APPENDIX A

Engagement Plan and Outcome Summaries

Bartley Smith Greenway Trail Gap Feasibility Study – McNaughton Road to Keele Street

COMMUNICATION & ENGAGEMENT STRATEGY

DRAFT – JULY 2021

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1 STRATEGY OVERVIEW

The City of Vaughan has retained WSP to complete a feasibility study and 30% design to fill critical gaps in the Bartley Smith Greenway (BSG) Trail (the "Project"). The Project is located along a 3 km segment in the Upper West Don River Corridor between McNaughton Avenue and Keele Street. The BSG is part of the 100 km city-wide Vaughan Super Trail, a signature recommendation of the City's 2020 Pedestrian and Cycling Master Plan, recently endorsed by City Council. Filling the gaps to provide a continuous north-south pedestrian and cycling trail will provide recreation and active transportation opportunities for residents as well as other community benefits. It also supports several other strategic plans of the City such as the Official Plan, Green Directions Vaughan, Vaughan Active Together Master Plan, and the TRCA Trail Strategy.

Stakeholder and community engagement is a critical component of this Project and will help mitigate risk and inform the work prepared by the technical team in collaboration with City staff.

1.1 STAKEHOLDER & INDIGENOUS MANAGEMENT PLAN

The Stakeholder Management and Communication Strategy (the "Strategy") has been developed to identify a comprehensive, accessible, creative and meaningful approach to consultation, engagement and communication over the course of the project. Given the complexity of the Project, a coordinated engagement approach, tied to key milestones, is vital to support the various deliverables and ensure a cohesive message to the community and stakeholders. The Strategy is comprised of three main components:

1. **Stakeholder Management Plan** – provides an overview of the key audiences that will be engaged, their communication and engagement preferences, and commitment to the planning process;
2. **Engagement Strategy** – provides an overview of the proposed consultation and engagement techniques and tactics which will be used to gather input over the course of the Project; and,
3. **Communication Plan** – Provides an overview of the internal and external communication protocols that will be used to implement the Stakeholder Management and Communication Strategy.

The Strategy that has been developed for this Project is meant to be a living, flexible document. What is presented / recommended in this Strategy may change depending on how the technical work program progresses, the evolving impacts of COVID-19, as well as other engagement opportunities or challenges that emerge. The contents are not meant to be prescriptive but a point of reference during the Project which will help to shape the outreach, promotion, communication and engagement undertaken with various stakeholder groups and audiences. As this Project evolves, there may be opportunities or requirements to confirm or align elements of this Strategy with other projects to ensure a coordinated approach.

1.2 STAKEHOLDER & INDIGENOUS ENGAGEMENT APPROACH

Our consultation and engagement approach reflects our depth of experience in the field of facilitation and engagement. The program has been uniquely developed and tailored to reflect

the needs of The City of Vaughan, its residents and its key stakeholders. In order to develop consensus and buy-in, our team is outlining an approach that aligns with the international best practices as defined by the International Association of Public Participation (IAP2). The IAP2 process recognizes that engagement should be planned and delivered with the goal of achieving project specific objectives. Engagement should also be tailored to the consultation and communication preferences of those who will be involved in the development of the Project deliverables.

The level of public participation selected is dependent upon the context of the decision and the desired level of involvement of each stakeholder. It is not intended that every level be applied to every project. Not all stakeholders have the same level of involvement, commitment, interest and decision-making ability and thus should be engaged at different points in the process in different ways. The IAP2 process identifies a spectrum of five levels of involvement **(Figure 1)** and encourages decision makers to define the objectives, stakeholders and level of involvement early in the engagement planning process. It is important to note that the level of engagement and involvement is not stagnant. As the Project progresses, the level of involvement will shift based on the audience that is being engaged and the objectives of the engagement milestone. Throughout the Strategy, the IAP2 "level" will be identified for both the audience group as well as the engagement tactics.

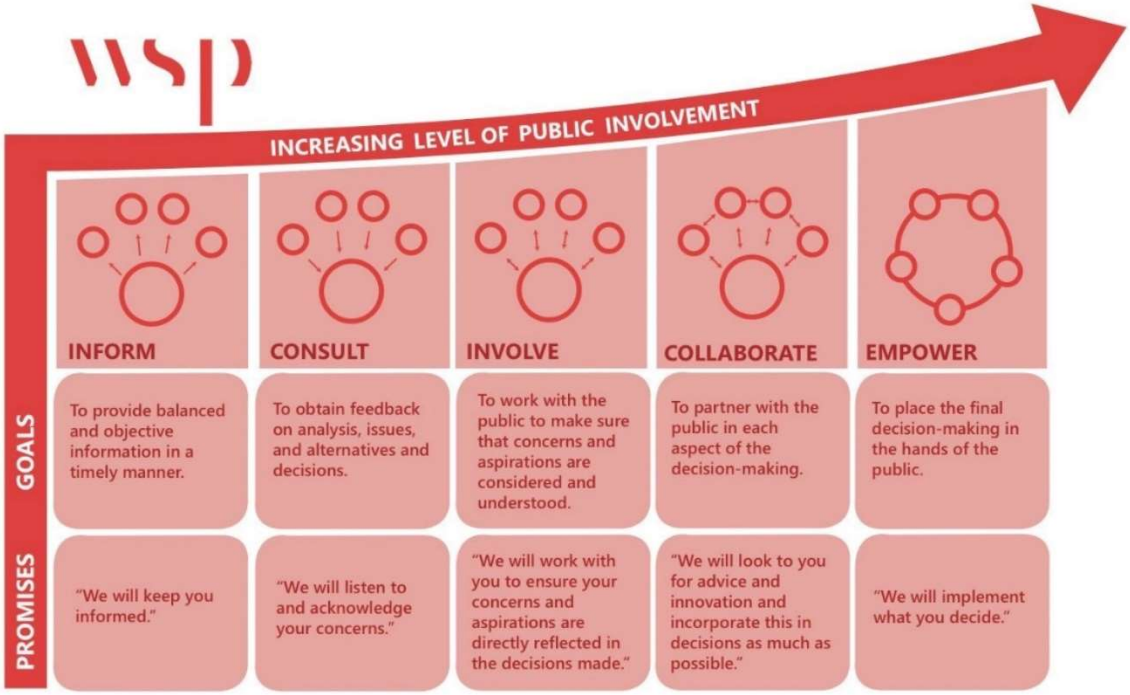

Figure 1 - IAP2 Spectrum of Public Participation

1.3 STAKEHOLDER & INDIGENOUS ENGAGEMENT OBJECTIVES

A meaningful and effective engagement and communication program that aligns with the principles and processes of the IAP2 approach is based on two core elements – the objectives for the engagement milestones and effectively reaching the various audiences. Over the course of the work plan each stage of engagement – as described in Section 3.0, will have its own unique objectives. At a higher level, the overall project and its components will adhere to and aim to achieve the following objectives and monitor and evaluate success to determine their fulfillment.

- **Foster collaboration** among City departments and external agencies;
- **Build trust** between the City, its partners, stakeholders and the public;
- **Gain informed, meaningful input** by providing stakeholders with the information and tools they need;
- **Build awareness** of the need to provide opportunities for active transportation and recreation by filling gaps in the trail;
- Demonstrate that the City is **committed to new approaches & technologies**, while providing a range of engagement options to meet the needs of the community; and,
- Engage in a manner that is **proactive, invested, and true** to the objectives.

This Strategy is meant to be a flexible and adaptable blueprint related to engagement, consultation and communication for City staff, its partners, and the consultant team to reference as we progress through the Project.

2 STAKEHOLDER MANAGEMENT PLAN

Stakeholder management is based on a comprehensive understanding of interested or potentially interested parties. Once that list has been created, it is important establish a plan to appropriately reach and engage each of those groups. A stakeholder management cycle identifies the steps and stages that are used to initiate communication and engagement, track participation and input received and respond to and monitor inquiries and changes. A typical management cycle is made up of four steps.

- **Step 1: Identify Stakeholders |** Identification of the key target audiences that will be informed and provide input over the course of the study.
- **Step 2: Analysis of Stakeholders |** Consider the different stakeholder groups and identify their current level of contribution and their anticipated commitment.
- **Step 3: Plan & Execute Activities |** Identify appropriate consultation and engagement activities for each audience and undertake those activities (documented in Section 3.0).
- **Step 4: Monitor & Document |** Document input received and outcomes of consultation events and follow-up with inquiries, requests or issues as they arise.

For the purposes of an IAP2-driven engagement program, the Stakeholder Management Plan serves as the mechanism by which the IAP2 process is developed and applied. The steps are meant to be completed in sequence; however, depending on issues and opportunities that arise, the project team may select to return to earlier stages in the process.

For example, should an additional stakeholder be identified once the Strategy has been initiated, an additional assessment of potential issues and opportunities, as well as an analysis of their contribution and commitment would be undertaken. The outcomes of steps one through three are completed within this document. The proposed approach for step four will need to be undertaken as the Project progresses based on available information. It is important to note that the information contained within the Stakeholder Management Plan is very subjective in nature and is not meant to be shared beyond the core Project Team. There is a critical assessment of the stakeholder groups, which serves as the foundation for identifying engagement and communication preferences and practices and should not be shared with those groups. These preferences and practices should be confirmed or adapted (as needed) through pre-consultation and engagement over the course of the Project.

The assessment that is undertaken for these stakeholder groups helps to define the level of involvement as per the IAP2 approach which is presented in **Table 1** below. It is also important to note that the level of involvement of each group is not stagnant and will shift depending on the point in the Project and the objectives of engagement.

2.1 STEP 1: IDENTIFYING STAKEHOLDERS

Based on initial discussions with City staff, nine stakeholder groups have been identified. The table below **(Table 1)** provides an overview of each of the groups, a brief description including background / context regarding the group, and an overview of recommended individuals and / or organizations that would be contacted to participate in the project. The information contained within the table is meant to be a starting point from which the consulting team works with City staff to confirm the preferred contacts. Not all members of the groups identified will be required to participate in every engagement opportunity. The specific contacts will be confirmed with the City prior to notification.

Table 1 - Project stakeholder groups and membership

GROUP & IAP2 LEVEL	DESCRIPTION	MEMBERSHIP
Internal Staff Members Up to Collaborate	Internal Staff will include individuals who will be impacted, day to day, by the outcomes of the Project and who are responsible for implementation and next steps. The Project Team will coordinate a series of meetings with City staff at key Project milestones to ensure a coordinated approach.	– Environmental Services; – Operations; – Forestry; – Landscape Architecture; – Heritage; and – Additional staff as required.
The Wider "Public" in the Form of City Residents Up to Involve	People who have a vested interest in municipal initiatives and who would be the desired audience for users. They come from a wide range of socio-demographic and political backgrounds which means that their consultation preferences are varied.	– Residents of the City of Vaughan. This group may also include members of the public in the adjacent municipalities.
Local Community Members Up to Involve	Local community members include those within the direct 1km catchment area of the trail. These individuals who will be directly impacted by the implementation of the trail from both an access and construction perspective.	– Residents of the City of Vaughan and nearby landowners.
Technical Agencies Up to Collaborate	Organisational representatives that have jurisdictional control over elements of the process. The project team will work to schedule meetings with agency staff at key project milestones.	– York Region; – Toronto and Region Conservation Authority (TRCA); – Archeology; and – Other technical agencies as required.

GROUP & IAP2 LEVEL	DESCRIPTION	MEMBERSHIP
Local Stakeholders and Interest Groups Up to Involve	Local stakeholders and interest groups include clubs, service providers, BIAs, etc. who have a vested interest in the outcomes of the project but do not have any jurisdictional control over the outcomes or next steps.	– South Maple Ratepayer Group; – St. David's Church; – Schools (i.e., Ecole Elementaire Catholique Le Petit-Prince, Joseph A. Gibson Public School, Blessed Trinity Catholic Elementary School, Maple Creek Public School, Maple High School, and Father John Kelly Catholic Elementary School); – Private developers (7 and 10 Bevan Road land owners); – The Sports Village; and – Everest Academy.
Equity Seeking Groups & Committees Up to Involve	Those who typically are not involved in day to day planning and design as well as committee members who represent marginalized or harder to reach communities.	– Accessibility Advisory Committee – Immigrant, Newcomer and Refugee Services
Indigenous Communities Varied depending on the preferences of the communities.	Indigenous Communities have a range of preferences for engagement. They may have interests primarily related to archaeological or natural environment matters, and where appropriate, may wish to be informed of and / or engaged in discussions about the impacts of future growth and development.	– Mississauga's of the Credit First Nation.
City Project Team Up to Empower	The City Project Team is made up of those specifically tasked with completing the Project. They understand the internal politics, technical issues, opportunities, budget expectations and strategic directions of the City. This team will work in collaboration with the consulting team to ensure project objectives are met,	– Sandra Neal; and – Michael Habib.

GROUP & IAP2 LEVEL	DESCRIPTION	MEMBERSHIP
	key deliverables are reviewed and that the Project continues within its intended timeline, budget, and scope.	
City Council Up to Empower	Members of Council will be the final point of approval and will ultimately be responsible for the adoption of the Project. They have a detailed understanding of the local and broader regional politics and a high level of understanding of internal process, roles and responsibilities, priorities and budget impacts of the recommendations. They may be driven by the interests of their constituents and may not always have a cohesive or consistent perspective on community needs and priorities.	– All members of City Council (currently sitting) are considered part of this group.

2.2 STEP 2: STAKEHOLDER ANALYSIS

The stakeholder analysis component of the Strategy has been developed to better understand the potential issues, opportunities, level of commitment and contribution that each of the stakeholder groups will foreseeably provide over the course of the Project. This is an exercise of stakeholder mapping to monitor and manage involvement.

The information contained within this section and specifically within the Stakeholder Management Plan are a representation of the current state of these stakeholders based on the understanding by the consultant team and does not necessarily represent a fulsome database of issues or opportunities.

2.2.1 ASSESSMENT OF CONTRIBUTION & COMMITTMENT

The contribution of each stakeholder group varies in priority based on Project deliverables. **Table 2** summarizes the levels of contribution and corresponding stakeholders.

Table 2 - Level of anticipated involvement for the various stakeholder groups

Level of Anticipated Contribution	Stakeholder Groups
Critical The stakeholder group is important to the success of the project.	— City Project Team — Technical Agencies — City Council
Desirable The stakeholder group is not likely to directly influence the success of the project, but there may be impacts on project design and delivery. The stakeholder group is a strong advocate and potential partner.	— Internal Staff Members — Local Stakeholders and Interest Groups — Equity Seeking Groups & Committees — Indigenous Communities
Less Critical Participation from this stakeholder group is not necessarily considered critical, or similar contributions could be easily obtained from other stakeholder groups.	— Local Community Members — The Wider “Public” in the Form of City Residents

The level of commitment for each stakeholder group varies depending on their knowledge of the Project, the applicability of final deliverables to their day-to-day work, and the relevance of Project subject matter to their responsibilities. Stakeholders with a large commitment to the Project may provide valuable insight in consultation events and feedback to draft material. Conversely, stakeholders who are opposed to the Project and do not see value in its deliverables may act as a hinderance to Project development. It should be noted that levels of commitment do not directly corollate to levels of contribution.

Table 3 - Level of anticipated commitment for the various stakeholder groups

Level of Anticipated Commitment	Stakeholder Groups
Committed ("Make It Happen") The stakeholder group has committed to contributing to the project and is available to do so. Commitment has been articulated through previous discussions with City staff or through past planning projects.	— City Project Team
Supportive ("Help It Happen") The stakeholder group has a high understanding of the Project and sees the value in its completion. The stakeholder group is willing to provide input but has not formally committed to do so.	— Technical Agencies — City Council — Local Stakeholders and Interest Groups — Equity Seeking Groups & Committees
Neutral ("Let It Happen") The stakeholder group may or may not know of the initiative and though they agree on recommendations, they may not be actively involved in the final outcomes of the Project.	— Local Community Members — The Wider "Public" in the Form of City Residents — Indigenous Communities
Disagree ("Stop It from Happening") The stakeholder may or may not know of the initiative and does not see the value in the Project that is being undertaken or the stakeholder may be opposed to the Project.	— Local Community Members — The Wider "Public" in the Form of City Residents

It is important to note that the level of contribution and commitment of stakeholders will likely vary over the course of the Project. In fact, there may be varying levels of contribution and commitment within a stakeholder group which can impact group dynamics, decision making abilities and clarity around roles. The stakeholders' position regarding commitment and contribution to this assignment will continually be monitored to identify those that have significant fluctuations or changes in position.

This will be undertaken through the review of comments / interaction at the various engagement sessions. If there are fluctuations which pose a potential risk to the Project – for example should an internal stakeholder with a high level of commitment and contribution shift to a low level of commitment, efforts will be made by WSP in collaboration with the City to identify how best to manage the stakeholders' involvement going forward.

With the stakeholder assessment complete, and there being an understanding established of the expected level of involvement for each stakeholder group, it is appropriate to proceed with the identification of engagement strategies, tools and tactics to align with key Project milestones and components. The following section outlines the proposed engagement strategy for the Project.

3 CONSULTATION PLAN

The following section outlines the Consultation Plan for the Project, which ties in the Stakeholder Management Plan to identify the high-level objectives and outcomes for each component of the Project and, specifically, each round of engagement.

The specific elements of the Consultation Plan have been informed by the requirements and expectations of the City (as detailed in the Request for Proposals), alignment with critical decision-making points, technical task expectations, and required inputs.

3.1 OVERVIEW OF ENGAGEMENT MILESTONES

Table 4 provides an overview of the engagement milestones that will achieved through this Project, organized by Part of the project. Engagement milestones have been aligned with the technical tasks and phases.

Table 4 - Overview of engagement milestones

Engagement Activity / Deliverable	Engagement Objectives	Engagement Tactics	Task Ref.
Part 1 – Research and Preferred Trail Route Analysis Evaluate the feasibility of developing a continuous 3 km pedestrian and cycling trail system and preferred route alignment through the research, inventory, analysis and review of existing conditions, opportunities and constraints.			
Develop Stakeholder Management and Communication Strategy	– To provide an overview of: – The key audiences that will be engaged, their engagement preferences, and level of commitment; – Proposed consultation and engagement techniques and tactics which will be used to gather input; and – Internal and external communication protocols and roles and responsibilities.	Provide to City Project Team	1.1.2
Staff and Key Stakeholders Workshop #1: Study, Goals, and Vision	– To provide an overview of the Project, existing conditions, and engagement opportunities; – To define a collective vision and goals for the Project; and – To establish priorities and gather input on potential constraints and opportunities.	Virtual Workshop with Key Staff and Stakeholders	1.1.3

Engagement Activity / Deliverable	Engagement Objectives	Engagement Tactics	Task Ref.
Prepare and Submit Vision and Goals Discussion Paper, including Public Consultation Summary #1	– To summarize staff and stakeholder input from Staff and Key Stakeholders Workshop #1.	Provide to City Project Team and post on Project Webpage	1.1.4
Staff and Key Stakeholders Workshop #2: Needs Assessment	– To review and assess alternative trail alignment plans for the subject areas; and – To gain input on additional key questions about the trail.	Virtual Workshop with Key Staff and Stakeholders	1.3.4
Prepare and Submit a high-level Opportunities & Constraints Analysis Discussion Paper, including Public Consultation Summary	– To summarize staff and stakeholder input from Workshop #2.	Provide to City Project Team and post on Project Webpage	1.3.6
Prepare and Execute Project Webpage Launch, Surveys and Polls	– To provide Project information, updates, and summaries; – To provide a record of engagement; and – To gain preliminary input from the public.	Develop using the City's Existing Bang the Table Platform	1.5.1
Prepare a Summary of Engagement Results	– To summarize public input from online surveys and polls.	Provide to City Project Team and post on Project Webpage	1.5.2
Staff and Key Stakeholders Workshop #3: Selecting a Preferred Trail Alignment	– To assess and confirm a preferred route alignment; and – To gain input on additional key questions about the trail.	Virtual Workshop with Key Staff and Stakeholders	1.6.3
Virtual Public Open House #1 (meeting with Staff, meeting preparation, meeting attendance)	– To introduce the Project, confirm opportunities and constraints, and identify user needs and priorities; and – To gain input on their experience using the trail, vision for the trail, and key design aspects that may require consideration.	Virtual Meeting with the Public using Zoom or Teams	1.8.1

Engagement Activity / Deliverable	Engagement Objectives	Engagement Tactics	Task Ref.
Part 2 – 30% Design Development Prepare a 30% design of the preferred trail alignment including detailed feasibility assessment incorporating consultation feedback; site assessment including geotechnical testing, Stage 1 archaeology; 30% drawings with layout, grading, planting restoration, cross sections, design standards, signage, wayfinding, and pavement markings; and a final implementation plan with project phasing and updated lifecycle costing.			
Updated Community Engagement Strategy to be drafted as part of the feasibility study including one meeting with Staff	– To assess the effectiveness of Part 1 engagement program and identify need for adaptation; and – To confirm public engagement events for Part 2.	Provide to City Project Team and Meet with City Project Team	2.1.1
Engagement Summary Document	– To summarize all engagement to date and provide accountability and transparency to project stakeholders and members of the public.	Provide to City Project Team and post on Project Webpage	2.1.4
Complete Archaeological Study and Indigenous Consultation - Stage 1 report	– To ensure that all works carried out meet the needs and desires of the Indigenous Communities in the area, and to engage in a culturally relevant fashion with these communities	To be confirmed based on conversations with community leadership	2.3.4
Prepare for and Execute a Virtual Open House	– To introduce the final document and multi-use phase construction timeframe based on the 30% design; and – To provide an opportunity for the public to ask questions.	Virtual Meeting with the Public using Zoom or Teams	2.7.1
Submit Final Documents to City including 'What We Heard' Report' (Part 1 & Part 2)	– To summarize stakeholder and public engagement based on consultation summaries prepared during Part 1 and 2.	Provide to City Project Team and post on Project Webpage	2.8.1

3.2 DETAILED ENGAGEMENT TACTICS & TOOLS

The previous section identified, at a high level, the major engagement and communication milestones that will inform the Project process. What is not included or detailed above are the specific engagement tools and tactics that could be used to facilitate conversation, solicit input, communicate key messages and establish buy-in to the various Project components. The

content of Section 3.2 provides more details on the suggested engagement tools and facilitation tactics to be considered / used for the engagement milestones noted above.

