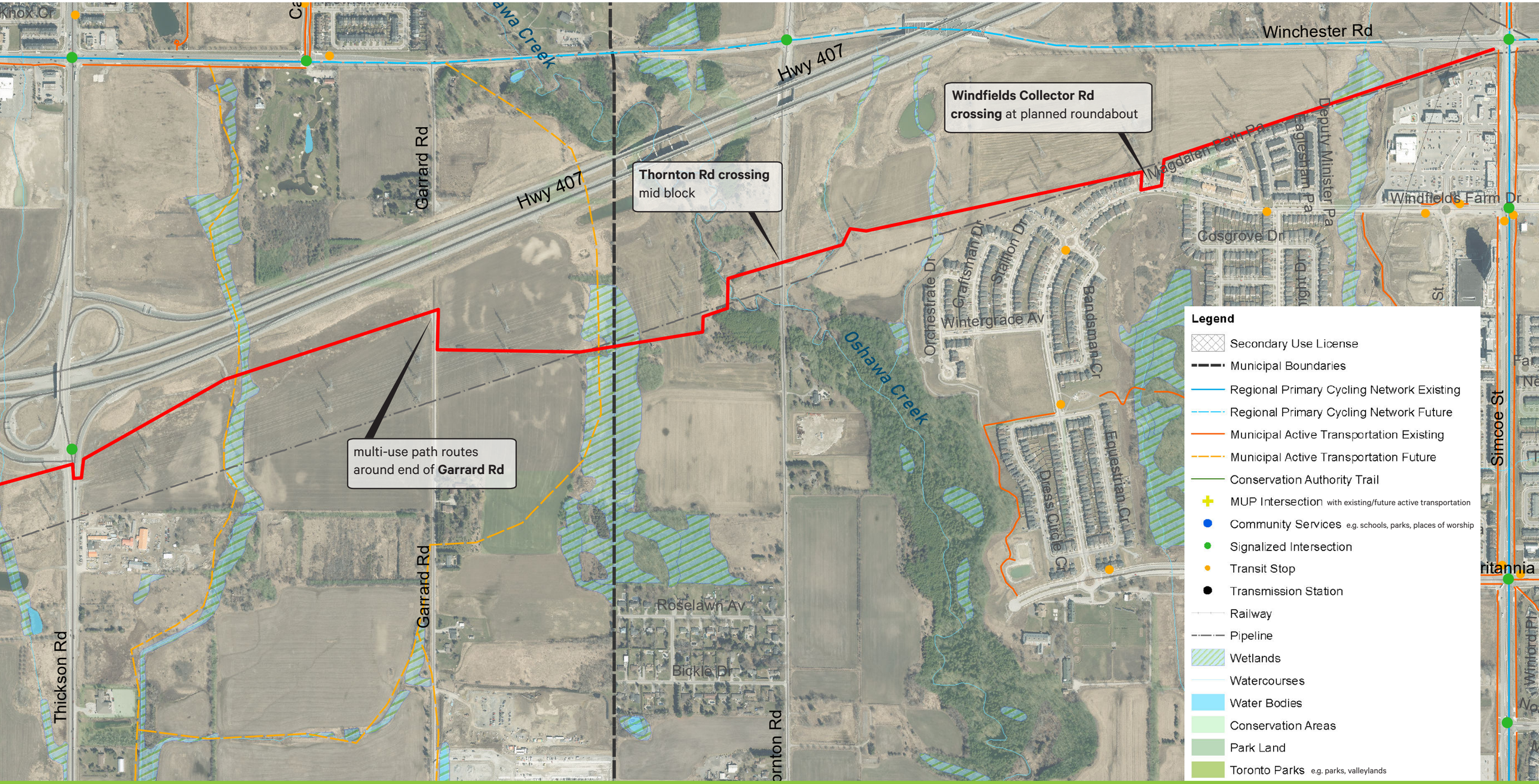
Segment 8: Coronation Road to Cochrane Street



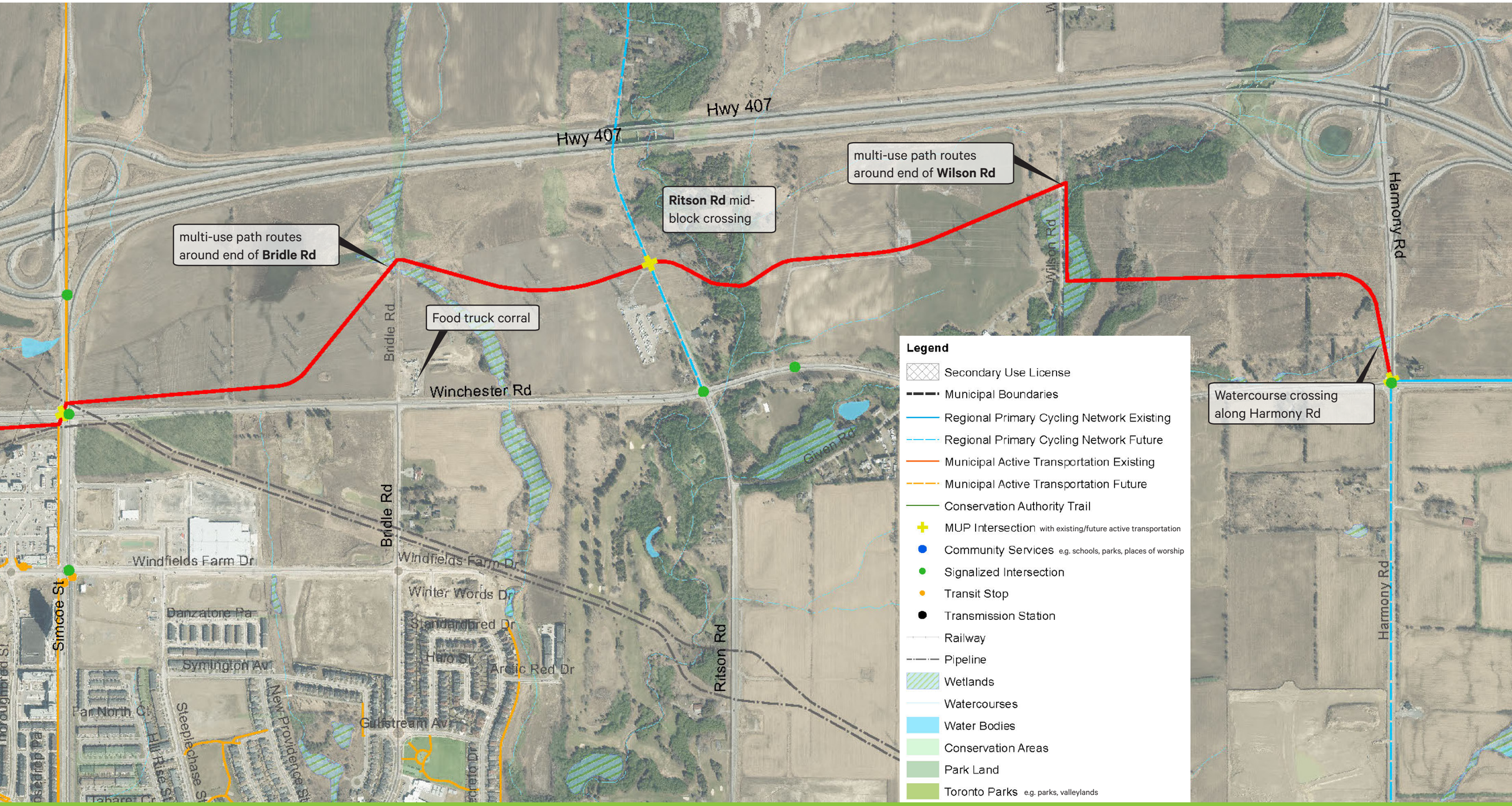
Segment 9: Cochrane Street to Thickson Road