The approach to engagement that has been identified in this Strategy is primarily virtual in order to respond to the ongoing concerns based on the COVID-19 pandemic. This Strategy assumes that all consultation will take place primarily in a virtual setting, with analog options (e.g., hard copy surveys, mail-in comments) offered where feasible to provide opportunities for all residents of Vaughan to be engaged in the process. Meetings and engagement events will be held on a virtual meeting platform (i.e., Zoom, Microsoft Teams), with options for residents to phone in if desired.

WSP is well versed and experienced in virtual engagement practices and protocols and is committed to working with the City to identify tools that align with community preferences, level of technological comfort as well as existing tools in use by the City and its partners. We will continue to monitor and evaluate the restrictions and requirements as identified by the provincial government and public health to determine if and when there is an opportunity to have controlled in-person outreach and will discuss with the City prior to planning or designing these activities.

In addition to the core/primary meeting platforms and the Project Webpage, there is an opportunity to use other digital engagement tools based on the objectives and desired outcomes of the session. WSP has corporate subscriptions to these platforms. These tools will be selected closer to each session once the material / objectives are refined. These tools include:

Core / Primary Meeting Platforms

- **Zoom:** An online meeting platform. There is an opportunity to setup breakout rooms when large numbers of participants join. Closed captioning and translation services are available as well.
- **Microsoft Teams:** An online meeting platform. Some features include the ‘raise hand’ function, breakout rooms, and closed captioning.

Project Webpage

- **Project Specific Webpage on the City’s Existing Bang the Table Platform:** The project webpage can include essential project information, project updates, link to surveys, make downloads available, and register participants for an email list. The project webpage is an important component of the communications strategy for this project as well, as it provides a central repository for documents as the project progresses.

Select Additional Interactive Engagement Tools

- **Menti:** An interactive presentation tool that allows attendees to engage in real-time, using tools such as voting / ranking of options, leaving comments, and completing live questionnaires.
- **Miro:** An online collaborative whiteboard platform to supporting brainstorming, process mapping, and engaging workshops.
- **Mural:** A digital workspace for virtual collaboration. The workspace allows attendees to leave comments, create diagrams, and interact with materials on the screen.

3.3 INDIGENOUS COMMUNITY ENGAGEMENT

The Crown has a Duty to Consult with Indigenous Peoples on issues that may affect treaty rights, aboriginal rights and land claims. Although the Duty to Consult is ultimately the responsibility of the Province, procedural aspects of this duty have been delegated to municipalities in infrastructure and land use planning matters where the use of land or natural resources could be impacted. The Provincial Policy Statement (2020) recognizes, "the importance of consulting with Aboriginal communities on planning matters that may affect their section 35 Aboriginal or treaty rights."

As the first step in this outreach, WSP prepared a template letter issued by the City to those communities with a potential interest in the Project. The letter will provided a brief overview of the Project, the timeline and consultation milestones, and seek to confirm each community's preferred means of engagement. This was issued following the project kick-off meeting and accompanied by a map of the study area.

All Indigenous Communities were compiled into the Contact List by City staff as part of the official record of consultation, which documents when and how outreach was conducted.

Any return contact received was logged, and City staff will followed-up with the various Communities to ensure they received the project information and are aware of the opportunity to express comments and concerns about the project.

PPSP Staff provide the Mississaugas of the Credit First Nation (MCFN) with regular updates on City projects that typically trigger archaeological assessments and enviornmental studies. The Bartley Smith Feasibility Study was included in the list of projects for their review. The presentation slides are dated May 2022 and August 2022. As needed, City staff and WSP can facilitate teleconference or video teleconference meetings with Indigenous Communities wishing to do so or adapt our various engagement activities to meet the preferences of the various communities. We note that any additional meetings are outside of our base scope of work for this project.

The First Nation communities should be contacted through their Chief and Band Council (or in accordance with their preferred contact).

It is generally recommended that the City's Project Manager meets with the respective Indigenous Communities to determine their interest in the Project and their preferred method to engage in the Project.

4 COMMUNICATION PLAN

Communication is a core component of the Project. Ensuring that the information provided is clear, consistent and engaging can be a challenge. This Communication Plan has been developed to guide consultation and engagement. The Communication Plan is intended to be undertaken concurrently with the Consultation Plan developed in Section 3 and is meant to generate interest, drive traffic to engagement activities, and manage Project risk.

4.1 COMMUNICATION PROTOCOLS

Communications protocols make reference to how communication will be undertaken over the course of the project. Communication will occur in two ways – internally – between City staff, members of the consulting team and key decision makers to appropriately manage and monitor the project and externally – between the consultant team, City staff and other stakeholder groups to inform the project process. A recommended approach and roles and responsibilities have been identified for internal and external communication below.

4.1.1 INTERNAL

Ongoing communication and coordination is needed to ensure that the Project is efficiently and effectively undertaken. Should communication challenges, technical issues or opportunities for additional consultation / engagement arise over the course of the Project, there should be a clear process to determine the most appropriate course of action. Actions can be identified by articulating the roles and responsibilities for critical staff including the City's project manager, WSP's project manager, and other staff members including:

- **Day to Day Coordination |** WSP has identified Amanda Gebhardt as the primary day-to-day contact for all correspondence between the City and WSP. Connor Blaikie will act as the alternative point of contact. This would include all matters related to project management, billing, project schedule, and other matters. Shawn Smith, WSP's Deputy Manager, should be copied on all correspondence.
- **Deliverable Submission & Review |** WSP's Project Manager will email deliverables to the City for review by the City's Project Team. The City's Project Manager will consolidate comments received and send them to WSP.
- **Contact Management |** City staff will maintain a Contact List throughout the Project and update the list with contact information received at engagement events. City staff will help populate this Contact List, including identifying key stakeholders, local organizations and agencies, members of Council, etc., while WSP will provide insight and inputs, as needed, throughout the Project.
- **Comment Management |** WSP will be the primary lead for any comment documentation. As input is received it will be compiled into a comment-response matrix and shared with the necessary Project Team members. All comments received by the City should be provided to WSP. City staff will provide an acknowledgement of all comments received to the original sender, and WSP can provide input if a more detailed response is required.

These roles and the overall process will be applied to any stakeholder issues that are raised through individual inquiries or online sources, comments or questions from staff and/or Council,

internal issues raised, comments received through consultation and engagement events and comments received via publications and promotional events.

4.1.2 EXTERNAL

The City and WSP should work together to develop a transparent communications process. It is recommended that WSP lead the development of communications materials; however, it would be prudent for the City's project manager to act as a point person for circulating and receiving information from internal and external stakeholders (e.g., meeting agendas, meeting materials). The City's existing dialogue and experience with these audiences makes them ideal for this role. It should be noted, however, that the planning, preparation, and facilitation of consultation will be led by WSP. The City will forward the meeting invitation and draft materials to stakeholders (based on the Contact List) and forward feedback or questions to WSP as needed.

In addition to regular invitations, it will be necessary to require invitees to register in advance of virtual consultation events. In our experience with these events in recent months, it has become important to include registration as part of the invitation to keep track of attendance, ensure events are properly staffed, and allow for different consultation tools to be leveraged (e.g., smaller breakout rooms), if needed. We recognize that this may act as a barrier to entry to certain residents and stakeholders and will include alternative means to participate on invitations and notices.

The communications tactics listed in **Table 5** will be led by the City, with content input provided by WSP, unless otherwise noted. The specifics of the Public Communications tactics are outlined in Section 4.2. At a minimum the following external communications tactics will be used to connect with stakeholders and the public ahead of each round of engagement:

Table 5 - Summary of external communication tactics

Engagement Activity	WSP Actions	City Staff Actions	Follow-up Actions (Lead: WSP)
Part 1			
Staff and Key Stakeholders Workshop #1: Study, Goals, and Vision	**Email notification:** — Invitation and registration 2 weeks prior – provided to City Staff for circulation. — Circulation of draft materials 3 days prior.	— Project Website Updates. — Circulate invitation and materials as provided by WSP	— Meeting minutes to City within one week (WSP).
Staff and Key Stakeholders Workshop #2: Needs Assessment	**Email notification:** — Invitation and registration 2 weeks prior - provided to City Staff for circulation. — Circulation of draft materials 3 days prior.	— Project Website Updates. — Circulate invitation and materials as provided by WSP	— Meeting minutes to City within one week (WSP).
Prepare and Execute Project Webpage Launch, Surveys and Polls	— Develop draft content, including website copy, surveys and polls — Provide documents to be posted on the project website, including engagement summaries, mapping and other materials as necessary	— Finalize and post materials — Project Website Updates as required. — Social Media Posts to promote the project webpage.	— N/A.

Engagement Activity	WSP Actions	City Staff Actions	Follow-up Actions (Lead: WSP)
Staff and Key Stakeholders Workshop #3: Selecting a Preferred Trail Alignment	**Email notification:** — Invitation and registration 2 weeks prior. — Circulation of draft materials 3 days prior.	— Circulate invitation and materials as provided by WSP — Project Website Updates.	— Meeting minutes to City within one week (WSP).
Virtual Public Open House #1 (meeting with Staff, meeting	— Develop Open House materials — Create event invitation and informational posts for project website and social media	— Circulate Public Notice (Notice to be created by WSP and provided to City Project Team). — Project Website Updates. — Social Media Posts.	— Meeting minutes to City within one week (WSP).
Part 2			
Prepare for and Execute a Virtual Open House	— Prepare Public Notice and provide to City Project Team.	— Circulate Public Notice. — Project Website Updates. — Social Media Posts.	— Meeting minutes to City within one week (WSP)

4.2 COMMUNICATION TACTICS

There are many potential communication tactics that can be adopted, both on an ongoing or milestone-specific basis, to widely promote, inform, and educate the target audiences. The following sections provide an overview of the tactics that will be used throughout this Project (ongoing tactics) and those leveraged ahead of each round of engagement (milestone-specific tactics).

Due to the reliance on digital engagement tools in Section 3 in light of COVID-19, this section also presents some additional opportunities for communication to provide the greatest number of opportunities for residents to engage in the Project.

4.2.1 ONGOING COMMUNICATION TACTICS

Project Webpage – Bang the Table

The Project webpage will be the central source for all Project related information including background information, relevant resources, key considerations and facts, project timeline and milestones, project objectives and contact information. All online engagement events and opportunities will be linked through the Project webpage. WSP will provide the appropriate City contact with content including key messaging and project updates. This will be the central source for all Project-related information and will be updated over the course of the Project with additional tools and resources as needed.

Social Media

The intent of any City-led social media campaign will be to provide recurring posts on the relevant platforms to promote the online engagement tool, opportunities for engagement, as well as general information about the Project (education and awareness). Social media messages will be kept short with a thought-provoking image. It will not be used as an engagement tool; however, questions may be posed through these platforms to encourage discussion or Project interest. The precise timing should be confirmed in line with the City's social media protocols; however, the intent should be to post social media messages on a recurring basis and at greater intervals closer to the consultation milestones.

Information Sandwich Boards

The Project Team can develop Information Sandwich Boards, A-Frame posters or standard posters that can be located on or near trail access points to reach key trail users and audiences. The Boards can provide Project information and highlight where to find additional information about how to stay involved. The Consulting Project Team will work with the City Project Team to develop boards that meet the City's communication and branding requirements. It is suggested that the boards feature a QR Code to help direct residents to the relevant project website to find more information.

4.2.2 MILESTONE SPECIFIC TACTICS

Project Contact List

The Project Contact List, managed by City staff, will catalogue the names and contact information for potential invitees and stakeholders, and serve as a record of those who attended consultation events. The Project Contact List will allow for targeted e-mails ahead of consultation

events. The Project Contact List will grow as members of the public register for email updates via the Project webpage.

Local Media

Traditional media plays a strong role in the City – many community members rely on, and trust, these sources. There is potential to create more positive opportunities through strong relationships with the media to provide general promotional messages to the public through their respective avenues. If the City has access to community pages in the local paper, that would be a useful tool to communicate Project updates and promote live consultation events.

Public Notices

WSP assumes that public engagement events will be advertised by the City and will include local print and/or online news outlets. WSP will prepare non-statutory notices for public open houses in accordance with the City's standard template.

WSP will prepare notices 1-2 weeks before the publication cut-off date for City review and publication. Notice of the public open houses should be published and transmitted electronically two (2) weeks in advance, with detailed instructions on how to register and participate virtually, as required.

Notifications & Newsletters

Using its existing channels of communication, the City may wish to include information in local publications or outreach to key groups regarding specific outreach activities that are being undertaken using the source audience Contact List. This could include an insert in property tax bills or similar municipal notices, or other City mail/email circulations, such as newsletters.

These would be developed by City staff with input from WSP, as required.

Meeting Invitations

Direct email invitations will be prepared and circulated to City Staff by WSP, with City Staff then forwarding those invitations to the relevant stakeholders. Should an attendee's preferred means of communication be via telephone, or if there is a need to follow-up on an email invitation, City staff may wish to reach out to stakeholders and attendees directly with phone calls.

City Communications

The tactics identified above are only some of the options that are typically utilized. These options include posters and digital screens at municipal venues (e.g., community centres, arenas or libraries), the City's digital public events calendar and website banner images on the City's Project webpage. WSP understands that the City's communications staff may have other avenues and opportunities to explore for wider communication and outreach. WSP is committed to working with staff to provide appropriate materials and messaging as needed to support those communication tools.

4.3 ROLES & RESPONSIBILITIES

The Project Team includes core team members who will lead and coordinate the engagement components of the Project. Project Team Members have been chosen to attend specific consultation events based on their disciplines and the topics of discussion at each event.

WSP will coordinate and plan all consultation events and will engage the appropriate team members in preparation of each consultation event.

The roles and responsibilities of the WSP and City's Project Team for consultation events are as follows:

- **Michael Habib and Sandra Neal, City Project Managers:** lead the coordination of City resources (e.g., manage Project Contact List, communication with stakeholders, communication with Council), review consultation materials and Project deliverables.
- **City Project Team:** review consultation materials (where appropriate) and provide key input on the development of Project deliverables.
- **Amanda Gebhardt (WSP):** oversee project coordination and management and provide quality assurance on all deliverables.
- **Shawn Smith (WSP):** lead the intersection design and support the planning and design of the trail. As the Deputy Project Manager, Shawn will also support Amanda as needed.
- **Dave McLaughlin (WSP):** provide support and input in an advisory role as well as additional quality assurance. Dave will act as an alternate should the need arise.
- **Justin Jones (WSP):** lead the coordination, facilitation, and oversight of consultation events and deliverables.
- **Andria Sallese (WSP):** provide planning expertise and engagement support.
- **WSP Technical Leads and Sub-consultants:** provide technical inputs into consultation materials and participate in consultation events as needed, related to area of technical expertise.

Over the course of implementing this comprehensive Strategy, it is vital to understand roles and responsibilities for consultation between WSP and the City. **Table 6** outlines the roles and responsibilities to supporting the implementation of the Strategy.

Table 6 - Summary of roles and responsibilities

Tasks	Roles & Responsibilities
Internal and External Communications	— The Project Managers from the City will be the primary contacts for this Project. — Any communications with the public and stakeholders should be forwarded to WSP. — WSP will be responsible for circulating consultation material to City Staff in advance of engagement events, including agendas and pre-consultation material. The City will be responsible for forwarding those materials to stakeholder, as well as for correspondence with the public with regards to public open houses. — The City will maintain the Project Contact List. Email will be the primary method of contact. — The City will provide acknowledgement of all comments received and will coordinate input with WSP where a more detailed response is required. — WSP will log all comments received. — Documents will be shared between the City and WSP via email, or by file sharing service if files are too large.

Tasks	Roles & Responsibilities
Development of Materials	— WSP will be responsible for preparing all consultation materials, presentations, interactive activities, surveys, and any online communications content. The City may wish to supplement this with additional materials (e.g., tax mailout inserts) which would be prepared by the City with inputs from WSP, as required. — WSP will prepare a notice for the public open houses in a standard template provided by the City. City staff will issue and publish any notices. — WSP Technical Leads and Sub-consultants will provide inputs into consultation events and participate as needed. — WSP will share draft consultation materials with the City for review and comment. — WSP will revise materials for final circulation. — WSP will provide the City with updates at key milestones throughout the study process for the project webpage. — The City will upload materials to the Project Webpage and maintain the webpage with Project updates. If possible, WSP Staff — The City will circulate materials to invitees as needed. — The City will provide staff reports to Council. WSP will prepare a presentation if required.
Coordination and Facilitation of Events	— WSP and the City will work together to determine the preferred date and time for all consultation events. — WSP will set up the virtual requirements for events (e.g., setting up virtual platform such as Zoom, and setup a registration page, if required). — The City will manage registration for events, including the distribution of invitations, based on the Project Contact List and webpage updates. — WSP will facilitate and lead meetings and workshops.
Event Attendance	— WSP will be responsible for attending all consultation events. — City staff will attend and participate in consultation events. — Invitees are expected to actively participate in events.
Documentation of Outcomes	— WSP will prepare meeting minutes for meetings. — WSP will integrate consultation summaries within other deliverables (e.g., memos, reports etc.) for other forms of consultation events.

MEMO

TO:	Sandra Neal and Michael Habib
FROM:	Amanda Gebhardt
SUBJECT:	**Bartley Smith Greenway Trail Gap Feasibility Study: Online Public Survey Results Summary Memo**
DATE:	**December 21, 2021**

Introduction to Bartley Smith Greenway Trail Gap Feasibility Study

The City of Vaughan retained WSP Canada Inc. to provide professional services in landscape architecture, design services, master planning, trail and active transportation planning to complete a feasibility study and 30% design to fill critical gaps in the Bartley Smith Greenway (BSG) Trail along a 3 km segment in the Upper West Don River Corridor between McNaughton Avenue to Keele Street. The Bartley Smith Greenway is part of the 100 km city-wide Vaughan Super Trail, a signature recommendation of the City's 2020 Pedestrian and Bicycle Master Plan, approved in principle by City Council. Filling the gaps to provide a continuous north-south pedestrian and cycling trail will provide recreation and active transportation opportunities for residents and is identified as a Term of Council Priority under the Transportation and Mobility goal. It also supports several other strategic plans of the City such as the Vaughan Official Plan (2010), Green Directions Vaughan, Active Together Master Plan, and the TRCA Trail Strategy.

The BSG Trail Project is broken into two main components:

Part 1: Research and Preferred Trail Route Analysis (Current Phase)

Evaluate the feasibility of developing a continuous 3km pedestrian and cycling trail system and preferred route alignment through the research, inventory, analysis and review of existing conditions, opportunities and constraints. An impact assessment along with master plan and mapping will be provided, considering a robust public and stakeholder consultation plan including indigenous consultation. Life cycle cost analysis including capital, operations and maintenance costs will inform an implementation plan.

Part 2: 30% Design Development

Prepare a 30% design of the preferred trail alignment including detailed feasibility assessment incorporating consultation feedback; site assessment including geotechnical testing, Stage 1 archaeology; 30% drawings with layout, grading, planting restoration, cross sections, design standards, signage, wayfinding, and pavement markings; and a final implementation plan with project phasing and updated lifecycle costing.

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Introduction to Online Public Survey

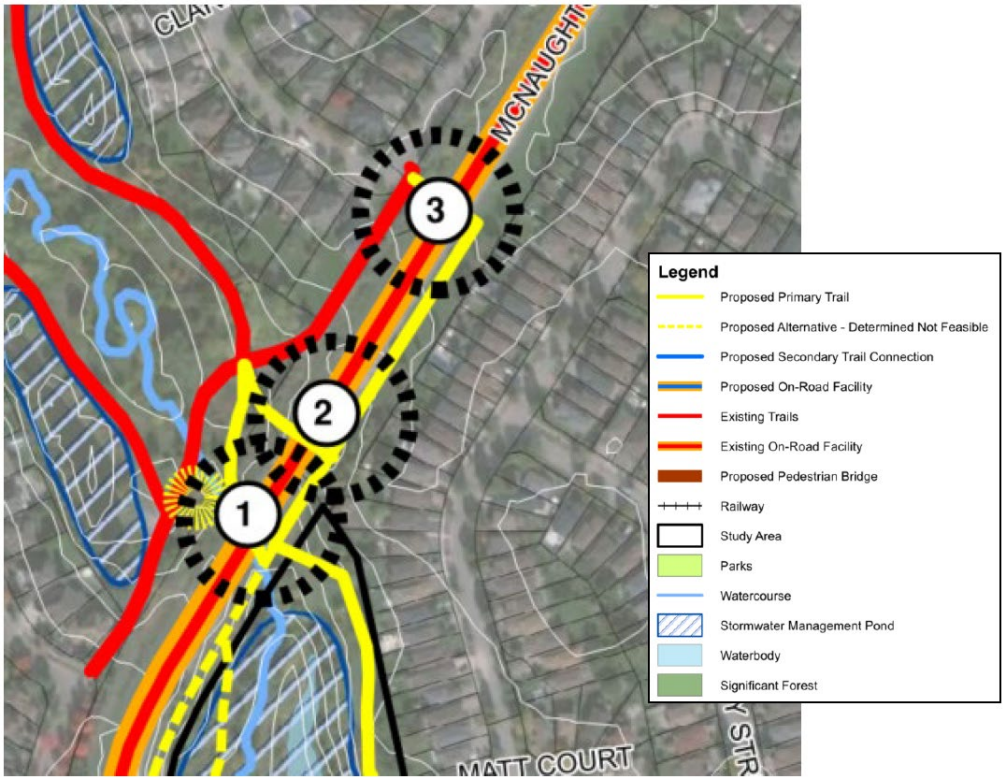
The purpose of the Bartley Smith Greenway Trail Feasibility Study Online Public Survey was to engage the public and gather information, identify and evaluate options to close the three-kilometre gap in the existing Bartley Smith Greenway trail, and select a preferred route to advance to detailed design and construction. The survey was available online on the City's project website (https://haveyoursay.vaughan.ca/bartleysmithtrail) from October 4th, 2021, to October 19th, 2021. In total, there were 216 participants, with 229 responses.