Segment 10: Thickson Road to Simcoe Street



Segment 11: Simcoe Street to Harmony Road





8.3 Evaluation of Route Options



Durham Meadoway

Multi-use Path and Linear Park

Appendix 8.3: Route Options Evaluation

April 5, 2023



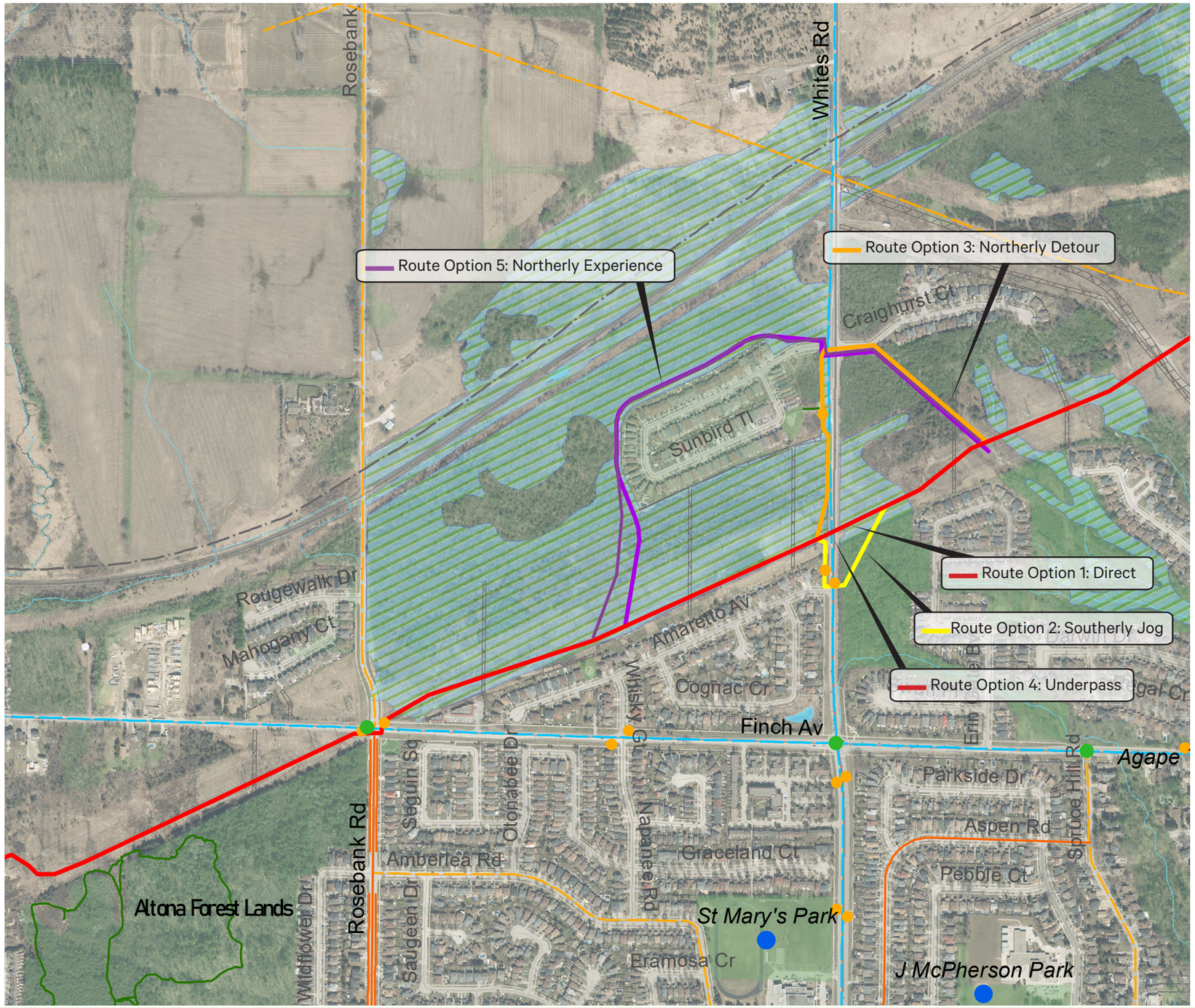
Region of Durham

SvN

Area 1: Altona Road Crossing



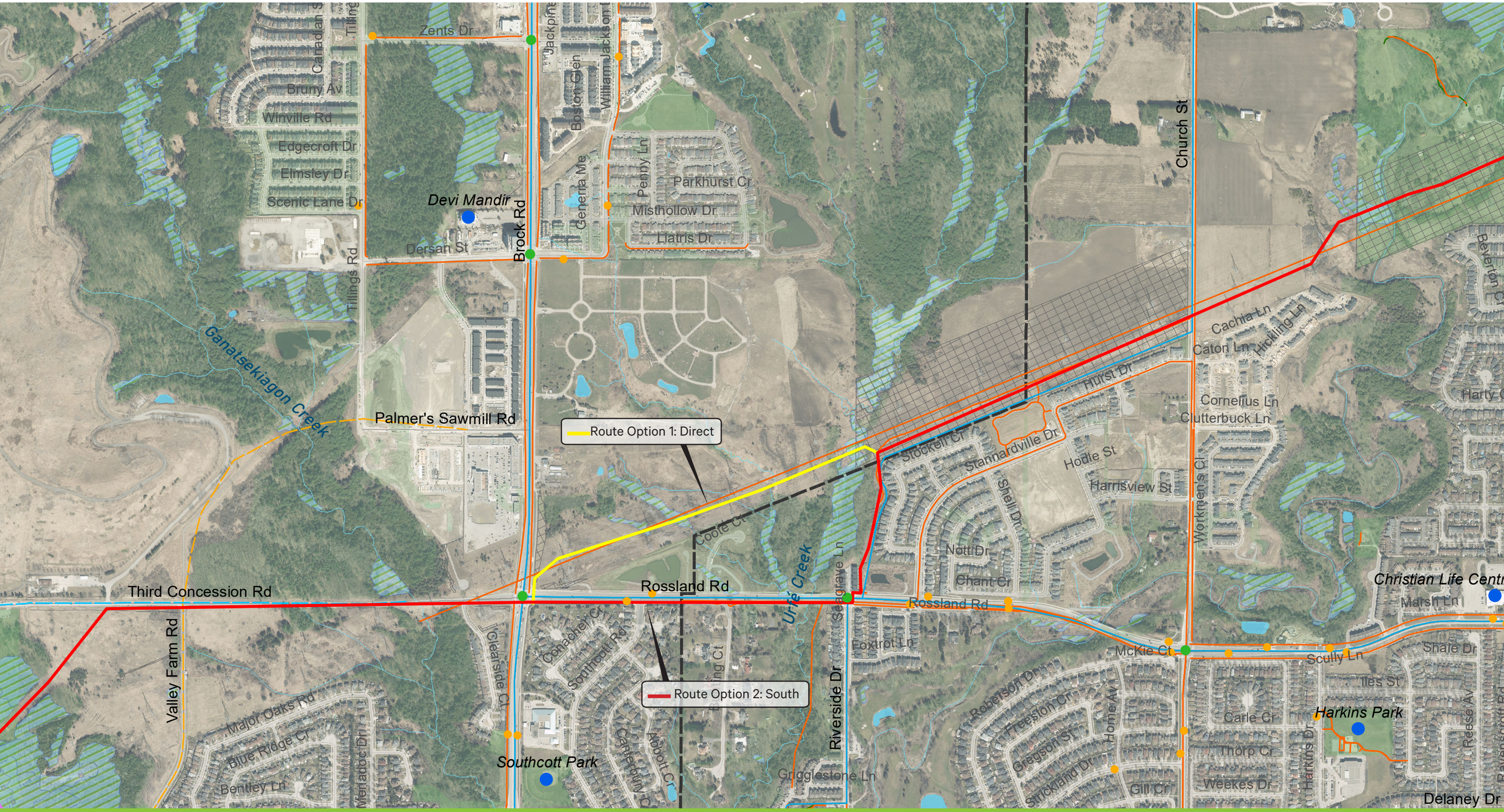
Area 2: Whites Road Crossing



Area 3: Cherrywood Transformer Station

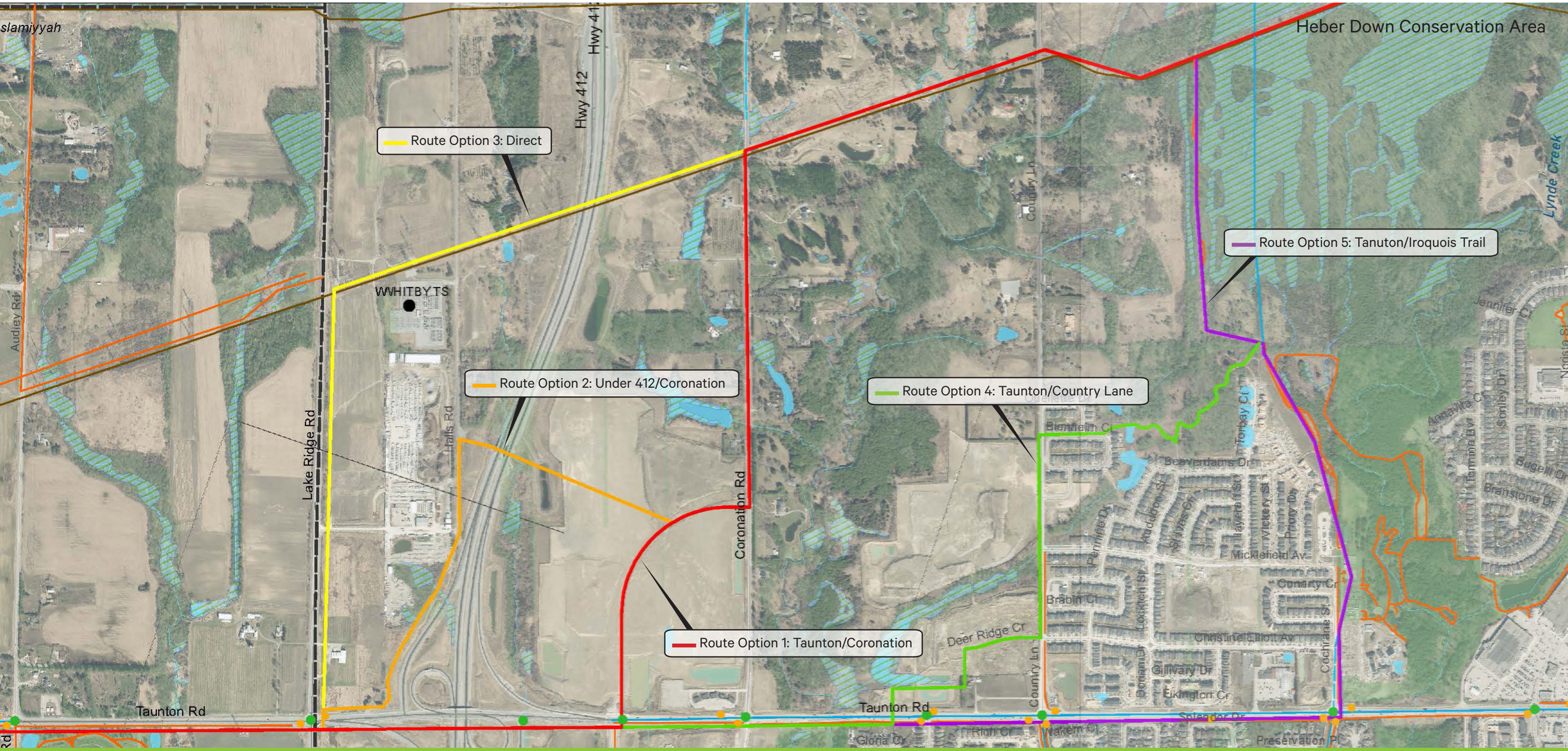


Area 4: East of Brock Road

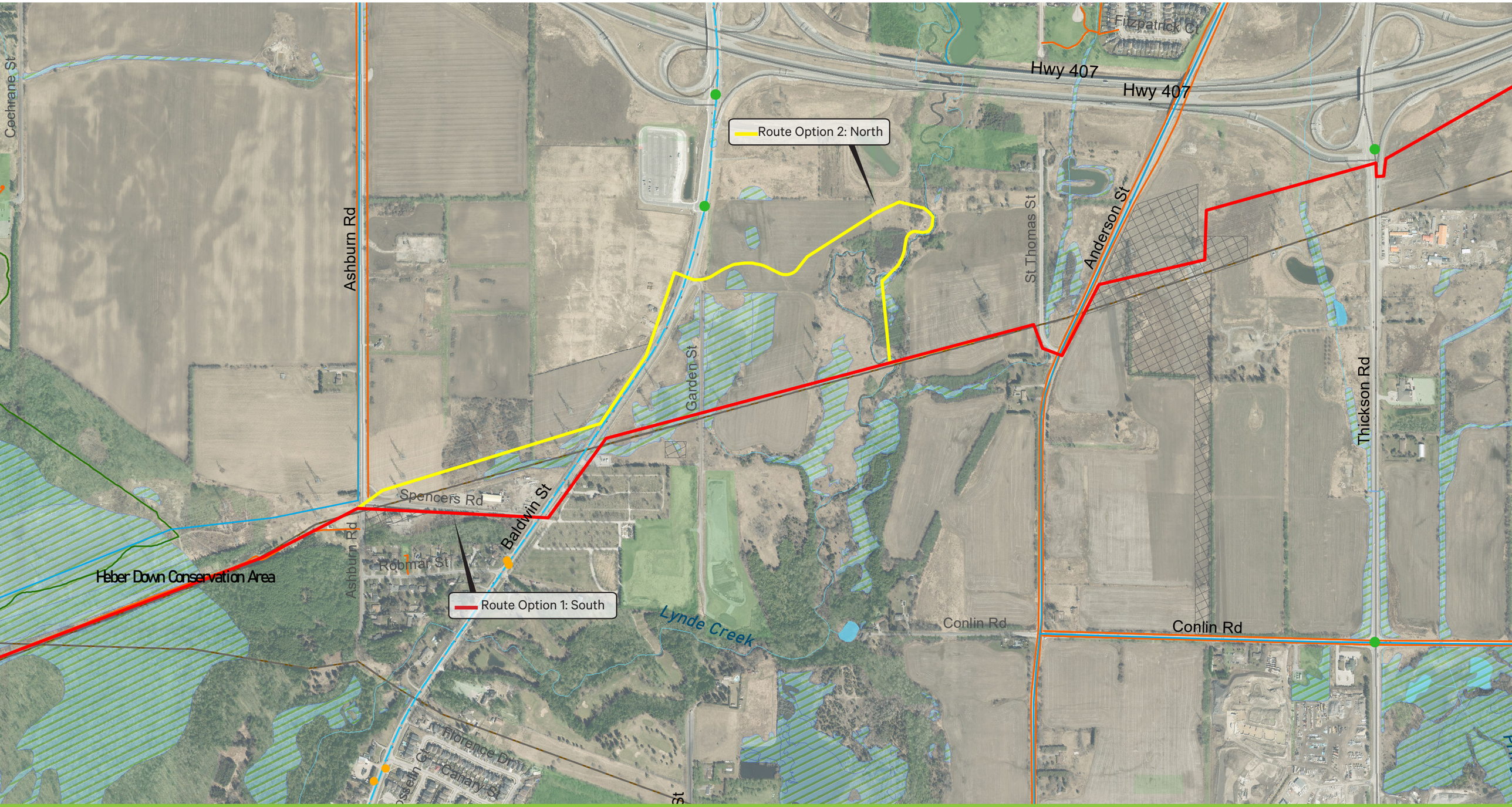


Area 5: Highway 412 Crossing

Audley Road to Heber Down Conservation Area



Area 6: Ashburn Road to Lynde Creek



Durham Meadoway

Evaluation of Route Options

Route options are evaluated to confirm the preferred alignment for the Durham Meadoway Multi-Use Path and linear park. There are several areas where the alignment of the Durham Meadoway can be easily accommodated within the Gatineau Hydro Corridor or publicly owned lands such as road rights-of-way. For these segments, the need to review and evaluate alternatives is not required at this stage of the project. However, in certain areas alternative route options were explored because of potential challenges or perceived barriers, such as road and highway crossings, or the presence of public utilities/facilities such as the Cherrywood Transformer Station. For these areas, an objective-based evaluation methodology is required to identify a preferred alignment.

Stakeholders, the public and the project team have identified several evaluation criteria that can assist in planning and designing the Durham Meadoway Multi-Use Path and greenway. The identified route evaluation criteria have been further refined and are used to assess the relative merits of alternative and/or a combination of route options.

The evaluation criteria that are used at this high-level visioning stage have been selected because there is information available upon which to guide an assessment of route options. For example, there is mapping of unassessed wetlands, which can help to guide route selection and multi-use pathway alignment from the perspective of avoiding sensitive habitat and the ability to enhance and restore wetland features. However, detailed assessment and delineation of wetland features will occur at a later stage of work, which will further define the ultimate route implementation.

Other evaluation criteria will be important at the detailed feasibility and design stage, when there will be more detailed study of existing conditions from a natural heritage, engineering, transportation, design, and cost perspective. These are not included as part of this stage of assessment.

Evaluation Criteria

The evaluation criteria support the Vision and Principles of the Durham Meadoway. Many of the criteria support more than one Principle.

Criteria Group	Evaluation Criteria	Natural Environment	Active Lifestyles	Community	Connectivity and Accessibility	Identity	Implementation
Interact With Nature	1. Minimizes adverse impacts on sensitive natural areas, watercourses and aquatic habitat	✓					
	2. Enables enhancement or restoration of the natural environment	✓					
	3. Utilizes existing trails through sensitive areas to minimize further disturbance	✓					
User Experience	4. Provides a direct and easy to follow route				✓	✓	
	5. Maximizes the length of pathway within the hydro corridor				✓	✓	✓
	6. Minimizes interaction with vehicular traffic		✓		✓		
	7. Capitalizes on unique topography and view opportunities					✓	
	8. Maximizes opportunities for recreation and enjoyment of greenspace, both within and adjacent to the corridor		✓	✓		✓	
	9. Creates opportunities for programming, amenities and gateways		✓	✓	✓	✓	
	10. Maximizes proximity to existing and planned neighbourhoods		✓	✓	✓		
	11. Connects to other existing and planned active transportation facilities				✓		
	12. Accesses transit and existing or planned carpool parking lots				✓		
	13. Improves access to destinations including community uses, parks, Conservation Areas, schools and businesses		✓	✓	✓		
	14. Provides access to existing services such as washrooms and public parking			✓	✓		
Infrastructure Considerations	15. Compatible with planned road and infrastructure projects				✓		✓
	16. Potential for compatibility with HONI technical requirements						✓
	17. Aligns with other existing and planned Regional and area municipal trail networks to maximize resources				✓		✓
	18. Minimizes major infrastructure (e.g. new/retrofit bridges) requirements at watercourse, highway and arterial road crossings	✓					✓

Evaluation Assessment

For each area where two or more route options (also referred to as alignment alternatives) are proposed, relevant evaluation criteria are assessed in a comparative, qualitative fashion:

- How well does the route option support the achievement of the criteria?
- How does one route option compare to another for the criteria?
- How important is the criteria in relation to other criteria for this area?