Overview of Survey Question Responses

The following section provides a high-level overview of the survey questions and responses. **Appendix A** includes a more detailed overview of each question. A more detailed summary of the survey responses is included in **Appendix B**.

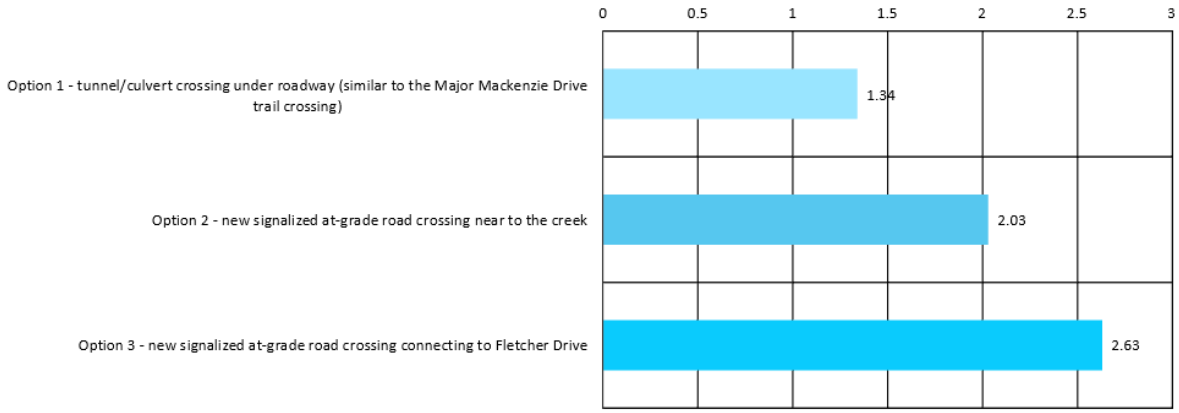
1. **McNaughton Road Crossing Location –** Participants were asked to indicate how they would prefer to cross McNaughton Road by ranking three options from their most preferred to their least preferred. The options included:

    - Option 1 - tunnel/culvert crossing under roadway (similar to the Major Mackenzie Drive trail crossing)
    - Option 2 - new signalized at-grade road crossing near the creek
    - Option 3 - new signalized at-grade road crossing connecting to Fletcher Drive



Most community members ranked **Option 1, a tunnel/culvert crossing under the roadway,** as their preferred choice for crossing McNaughton Road (1.34 average ranking as shown in **Figure 1**). Participants were also able to provide additional comments to explain their preferred choice. The following section summarizes some of the key themes that emerged through the comments received.

Figure 1: McNaughton Road Crossing Location – Average Ranking



WHAT WE HEARD: The preferred answer amongst community members was Option 1 as it would enhance safety and comfort for trail users of all ages and abilities by avoiding interactions with car traffic along McNaughton Road. Participants also noted that the tunnel/culvert crossing would provide a more continuous, uninterrupted route for pedestrians and cyclists by eliminating the need to stop to cross the road. Similarly, the tunnel/culvert crossing would help to avoid additional traffic disruptions and provide a more enjoyable experience for those using the trail. Concerns were raised over vandalism, debris, and safety in relation to Option 1, emphasizing the need to provide more visibility and maintenance if this was going to be the preferred method. Worries about the associated costs and traffic disruptions with constructing a tunnel/culvert crossing were raised, adding that an at-grade crossing would likely produce less environmental impacts than a tunnel/culvert crossing.

"The main reason to choose Option 1 is because a tunnel would allow for a smooth, uninterrupted bike ride"

To conclude, there was an overwhelming response in favour of Option 1, with little pushback against the idea of a tunnel, but more towards ensuring a successful design and implementation strategy for a tunnel/culvert.

2. **Route Options between Major Mackenzie Drive and McNaughton Road** – Participants were asked to indicate which of the two proposed route options they prefer. The options included:

    - Route Option A (with bridge connection) – this route travels through the creek valley on the east side between the stormwater pond and rear of Mathewson Street residential lots until it crosses the pond and connects with an existing pond service path.
    - Route Option B (connection extending behind Mathewson St. homes) - travels through the creek valley on the east side between the stormwater pond and rear of Mathewson Street residential lots until reaching the existing Killian-Lamar Parkette trails.

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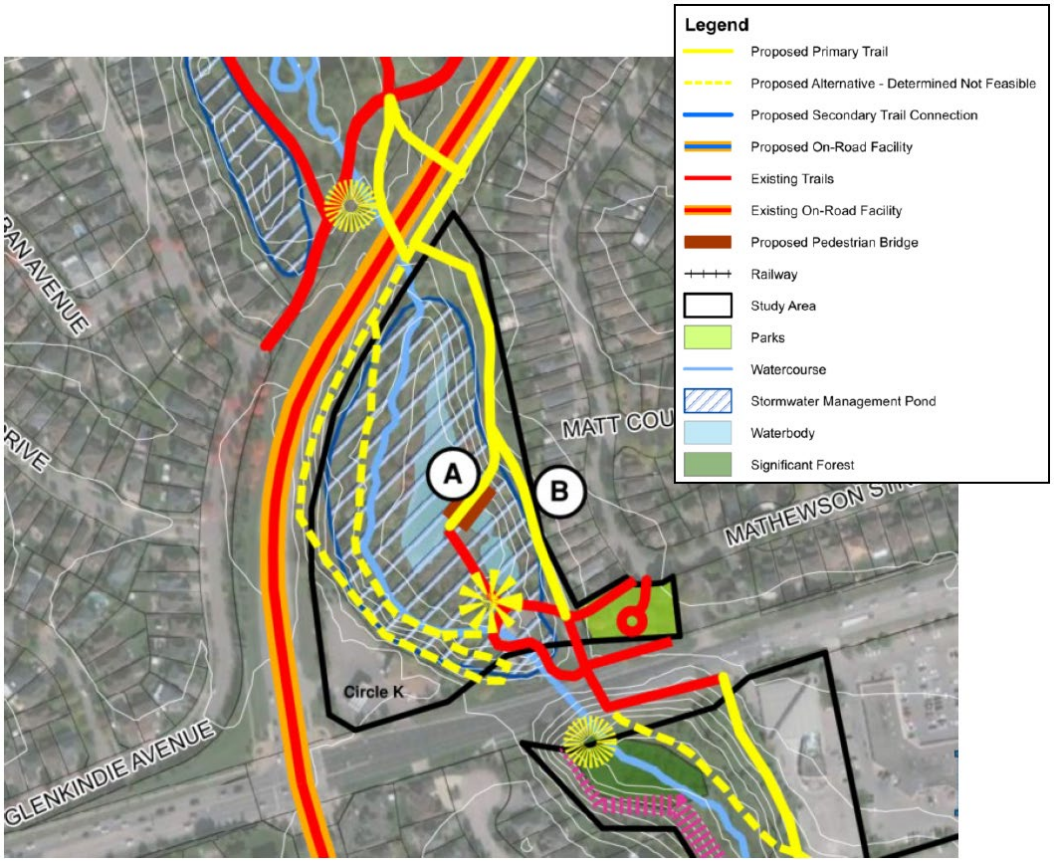
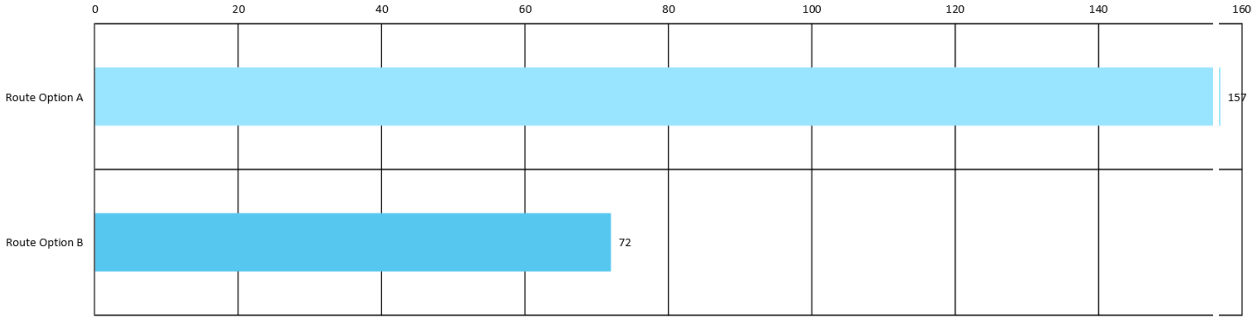


As shown in **Figure 2**, most participants (69%) indicated that they would prefer **Option A**. Participants were also able to provide additional comments to explain their preferred choice. The following section summarizes some of the key themes that emerged through the comments received.

Figure 2: Route Options between Major Mackenzie Drive and McNaughton Road – Preferred Option



to comment reasoning behind their choice or said they were not in total disagreeance for either option or would be willing to explore it further.

In conclusion, route Option A was the popular choice as it provides the most direct and economical route for users, with the added factor of aesthetic appeal.

3. **Trail Location between Major Mackenzie Drive and Rutherford Road** – Participants were asked whether they agree with locating the trail on the east side of the creek.

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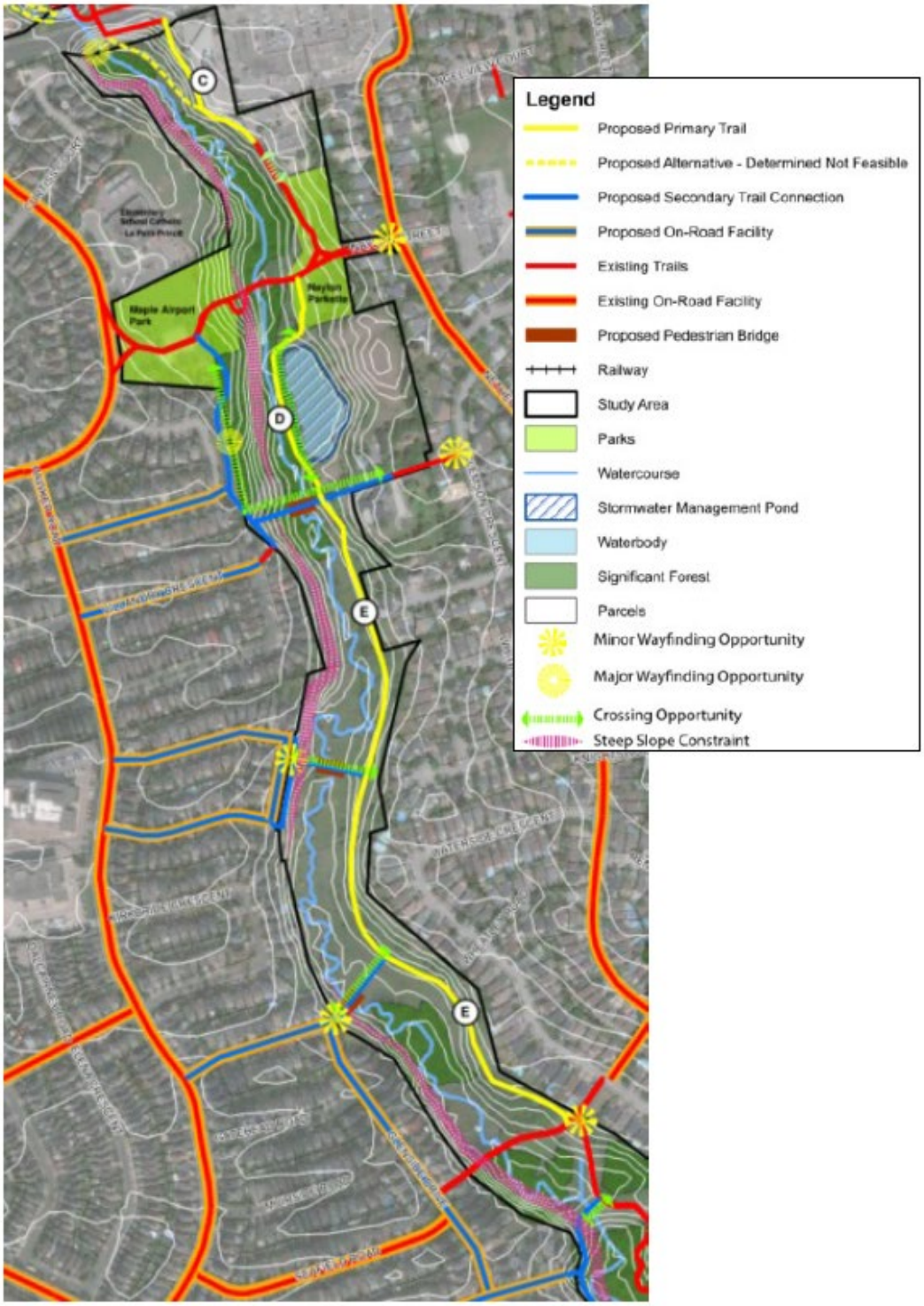
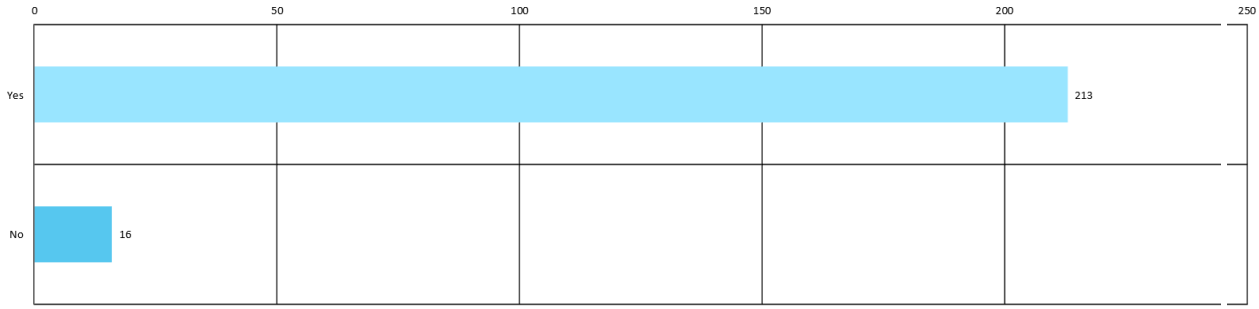

Legend
Proposed Primary Trail
Proposed Alternative - Determined Not Feasible
Proposed Secondary Trail Connection
Proposed On-Road Facility
Existing Trails
Existing On-Road Facility
Proposed Pedestrian Bridge
Railway
Study Area
Parks
Watercourse
Stormwater Management Pond
Waterbody
Significant Forest
Parcels
Minor Wayfinding Opportunity
Major Wayfinding Opportunity
Crossing Opportunity
Steep Slope Constraint
C
D
E
E
Maple Airport Park

Figure 3: Trail Location between Major Mackenzie Drive and Rutherford Road – Agreement with Proposed Location



Over 90% of community members indicated that they **agreed with locating the trail on the east side of the creek as shown in Figure 3**. Participants were also able to provide additional comments to explain their preferred choice. The following section summarizes some of the key themes that emerged through the comments received.

WHAT WE HEARD: Most participants agreed with locating the trail on the east side of the creek as it provides a more accessible, suitable terrain for a trail and connects well to the rest of the existing trail. Community members emphasized that locating the trail on the east side would also help to reduce environmental impacts and maintain as many trees as possible, which is seen as a high priority for the community. Another key theme that emerged through the comments was that a trail along the east side would provide a more scenic route and allow trail users to enjoy nature more. The few to disagree with an East side trail noted that some areas along the creek would be located too close to residential backyards, resulting in impacts to privacy and property values. Others also noted that the Project Team should consider costs, maintenance and construction impacts before finalizing the preferred option.

> "Preserving existing trees as much as possible should be a priority"

To conclude, an overwhelming amount of community members believe an east side trail addition should be implemented, in order to preserve the ecology and natural landscape of the area.

4. **Pedestrian Crossing Options between Major Mackenzie Drive and Rutherford Road**: Participants were asked to rank the four crossing options from most preferred to least preferred. The options included:

    - New bridge and trail connecting Bevan Road and Caproni Drive
    - New bridge and trail connecting the baseball diamonds at the Sports Village to the existing trail
    - New bridge and trail connecting Mount Charles Crescent to the proposed new trail
    - New bridge and trail connecting Glenside Drive to the proposed new trail

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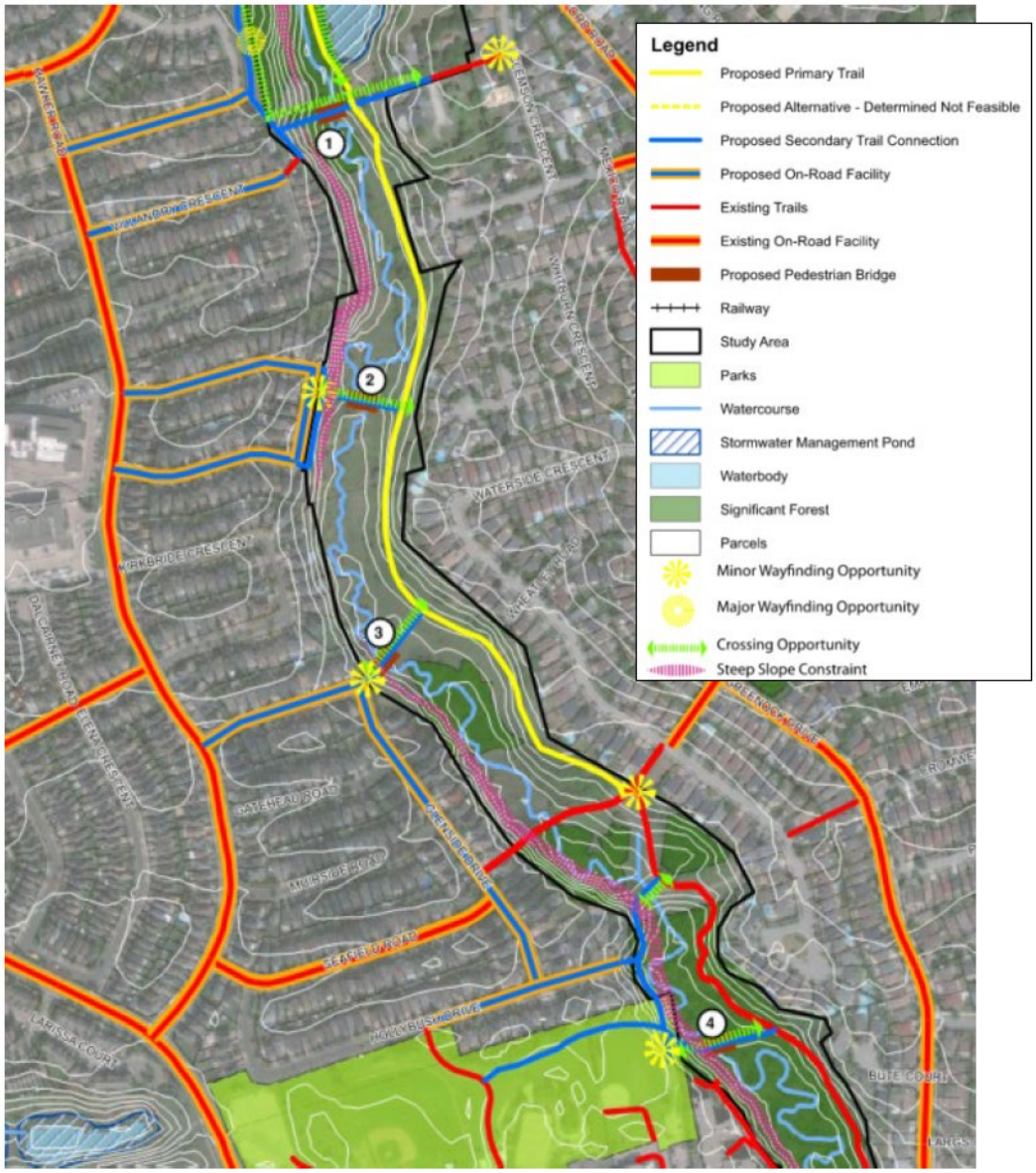
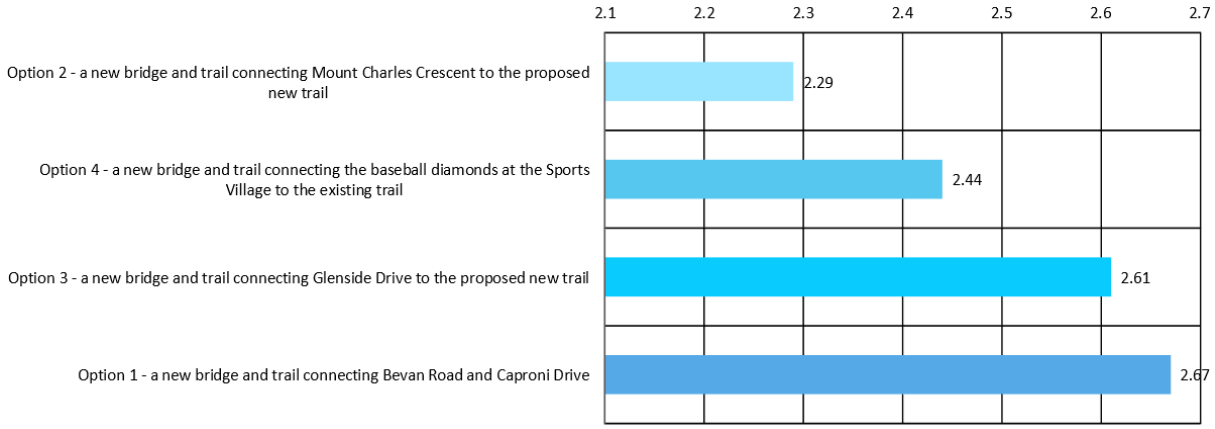


Most community members ranked **Option 2, a new bridge and trail connecting Mount Charles Crescent to the proposed new trail,** as their preferred crossing option between Major Mackenzie Drive and Rutherford Road (2.29 average ranking as shown in **Figure 4**). A number of participants also indicated their preference for **Option 4, a new bridge and trail connecting the baseball diamonds at the Sports Village to the existing trail** (2.44 average ranking). Participants were also able to provide additional comments to explain their preferred choice. The following section summarizes some of the key themes that emerged through the comments received.