For each criterion, all segments in each area where there are alignment alternatives are assessed with a simple rating system:

○ Does not meet the criterion

◔ Meets only a small portion of the criterion

◐ Adequately meets the criterion

◕ Substantially meets the criterion

● Excels for the criterion

N/A Criterion not applicable for a particular area

The intent of the evaluation assessment is to provide the basis of a preferred route selection. The preferred route for the Durham Meadoway Multi-Use Path (MUP) and greenway represents the optimal linear location based on what is known today. It also allows for differentiation between a preferred route and potential interim route for a certain area, based on existing or short-term plans for a MUP by the Region or area municipalities.

Route Options

The Durham Meadoway Visioning Study is intended to define a logical route for the MUP and greenway based on known information, that together with a programming and activation strategy, can form the basis of an exciting vision. It is not a traditional Environmental Assessment process with a fulsome mapping and evaluation of multiple options starting from Do Nothing. Route options were identified based on the study team's professional assessment of opportunities and challenges along with input from the area municipalities, conservation authorities and other stakeholders.

Within the Gatineau Hydro Corridor, the route options are conceptual. It is anticipated that a more precise route will be defined in future phases of work based on:

- A grading analysis to ensure the MUP maintains accessibility. Lands within the hydro corridor undulate, and have many watercourse valley features, and the path will need to meander to match grades, minimize cut/fill, and minimize environmental impact.
- A civil and environmental engineering analysis of watercourse crossings, including the best angle of approach, and required engineered structures, to address technical feasibility, environmental considerations and cost.
- Technical guidelines including Hydro One's offset distances from existing and planned hydro towers, maintenance paths, and the need to meander the MUP within the corridor.

This evaluation assesses route options within six areas along the corridor. Five of the six locations are the result of identifying alternative opportunities to address arterial road or highway crossings; the sixth location is to examine the best alternative route around the Cherrywood Transformer Station.

Area 1: Altona Road Crossing

Route Option 1: Direct route – Mid-block crossing of Altona Road in hydro corridor

Route Option 2: Southerly jog – Crosses Altona Road at Sparrow Circle intersection

Both route options are assumed to have a signalized crossing.

Discussion

Option 2 is preferred as it provides a straightforward route that provides an important mid-block crossing of Altona Road that will benefit users of the Durham Meadoway as well as the adjacent residential area to the east, including connecting to the existing bus stop.

Option 1 is a more direct route, but the crossing location is less desirable from a traffic operations perspective and is not preferred. With the presence of the creek on the west side of Altona Road, users should not be tempted to "short cut" Option 2 to cross Altona Road on the hydro corridor. Option 2 will provide a means to cross Altona Road for the Durham Meadoway, with a short section of the MUP along the Altona Road right-of-way (on the east side), which is planned and should be able to be accommodated in advance of Altona Road reconstruction planned in the next 10 years or so, until you get back to hydro corridor.

Additional townhouses on the north side of Sparrow Circle (1939 Altona Road) on lands used by an existing tree nursery business are also proposed though submitted development applications. A road widening block for the MUP along Altona Road is being dedicated through the proposed development.

Area 1: Altona Road Crossing			
	Evaluation Criteria	**Route Option 1: Direct**	**Route Option 2: Southerly jog**
Interact with Nature	1. Minimizes adverse impacts on sensitive natural areas, watercourses and aquatic habitat	◐	◐
	2. Enables enhancement or restoration of the natural environment	◕	◕
	3. Utilizes existing trails through sensitive areas to avoid further disturbance	○	○
User Experience	4. Provides a direct and easy to follow route	●	◕
	5. Maximizes the length of pathway within the hydro corridor	●	◕
	6. Minimizes interaction with vehicular traffic	◐	◐
	7. Capitalizes on unique topography and view opportunities	N/A	N/A
	8. Maximizes opportunities for recreation and enjoyment of greenspace, both within and adjacent to the corridor	◕	◕
	9. Creates opportunities for programming, amenities and gateways	◕	◕
	10. Maximizes proximity to existing and planned neighbourhoods	◕	●
	11. Connects to other existing and planned active transportation facilities	●	●
	12. Accesses transit and existing or planned carpool parking lots	◕	●
	13. Improves access to destinations including community uses, parks, Conservation Areas, schools and businesses	◐	◐
	14. Provides access to existing services such as washrooms and parking	N/A	N/A
Infrastructure Considerations	15. Compatible with planned road and infrastructure projects	◐	◐
	16. Potential for compatibility with HONI technical requirements	◕	●
	17. Aligns with other existing and planned Regional and area municipal trail networks to maximize resources	◕	● Larger benefit to Altona Road MUP
	18. Minimizes major infrastructure (e.g. new/retrofit bridges) requirements at watercourse, highway and arterial road crossings	◐	◐

Area 2: Whites Road Crossing

Route Option 1: Direct route – Mid-block crossing of Whites Road in hydro corridor

Route Option 2: Southerly jog – Crosses Whites Road at Amaretto Drive intersection

Route Option 3: Northerly detour – Crosses Whites Road at Sunbird Trail/Craighurst Court intersection

Route Option 4: Underpass – Grade separated crossing under Whites Road in hydro corridor

Route Option 5: Northerly Experience – Connects to an unused existing trail section and crosses Whites Road at Sunbird Trail/Craighurst Court

All at-grade crossings are assumed to be signalized.

Discussion

The underpass in Route Option 4 is preferred because it the most desirable from a user perspective: it creates a clear, direct route under an increasingly busy road. Good design can ensure it is visible, safe, well-lit and functions as a memorable placemaking feature of the Durham Meadoway. However, this option requires further technical study as it is not part of the Whites Road widening scope of work and will be expensive. While an underpass option is identified through this study, a pedestrian bridge/overpass could be considered, but may be not be as compatible with Hydro One technical requirements in terms of distance from the overhead wires.

Of the three routes that are outside the hydro corridor, Route Option 5 is superior because it eliminates the potential for users to cross Whites Road mid-block at the hydro corridor. It is recommended as an interim option until a grade separation (tunnel) at Whites Road can be constructed under Option 5. Although a slightly longer route than the other options, it is easy to follow and would connect to an existing but underutilized TRCA trail behind Sunbird Trail. A signal is to be installed at Sunbird Trail/Craighurst Court when Whites Road is widened to 6/7 lanes in the next 10 years or so, which could be introduced as an interim signal in advance of the road widening to serve the existing subdivisions and the trail crossing.

Route Option 3 also aligns with a planned signalized location at Sunbird Trail/Craighurst Court but there is a high risk that people will not use it and cross unsafely mid-block at the hydro corridor. Like Route Option 5, this option involves going through a forested area east of Whites Road to get to/from the hydro corridor. However, the overall route alignment would seem to give the user out-of-the-way travel using the west side of Whites Road (where a MUP is planned) to go north and then head back south again east of Whites Road, for example. For these reasons, this alignment is not preferred.

Route Option 2, crossing Whites Road at Amaretto Drive, is also not preferred. It would also require mitigative measures to avoid users crossing within the hydro corridor lands outside of a signal location. Route Option 2 would also have to ensure that the maintenance entrance for Hydro One located along the south side of the hydro corridor is avoided as part of the trail alignment. Feedback from Works Department staff also indicated that a signal location at Amaretto Drive (as an intersection or midblock pedestrian signal) was not well spaced from nearby Whites Road/Finch Avenue intersection to the south and unnecessary to support the subdivision. Further, Option 3 requires a short, unplanned section of trail through existing woodland to make the Durham Meadoway seem continuous (as opposed to an out-and-back connection, which would be less desirable).

Route Option 1 was considered for the short term and if a tunnel under Whites Road is not implemented when or after Whites Road is widened to six lanes. However, with input from Works Department staff, it will not be possible to have a signal at this location long-term due to the volume and speed of traffic along Whites Road, and the inability to provide a traffic signal at this location when a signal is planned at Sunbird Trail/Craighurst Court only 250-270 m to the north with the widening. Option 1 would require an interim Midblock Pedestrian Signal (MPS) and accessible crossing treatment until Whites Road is widened, introducing undesirable throwaway costs.

Area 2: Whites Road Crossing						
	Evaluation Criteria	**Route Option 1: Direct**	**Route Option 2: Southerly jog**	**Route Option 3: Northerly detour**	**Route Option 4: Underpass**	**Route Option 5: Northerly Experience**
Interact with Nature	1. Minimizes adverse impacts on sensitive natural areas, watercourses and aquatic habitat	Potential wetland areas in hydro corridor	MUP through smalestl treed area	MUP through longest treed area	Excavation, grading and access	MUP through treed area; part exists
	2. Enables enhancement or restoration of the natural environment	Entirely in hydro corridor			Entirely in hydro corridor; some disturbance	Shortest length in hydro corridor to restore
	3. Utilizes existing trails through sensitive areas to avoid further disturbance					Short section north of Sunbird Trail
User Experience	4. Provides a direct and easy to follow route	Direct but does involve crossing		Hardest to follow route		
	5. Maximizes the length of pathway within the hydro corridor					Smallest portion within hydro corridor
	6. Minimizes interaction with vehicular traffic	Busy mid-block crossing			No interaction	May require two legs of intersection to cross
	7. Capitalizes on unique topography and view opportunities	N/A	N/A	N/A	N/A	N/A
	8. Maximizes opportunities for recreation and enjoyment of greenspace, both within and adjacent to the corridor			Longest length along Whites Road		
	9. Creates opportunities for programming, amenities and gateways		Short segment not in corridor	Short segment not in corridor		Short segment not in corridor
	10. Maximizes proximity to existing and planned neighbourhoods			Closer to planned area (Cherrywood)		Closer to planned area (Cherrywood)

Area 2: Whites Road Crossing						
	Evaluation Criteria	**Route Option 1: Direct**	**Route Option 2: Southerly jog**	**Route Option 3: Northerly detour**	**Route Option 4: Underpass**	**Route Option 5: Northerly Experience**
	11. Connects to other existing and planned active transportation facilities					
	12. Accesses transit and existing or planned carpool parking lots					
	13. Improves access to destinations including community uses, parks, Conservation Areas, schools and businesses		 Closest to existing community			
	14. Provides access to existing services such as washrooms and parking	N/A	N/A	N/A	N/A	N/A
Infrastructure Considerations	15. Compatible with planned road and infrastructure projects	 Signal location not feasible	 Signal location not feasible	 Optimal signal location	 Potential to tie-in to future widening (pending funding)	 Optimal signal location
	16. Potential for compatibility with HONI technical requirements	 Crossing and maintenance driveways to co-exist			 Crossing and maintenance driveways to co-exist	
	17. Aligns with other existing and planned Regional and area municipal trail networks to maximize resources		 Advances segment of Whites Road MUP	 Advances segment of Whites Road MUP		 Uses existing TRCA trail for part of alignment
	18. Minimizes major infrastructure (e.g. new/retrofit bridges) requirements at watercourse, highway and arterial road crossings	 Signal would be throwaway cost	 Signal not likely warranted at this location		 Underpass major infrastructure requirement	

Area 3: Cherrywood Transformer Station

Route Option 1: Around the south side within another hydro corridor, with a long portion along Dixie Road

Route Option 2: Around the north side, with a long portion on Fairport Road and a short portion along Dixie Road

All at-grade crossings are assumed to be un-signalized pedestrian crossovers but could be upgraded to Midblock Pedestrian Signals (MPSs) if volumes warrant long-term.

Discussion

Route Option 1 is preferred because it best serves the existing neighbourhood and ties into a planned City of Pickering trail along the southern leg of the hydro corridor. The planned trail extension along the southern leg of the hydro corridor in turn serves more of the neighbourhood, and connects to existing trails serving Beverley Morgan Park, the Pine Ridge Secondary School, and the Valley Farm Ravine, among other features.

Route Option 2 is not preferred as it is much longer and has constraints at the north end between the CP Rail line and the Cherrywood Transformer Station. It is recommended to be considered as part of the potential recreational loop that is tied to the Durham Meadoway in the long term. It can be an alternative choice for users, one that provides a more naturalized experience and a different pathway character.

Area 3: Cherrywood Transformer Station			
	Evaluation Criteria	**Route Option 1: South**	**Route Option 2: North**
Interact with Nature	1. Minimizes adverse impacts on sensitive natural areas, watercourses and aquatic habitat	◐ Minor watercourse crossings	◐ Possible wetland
	2. Enables enhancement or restoration of the natural environment	◕	◕
	3. Utilizes existing trails through sensitive areas to avoid further disturbance	○	○
User Experience	4. Provides a direct and easy to follow route	◐	◔
	5. Maximizes the length of pathway within the hydro corridor	◐ Long portion along Dixie Road	● Hugs transformer station
	6. Minimizes interaction with vehicular traffic	◔ More side streets	◐
	7. Capitalizes on unique topography and view opportunities	◕	● More naturalized experience
	8. Maximizes opportunities for recreation and enjoyment of greenspace, both within and adjacent to the corridor	◕	● Potentially longer green experience
	9. Creates opportunities for programming, amenities and gateways	◕	◐
	10. Maximizes proximity to existing and planned neighbourhoods	● Serves existing neighbourhood	◐ Primarily a green experience
	11. Connects to other existing and planned active transportation facilities	● Links to City of Pickering planned trail	◐
	12. Accesses transit and existing or planned carpool parking lots	◐ Closer to existing transit	◔
	13. Improves access to destinations including community uses, parks, Conservation Areas, schools and businesses	● Serves existing neighbourhood	◐
	14. Provides access to existing services such as washrooms and parking	○	○
Infrastructure Considerations	15. Compatible with planned road and infrastructure projects	○	○
	16. Potential for compatibility with HONI technical requirements	● Requires further study	◐ Requires further study; rail spur crossings
	17. Aligns with other existing and planned Regional and area municipal trail networks to maximize resources	◕	○
	18. Minimizes major infrastructure (e.g. new/retrofit bridges) requirements at watercourse, highway and arterial road crossings	N/A	N/A

Area 4: East of Brock Road

Route Option 1: Direct within the hydro corridor

Route Option 2: South of the hydro corridor lands along the existing in-boulevard MUP on Rossland Road to the Trans-Canada Trail at Riverside Drive

Discussion

Route Option 1 is preferred because it provides the most direct, easy to follow route that is intuitive for users. This segment has undulating topography, providing scenic views to the west. However, the topography also poses challenges for grading and watercourse crossings.

Route Option 2 can be implemented as an interim route, since the MUP along Rossland Road and the Trans Canada Trail north of Rossland Road at Riverside Drive both exist. These facilities would provide a decent user experience in proximity to the hydro corridor, and are still fairly direct and easy to navigate from a user perspective.

Area 4: East of Brock Road			
	Evaluation Criteria	**Route Option 1: Direct**	**Route Option 2: South**
Interact with Nature	1. Minimizes adverse impacts on sensitive natural areas, watercourses and aquatic habitat	Multiple watercourse crossings	
	2. Enables enhancement or restoration of the natural environment		
	3. Utilizes existing trails through sensitive areas to avoid further disturbance		Uses north-south leg of Trans-Canada Trail
User Experience	4. Provides a direct and easy to follow route	Stays in hydro corridor	
	5. Maximizes the length of pathway within the hydro corridor	Stays in hydro corridor	Out of hydro corridor
	6. Minimizes interaction with vehicular traffic		3 road crossings
	7. Capitalizes on unique topography and view opportunities	Views and unique topographic experience	View only
	8. Maximizes opportunities for recreation and enjoyment of greenspace, both within and adjacent to the corridor		
	9. Creates opportunities for programming, amenities and gateways	Potential gateway Brock/Rossland	
	10. Maximizes proximity to existing and planned neighbourhoods		Multiple connections from neighbourhood
	11. Connects to other existing and planned active transportation facilities		
	12. Accesses transit and existing or planned carpool parking lots	Closer to existing transit	
	13. Improves access to destinations including community uses, parks, Conservation Areas, schools and businesses		Serves existing neighbourhood
	14. Provides access to existing services such as washrooms and parking		
Infrastructure Considerations	15. Compatible with planned road and infrastructure projects		
	16. Potential for compatibility with HONI technical requirements		
	17. Aligns with other existing and planned Regional and area municipal trail networks to maximize resources		
	18. Minimizes major infrastructure (e.g. new/retrofit bridges) requirements at watercourse, highway and arterial road crossings		No watercourse crossings

Area 5: Highway 412 Approach and Crossing – Audley Road to Heber Down Conservation Area

Route Option 1: Taunton/Coronation – Taunton Road, existing Taunton Road overpass over Highway 412, Des Newman Boulevard, Coronation Road

Route Option 2: Under Highway 412/Coronation – Taunton Road, Halls Road North, existing underpass under Highway 412, Des Newman Boulevard, Coronation Road

Route Option 3: Direct – Taunton Road, Lake Ridge Road, new under/overpass to cross Highway 412

Route Option 4: Country Lane – Taunton Road, existing Taunton Road overpass over Highway 412, Deer Ridge Crescent, Country Lane, existing and planned off-road trails, Iroquois Trail

Route Option 5: Taunton/Iroquois – Taunton Road, existing Taunton Road overpass over Highway 412, Cochrane Street, Cullen Central Park, Iroquois Trail

All at-grade road crossings would use existing signalized intersections or provide pedestrian crossovers for low volume road crossings. Design at highway on and off ramps would need to be determined.