Figure 4: Pedestrian Crossing Options between Major Mackenzie Drive and Rutherford Road – Average Ranking



WHAT WE HEARD: An overall preference for Option 2 was expressed by comments pertaining to ease of trail access, connectivity between trail systems and neighbourhoods, and longer stretches of trail to use. This option would also allow users to have access to and from Sports Village, limit the disruption to homeowners, and promote longer stretches of trails in the area. Many surveyors noted that Glenside already has access to the trail and it would be redundant to add additional entry when other areas could benefit from having easy access routes. On the other hand, some comments demonstrated opposition to Option 2 and preferred Option 4 which would create a connected trail 'loop'. Other comments highlighted that there may not be enough foot traffic to make Options 2 and 3 valuable. Additionally, some participants noted that Options 1 and 4 would improve public access and accessibility to the trail in comparison to Option 2.

In conclusion, Option 2 was favourable due to the connectivity and ease of access it would provide the community with.

5. **Trail Alignment between Rutherford Road and Keele Street** – Participants were asked to indicate whether they agree with the proposed trail alignment between Rutherford Road and Keele Street.

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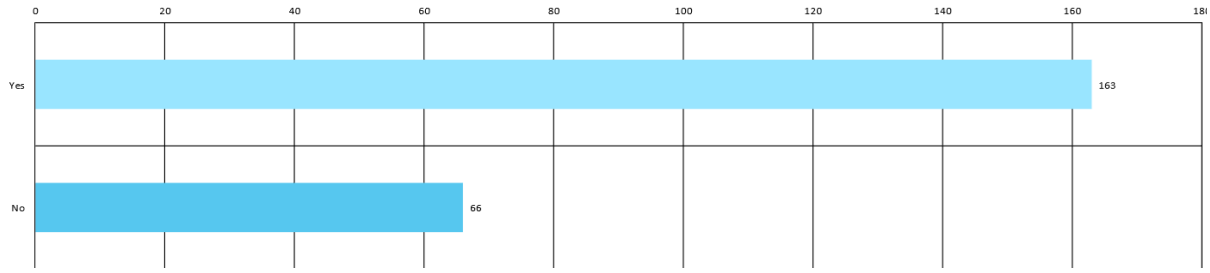
Over 70% of participants indicated that they **agreed with the proposed trail alignment between Rutherford Road and Keele Street** as shown in **Figure 5**. Participants were also able to provide additional comments to explain their preferred choice. The following section summarizes some of the key themes that emerged through the comments received.

Figure 5: Trail Alignment between Rutherford Road and Keele Street – Agreement with Proposed Alignment



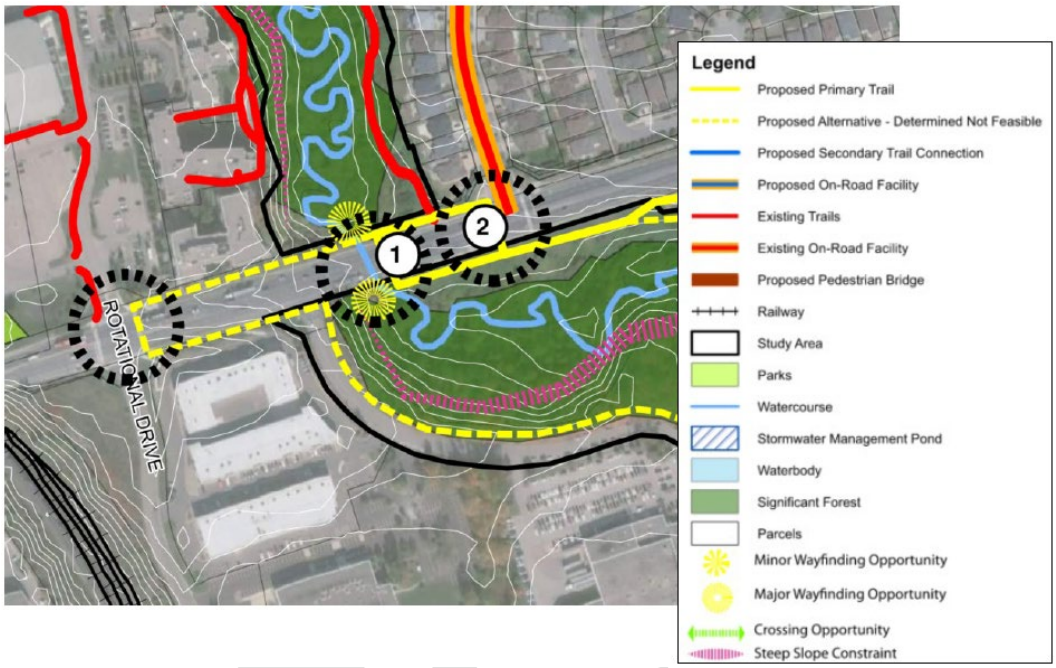
WHAT WE HEARD: Many participants noted that the proposed trail alignment would help prioritize safety, as well as reduce environmental impacts. Protecting the natural features and enjoying a relatively untouched and forested environment is part of the appeal to those who answered 'yes'. Many participants also agreed with this alignment as it provides reduced on-road routes and connections that take away from the overall feel of the trail. The proposed alignment would also improve crossing capability where there is confusion or user difficulty crossing the road. However, many participants noted a lack of options for this trail alignment. Many

participants noted that they would prefer this alignment to travel through the natural area instead of the following the proposed route, though they understand the decision based on preserving natural heritage. The Tesma Way option was also favourable amongst participants if concluded to be a feasible option.

In conclusion, the proposed trail alignment between Rutherford Road and Keele Street is favourable amongst community members, due to the increased safety it would provide.

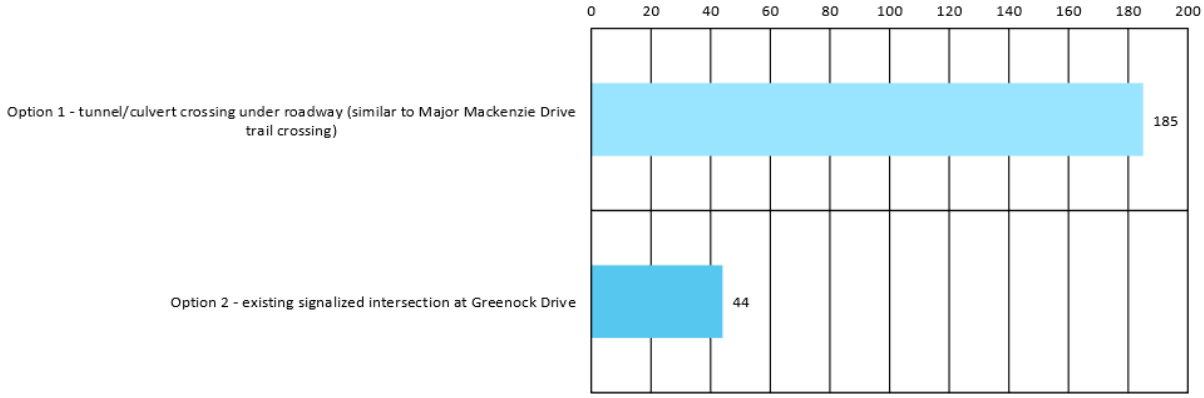
6. **Rutherford Road Crossing Type** – Participants were asked how they would prefer to cross Rutherford Road when using the trail out of two options. The options included:

    1. Option 1 – Tunnel / culvert crossing under roadway (similar to Major Mackenzie Drive trail crossing)
    2. Option 2 – Existing signalized intersection at Greenock Drive



Approximately 80% of community members indicated that they would **prefer Option 1, a tunnel / culvert crossing under roadway (similar to Major Mackenzie Drive trail crossing),** as shown in **Figure 6**. Participants were also able to provide additional comments to explain their preferred choice. The following section summarizes some of the key themes that emerged through the comments received.

Figure 6: Rutherford Road Crossing Type – Preferred Option



WHAT WE HEARD: Option 1 was indicated most favourable as it would provide an opportunity to showcase art, prioritize safety, create an uninterrupted biking and hiking path, and help decrease commute times for those who have to wait for the crosswalk. The tunnel is an extremely admired option already based on user experiences with the Major McKenzie tunnel, as many residents in this area have small children and would prefer to cross less roads when possible. Opposing arguments and concerns stated the need for clean-up and regular maintenance of tunnels as they often become littered with garbage. Other worry that tunnels can lead to increases in crime in the early mornings/late evenings. Some also noted that the feasibility/cost of implementing a tunnel could reduce the chances of Option 1 coming to fruition.

> "This is a very busy intersection/road with high-speed vehicles and large trucks. It's best to keep the trail separated from traffic or intersections"

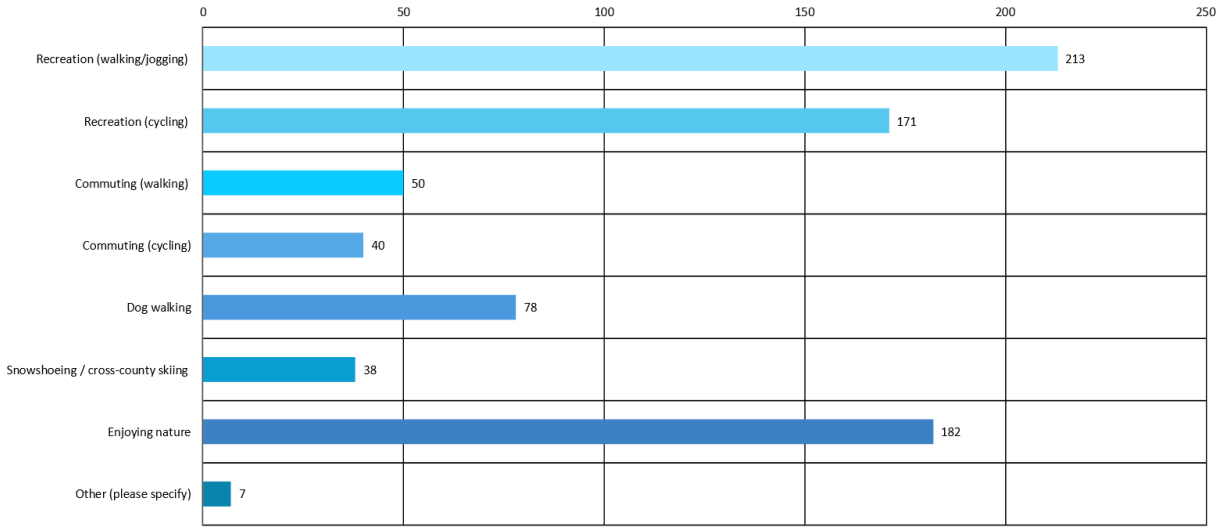
To conclude, Option 1 is very favourable amongst community members if proven to be a feasible option.

7. **Use of Trail** – Participants were asked how they see themselves using the trail out of a list of options. The options included:

    1. Recreation (walking / jogging)
    2. Recreation (cycling)
    3. Dog walking
    4. Enjoying nature
    5. Commuting (walking)
    6. Commuting (cycling)
    7. Snowshoeing / cross-country skiing

    As shown in **Figure 7**, most respondents indicated that they would use the trail in the following ways: 1. **For recreation (walking / jogging); 2. For enjoying nature; and 3. For recreation (cycling).**

    Figure 7: Use of Trail – Preferred Options



8. **Preferred Amenities** – Participants were asked to indicate the top five amenities or improvements they would like to see as part of this trail project from a list of options. The options included:

    1. Benches
    2. Maps of the trail and other local destinations

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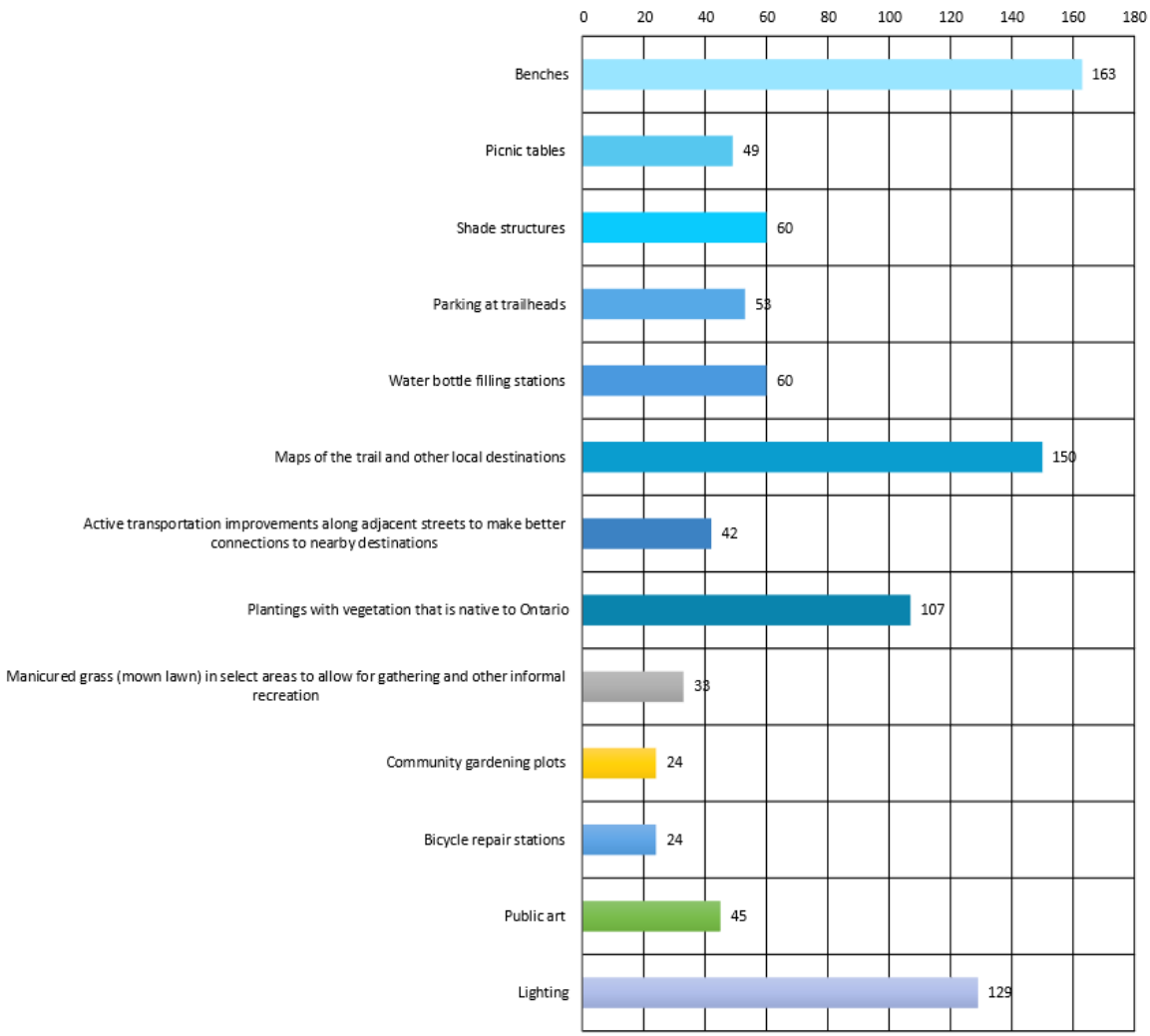
3. Active transportation improvements along adjacent streets to make better connections to nearby destinations
4. Lighting
5. Parking at trailheads
6. Bicycle repair stations
7. Plantings with vegetation that is native to Ontario
8. Community gardening plots
9. Public art
10. Water bottle filling stations
11. Picnic tables
12. Shade structures
13. Manicured grass (mown lawn) to allow for gathering and other informal recreation

As shown in **Figure 8**, the top trail amenities chosen were: **1. Benches; 2. Maps of the trail and other local destinations; 3. Shade structures; and 4. Plantings with vegetation that is native to Ontario.**

Figure 8: Preferred Amenities – Preferred Options

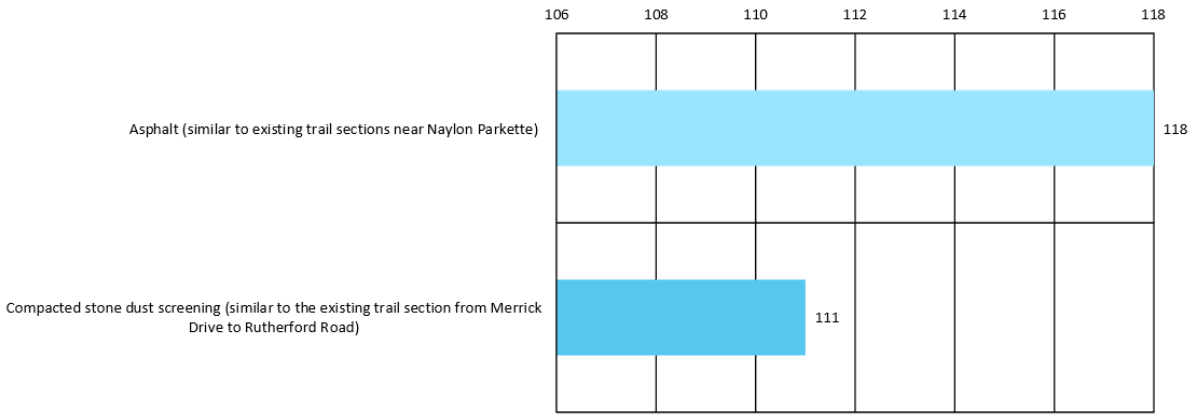


9. **Surfacing Material** – Participants were asked what type of trail surfacing material they would prefer between two options. The options included:

    1. Asphalt (similar to existing trail sections near Naylon Parkette)
    2. Compacted stone dust screening (similar to the existing trail section from Merrick Drive to Rutherford Road)

    Most participants indicated that they would **prefer asphalt for the surfacing material of the trail,** as shown in **Figure 9**.

    Figure 9: Surfacing Material – Preferred Option

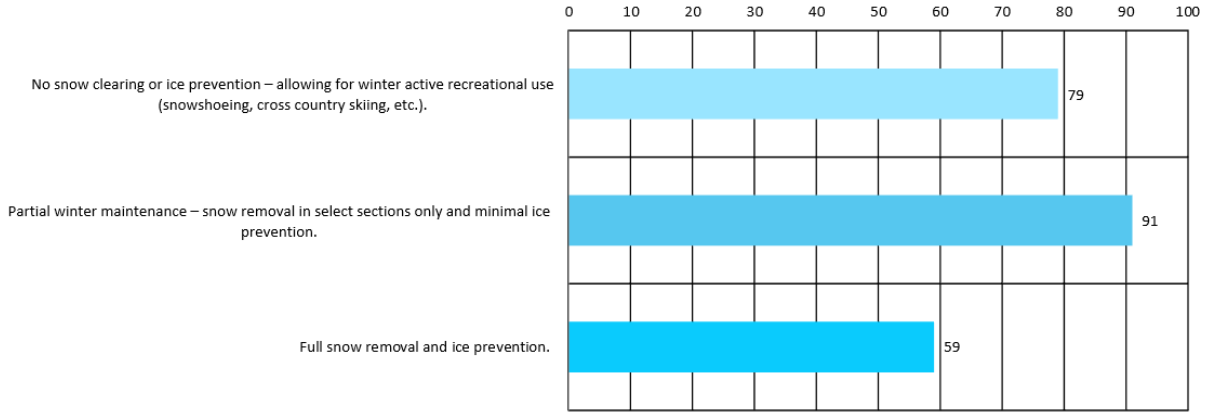


10. **Seasonal Maintenance** – Participants were asked to indicate what type of seasonal maintenance for trails within the subject area they would prefer between three options. The options included:

    1. Partial winter maintenance – snow removal in select sections only and minimal ice prevention
    2. Full snow removal and ice prevention
    3. No snow clearing or ice prevention – allowing for winter active recreational use (snowshoeing, cross country skiing, etc)

    Most participants indicated that they would **prefer partial maintenance; snow removal in select sections only and minimal ice prevention,** as shown in **Figure 10**. That being said, many participants also indicated that they would **prefer no snow clearing or ice prevent – allowing for winter active recreational use.**

    Figure 10: Seasonal Maintenance – Preferred Option



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Summary of Key Findings

The input received through the public survey helped to identify several key findings relating to community priorities that the Project Team will use to guide the project going forward. A summary of the overall key findings that emerged throughout the survey and are to be considered moving forward are included below.

- Safety should be a main priority when determining the preferred trail alignment
- There is a desire for low environmental impact and tree removal – residents enjoy walking outdoors through natural environments
- Many participants were against road crossings in general, and connecting trails to roadways/sidewalks
- Residents don't feel the need to create excess construction or trails - connecting existing trails and new entrances creates trail longevity and connectivity that is less impactful to the environment
- Tunnels seem to be a popular choice amongst residents, but the main issue is adequate lighting and safety within the tunnel; unsafe at night/early morning and in the winter, as well as it becomes a graffiti and debris area – as prominent comments
- There were concerns over costs; many participants worry that costs will inhibit decision-making and prolong the approval process
- There is a desire for trail elements and features to look nice/enticing (e.g., bridge)

Next Steps

The feedback received through the online public survey has highlighted several key themes and community priorities. These ideas will be used to help guide the development of a preferred alternative design for the Bartley Smith Trail. The Project Team will also be hosting more Stakeholder Workshops in 2021 and 2022 and a Public Information Centre (PIC) in early 2022 to obtain further input from both the public and stakeholders to ensure the preferred alternative design aligns with community and stakeholder values. The overall trail alignment will be determined based on background research, technical analysis, and findings from the stakeholder and public engagement.

Source Data

Data has been provided by the City of Vaughan. Two site walks have been completed to date with members of the project team and key stakeholders to obtain site data.

DRAFT

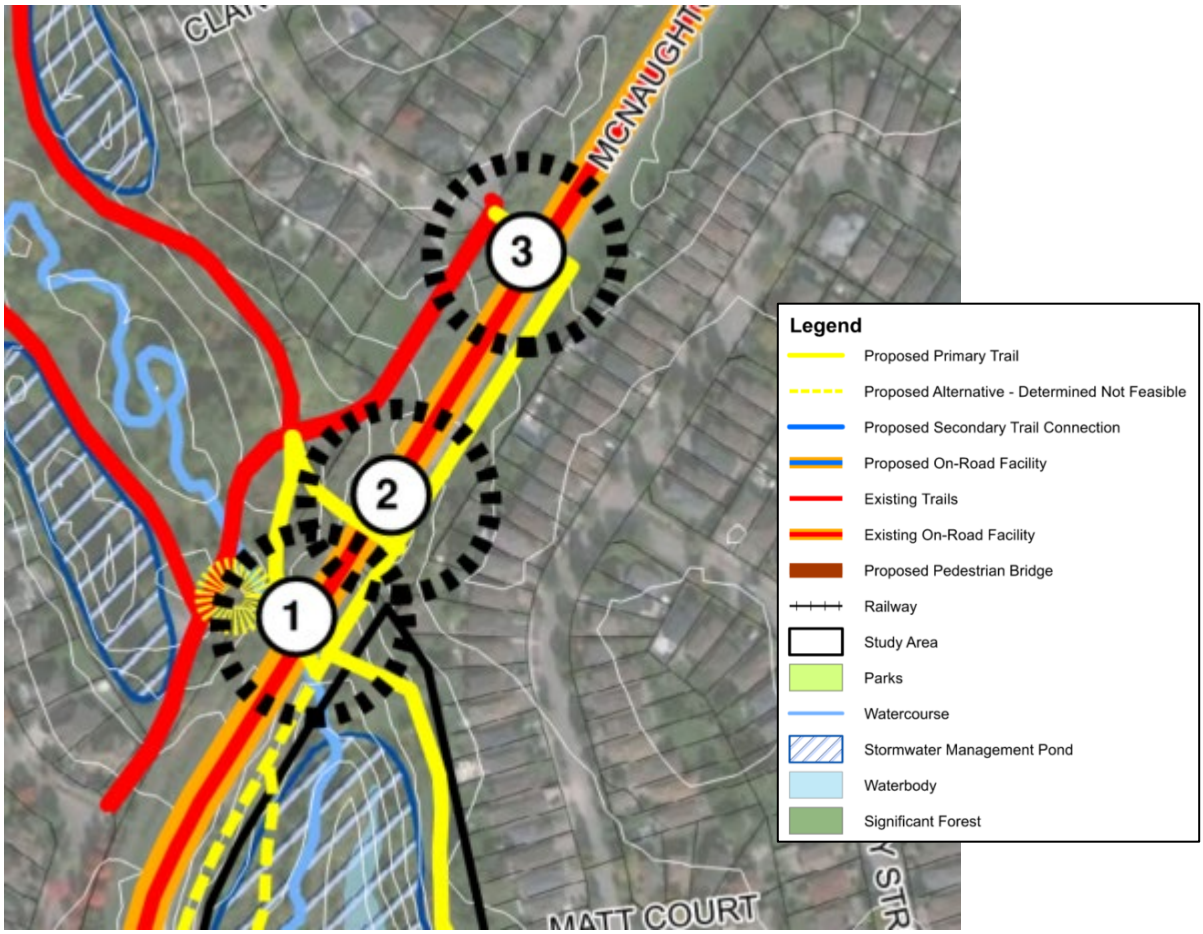
APPENDIX

A SURVEY QUESTIONS

HAVE YOUR SAY, VAUGHAN
BARTLEY SMITH GREENWAY

McNaughton Road to Major Mackenzie Road

1. ***When using the trail, how would you prefer to cross McNaughton Road? Please rank the following three options from most preferred (1) to least preferred (3).**



Alt text: A map showing the three potential crossing options for McNaughton Road using dotted black circles. Option 1 is a tunnel/culvert crossing under the roadway. Option 2 is a new signalized at-grade road crossing near the location of the creek. Option 3 is a new signalized at-grade road crossing connecting to Fletcher Drive.

Ranking Question

- Option 1 - tunnel/culvert crossing under roadway (similar to Major Mackenzie Drive trail crossing)
- Option 2 - new signalized at-grade road crossing near location of the creek
- Option 3 - new signalized at-grade road crossing connecting to Fletcher Drive

If interested, please explain the reasons behind your choice.
Open-ended text box

There are currently two (2) proposed route options to connect the trail between Major Mackenzie Drive and McNaughton Road, of which one will be chosen.

- **Route Option A (with bridge connection)** – this route travels through the creek valley on the east side between the stormwater pond and rear of Mathewson Street residential lots until it crosses the pond and connects with an existing pond service path.

- **Route Option B (connection extending behind Mathewson St. homes)** - travels through the creek valley on the east side between the stormwater pond and rear of Mathewson Street residential lots until reaching the existing Killian-Lamar Parkette trails.

Other Routes Determined Not Feasible – the City also explored routes to the west of the stormwater pond (shown with dashed lines), however they are not feasible due to steep slopes, erosion risks, proximity to the creek and the anticipated negative impact of vegetation removal. Alt text: A map that shows two

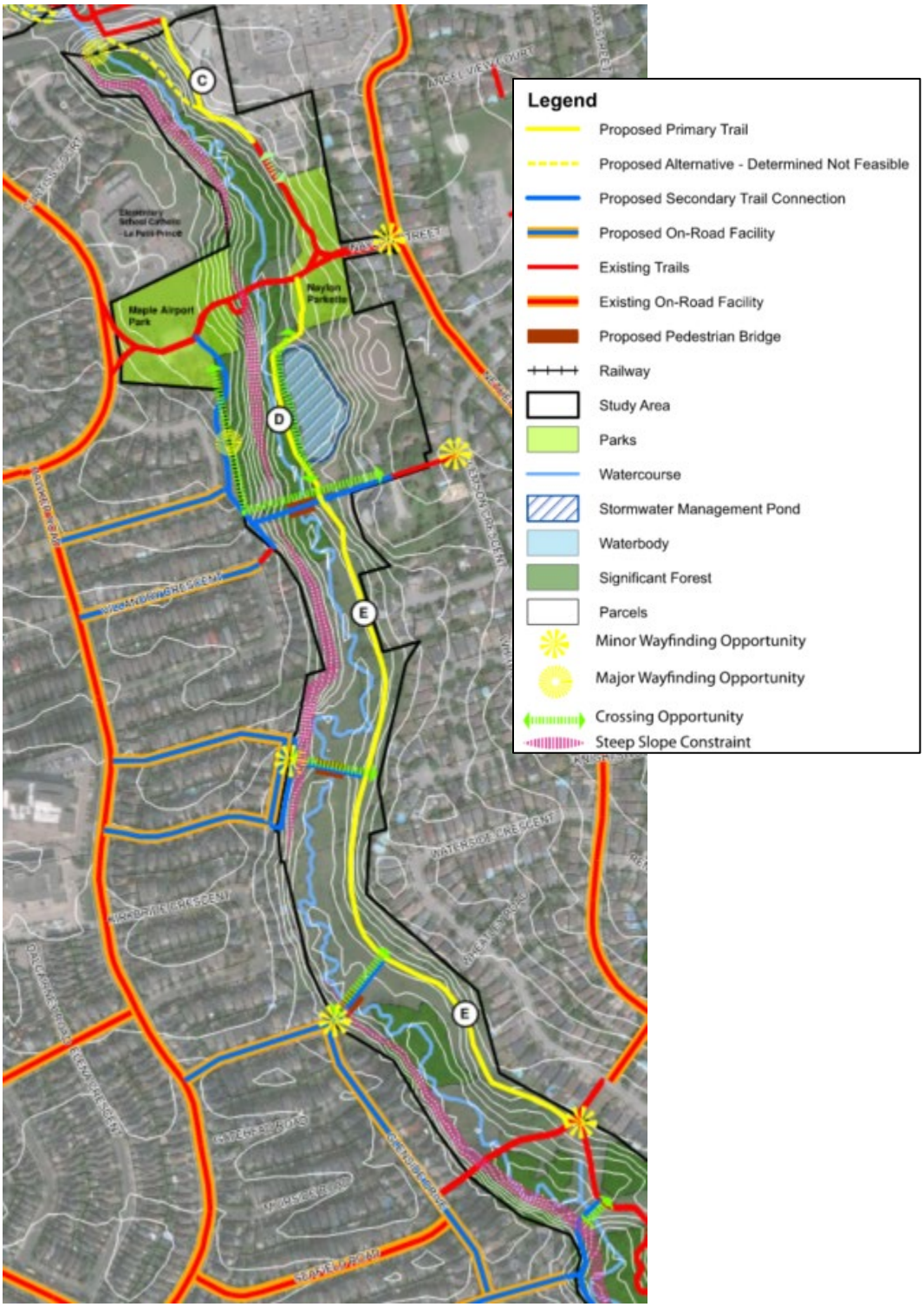
potential trail route options to connect the trail between McNaughton Road and Major Mackenzie Drive. Both routes connect the trail by travelling through the creek valley on the east side between the stormwater pond and rear of Mathewson Street residential lots. Option A is shorter and uses a bridge to cross the stormwater pond to connect with an existing service path. Option B is slightly longer, continuing to travel behind the residential lots along Mathewson Street until it meets with the existing trail.

2. *** Which of the two proposed route options – Option A or B – do you prefer?**
Multiple choice question
    - Route A
    - Route B

If interested, please explain the reasons behind your choice.
Open-ended text box

Major Mackenzie Road to Rutherford Road

A priority for this project is to limit the impact to natural systems in the area. To meet this goal, the trail between Major Mackenzie Road and Rutherford Road is currently proposed to travel along the east side of the creek (Routes C, D and E) since the west side of the creek is heavily treed and sloped.



Alt text: A map that shows the proposed trail route between The route travels from Major Mackenzie Road and crosses within the private property of St. David's Parish, where it then connects to the

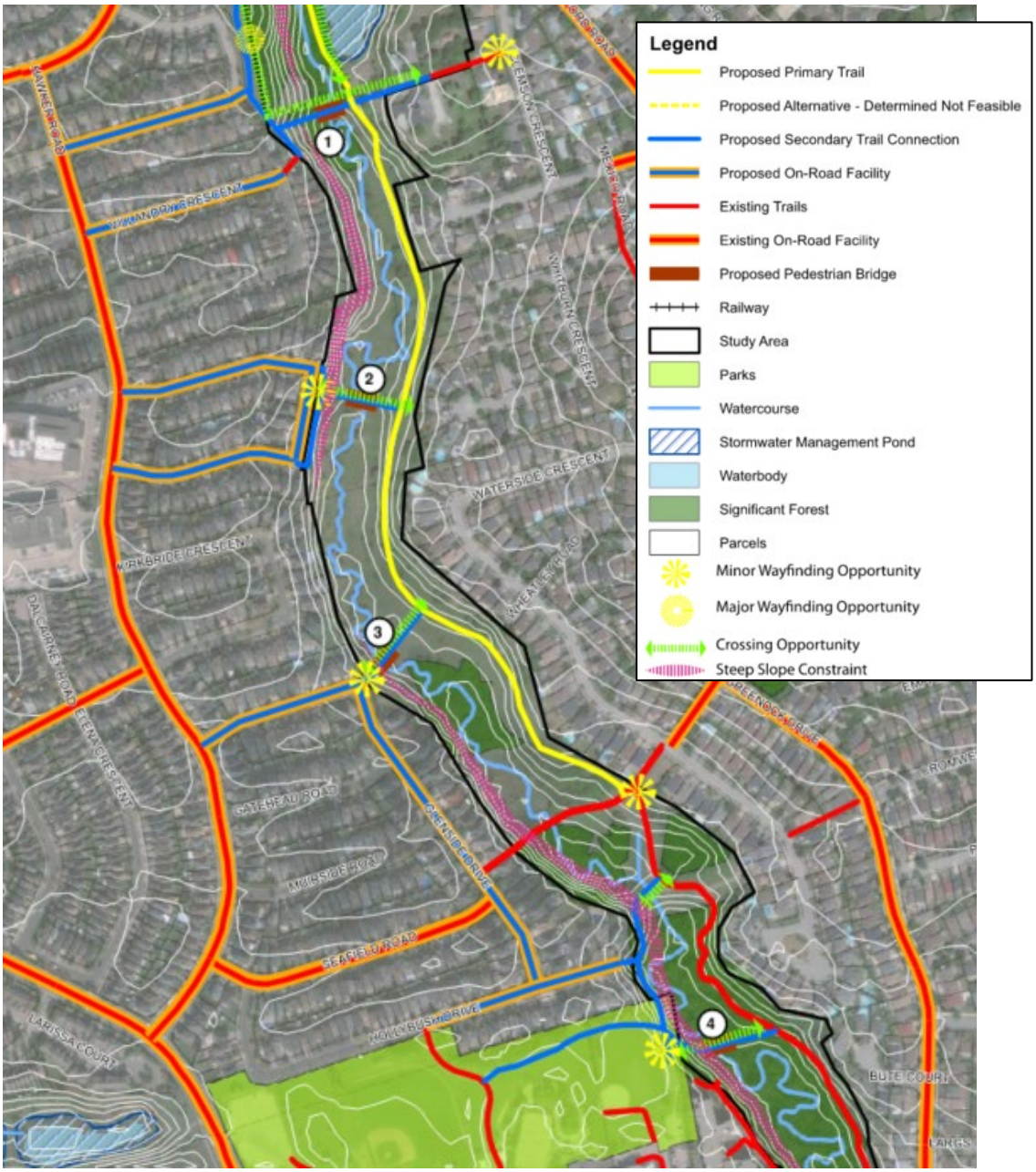
existing trail in the Naylon Parkette. The proposed new trail route continues south of the parkette and travels between the creek and rear of the residential lots that back onto the corridor until it meets an existing trail section that extends to Rutherford Road.

3. ***Do you agree with locating the trail on the east side of the creek?**
   Multiple Choice
   - Yes
   - No

   If interested, please explain the reasons behind your choice.
   Open-ended text box

Existing pedestrian bridges connect neighborhoods to the east and west of the creek at Naylon Parkette and between Seafield Road and Merrick Drive. The project will explore adding new pedestrian bridge crossing(s) between Major Mackenzie Drive and Rutherford Road.

- **Option 1** - a new bridge and trail connecting Bevan Road and Caproni Drive.
- **Option 2** - a new bridge and trail connecting Mount Charles Crescent to the proposed new trail.
- **Option 3** - a new bridge and trail connecting Glenside Drive to the proposed new trail.
- **Option 4** - a new bridge and trail connecting the baseball diamonds at the Sports Village to the existing trail.



Alt text: A map that shows four potential bridge crossing options to connect the potential trail route on the east side of the creek to roadways on the west side of the creek. Option 1 is a new bridge and trail connecting Bevan Road and Caproni Drive. Option 2 is a new bridge and trail connecting Mount Charles Crescent to the proposed new trail. Option 3 is a new bridge and trail connecting Glenside Drive to the proposed new trail. Option 4 is a new bridge and trail connecting the baseball diamonds at the Sports Village to the existing trail.

4. *** Please rank the four crossing options from most preferred (1) to least preferred (4).**

Ranking Question

- Option 1 - a new bridge and trail connecting Bevan Road and Caproni Drive.
- Option 2 - a new bridge and trail connecting Mount Charles Crescent to the proposed new trail.
- Option 3 - a new bridge and trail connecting Glenside Drive to the proposed new trail.

- Option 4 - a new bridge and trail connecting the baseball diamonds at the Sports Village to the existing trail.

If interested, please explain the reasons behind your choice(s).
Open-ended text box

Rutherford Road to Keele Street

There is currently one (1) proposed route option to connect the trail between Rutherford Road and Keele Street. The route would travel parallel to Rutherford Road and Sherwood Park Drive (separate from the road) until it reaches the parkette, after which point it travels along Sherwood Park Drive and along Keele Street. The trail will terminate at the existing signalized crossing at Gantner Gate.

The City explored alternative route options along Tesma Way and to the east of the creek (shown with dashed lines), however these are not feasible due to steep slopes, erosion risk, proximity to the creek, and the anticipated negative impact of vegetation removal.

Alt text:: A map that shows the proposed route to connect the trail between Rutherford Road and Keele Street. The route travels parallel to Rutherford Road and Sherwood Park Drive until it reaches the parkette. Then the trail travels within the boulevard along Sherwood Drive and Keele Street. This route option would provide a connection to the park at the corner of Sherwood Park Drive and Alberta Drive.

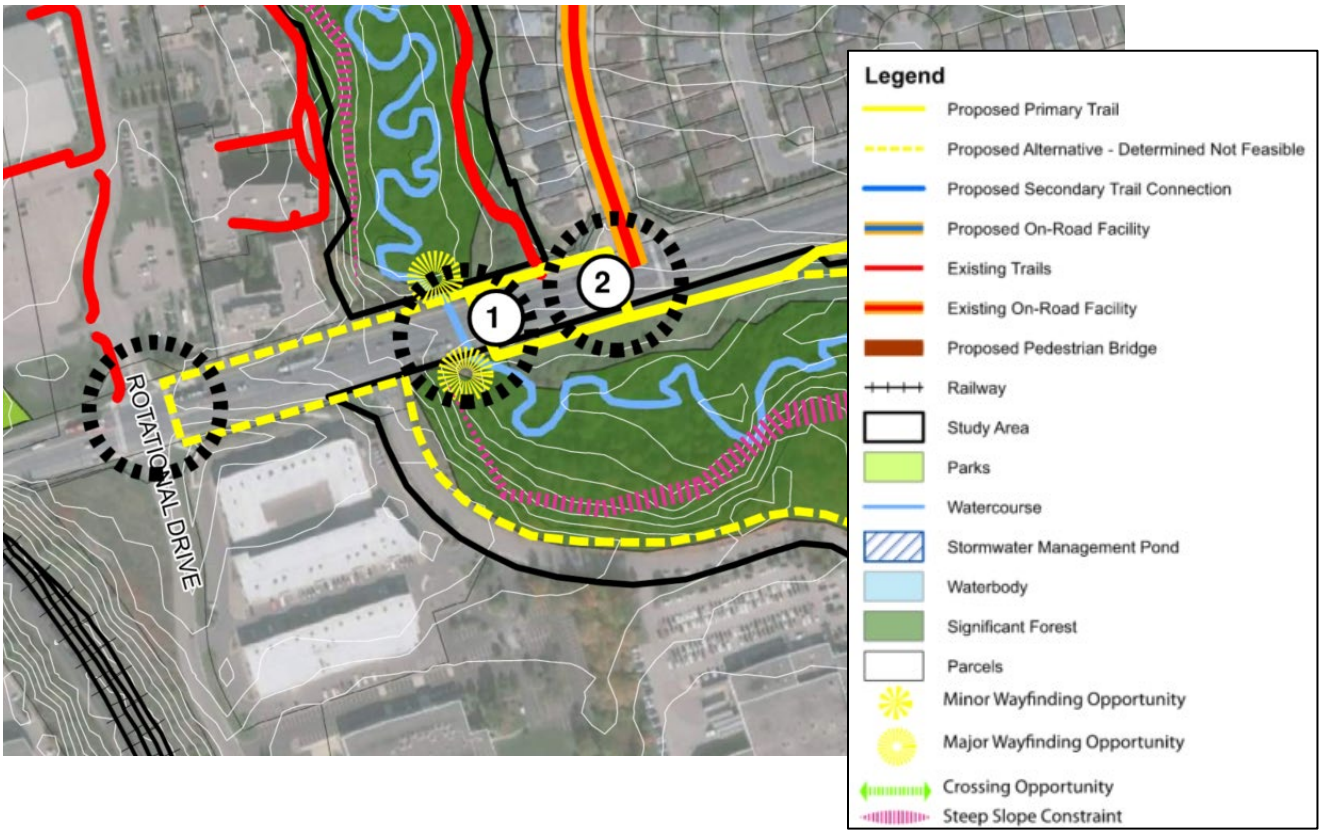
5. ***Do you agree with the proposed trail alignment.**
   Multiple Choice
   - Yes
   - No

   If interested, please explain the reasons behind your choice.
   Open-ended text box

6. ***When using the trail, how would you prefer to cross Rutherford Road?**

Multiple Choice

- Option 1 - tunnel/culvert crossing under roadway (similar to Major Mackenzie Drive trail crossing)
- Option 2 - existing signalized intersection at Greenock Drive.



Alt text: A map showing the two potential crossing options for Rutherford Road. Option 1 utilizes the existing signalized intersection crossing at Rotational Drive. Option 2 utilizes the existing signalized intersection crossing at Greenock Drive.

7. ***How do you see yourself using the trail? Please select all that apply.**

Multiple Choice

- Recreation (walking/jogging)
- Recreation (cycling)
- Commuting (walking)
- Commuting (cycling)
- Dog walking
- Snowshoeing / cross-county skiing
- Enjoying nature
- Other (please specify)

8. ***What type of amenities or improvements would you like to see as part of this trail project? Please select your top five (5) priorities.**

Multiple Choice

- Benches
- Picnic tables
- Shade structures
- Parking at trailheads
- Water bottle filling stations

- Maps of the trail and other local destinations
- Active transportation improvements along adjacent streets to make better connections to nearby destinations
- Native naturalized planting
- Manicured grass (mown lawn) in select areas to allow for gathering and other informal recreation
- Community gardening plots
- Bicycle repair stations
- Public art
- Lighting

9. ***What type of trail surfacing material would you prefer?**
   Multiple Choice
   - Asphalt (similar to existing trail sections near Naylon Parkette)
   - Compacted stone dust screening (similar to the existing trail section from Merrick Drive to Rutherford

10. ***What type of seasonal maintenance for trails within the subject area would you prefer?**
    Multiple Choice
    - No snow clearing or ice prevention, allowing for winter active recreational use (snowshoeing, cross country skiing, etc.).
    - Partial winter maintenance - snow removal in select sections only, minimal ice prevention.
    - Full snow removal and ice prevention.