Discussion

Route Option 2 is preferred because it avoids the on and off ramps to Highway 412, creating potential user conflicts with vehicular traffic. It will also be a greener experience because of its location within a valley corridor as it passes under Highway 412. Further study of the existing bridge underpass of Highway 412 is needed to understand the environmental and engineering requirements. Option 2, using the Highway 412 creek crossing and MTO owned lands on both sides of Highway 412, provides a safer and more enjoyable experience for all users compared to the other options, which require crossing Highway 412 across the Taunton Road interchange. It requires a MUP along Coronation Road, north of Des Newman Boulevard, which is planned in the Whitby Active Transportation Plan as a future paved shoulder bike lane only. It does use part of a planned MUP along the Des Newman Boulevard extension and a short section of local street to connect to the MTO owned lands.

Route Option 1 uses the existing Taunton Road overpass of Highway 412 and connects to the hydro corridor via Des Newman Boulevard/Coronation Road, the shortest possible route. This route also helps implement the Province-Wide Cycling Network on Taunton Road and the future Des Newman Boulevard/Coronation Road connection, addressing gaps in cycling infrastructure that currently exist. This route is not preferred, however, as the timing for the provision of cycling facilities across the Highway 412 interchange is unknown, compared to the use of the existing bridge structure under Highway 412 for Option 2. Also, like Option 2, it requires a MUP along Coronation Road and the planned MUP along the Des Newman Boulevard extension.

Route Option 3, while it maximizes the length of the MUP within the hydro corridor, will have to create new infrastructure (bridge or tunnel) to cross Highway 412. This is not financially feasible and, as such, is not preferred. It also would require a MUP along a lengthy section of Lake Ridge Road, which is not planned as a cycling facility and would not be the best user experience next to high-speed traffic. Overall, Route Option 3 is the least preferred for this section.

Route Options 4 and 5 are not preferred either because of their extended routing along Taunton Road. Route Option 5 is simple to follow and connects directly with Cullen Central Park/Heber Down

Conservation Area where it can leverage existing parking and facilities. Route Option 4 is more direct than Option 5 but may be difficult to navigate. It has several decision points as it follows existing and planned roads and trails through the existing and planned subdivisions. Both of these options require a cycling facility through the Highway 412/Taunton Road interchange, and the timing of completing this gap in connectivity is unknown.

Area 5: Highway 412 Approach and Crossing						
	Evaluation Criteria	**Route Option 1: Taunton/ Coronation**	**Route Option 2: Under Highway 412/ Coronation**	**Route Option 3: Direct**	**Route Option 4: Country Lane**	**Route Option 5 : Taunton/ Iroquois Trail**
Interact with Nature	1. Minimizes adverse impacts on sensitive natural areas, watercourses and aquatic habitat	New watercourse crossing	New MUP along watercourse, crossing, and through NHS area	New watercourse crossings	No new watercourse crossings; follows planned off-road trail	No new watercrouse crossings; follows existing off-road trails
	2. Enables enhancement or restoration of the natural environment	Some within hydro corridor	Along watercourse and some within hydro corridor	Some within hydro corridor	Some along off-road trail and conservation area	Less opportunity
	3. Utilizes existing trails through sensitive areas to avoid further disturbance				Uses Iroquois Trail	Uses Iroquois & Cullen Park Trails

Area 5: Highway 412 Approach and Crossing						
	Evaluation Criteria	**Route Option 1: Taunton/ Coronation**	**Route Option 2: Under Highway 412/ Coronation**	**Route Option 3: Direct**	**Route Option 4: Country Lane**	**Route Option 5: Taunton/ Iroquois Trail**
User Experience	4. Provides a direct and easy to follow route	Some decision points	Through subdivision	Some decision points	Through subdivision, many decision points	Some decision points, least direct
	5. Maximizes the length of pathway within the hydro corridor				Out of hydro corridor	Out of hydro corridor
	6. Minimizes interaction with vehicular traffic	Crosses highway ramps			Crosses highway ramps and other streets	Crosses highway ramps and other streets
	7. Capitalizes on unique topography and view opportunities	Unique topographic experience in hydro corridor	Unique topographic experience in hydro corridor and under 412	Unique topographic experience in hydro corridor		
	8. Maximizes opportunities for recreation and enjoyment of greenspace, both within and adjacent to the corridor			Within hydro corridor	Within Heber Down and other green spaces	Within Cullen Central Park and Heber Down
	9. Creates opportunities for programming, amenities and gateways					
	10. Maximizes proximity to existing and planned neighbourhoods					
	11. Connects to other existing and planned active transportation facilities				Links to south	Links to south
	12. Accesses transit and existing or planned carpool parking lots		Potential future transitway parking connection		Transit stops along Taunton	Most transit stops along Taunton
	13. Improves access to destinations including community uses, parks, Conservation Areas, schools and businesses	Links new high school & district park	New link across 412; links planned high school & district park	New link across 412	Links Heber Down	Links Heber Down and Cullen Central Park
	14. Provides access to existing services such as washrooms and public parking				Close to Cullen Central Park parking	Links to Cullen Central Park Parking

Area 5: Highway 412 Approach and Crossing						
	Evaluation Criteria	**Route Option 1: Taunton/ Coronation**	**Route Option 2: Under Highway 412/ Coronation**	**Route Option 3: Direct**	**Route Option 4: Country Lane**	**Route Option 5: Taunton/ Iroquois Trail**
Infrastructure Considerations	15. Compatible with planned road and infrastructure projects	Requires upgrades to Coronation Rd	Requires upgrades to Coronation Rd	Requires 412 crossing and Lake Ridge MUP		
	16. Potential for compatibility with HONI technical requirements					
	17. Aligns with other existing and planned Regional and area municipal trail networks to maximize resources	Des Newman (more)	Des Newman (less)		Uses existing and planned trails and streets	Uses mostly existing trails
	18. Minimizes major infrastructure (e.g. new/retrofit bridges) requirements at watercourse, highway and arterial road crossings	412 overpass modifications	Uses existing 412 underpass, requires watercourse crossing	Requires new 412 crossing	412 overpass modifications	412 overpass modifications

Area 6: Ashburn Road to Lynde Creek

Route Option 1: South along Spencers Road and hydro corridor

Route Option 2: North along the hydro corridor, Baldwin Street, the Town of Whitby's planned mid-block arterial and Lynde Creek

At-grade crossing at Baldwin Street/Spencers Road is assumed to be signalized and at-grade crossing at Baldwin Street/Mid-Block Arterial is assumed to be at planned roundabout.

Discussion

Route Option 1 is preferred because it provides a more direct, easy to follow route. Baldwin Street is a busy road and an at-grade signalized crossing at Spencers Road is required. Based on preliminary input from the Works Department, this crossing location should be feasible due to suitable signal spacing from the planned signal to the south at Canary Street and from the planned roundabout at the Mid-Block Arterial. Further study of a crossing at Spencers Road is required.

Route Option 2 has certain advantages, including following Lynde Creek to provide a green experience, and is slightly closer to the future Whitby Sports Complex and the GO commuter parking lot, but is not preferred. The crossing of Baldwin Street would occur via the roundabout at the mid-block arterial. The mid-block arterial would have to be crossed at the roundabout also, which could be done in a safe manner as part of the roundabout design but increases user interaction with traffic. This is because the multi-use path planned for the mid-block arterial (already in detailed design) is to be located on the north side. Also, if the Lynde Creek trail is not advanced over the next several years, a connection under the creek to connect the MUP along the Mid-Block Arterial to the hydro corridor would be required.