Personal information in this form is collected under the authority of the *Municipal Act, 2001* and will be used for the purpose of confirming we have obtained feedback from a range of users, including those who live within close proximity and those commuting along the trail from further start/end points. Questions about this collection can be directed to Michael Habib, Senior Planner, Parks Infrastructure Planning and Development at Michael.Habib@vaughan.ca.

11. **What is your postal code?**
    Open-ended text box

12. **What is your age?**
    Multiple Choice
    - 18-24 years old
    - 25-34 years old
    - 35-44 years old
    - 45-54 years old
    - 55-64 years old
    - 65+ years old
    - Prefer not to say

13. **How did you hear about this survey?**
    Multiple Choice
    - Road sign
    - Signs or posters within my community

- Social media
- Mailed notice
- News release/article
- Recommended by a friend/colleague.
- Other

Staying informed

14. **Would you like to be contacted by the City of Vaughan if there is an opportunity to be involved in a focus group discussion or trail walk for the Bartley Smith Greenway study?**
    Multiple Choice
    - Yes, I would like to be contacted about any future focus group discussions or trail walks for the Bartley Smith Greenway study.
    - No thanks.

15. ***Would you like to be contacted by the City of Vaughan about other future conversations about City decisions or matters?**

    - Yes, I would like to like to be contacted about all future engagement opportunities on City-wide decisions or matters.
    - Yes, I would like to be contacted, but only about future engagement opportunities on the Bartley Smith Greenway project.
    - No thanks.

APPENDIX

B DETAILED SUMMARY OF SURVEY RESPONSES

Bartley Smith Greenway Survey

SURVEY RESPONSE REPORT
04 October 2021 - 22 October 2021

PROJECT NAME:
Bartley Smith Greenway Trail Feasibility Study

BANG THE TABLE engagementHQ

SURVEY QUESTIONS

Q1 When using the trail, how would you prefer to cross McNaughton Road? Please rank the following three options from most pref...

OPTIONS	AVG. RANK
Option 1 - tunnel/culvert crossing under roadway (similar to the Major Mackenzie Drive trail crossing)	1.34
Option 2 - new signalized at-grade road crossing near to the creek	2.03
Option 3 - new signalized at-grade road crossing connecting to Fletcher Drive	2.63

Mandatory Question (229 response(s))
Question type: Ranking Question

Q2 If interested, please explain the reasons behind your choice.

Anonymous
10/05/2021 09:38 AM

The tunnel/culvert under MMAC gets vandalized, is dark and often has debris left behind

Anonymous
10/05/2021 10:22 AM

safer, more continuity of trail

Anonymous
10/05/2021 10:31 AM

I'm interested in whatever solution will do the least amount of damage to the creek.

Anonymous
10/05/2021 11:46 AM

There is no need to add a signalized crossing. The best option is one that allows continuous use for walking, biking and driving on McNaughton with any traffic signals for anybody.

Anonymous
10/05/2021 11:56 AM

Shouldn't stop traffic ideally and also safer to tunnel or build a bridge

Anonymous
10/05/2021 12:02 PM

The main reason for tunnel/culvert option is a smooth uninterrupted bike ride as the main point. The other reason, I am also a driver and McNaughton Road does not need an additional stopping area. I use the trail from the northern point at Teston and Cranston park. It already has 2 crossings above ground. The crossing at Melville is problematic, it does not have signalized at-grade crossing, and it is not safe. You need to wait for the cars to pass. The crossing at Cunningham is not aligned, so we (family with kids) have to go on the side-walk disturbing the pedestrians. I feel like option 3 will bring the same experience. When I ride by myself, I want to enjoy a speedy uninterrupted bike ride with easy crossings. Can't wait to be able to bike from my house for 20-50 km a day. Thank you for your efforts!

Anonymous
10/05/2021 12:23 PM

Grade separation is seamless and convenient. Signals aren't sustainable.

Anonymous
10/05/2021 01:13 PM

Easier access and continuance

Anonymous
10/05/2021 02:48 PM

It would be good to avoid car traffic

Anonymous 10/05/2021 07:37 PM	Allows trail user to not be interrupted by traffic and avoid interrupting nature experience. Reduces traffic disruptions.
Anonymous 10/05/2021 08:14 PM	Tunnel/Culvert is preferred from a safety standpoint.
Anonymous 10/05/2021 09:41 PM	I'd prefer not to cross a road
Anonymous 10/05/2021 10:39 PM	Tunnel is preferred because safer for kids crossing (no traffic to worry about). there is a steep incline to get from the area South of McNaughton to road level which would make a road crossing more difficult on bike. A crossing at Fletcher drive seems a bit out of the way-. Too much backtracking.
Anonymous 10/06/2021 07:36 AM	1 seems like the most ideal, the image is blurry and hard to make out or understand the options clearly.
Anonymous 10/06/2021 11:44 AM	I love tunnels
Anonymous 10/06/2021 11:50 AM	Culvert/Tunnel crossing under roadway tends to get vandalized. Because of the hidden nature and privacy of tunnels and culverts, other activities, other than citizen's crossing tend to occur.
Anonymous 10/06/2021 12:06 PM	I prefer Option 2 because tunnels/culverts can retain water/ice/debris. Bad for bikes and bikers.
Anonymous 10/06/2021 12:40 PM	The at-grade crossing, if designed correctly, will additionally slow traffic. The buried crossing holds perceived risk and exceptional cost. The Fletcher intersection is too indirect
Anonymous 10/06/2021 01:45 PM	The underground passage allows for a semaless flow of human traffic without having to stop for or interfere with road traffic. Also i feel like it would give off a cosy atmosphere to the trail
Anonymous 10/06/2021 01:58 PM	1 is most direct and safest as it doesn’t cross the road. However connections to mcnaughton should also be provided.

Anonymous 10/06/2021 02:22 PM	Most direct crossing is preferred. Also, the tunnel/culvert provides a separate crossing away from the road which is preferred. I have young children and separate trail crossings are preferred.
Anonymous 10/06/2021 02:26 PM	doesn't impact traffic, no concern of being hit by vehicles not stopping
Anonymous 10/06/2021 03:02 PM	Safety
Anonymous 10/06/2021 03:18 PM	The tunnel is definitely the best option as those using the trail whether it be walking or on bike can just continue on without stopping for traffic. This also makes travel on the trail much safer.
Anonymous 10/06/2021 03:26 PM	Safety
Anonymous 10/06/2021 05:13 PM	Not having to intersect traffic and signals etc. is a preferable way to enjoy a hike on the trail.
Anonymous 10/06/2021 05:25 PM	Underground tunnel avoids traffic - cars in Vaughan often don’t watch for pedestrians and bikes.
Anonymous 10/06/2021 06:48 PM	Option 1 is the most safest way to cross and does not disrupt traffic. Option 2 looks like it follows the trail closer than Option 3
Anonymous 10/06/2021 06:53 PM	Much better to have the trail uninterrupted by at-grade road crossings - better immersion in nature, safer for younger users and there’s big benefits to fitness users (runners, cyclists, etc.) to not have to stop at roads.
Anonymous 10/06/2021 09:44 PM	Consider avoiding too much construction work and shorter trail near the houses.
Anonymous 10/06/2021 10:19 PM	more safety for kids, seniors and bike riders..

Anonymous 10/06/2021 10:38 PM	I find tunnels are much safer.
Anonymous 10/07/2021 12:05 AM	Option 1 is safest as it minimizes conflict points between cars and other road users
Anonymous 10/07/2021 09:56 AM	I think option to because it would probably require the least amount of construction.
Anonymous 10/07/2021 11:43 AM	would rather continue the trail under the roadway without having to stop at an intersection
Anonymous 10/07/2021 12:58 PM	In order of most rational and cost-effective options
Anonymous 10/07/2021 03:06 PM	This will remove friction and chokepoints between cars and - pedestrians and cyclists. Moreover, it will allow wildlife to travel under the road, reducing danger to all.
Anonymous 10/07/2021 03:48 PM	I would enjoy a seamless crossing. That's part of what makes this trail better than biking through residential streets…less stopping to cross streets.
Anonymous 10/07/2021 04:34 PM	It would be the safest crossing
Anonymous 10/07/2021 05:08 PM	Safer for children. Minimizes traffic impact. More visually appealing
Anonymous 10/07/2021 05:08 PM	Tunnel crossing under roadway seems the least safe option to me. i am a runner and a woman and prefer more visibility for added safety
Anonymous 10/07/2021 05:11 PM	To not create any additional traffic gridlock along McNaughton.
Anonymous 10/07/2021 05:35 PM	I think it would be easier and you would not have to wait for traffic.

Anonymous 10/07/2021 07:27 PM	Avoiding crossing the road should be the main consideration
Anonymous 10/07/2021 09:27 PM	Traffic on macnaughton regularly travels at 10-20kph over the limit. An at grade crossing will be cheaper, but more dangerous I suspect
Anonymous 10/07/2021 09:42 PM	Tunnel preferred so as not to have to wait for traffic signal and not slow down traffic on McNaughton
Anonymous 10/07/2021 10:04 PM	Safety
Anonymous 10/08/2021 07:24 AM	Reduce impact to local traffic and more safety for trail user
Anonymous 10/08/2021 09:32 AM	all of these would be fine. knowing the costs of the various options would help me make a better decision. my concern about a tunnel would be that people could loiter out of sight making it seem less safe.
Anonymous 10/08/2021 10:13 AM	Pedestrian friendly
Anonymous 10/08/2021 10:33 AM	safety is a priority. winter trails keeping away from local traffic
Anonymous 10/08/2021 11:57 AM	For safety and esthetic reasons
Anonymous 10/08/2021 01:31 PM	Safety
Anonymous 10/08/2021 01:32 PM	The underpass at Major Mac works well and I think it's safer than crossing signals. McNaughton has already to stop lights, a third one may be too much, considering that it's supposed to be a faster option to commute north on Keele.
Anonymous 10/08/2021 01:50 PM	Signals are for roads, not hiking trails

Anonymous 10/08/2021 03:24 PM	Safest choice is #1. As a pedestrian, it’s scary crossing any road in Vaughan
Anonymous 10/08/2021 05:19 PM	I don't feel safe walking alone in tunnel under major Mac bridge
Anonymous 10/08/2021 06:06 PM	don't like waiting to cross at the light, for safety reasons and efficiency.
Anonymous 10/08/2021 07:45 PM	The tunnel seems to be too costly.
Anonymous 10/08/2021 09:35 PM	directly cross
Anonymous 10/09/2021 09:25 AM	Street crossing, no matter how well signalized, are still more hazardous than a tunnel under the road. A tunnel also allows for a seamless enjoyment of the trail. Perhaps it costs more but it is the right choice.
Anonymous 10/09/2021 11:21 AM	Keeping the trail (cyclist) away from traffic.
Anonymous 10/09/2021 04:42 PM	If running, walking or cycling, it’s a pain having to wait for traffic lights to change. An underpass would make it seamless.
Anonymous 10/09/2021 05:47 PM	Easy road crossing
Anonymous 10/09/2021 10:50 PM	Don’t want to wait for a signal
Anonymous 10/10/2021 12:34 AM	Given the population growth, traffic will likely increase on McNaughton in the future as an alternative to Major MacKenzie and thus a tunnel-type crossing appears to be the most reasonable solution.
Anonymous	Safest, uninterrupted route avoids road crossings.

10/10/2021 01:08 AM

Anonymous
10/10/2021 02:33 PM

Tunnel is too disruptive. There is lots of space on the surface there to create a safe crossing

Anonymous
10/10/2021 03:25 PM

It's preferable to avoid traffic and not have to cross the road.

Anonymous
10/10/2021 03:33 PM

Option 1 is safest for pedestrians.

Anonymous
10/10/2021 08:14 PM

At grade crossing less disruptive to traffic during construction and to the surrounding environment

Anonymous
10/10/2021 08:40 PM

I would prefer to avoid roadways altogether. Tunnels and bridges are safer.

Anonymous
10/11/2021 04:50 PM

Less disruption to the surrounding area

Anonymous
10/11/2021 08:29 PM

Less costly and near to creek

Anonymous
10/11/2021 09:18 PM

Clearly not having to cross traffic and wait at a signal would be best....second best is a crossing directly on the trail near the creek.

Anonymous
10/11/2021 10:01 PM

Better to cross at grade than a tunnel that floods or has other dangers

Anonymous
10/12/2021 08:01 AM

Less interaction with traffic, the better.

Anonymous
10/12/2021 10:17 AM

safer crossing, not having to wait for crossing light, reduces traffic both ways.

Anonymous
10/12/2021 11:38 AM

Most direct path without needing to go out of the way, and Option 1 does not require crossing a street.

Anonymous 10/12/2021 12:17 PM	I'd prefer to not have to cross the road.
Anonymous 10/12/2021 02:23 PM	1 = Safest and no need to stop or slow down when biking
Anonymous 10/12/2021 07:57 PM	Not to disrupt already busy traffic area with more stops unpass is a much safer way as well
Anonymous 10/12/2021 08:46 PM	fell safe
Anonymous 10/12/2021 09:29 PM	Option one creates an uninterrupted cycling path which is worth every penny.
Anonymous 10/12/2021 09:35 PM	Street grade crossing seems safer than a tunnel/culvert
Anonymous 10/12/2021 09:51 PM	A tunnel is a much safer option for bicyclists and pedestrians.
Anonymous 10/12/2021 09:53 PM	Not having to cross a busy road would be best. It would make me feel safer using the trail with my children. Having to cross a busy road would be more of a challenge. So going under the road is better.
Anonymous 10/12/2021 11:07 PM	use the existing creek to create the trail; use nature to it’s fullest
Anonymous 10/13/2021 10:15 AM	Option 1 is best (no interruption for traffic or the trail) but recognize that at a much higher cost than may not be justifiable.
Anonymous 10/13/2021 10:42 AM	Keeps cars away.
Anonymous 10/13/2021 12:20 PM	Ability to avoid crossing vehicle paths is preferable, although unsure about future maintenance.

Anonymous 10/13/2021 12:28 PM	Avoiding traffic, continuity of trail
Anonymous 10/13/2021 01:15 PM	To reduce traffic on McNaughton.
Anonymous 10/13/2021 02:27 PM	I prefer the tunnel because I do not like road crossings at very busy roads, as you know McNaughton is very busy. A grade crossing would expose pedestrians and cyclists to undo risk. Also, I'm sure we don't need another crossing which would slow down traffic.
Anonymous 10/13/2021 02:35 PM	It's better to be away from the traffic. Also probably better for the wildlife.
Anonymous 10/13/2021 02:57 PM	The tunnel provides direct trail access without walking on the road which I think is better for access and safety.
Anonymous 10/13/2021 03:25 PM	The tunnel option like Major Mackenzie would be safer for drivers and pedestrians.
Anonymous 10/13/2021 03:52 PM	Tunnel under the road is safer for pedestrians and for vehicle traffic.
Anonymous 10/13/2021 04:50 PM	I’m disabled and find that it would be easier with mobility scooter to have access without having to cross a road
Anonymous 10/13/2021 05:01 PM	The tunnel would be the safest option for trail users and also road drivers, if it is not cost prohibitive. The next best option would be the at grade crossing by the creek.
Anonymous 10/13/2021 05:27 PM	I don't think McNaughton is busy enough to bother with the cost of a tunnel. It can be done in future if necessary.
Anonymous 10/13/2021 05:32 PM	Safe for the kids
Anonymous 10/13/2021 06:32 PM	The tunnel needs to be made safe. The one on Major Mackenzie is a hang out for teens

Anonymous 10/13/2021 09:23 PM	Signalized crossings are slower for everyone and not as safe as completely separating the traffic.
Anonymous 10/14/2021 10:35 AM	If cost is not a factor, then a tunnel crossing would be ideal. This way the flow of traffic for both pedestrians using the path and cars travelling on McNaughton, is not disrupted by another light.
Anonymous 10/14/2021 02:23 PM	Option 1 provides the safest method to cross McNaughton. Safety should be a priority for these types of projects
Anonymous 10/14/2021 02:35 PM	The tunnel would provide a seemless experience for the trail user.
Anonymous 10/14/2021 02:53 PM	Option #2 Drivers speed through this area and the crossing would be safer with a signal, especially for kids. Regarding Option #1 I would prefer it except that there are people on the trail who use mini-bikes and/or cycle very quickly who could easily collide with pedestrians, given the poor sightlines.
Anonymous 10/14/2021 05:30 PM	Early morning, evening and night use of tunnels can pose safety concerns due to lack of lighting
Anonymous 10/14/2021 06:56 PM	Safer for pedestrians and less inconvenience for cars.
Anonymous 10/14/2021 09:05 PM	Tunnel would be quickest. Otherwise nearer to creek is least diversion.
Anonymous 10/14/2021 09:52 PM	to avoid waiting for a light (e.g. if running don't have to stop)
Anonymous 10/15/2021 07:28 AM	Provides a continuous and uninterrupted experience when using trail
Anonymous 10/15/2021 07:56 AM	More direct. Less interruption with activities. Least dangerous for traffic.

Anonymous 10/15/2021 10:13 AM	Safer for people to walk
Anonymous 10/15/2021 12:25 PM	The tunnel crossing is making the most sense to avoid interruption of the hikers/bikers to the road traffic. Tunnels are safer as well. Additional signalized road crossing is an additional distraction to the heavy traffic in rush hours.
Anonymous 10/15/2021 12:57 PM	Much safer for pedestrians and cyclists with a tunnel/culvert crossing. Vehicles travel fairly quickly on this stretch of road and there are many dump trucks that travel this stretch. Safety first!
Anonymous 10/16/2021 12:35 PM	Tunnel option is not necessary here. Traffic on McNaughton is light enough to accommodate a signalled crossing, and construction of this will not be as disruptive to traffic. Signalled crossing is quite successfully used on the finch hydro corridor trail in North York as well.
Anonymous 10/16/2021 12:49 PM	tunnel/culvert under roadway for seamless, continuity and optimal usage of trail.
Anonymous 10/16/2021 01:56 PM	The underground Major Mackenzie crossing, is dark and night and does not feel safe. At grade, above ground feels safer, more people/vehicle traffic.
Anonymous 10/17/2021 12:47 AM	Please avoid residential neighborhoods as much as possible. People in those neighborhoods will be upset at the increase in foot traffic and possible crime. One neighbor near me whose house is next to the existing trail path has his window continuously broken by thugs throwing rocks. His bay window has now been permanently replaced plywood sheets that look ugly. Since no one can guarantee that only good people will use these trails, we should minimize paths near existing homes.
Anonymous 10/17/2021 12:06 PM	convenience and tranquility away from cars and the hustle of the roads
Anonymous	Grade separation will lead to safer access

10/17/2021 03:50 PM

Anonymous
10/17/2021 05:30 PM

Tunnel not necessary.

Anonymous
10/17/2021 08:10 PM

Easier to cross if there is a tunnel

Anonymous
10/17/2021 11:24 PM

prefer the trail to continue by under bridge

Anonymous
10/18/2021 02:54 PM

Prefer walking on grade road. I would think Option 1 would create shut down of road and traffic and walking would be horrible.

Anonymous
10/18/2021 04:16 PM

Option 1 is probably the most expensive but allows for the freest movement of people, without having to worry about people and vehicles interacting. Option 2 is my second option because the trail is straight thru connection (most direct) and is probably the best option from a cost and timeline point of view. Option 3 is very similar to Option 2, but requires people to make an unnecessary "jog" in the path route, which I feel people would skip and simply cross the road at the Option 2 location, regardless of their being stop lights/cross walk just up the road.

Anonymous
10/18/2021 10:57 PM

Option 1, Safety key issue, no interaction with any traffic, less confusion for hikers or bikers as to which way the trail continues, continuous enjoyment of trail. Is this not the whole idea of a trail.

Anonymous
10/19/2021 12:21 AM

Safety percentage would be higher.

Anonymous
10/19/2021 09:14 AM

Safest for pedestrians and cyclists (in particular small children) and no impact to traffic.

Anonymous
10/19/2021 12:03 PM

Option 2 would have easier access to trail. Not sure if volume of traffic warrants the creation of a tunnel/culvert at this time.

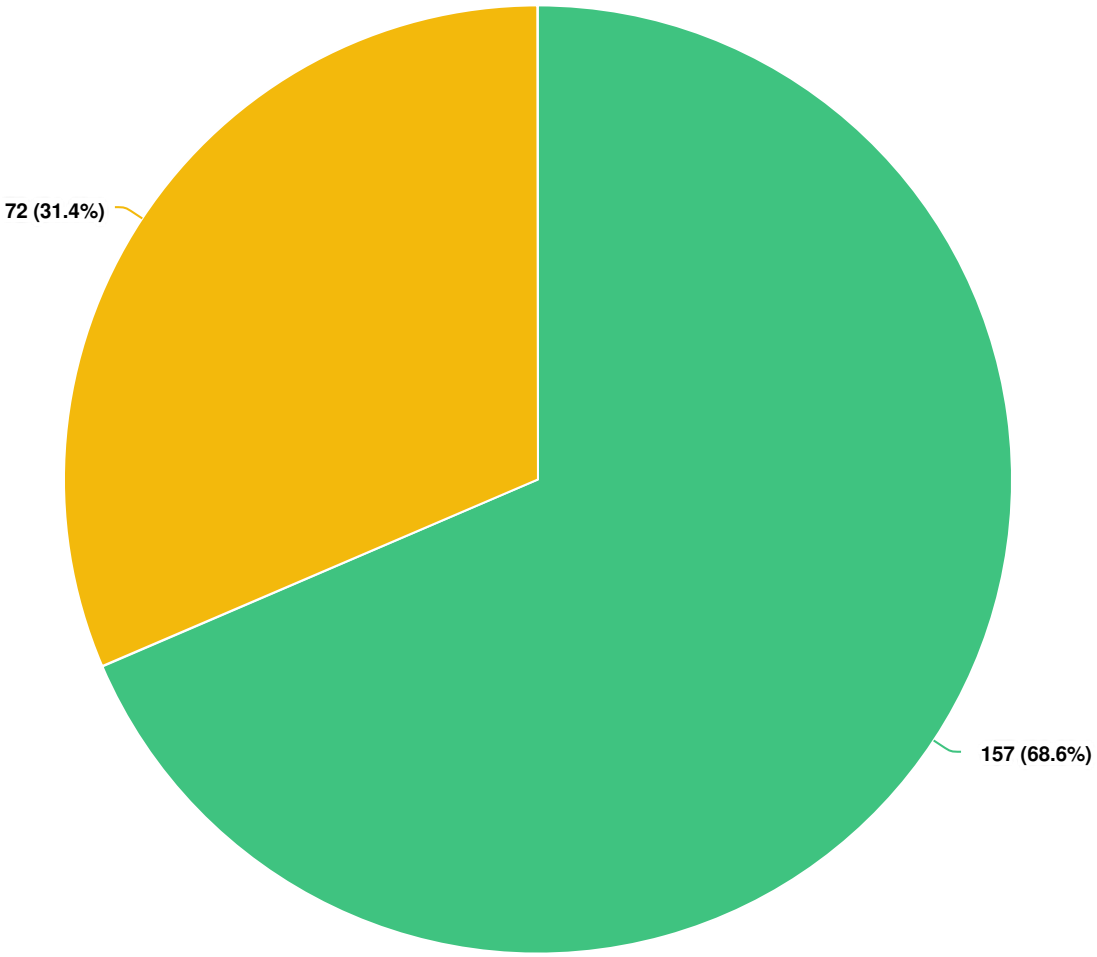
Anonymous
10/19/2021 03:40 PM

I enjoy using the tunnel at Major Mackenzie without the need to cross at any lights.

Anonymous 10/19/2021 04:45 PM	tunnels creates an unsafe area that at night it might became an area to avoid.
Anonymous 10/19/2021 08:15 PM	The tunnel option is more convenient and keeps you closer to a natural nature experience. The road crossings bring you out of that natural nature experience.
Anonymous 10/19/2021 10:14 PM	Better spot
Anonymous 10/20/2021 09:55 AM	I wouldn't use a tunnel crossing at night for personal safety reasons, also, overall expense and maintenance is not worth it for the municipality
Anonymous 10/20/2021 11:24 AM	Option 1 is the better choice as it is safer because it limits your exposure to roadway traffic and is better exposed to nature as it doesn’t require you to cross a road.
Anonymous 10/20/2021 05:44 PM	Tunnel is best for human and animal passage.
Anonymous 10/20/2021 06:27 PM	SAFETY
Anonymous 10/20/2021 10:17 PM	Safer
Anonymous 10/20/2021 10:26 PM	Does not make any sense to pass 4 lanes of traffic even signalized

Optional question (142 response(s), 87 skipped)
Question type: Essay Question

Q3 Which of the two proposed route options – Option A or Option B – do you prefer?



Question options

- Route Option A
- Route Option B

Mandatory Question (229 response(s))
Question type: Radio Button Question

Q4 If interested, please explain the reasons behind your choice.

Anonymous 10/05/2021 10:22 AM	more direct route - logical movement
Anonymous 10/05/2021 10:31 AM	Trying to assess which solution would do the least damage to natural environment.
Anonymous 10/05/2021 11:46 AM	Route A requires less disturbance to existing areas as less new trail is required. Also it distances from houses a little more plus the bridge would be a nice scenic addition to the trail.
Anonymous 10/05/2021 12:02 PM	In this case, I don't really have preference. I would go with whatever is cheaper to build and maintain.
Anonymous 10/05/2021 10:39 PM	Bridges are more fun!
Anonymous 10/06/2021 07:36 AM	Would be nice to travel with limited impact on the residents of Mathewson. It would be easier to make this decision if conceptual drawings of the options were able, it's difficult to make the choice based on the image provided.
Anonymous 10/06/2021 11:44 AM	I like the bridge
Anonymous 10/06/2021 11:50 AM	More direct.
Anonymous 10/06/2021 12:06 PM	Seems more straightforward.
Anonymous 10/06/2021 01:45 PM	I feel like the bridge adds more character to the trail, allows people to explore the nature within this area and offers more privacy to the homes on the end of Matthewson street
Anonymous 10/06/2021 01:58 PM	Bridge crossing and being away from homes makes for a more interesting and appealing experience

Anonymous 10/06/2021 02:22 PM	Route A is preferred but could Route B be a secondary route? Route A connects to the existing trail and I think would be a more beautiful alignment.
Anonymous 10/06/2021 02:26 PM	further from road
Anonymous 10/06/2021 03:18 PM	B is the better option as it connects to an existing trail.
Anonymous 10/06/2021 05:25 PM	Route B seems more direct.
Anonymous 10/06/2021 06:48 PM	Similar to Boyd Park... crossing the river does bring some variation to the trail and provides a different angle to look at the stormwater pond.
Anonymous 10/06/2021 06:53 PM	More character to interact with the water features, and trails are more interesting when they meander through an area rather than just taking a straight shot.
Anonymous 10/06/2021 10:19 PM	beautiful view.
Anonymous 10/06/2021 10:38 PM	Beautiful pond crossing and proximity to water features.
Anonymous 10/07/2021 11:43 AM	appears more direct route
Anonymous 10/07/2021 12:58 PM	it's interesting to turn and twist when taking a trail instead of just going straight.
Anonymous 10/07/2021 03:06 PM	Probably more cost-effective (diverting funds to the tunnel)
Anonymous 10/07/2021 03:48 PM	Option B is more direct and likely cheaper. No bridge.

Anonymous 10/07/2021 04:34 PM	It looks like the better option since it connects with an existing pond service path
Anonymous 10/07/2021 05:08 PM	Most natural use of path.
Anonymous 10/07/2021 07:27 PM	Save the bridge cost
Anonymous 10/07/2021 09:27 PM	The easier/cheaper option to an existing underpass below Maj Mack
Anonymous 10/07/2021 09:42 PM	Scenic
Anonymous 10/08/2021 09:32 AM	Crossing the bridge would be interesting but if it cost significantly more the other option would be fine
Anonymous 10/08/2021 10:33 AM	My opinion is more for convenience in line of travel for a North and South trail opposed to re reroute. Probably more cost effective and less disturbance of conservation area.
Anonymous 10/08/2021 01:31 PM	Not much difference
Anonymous 10/08/2021 01:32 PM	A bridge would look nice and I think is may have lower impact on plants and animals. If affordable, I'd prefer this.
Anonymous 10/08/2021 07:45 PM	Really, either one is fine.
Anonymous 10/08/2021 09:35 PM	keep the river to be nature
Anonymous 10/09/2021 11:21 AM	A bridge would be nice view but cost more.

Anonymous 10/09/2021 04:42 PM	No preference of the 2 options
Anonymous 10/10/2021 12:34 AM	A small bridge is generally always more attractive given can stop for a moment and watch the water rush by right below you. But if overall costs are an issue, Route Option B is an appropriate alternative, too.
Anonymous 10/10/2021 01:08 AM	Bridges are aesthetically pleasing, year round.
Anonymous 10/10/2021 02:33 PM	Extending the pathway seems better - again there is lots of space there on surface level
Anonymous 10/10/2021 03:25 PM	I like the idea of crossing a bridge. This option also the creeks.
Anonymous 10/10/2021 03:33 PM	Route Option A is farther from private residential than B.
Anonymous 10/10/2021 08:14 PM	More scenic
Anonymous 10/10/2021 08:40 PM	Route A appears to be more scenic.
Anonymous 10/11/2021 08:29 PM	Scenic
Anonymous 10/12/2021 10:17 AM	more economical
Anonymous 10/12/2021 11:38 AM	The path over the stormwater way already mostly exists and would prevent a dead end.
Anonymous 10/12/2021 12:17 PM	Less new trail needs to be built (less habitat removal), travels further from houses, and has a bridge (nice for the little ones to walk over the creek, more mental health benefits)

Anonymous 10/12/2021 02:23 PM	More scenic
Anonymous 10/12/2021 07:57 PM	Keeping trail as close to nature as possible for all to enjoy
Anonymous 10/12/2021 08:46 PM	easy to identify
Anonymous 10/12/2021 09:29 PM	I think option A created a more interesting path winding through the pond area and further away from houses.
Anonymous 10/12/2021 09:35 PM	Crossing a bridge would five a beautiful view.
Anonymous 10/12/2021 11:07 PM	near pond…bridge seems like a lovely idea. a beautiful bridge will become a “tourist” attraction
Anonymous 10/13/2021 09:50 AM	Prefer the scenic route, further away from residential backyards.
Anonymous 10/13/2021 12:28 PM	I have gone down to the pond several times thinking it’s a shame the path just ends there, I keep looking to make sure I’m not missing a trail, it just seems like it shouldn’t just end there. But it looks to be more expensive with the bridge
Anonymous 10/13/2021 01:15 PM	More interesting walking path.
Anonymous 10/13/2021 02:57 PM	Option A is a more interesting walk into the greenspace as opposed to the periphery along backyards.
Anonymous 10/13/2021 03:25 PM	Route A has better access to the natural area for walking, jogging, etc.
Anonymous 10/13/2021 03:52 PM	Option A is a better use of the trail within the natural area and would offer better views of the natural surrounding.

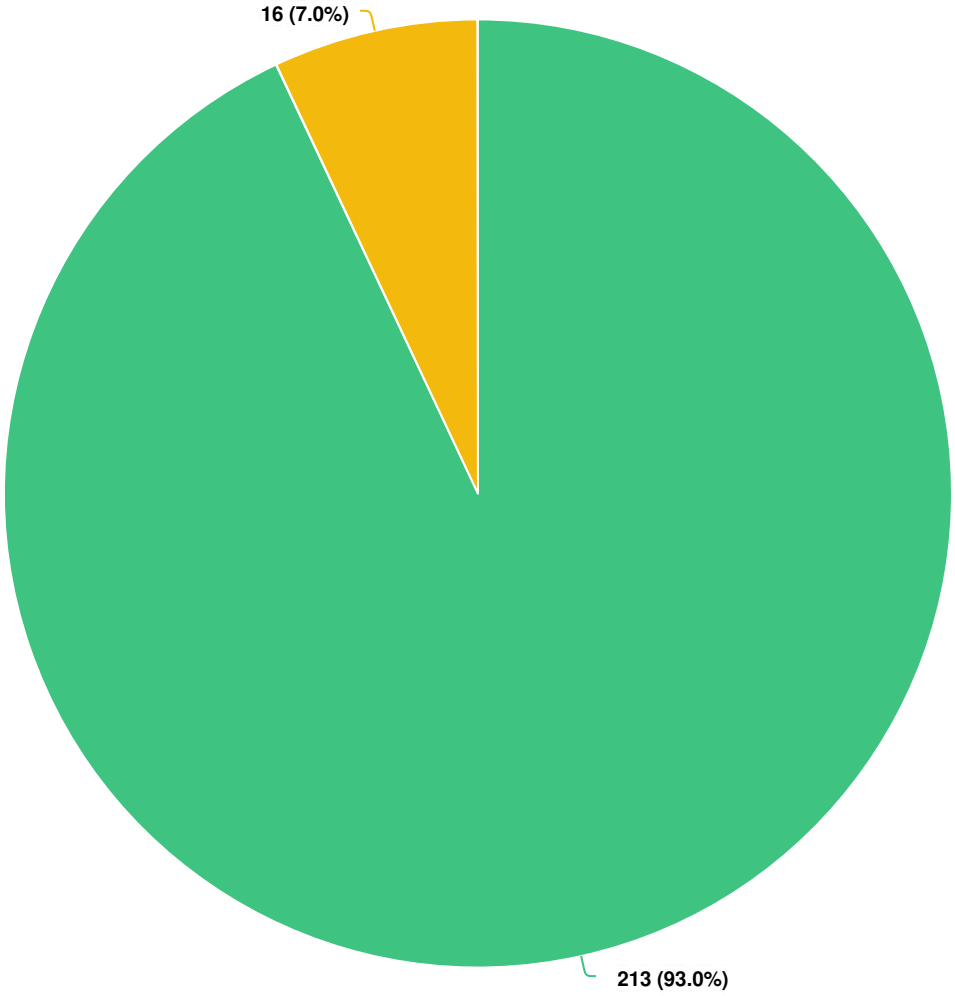
Anonymous 10/13/2021 05:01 PM	Option A would be preferred as it goes into the natural area and is not just a path behind rear yards. The trail should expose the natural area in which it goes through so that trail users can experience the natural area as well as keep the trial away from backyards for privacy and noise concerns of the homeowners.
Anonymous 10/13/2021 05:15 PM	I am guessing option B is the lower cost option. I like Option B from a bicycling standpoint.
Anonymous 10/13/2021 05:27 PM	Option A is nice as a trail since it allows the use of the pond area. The dotted alternative would have been nicer.
Anonymous 10/13/2021 06:32 PM	More trail-like instead of a make-shift trail behind homes
Anonymous 10/13/2021 09:23 PM	More direct and does not rely on the bridge
Anonymous 10/14/2021 10:35 AM	Route A with a bridge just adds a nice break to scenery. There is already a flow towards this option from the Maj Mac tunnel.
Anonymous 10/14/2021 02:23 PM	Route Option A is more interesting and scenic and provides a nice place to stop and enjoy the Pond, its wildlife and its surrounding vegetation.
Anonymous 10/14/2021 02:53 PM	I prefer to be further away from people's back yards. Sometimes their dogs get riled up and start barking like crazy, which scares my kids. Also, they probably don't want looky-loos walking past their back yards anyway.
Anonymous 10/14/2021 06:56 PM	Actually, I have no preference for either routes.
Anonymous 10/14/2021 09:05 PM	More direct
Anonymous 10/14/2021 09:52 PM	there tend to be many little flies on bridges (due to proximity to the water)

Anonymous 10/15/2021 07:56 AM	More greenery for scenery.
Anonymous 10/15/2021 12:57 PM	More scenic route which takes users over the pond.
Anonymous 10/16/2021 12:35 PM	May be more scenic and less disruptive to homeowners. Environmental impact of bridge construction should be minimized and signage should be clear.
Anonymous 10/16/2021 01:56 PM	Trail leads into a more open area, safer.
Anonymous 10/17/2021 12:47 AM	Route A appears to have interaction with the rear of Mathewson Street residential lots. When I'm on a trail, I want to avoid seeing the rear of people's homes. I want to maximize the view of nature.
Anonymous 10/17/2021 09:11 AM	Less exposure to residential properties
Anonymous 10/17/2021 12:06 PM	more picturesque
Anonymous 10/17/2021 12:14 PM	Lower flood risk for use and Maintanance
Anonymous 10/17/2021 03:50 PM	B will allow for easier use of the trail for transportation; less risk of injury due to bridge; lower cost of construction; long term should have both A and B
Anonymous 10/17/2021 08:10 PM	I believe A may work the best.
Anonymous 10/18/2021 04:16 PM	I would choose option B as it appears simpler and probably a cheaper option. My personal goal is to get the path completed sooner than later.
Anonymous 10/18/2021 10:57 PM	Option A continues to an existing path, where as option B stops at the parkette. Option A offers more scenery and enjoyment.

Anonymous 10/19/2021 09:14 AM	Sounds like it would be less costly due to no bridge construction required
Anonymous 10/19/2021 12:03 PM	Route B would provide easier flow by trail users, still allowing appreciation of the pond. and less environmental impact to the pond by creating a bridge.
Anonymous 10/19/2021 03:40 PM	I don't mind which option is actually chosen.
Anonymous 10/19/2021 04:45 PM	is not so close to the backyards
Anonymous 10/19/2021 08:15 PM	Option A appears to connect better with the existing trails
Anonymous 10/19/2021 10:14 PM	Better spot
Anonymous 10/20/2021 11:24 AM	Better connected with nature and the surroundings.
Anonymous 10/20/2021 05:44 PM	Better trail route.

Optional question (90 response(s), 139 skipped)
Question type: Essay Question

Q5 Do you agree with locating the trail on the east side of the creek?



Question options

Yes No

Mandatory Question (229 response(s))
Question type: Radio Button Question

Q6 Please explain the reasons behind your choice.

Anonymous 10/05/2021 09:38 AM	This option has less impact on the environment
Anonymous 10/05/2021 10:22 AM	preservation of environment. More natural route. Terrain on east side is flatter
Anonymous 10/05/2021 10:31 AM	Agree with this rationale. Would also welcome any opportunities the City can take to increase the number of trees, plants and natural shade along the new pathway.
Anonymous 10/05/2021 10:42 AM	looks like there is more land there
Anonymous 10/05/2021 11:33 AM	it seems like the easier choice to put the trail on this side
Anonymous 10/05/2021 11:46 AM	Preserving existing trees as much as possible should be a priority
Anonymous 10/05/2021 11:56 AM	Honestly this question is not clear...I am not a city planner or an environmental advisor and you haven't outlined pro's and con's so not sure how I can can agree or disagree based on the minimal info given. C'mon!
Anonymous 10/05/2021 12:02 PM	As long as the trail is there, I don't have preference where it goes.
Anonymous 10/05/2021 12:23 PM	I accept the city’s justification for the route selection
Anonymous 10/05/2021 01:13 PM	Makes sense
Anonymous 10/05/2021 02:48 PM	Agree we should limit the impact to natural systems in the area

Anonymous 10/05/2021 05:55 PM	I like
Anonymous 10/05/2021 07:37 PM	Protecting nature
Anonymous 10/05/2021 08:14 PM	the terrain on the east side is more suitable for a path
Anonymous 10/05/2021 09:41 PM	Limits the impact to natural systems
Anonymous 10/05/2021 10:03 PM	The west side is steep and would be subject to erosion from weathering
Anonymous 10/05/2021 10:39 PM	Gotta work with the natural landscape!
Anonymous 10/06/2021 07:36 AM	I don't feel I have another choice. Also the images provided for this survey are disappointing. I feel I can't make an informed decision.
Anonymous 10/06/2021 11:17 AM	This has the least impact to the natural habitats.
Anonymous 10/06/2021 11:44 AM	Yes, limit the impact to natural systems in the area
Anonymous 10/06/2021 11:50 AM	Avoid cutting trees. We need to protect our environment and the climate. It is also cost-effective. We need to plant more native trees and shrubs, not eliminate or cut down.
Anonymous 10/06/2021 12:00 PM	Less impact to trees
Anonymous 10/06/2021 12:06 PM	Yes plus there's already a gravel trail on parts of it. (Please keep it gravel to minimize impact).
Anonymous 10/06/2021 12:40 PM	Most direct and cycle friendly

Anonymous 10/06/2021 01:31 PM	Not enough crossing points from West-side of the creek to the pathway
Anonymous 10/06/2021 01:35 PM	Lowest impact
Anonymous 10/06/2021 01:36 PM	Less impactful
Anonymous 10/06/2021 01:39 PM	It already exists and serves a bigger residential area.
Anonymous 10/06/2021 01:41 PM	The purpose of the trail is for us to enjoy nature. Building on the west side would necessitate cutting down trees, which I am against
Anonymous 10/06/2021 01:45 PM	I don't see any problems here, it makes sense to me! It also offers a great view of the pond near section D.
Anonymous 10/06/2021 01:58 PM	I agree with minimizing impacts but please provide connections for western neighbourhood to the trail on the east side
Anonymous 10/06/2021 02:22 PM	I agree with the east side alignment because it a priority for this project is to limit the impact to natural systems in the area.
Anonymous 10/06/2021 02:26 PM	simpler
Anonymous 10/06/2021 02:39 PM	It is much better to walk/bike along the side of the creek.
Anonymous 10/06/2021 03:02 PM	I agree w/ city.
Anonymous 10/06/2021 03:18 PM	East offers less disruption of surrounding environment.
Anonymous	Less impact on environment

10/06/2021 03:26 PM

Anonymous
10/06/2021 03:27 PM

Keep the natural as much as possible and less on the work.

Anonymous
10/06/2021 04:02 PM

No reason. I don't use the train that far north

Anonymous
10/06/2021 05:13 PM

The least impact to existing trees and natural settings the better.

Anonymous
10/06/2021 05:25 PM

Should limit disturbing the ecosystems/heavily treed areas as much as possible.

Anonymous
10/06/2021 06:48 PM

Based on the information provided, the east side is more accessible and reduces impact on the environment. The only concern is what will hikers do on the west side since there will be access from existing residential areas to the trail?

Anonymous
10/06/2021 06:53 PM

Terrain more suitable - better to spend money on adding more trails in other areas than unnecessarily re-grading land to shoehorn this in.

Anonymous
10/06/2021 07:16 PM

As stated minimal I act to natural landscape

Anonymous
10/06/2021 09:44 PM

Agree with the rationale for the proposal.

Anonymous
10/06/2021 10:19 PM

nice to have a trail beside the creek

Anonymous
10/06/2021 10:38 PM

Less slope

Anonymous
10/06/2021 11:42 PM

Save the mature trees

Anonymous
10/07/2021 12:05 AM

In theory the route makes sense, but the images won't load so I can't provide a fully educated answer

Anonymous 10/07/2021 12:21 AM	Sloped will require more trail maintenance
Anonymous 10/07/2021 09:56 AM	Please limit the amount of construction and damage to the existing greenspace and natural systems. PLEASE DO NOT CUT TREES DOWN or DISRUPT WATER FLOW
Anonymous 10/07/2021 11:43 AM	no preference/not familiar with this section
Anonymous 10/07/2021 12:58 PM	Good
Anonymous 10/07/2021 01:54 PM	Practical is best
Anonymous 10/07/2021 02:00 PM	since the west side of the creek is heavily treed and sloped.
Anonymous 10/07/2021 02:39 PM	Least amount of disruption to environment
Anonymous 10/07/2021 03:05 PM	Better to maintain as much trees as possible.
Anonymous 10/07/2021 03:06 PM	We must share this landscape with wildlife, and not remove the last refuge points they have.
Anonymous 10/07/2021 03:48 PM	A portion of the trail already exists on the east side. Also agree with the reasoning that the west side is steeper and that building and maintaining it there will be more expensive.
Anonymous 10/07/2021 04:29 PM	Less disturbance to natural habitat
Anonymous 10/07/2021 04:34 PM	More space for the trail, and less environmental negative impact.