Area 6: Ashburn Road to Lynde Creek			
	Evaluation Criteria	**Route Option 1: South**	**Route Option 2: North**
Interact with Nature	1. Minimizes adverse impacts on sensitive natural areas, watercourses and aquatic habitat	Watercourse crossing and possible wetland	Possible wetland and treed area
	2. Enables enhancement or restoration of the natural environment		
	3. Utilizes existing trails through sensitive areas to avoid further disturbance		
User Experience	4. Provides a direct and easy to follow route	Within or near hydro corridor	Detour
	5. Maximizes the length of pathway within the hydro corridor	Within or near hydro corridor	Only a small portion within hydro corridor
	6. Minimizes interaction with vehicular traffic		
	7. Capitalizes on unique topography and view opportunities	N/A	N/A
	8. Maximizes opportunities for recreation and enjoyment of greenspace, both within and adjacent to the corridor		
	9. Creates opportunities for programming, amenities and gateways		
	10. Maximizes proximity to existing and planned neighbourhoods		Serves future commercial area
	11. Connects to other existing and planned active transportation facilities		
	12. Accesses transit and existing or planned carpool parking lots		Route closer to GO parking lot
	13. Improves access to destinations including community uses, parks, Conservation Areas, schools and businesses		Route closer to planned Whitby Sports Complex
	14. Provides access to existing services such as washrooms and parking		
Infrastructure Considerations	15. Compatibility with planned road and infrastructure projects	Uses planned Baldwin MUP	Uses mid-block arterial
	16. Potential for compatibility with HONI technical requirements		
	17. Aligns with other existing and planned Regional and area municipal trail networks to maximize resources		
	18. Minimizes major infrastructure (e.g. new/retrofit bridges) requirements at watercourse, highway and arterial road crossings		Lynde Creek crossing via mid-block arterial



8.4 Route Spreadsheets



Segment Number	1	2	3	4
West Boundary	City of Toronto	Rosebank Road	Dixie Road	Valley Farm Road
East Boundary	Rosebank Road	Dixie Road	Valley Farm Road	Church Street
Segment Length (km) - as the crow flies	2.34	2.72	2.48	2.67
Municipality	City of Pickering	City of Pickering	City of Pickering	City of Pickering, Town of Ajax
Length of Preferred Route (metres)	2,542	3,158	2,900	2,859
Length of Preferred Route in Pickering (metres)	2,542	3,158	2,900	2,406
Length of Preferred Route in Ajax (metres)				453
Length of Preferred Route in Whitby (metres)				
Length of Preferred Route in Oshawa (metres)				
Length of Preferred Route in Transmission Corridor (m) - Existing MUP	0	0	0	834
Length of Preferred Route in Transmission Corridor (m) - Future MUP	2,401	3,158	471	1,147
Length of Preferred Route Outside of Transmission Corridor (m)	141	0	2,429	878
Length of Preferred Route along a road ROW (m) - Existing or Under Construction MUP	0	0	191	878
Length of Preferred Route Along a Regional Road ROW (m) - Future MUP	141	0	0	0
Length of Preferred Route along a Local road ROW (m) - Future MUP	0	0	622	0
Length of Preferred Route Outside of both Transmission Corridor and Road ROW (m) - Existing MUP	0	0	0	0
Length of Preferred Route outside of both Transmission Corridor and Road ROW (m) - Future MUP	0	0	1,616	0
Interim Route	No	Whites Road crossing at Sunbird Trail/Craighurst Court	No	Rossland Road (Brock Road to Hydro Corridor)
Length of Interim Route (metres) = Interim Route where it exists + Preferred Route for balance of segment	2,542	3,520	2,900	2,937
Length of Interim Route in hydro corridor (metres)	2,401	2,708	471	879
Length of Interim Route outside of hydro corridor (metres)	141	813	2,429	2,058
Existing Facilities		TRCA Trail behind Sunbird Trail (grading and some gravel)	Peter Matthews Drive extension/Third Concession Road MUP under construction	Trans Canada Trail within hydro corridor
Length of Existing Facilities with Preferred Route (metres)	0	0	191	1,712
Length of Existing Facilities with Interim + Preferred Route (metres)	0	0	191	2,937
Mid-block road crossings	1	2	1	0
Mid-block road crossings (ID)	Woodview Avenue	Whites Road (grade separation or signal) Fairport Road	Dixie Road	
Intersection road crossings	1	1	3	3
Intersection road crossings (ID) Blue denotes private roads or driveways	Sparrow Court/Altona Road	Finch Avenue/Rosebank Road	Maple Gate Road Pine Glen Drive Gossamer Drive	Valley Farm Road Clearside Court Brock Road/Rossland Road
Watercourse crossings - Major	1	2	2	3
Watercourse crossings - Minor	1	2	0	1
Watercourse crossings (ID)	Petticoat Creek & tributaries	Pine Creek & tributaries	Pine Creek tributary West Duffins Creek	Urfe Creek & tributaries
Gateways and Nodes	West Gateway at Beare Hill Park Garden and Community Node (Altona Road)	Neighbourhood Park Gateway (Amaretto Park) MUP Gateway (Fairport Road/Cherrywood)	Nature Space Node (West Duffins Creek) Active Play Node (Pickering Dog Park)	Neighbourhood Park Gateway (Duffins Village Central Park) Garden and Community Node (Duffins Village Central Park) MUP Gateway (Church Street/Trans Canada Trail)
Environmental Features	Woodland Areas (small areas)	Unevaluated wetlands Woodland Areas (small areas)	Unevaluated wetlands Woodland Areas (small areas)	Unevaluated wetlands Woodland Areas (small areas)
Special Conditions	MUP connects to trails in City of Toronto's Beare Hill Park	Interim route is outside of hydro corridor, follows TRCA trail north of Sunbird Trail. Preferred route utilizes an existing hydro corridor to the south of Cherrywood Transformer Station with planned City of Pickering trail.		City of Pickering/Town of Ajax boundary straddles hydro corridor West limit to north-south Pickering/Ajax boundary; portion of Interim route in Ajax but existing in-boulevard MUP and Trans Canada Trail MUP Preferred and interim route utilize an existing segment of Trans Canada Trail

Note: Segment limits include intersections or road crossings at west end, but do not include intersections or road crossings at east end.

Segment Number	5	6	7	8
West Boundary	Church Street	Harwood Avenue	Audley Road	Coronation Road
East Boundary	Harwood Avenue	Audley Road	Coronation Road	Cochrane Street
Segment Length (km) - as the crow flies	2.59	2.63	2.61	2.5
Municipality	Town of Ajax	Town of Ajax	Town of Ajax, Town of Whitby	Town of Whitby
Length of Preferred Route (metres)	3,215	2,632	2,768	2,833
Length of Preferred Route in Pickering (metres)				
Length of Preferred Route in Ajax (metres)	3,215	2,632	846	
Length of Preferred Route in Whitby (metres)			1,922	2,833
Length of Preferred Route in Oshawa (metres)				
Length of Preferred Route in Transmission Corridor (m) - Existing MUP	0		0	0
Length of Preferred Route in Transmission Corridor (m) - Future MUP	1,847	0	0	991
Length of Preferred Route Outside of Transmission Corridor (m)	1,368	2,632	2,768	1,841
Length of Preferred Route along a road ROW (m) - Existing or Under Construction MUP	696	2,632	0	0
Length of Preferred Route Along a Regional Road ROW (m) - Future MUP	107	0	846	0
Length of Preferred Route along a Local road ROW (m) - Future MUP	0		0	1,006
Length of Preferred Route Outside of both Transmission Corridor and Road ROW (m) - Existing MUP	0	0	0	442
Length of Preferred Route outside of both Transmission Corridor and Road ROW (m) - Future MUP	565	0	1,922	393
Interim Route	No	No	No	No
Length of Interim Route (metres) = Interim Route where it exists + Preferred Route for balance of segment	3,215	2,632	2,768	2,833
Length of Interim Route in hydro corridor (metres)	1,847	0	0	991
Length of Interim Route outside of hydro corridor (metres)	1,368	2,632	2,768	1,841
Existing Facilities	Paulynn Park facilities including bridge over East Duffins Creek Taunton Road MUP	Taunton Road MUP CP Rail bridge at Taunton Road	Highway 412 bridge over Lynde Creek tributary	
Length of Existing Facilities with Preferred Route (metres)	696	2,632	0	442
Length of Existing Facilities with Interim + Preferred Route (metres)	696	2,632	0	442
Mid-block road crossings	2	0	1	0
Mid-block road crossings (ID)	Church Street Ravenscroft Road		Highway 412 bridge over Lynde Creek tributary	
Intersection road crossings	1	5	2	1
Intersection road crossings (ID) Blue denotes private roads or driveways	Commercial driveway at 1937 Westney Road Westney Road/Taunton Road Keenlyside Lane at Taunton Road	Harwood Avenue at Taunton Road Commercial driveway at 55 Taunton Road East Middlecote Drive Commercial driveways at 1995 Salem Road Salem Road Gillett Drive Warner Drive	Audley Road Lake Range Road	Coronation Road at/near Des Newman Boulevard or at Hydro Corridor - depends on which side MUP is constructed along Coronation Road
Watercourse crossings - Major	1	0	1	2
Watercourse crossings - Minor	0	0	0	0
Watercourse crossings (ID)	East Duffins Creek	No new crossings	Lynde Creek Tributary under Highway 412	Lynde Creek tributaries
Gateways and Nodes	Active Play Node (Paulynn Park) Neighbourhood Park Gateway (Purdue Parkette) MUP Gateway (Westney Road/Taunton Road)	MUP Gateway (Audley Road/Taunton Road)		MUP Gateway (Coronation Road at hydro corridor) MUP Gateway (Iroquois Trail) Nature Space Node (Heber Down Conservation Area) MUP Gateway (Ashburn Road)
Environmental Features	Woodland Areas (small areas)		Woodland Areas (small areas)	Unevaluated wetlands Woodland Areas (Heber Down Conservation Area)
Special Conditions	MUP shares Paulynn Park bridge, outside of hydro corridor MUP utilizes existing Taunton Road MUP, requires upgrades (e.g. crossrides)	MUP utilizes existing Taunton Road MUP, requires upgrades (e.g. crossrides)	MUP will utilize planned Taunton Road MUP from Audley Road to Lake Ridge Road Highway 412 crossing proposed via existing creek bridge, to be confirmed MUP route through subdivision to be confirmed Town of Ajax/Town of Whitby boundary at Lake Ridge Road	MUP condition along Coronation Road to be determined

Note: Segment limits include intersections or road crossings at west end, but do not include intersections or road crossings at east end.

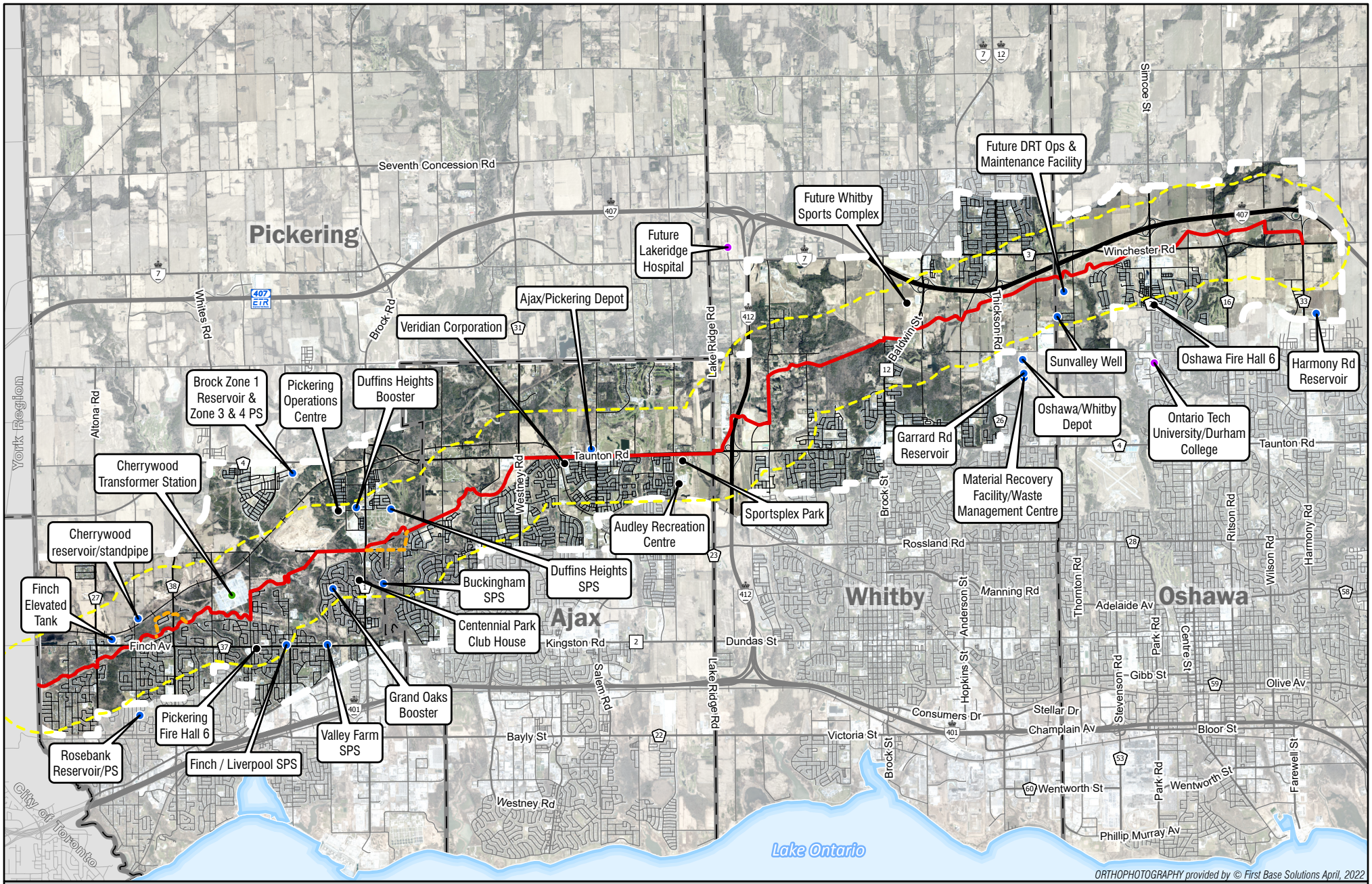
Segment Number	9	10	11	Total
West Boundary	Cochrane Street	Thickson Road	Simcoe Street	
East Boundary	Thickson Road	Simcoe Street	Harmony Road	
Segment Length (km) - as the crow flies	3.47	3.46	3.53	31.00
Municipality	Town of Whitby	Town of Whitby, City of Oshawa	City of Oshawa	
Length of Preferred Route (metres)	3,846	3,791	3,916	34,460
Length of Preferred Route in Pickering (metres)				11,006
Length of Preferred Route in Ajax (metres)				7,146
Length of Preferred Route in Whitby (metres)	3,846	1,335		9,936
Length of Preferred Route in Oshawa (metres)		2,456	3,916	6,372
Length of Preferred Route in Transmission Corridor (m) - Existing MUP	0	0	0	834
Length of Preferred Route in Transmission Corridor (m) - Future MUP	1,447	2,867	2,550	16,879
Length of Preferred Route Outside of Transmission Corridor (m)	2,399	924	1,366	16,746
Length of Preferred Route along a road ROW (m) - Existing or Under Construction MUP	0	0	0	4,397
Length of Preferred Route Along a Regional Road ROW (m) - Future MUP	260	0	245	1,599
Length of Preferred Route along a Local road ROW (m) - Future MUP	785			2,413
Length of Preferred Route Outside of both Transmission Corridor and Road ROW (m) - Existing MUP	887	0	0	1,329
Length of Preferred Route outside of both Transmission Corridor and Road ROW (m) - Future MUP	468	924	0	5,888
Interim Route	No	No	No	
Length of Interim Route (metres) = Interim Route where it exists + Preferred Route for balance of segment	3,846	3,791	3,916	34,900
Length of Interim Route in hydro corridor (metres)	1,447	2,867	2,550	16,161
Length of Interim Route outside of hydro corridor (metres)	2,399	924	1,366	18,739
Existing Facilities				0
Length of Existing Facilities with Preferred Route (metres)	887	0	0	6,560
Length of Existing Facilities with Interim + Preferred Route (metres)	887	0	0	7,785
Mid-block road crossings	1	1	2	11
Mid-block road crossings (ID)	Garden Street	Thornton Road Commercial access at Windfields	Ritson Road Wilson Road	
Intersection road crossings	3	2	2	24
Intersection road crossings (ID) Blue denotes private roads or driveways	Ashburn Road Baldwin Street Anderson Street	Thickson Road/Highway 407 Eastbound off-ramp Windfield Farms Drive	Simcoe Street/Winchester Road Harmony Road/Winchester Road	
Watercourse crossings - Major	2	3	2	19
Watercourse crossings - Minor	0	1	2	7
Watercourse crossings (ID)	Lynde Creek	Pringle Creek	Oshawa Creek tributaries	
Gateways and Nodes	Nature Space Node (Lynde Creek) MUP Gateway (Lynde Creek trail) Active Play Node (connection with potential future District Park)		Eastern Gateway at Harmony/Winchester	
Environmental Features	Unevaluated wetlands Woodland Areas (Heber Down Conservation Area)	Unevaluated wetlands Woodland Areas (small areas)	Unevaluated wetlands Woodland Areas	
Special Conditions	Baldwin Street crossing requires further study MUP can utilize planned Baldwin Street MUP MUP to utilize planned Mid-Block Arterial crossing of Anderson Street	Town of Whitby/City of Oshawa boundary west of Thornton Road	Bridle Road crossing an unopened road allowance; could be extended in future	

Note: Segment limits include intersections or road crossings at west end, but do not include intersections or road crossings at east end.



8.5 Broadband Opportunities





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Durham Meadoway: Points of Interest for Potential Broadband Connections

0 2 4 8

Kilometres

- Regional
- Area Municipal
- Hydro One
- Other
- Greater Study Area
- Meadoway Preferred Route
- Meadoway Interim Route
- Route 1km buffer
- Municipal Boundary
- Railway

NOTE
PS=Pumping Station
SPS=Sanitary Pumping Station

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