Anonymous 10/07/2021 04:41 PM	City should avoid disruption and more construction which would be required if the west side was chosen.
Anonymous 10/07/2021 05:08 PM	We agree with your rationale.
Anonymous 10/07/2021 05:08 PM	Seems the beset option for limiting the impact to the environment
Anonymous 10/07/2021 05:11 PM	It is a great idea as long as it does not affect any residential property.
Anonymous 10/07/2021 05:34 PM	I live on the opposite side
Anonymous 10/07/2021 05:35 PM	Slope issues on the west of the river do not allow enough space for a walking trail.
Anonymous 10/07/2021 05:35 PM	There is more space.
Anonymous 10/07/2021 07:27 PM	Easier to build, less environmental impact
Anonymous 10/07/2021 09:27 PM	Cheaper and easier
Anonymous 10/07/2021 09:42 PM	There's more space on the east side. Makes sense.
Anonymous 10/07/2021 10:04 PM	Easier access during trail construction
Anonymous 10/08/2021 07:24 AM	Less impact to natural and current trail all on east side
Anonymous 10/08/2021 08:36 AM	would not like it to be heavily sloped or having to remove lots of trees to build it.

Anonymous 10/08/2021 08:49 AM	Its too close to the fence line of houses.
Anonymous 10/08/2021 09:32 AM	i agree
Anonymous 10/08/2021 10:13 AM	Easiest
Anonymous 10/08/2021 10:33 AM	Same as my opinion from question number 2. This propose trail is less disturbance of tree line and conservation. The proposed area will make it a much easier access for construction crews to build the trail and would require less time to construct the trail. On the west side of the creek the homes that are against the river alongside Glenside Drive would require a retaining wall to not disturb rear yards. The original developer constructed a wall approx 22 years ago, and it took a much longer period of time to get approval from the Conservation Authority.
Anonymous 10/08/2021 11:23 AM	Best to not disrupt the mature trees.
Anonymous 10/08/2021 11:57 AM	It will be easier to construct annd cause less interuption to the environment.
Anonymous 10/08/2021 12:59 PM	Make sense to not disrupt the existing trees and slope.
Anonymous 10/08/2021 01:31 PM	Choice
Anonymous 10/08/2021 01:32 PM	Impacting the environment as less as possible is important.
Anonymous 10/08/2021 01:46 PM	visibly more space on east side
Anonymous 10/08/2021 01:50 PM	Makes sense

Anonymous 10/08/2021 01:53 PM	easier path
Anonymous 10/08/2021 03:24 PM	Lots of consideration has already been taken and this looks to be the best plan.
Anonymous 10/08/2021 05:19 PM	I don't want to see move vegetation removed and wildlife / animals displaced
Anonymous 10/08/2021 06:04 PM	least impact to the natural systems is best
Anonymous 10/08/2021 06:06 PM	It allows for a traffic-free and nature route
Anonymous 10/08/2021 06:27 PM	less trees and slopes
Anonymous 10/08/2021 07:45 PM	We like trees. Leave them be.
Anonymous 10/08/2021 09:35 PM	don't want to cut down forest of creek anymore
Anonymous 10/09/2021 09:25 AM	I agree with limiting the impact to natural systems.
Anonymous 10/09/2021 11:21 AM	Existing trail is already mostly there.
Anonymous 10/09/2021 01:05 PM	West side is swampy and often gets flooded during heavy rains
Anonymous 10/09/2021 04:42 PM	For the reasons you've given
Anonymous 10/09/2021 05:47 PM	It's fine

Anonymous 10/09/2021 10:50 PM	Less impact to environment and lines up with existing trails on east side
Anonymous 10/10/2021 12:34 AM	Seems reasonable. No need to chop down more trees than absolutely necessary. Due to all the new housing developments there is a significant lack of older, tall-grown trees in Maple already.
Anonymous 10/10/2021 01:08 AM	Connects neatly to existing trail that ends at Rutherford.
Anonymous 10/10/2021 12:51 PM	Sloped
Anonymous 10/10/2021 02:33 PM	It is the obvious natural location for the path - as you suggest
Anonymous 10/10/2021 03:25 PM	The alternative involves a sloped surface and heavy woods.
Anonymous 10/10/2021 03:33 PM	I appreciate the stated goal of limiting the impact to natural systems in the area
Anonymous 10/10/2021 06:48 PM	It’s nice
Anonymous 10/10/2021 08:14 PM	West side is too heavily wooded and would cause too much disruption to natural environment if placed there
Anonymous 10/10/2021 08:40 PM	The view would be better.
Anonymous 10/11/2021 08:23 AM	West Side is heavily treed
Anonymous 10/11/2021 12:05 PM	L
Anonymous 10/11/2021 01:57 PM	more scenic route

Anonymous 10/11/2021 02:36 PM	Too many wildlife seen in this area, I wonder the impact of the trail on such wildlife
Anonymous 10/11/2021 04:50 PM	Much better slope situation
Anonymous 10/11/2021 08:29 PM	Makes it easier and less costly to connect and keeps the tree west areas intact. Limits damage to natural environment. Trees provide shelter for foxes and other wild life
Anonymous 10/11/2021 09:18 PM	It makes the most sense and directly connects to the existing section at the south end.
Anonymous 10/11/2021 10:01 PM	Agree with not removing existing vegetation
Anonymous 10/12/2021 08:01 AM	Limits the impact to natural systems in the area.
Anonymous 10/12/2021 10:17 AM	safer route
Anonymous 10/12/2021 11:38 AM	This route seems more direct and easier to build.
Anonymous 10/12/2021 12:17 PM	Seems more reasonable.
Anonymous 10/12/2021 02:07 PM	Trail is narrow
Anonymous 10/12/2021 02:23 PM	Whatever is best for environment and safety of people travelling on path
Anonymous 10/12/2021 04:09 PM	It makes the most sense to have the trail on the east side of the creek because of the trees on the west side. It would be ideal to have to remove as few trees as possible.

Anonymous 10/12/2021 04:17 PM	yes
Anonymous 10/12/2021 07:13 PM	Keep intact
Anonymous 10/12/2021 07:32 PM	Least impact
Anonymous 10/12/2021 07:57 PM	less invasive to nature overall
Anonymous 10/12/2021 08:46 PM	looks like more reasonable
Anonymous 10/12/2021 08:54 PM	To avoid cutting down any trees on the west side
Anonymous 10/12/2021 09:03 PM	Less expensive if the path is flat
Anonymous 10/12/2021 09:29 PM	There are couple existing crossings close to where we live and I can see more crossings are considered.
Anonymous 10/12/2021 09:35 PM	I agree with the explanation above.
Anonymous 10/12/2021 09:43 PM	looks easier to implement
Anonymous 10/12/2021 09:51 PM	This looks like the best option that doesn't disturb the natural habitat.
Anonymous 10/12/2021 09:53 PM	This looks like a good and scenic option.
Anonymous 10/12/2021 11:07 PM	near the creek is an attractive scenic option

Anonymous 10/13/2021 09:50 AM	Appears to be the most economical and viable option.
Anonymous 10/13/2021 10:15 AM	More land on the east side
Anonymous 10/13/2021 10:42 AM	Appears to be more natural and easy walking.
Anonymous 10/13/2021 12:20 PM	Minimal slopes are preferable for long term maintenance and longevity.
Anonymous 10/13/2021 12:28 PM	Seems the logical place for it, least invasive,
Anonymous 10/13/2021 01:10 PM	Keep natural areas natural.
Anonymous 10/13/2021 01:15 PM	Ease of walking paths with more level terrain.
Anonymous 10/13/2021 02:27 PM	East of the creek makes sense to me.
Anonymous 10/13/2021 02:35 PM	Seems to be the only option.
Anonymous 10/13/2021 02:57 PM	If it is easier to construct, maintain, and travel on then that is ok.
Anonymous 10/13/2021 03:15 PM	west side of the creek is heavily treed and sloped. East side is obvious choice.
Anonymous 10/13/2021 03:25 PM	The trail should be situated wherever it is easier to access, construct and maintain, either east or west side of the creek, using the crossings to allow it to go on either the east or west side. There are access points on either side, east and west.
Anonymous 10/13/2021 03:52 PM	The west side has more access points from the community and should be considered for at least some portion of the trial where it

	is feasible. The west side could be used for the trail from Mountcharles to Villandry to Caproni to Maple Airport park.
Anonymous 10/13/2021 04:50 PM	Don’t want to destroy trees along the path
Anonymous 10/13/2021 05:01 PM	The trail should be located as close to the middle of the natural area which it runs through, to allow for maximum use of the natural area for trail users and also to have the trail as far away as possible from homeowners' rear yards. It seems most of the trail is close to rear yards on the east side. This is less desirable for the home owners and also for the trial users. There is more invasion of privacy, noise and light intrusion for the homeowners backing onto the trail. For trail users they are walking against fences instead of within the natural area that a nature trail should be in. If the city is gong to spend the money to construct a nature trail then it should be within the natural area.
Anonymous 10/13/2021 05:15 PM	I support limiting impact on natural systems
Anonymous 10/13/2021 05:27 PM	The east and west side should be used to keep the trail within the natural corridor area that it's going through. Keeping the trail too close to rear yard fences is not really a trail and is a nuisance to the property owners. It's not even nice to walk or bike on since I would feel I'm disturbing the property owners and ruining their privacy.
Anonymous 10/13/2021 05:32 PM	I no want the path in my backyard
Anonymous 10/13/2021 06:32 PM	It seems safer
Anonymous 10/13/2021 09:23 PM	Easier walk or ride and less disruption to the environment
Anonymous 10/13/2021 11:23 PM	Easier to build
Anonymous	As long as this proposal does not destroy existing tree-blinds of the

10/14/2021 10:35 AM	Waterside home owners, and/or is at a good distance from their backyards, this should be fine.
Anonymous 10/14/2021 01:57 PM	I would hate to see the trees removed.
Anonymous 10/14/2021 02:23 PM	This route clearly minimizes impact to natural systems in the ravine.
Anonymous 10/14/2021 02:35 PM	Less disruption to the environment
Anonymous 10/14/2021 02:53 PM	Environmental impact, plus I think it would be nice if the path were navigable for wheelchairs and strollers, which is impossible when there are slopes.
Anonymous 10/14/2021 05:30 PM	Easier to walk and construct
Anonymous 10/14/2021 06:56 PM	Safer.
Anonymous 10/14/2021 09:05 PM	More room there. Not as steep.
Anonymous 10/14/2021 09:52 PM	agree with limiting impact to natural systems
Anonymous 10/15/2021 07:28 AM	Provides a nice pathway next to the water and keeps you in the nature area as opposed to the neighborhood
Anonymous 10/15/2021 07:56 AM	Appears to also be the more densely greener side of the trail.
Anonymous 10/15/2021 10:13 AM	Don’t affect the current flow of the stream
Anonymous 10/15/2021 11:15 AM	N/a

Anonymous
10/15/2021 12:25 PM

Please add more access from the west side. Additional bridges, except the 2 we have now, will be a huge benefit. There are multiple locations availible to that and sidewalks that were already extended towards this project in neighbourhood planning from the past

Anonymous
10/15/2021 12:57 PM

Part of the reason for a trail system, is for the community to interact with the natural elements of the environment. Allowing the trail to go through a treed area and up/down some slopes would be a more appealing and interesting trail. Perhaps some portion of the trail in this area could cross over to the west side then back onto the east side.

Anonymous
10/15/2021 06:18 PM

seems earsier to facilitate

Anonymous
10/15/2021 07:13 PM

Less congestion

Anonymous
10/15/2021 07:39 PM

Trail to close backyard of my house on Waterside Crescent if trail located on east side of creek.

Anonymous
10/15/2021 08:25 PM

Asscesability

Anonymous
10/16/2021 12:35 PM

There is already an established trail further south on the same side of the creek. Due to the location of the creek being more on the west side of the ravine, seems reasonable in terms of placement. Drainage through culvert installation for the new and existing trail to the south should be improved as the existing trail is susceptible to flooding.

Anonymous
10/16/2021 12:49 PM

Preference for a seamless trail without connections through roadways, with least impact to environment.

Anonymous
10/16/2021 01:56 PM

Would make sense to have an established trail on the east side of the creek, and not people just making their way through..

Anonymous 10/16/2021 06:12 PM	Better looking are
Anonymous 10/16/2021 07:47 PM	this will destroy the environment
Anonymous 10/17/2021 12:47 AM	Avoiding slopes is good
Anonymous 10/17/2021 09:11 AM	To much exposure residential properties
Anonymous 10/17/2021 12:06 PM	seems the most logical
Anonymous 10/17/2021 12:14 PM	Existing distance and least flood risk for use and Maintanance
Anonymous 10/17/2021 12:24 PM	It is consistent with the goals and objectives to enjoy
Anonymous 10/17/2021 12:48 PM	large flood area with alternate choice
Anonymous 10/17/2021 01:50 PM	Puts the path along green spaces instead of roads
Anonymous 10/17/2021 03:50 PM	West side is steep; rest of trail is on east side
Anonymous 10/17/2021 05:30 PM	Less impact on wetland/ nature
Anonymous 10/17/2021 06:53 PM	Leave as much natural trees as possible
Anonymous 10/17/2021 08:10 PM	Seems like its the easiest way.
Anonymous 10/17/2021 11:24 PM	connects trail perfectly

Anonymous 10/18/2021 09:24 AM	n/a
Anonymous 10/18/2021 10:42 AM	minimal impact to natural ecosystem
Anonymous 10/18/2021 02:54 PM	Do not want eco system, and trees etc. disturbed or moved.
Anonymous 10/18/2021 03:51 PM	I would like to see as many trees preserved as possible.
Anonymous 10/18/2021 04:16 PM	I agree with the premise of minimizing the impact to the existing vegetation. Also, we need to maximize the available funding for this project and in this case, the easiest route makes the most sense.
Anonymous 10/18/2021 07:57 PM	When riding a bike want to ride through a scenic route with slopes and trees
Anonymous 10/18/2021 08:00 PM	least disturbing
Anonymous 10/18/2021 08:20 PM	when walking or biking the trail one would want hills/slopes and a scenic route with trees and nature
Anonymous 10/18/2021 10:57 PM	The least amount of disruption of existing green foliage the better. East side absolutely. Suggest adding even more green on the east side for privacy related issues for residents.
Anonymous 10/19/2021 12:21 AM	Varied Nattural Settings
Anonymous 10/19/2021 09:14 AM	For the rationale described
Anonymous 10/19/2021 09:32 AM	Closer to my home

Anonymous 10/19/2021 12:03 PM	Trail located on the east having more open space would provide a more esthetic feel to users. Would provide a less environmental impact and easier maintenance of the trail as roots of trees would affect surfaces.
Anonymous 10/19/2021 12:19 PM	Prefer to leave the west side intact
Anonymous 10/19/2021 01:01 PM	Limit impact to Natural system
Anonymous 10/19/2021 02:22 PM	Ok
Anonymous 10/19/2021 03:40 PM	It seems to be safer for walking purposes.
Anonymous 10/19/2021 04:45 PM	higher ground
Anonymous 10/19/2021 05:20 PM	It only makes sense, since the west side is heavily sloped with trees.
Anonymous 10/19/2021 08:15 PM	East side route seems the better option since there is less impact to the surrounding area.
Anonymous 10/19/2021 08:33 PM	I agree that minimum impact to the natural systems is priority. It also seems like the more simpler and natural path one would take is on the east side of the creek.
Anonymous 10/19/2021 08:46 PM	It might be difficult to run the trail on the west side of the creek because of the steep slope.
Anonymous 10/19/2021 10:01 PM	there really needs to be a trail here. if it can only be located on the east side of the creek, i'm okay with it.
Anonymous 10/19/2021 10:14 PM	Better elevation

Anonymous 10/20/2021 08:55 AM	n/a
Anonymous 10/20/2021 09:55 AM	agree with natural protection plan
Anonymous 10/20/2021 11:24 AM	Safer and more accessible
Anonymous 10/20/2021 03:04 PM	i agree with the choice
Anonymous 10/20/2021 05:44 PM	The trail seems very close to the rear backyards of the east lots facing ravine space. These residents have been there a long tie without a trial and the trail will affect these residents' privacy and property value. The trail should be located as far away as possible from the rear backyards of the east or west residents.
Anonymous 10/20/2021 06:26 PM	Too close to residential homes. Better on the other side where it is more distant and isolated
Anonymous 10/20/2021 06:27 PM	Trail is on east side of the creek and "D" portion runs on top of sanitary sewer and its all open space.
Anonymous 10/20/2021 10:17 PM	Makes sense
Anonymous 10/20/2021 10:26 PM	Lower impact to environment and better construction feasibility
Anonymous 10/21/2021 01:38 PM	East is good
Anonymous 10/21/2021 11:22 PM	Limiting impact to natural systems is important to me to enjoy nature as it was meant to be.
Christina Tino 10/22/2021 08:23 AM	Limiting impact on the natural space should always be priority

Mandatory Question (229 response(s))
Question type: Essay Question

Q7 Please rank the four crossing options from most preferred (1) to least preferred (4).

OPTIONS	AVG. RANK
Option 2 - a new bridge and trail connecting Mount Charles Crescent to the proposed new trail	2.29
Option 4 - a new bridge and trail connecting the baseball diamonds at the Sports Village to the existing trail	2.44
Option 3 - a new bridge and trail connecting Glenside Drive to the proposed new trail	2.61
Option 1 - a new bridge and trail connecting Bevan Road and Caproni Drive	2.67

Mandatory Question (229 response(s))
Question type: Ranking Question

Q8 If interested, please explain the reasons behind your choices.

Anonymous
10/05/2021 09:38 AM

Option 1 includes Old Maple

Anonymous
10/05/2021 11:33 AM

Sports village seems to have parking so people could park here and get on the trail easily.

Anonymous
10/05/2021 11:56 AM

More to middle is better in my opinion. Also I think you had lower number is not preferred previously and here you have it as better. You could make this easier and clearer for people to participate. Also you should outline what you see as pros and cons to make it easier for us non-city planners/engineers

Anonymous
10/05/2021 12:02 PM

If only one connection to be build, i would select one in the middle between the existing connections. But, really have no preference.

Anonymous 10/05/2021 01:13 PM	Keeping crossings within the park system
Anonymous 10/05/2021 08:14 PM	crossings should be equi-distant given the exiting crossings.
Anonymous 10/05/2021 09:41 PM	I live closest to Bevan drive
Anonymous 10/05/2021 10:39 PM	Not very familiar with this area. There is already crossing at naylon parkette so makes sense to space them out a bit. Never go to sports village, don't care if it connects.
Anonymous 10/06/2021 07:36 AM	Again it feels impossible to make a decision based on the images provided, what exactly is happening.
Anonymous 10/06/2021 01:31 PM	#1 is the closest to where I live
Anonymous 10/06/2021 01:58 PM	#2 is equidistant between existing crossing to the north and south plus connects the schools to the trail system #1 provides connection across the creek and connects the west snd east neighbourhood
Anonymous 10/06/2021 02:22 PM	Option 2 is in the middle of existing crossings so would provide most connectivity. Option 4 is least preferred because there already is a existing trail connection from Glenside Drive. Option 2 provide connectivity between the west and east neighbourhoods.
Anonymous 10/06/2021 02:26 PM	easy access to and from sport village
Anonymous 10/06/2021 03:18 PM	Option 4 with it being near the Sports Village, it offers people another incentive to use the trail.
Anonymous 10/06/2021 03:26 PM	Ample parking at sports village to start trail at the bridge
Anonymous	There is already a pedestrian bike crossing that connects

10/06/2021 05:25 PM	Waterside Crescent and Glenside Drive. It would be nice to have a pedestrian crossing over the creek further north.
Anonymous 10/06/2021 06:48 PM	Option 4 gives parking access to the trail which is nice for anyone needing a place to park their vehicle accessing the park. Option 2 seems to be closest to school and middle of all the residential areas. Option 1 is the least preferred since there is already access to the park from airport park.
Anonymous 10/06/2021 06:53 PM	More access to the subdivisions will provide better access than into a commercial property. Option 3 already has a rough in so would be a natural choice.
Anonymous 10/06/2021 10:19 PM	easy hiking access to sports village
Anonymous 10/07/2021 09:56 AM	Please consider the option with minimal amount of construction.
Anonymous 10/07/2021 11:43 AM	i wouldn't use these connections so i have no preference.
Anonymous 10/07/2021 12:58 PM	don't prefer any of them... don't need any of them personally...
Anonymous 10/07/2021 02:39 PM	1 is in the middle of the 2 existing connections, makes the most sense
Anonymous 10/07/2021 03:06 PM	Greatest distance from existing bridge
Anonymous 10/07/2021 03:48 PM	I would use bridges closest to me the most.
Anonymous 10/07/2021 05:35 PM	Option 1 is the better option. It connects the both neighborhoods at the mid point of the current pathways. It is more accessible to both neighborhoods
Anonymous	I do not think that Option 2 and 3 are going to be used that much.

10/07/2021 05:35 PM

Anonymous
10/07/2021 09:42 PM

Option 2 is most central. Honestly there should be multiple connections though. All 4 are necessary to make the trail useful and viable for those west of the creek.

Anonymous
10/08/2021 09:32 AM

I like the idea of a trail that connects streets. It would be good to be able to access the baseball diamonds via the trail. I can’t tell from the map where the existing crossings are, but it would be good to space crossings to minimize how far people need to walk to access the trail.

Anonymous
10/08/2021 10:13 AM

More family friendly

Anonymous
10/08/2021 10:33 AM

From the village would make sense for easier access to the trail, would be closer to Rutherford and transit availability. The Mount Charles route will not disrupt any side or rear yards of homeowners. This bridge is more central to get from the east to west sides of the trail and schools are closer to the trail if people want to walk or bike to go to school and local parkettes within the subdivisions of West Maple and East Maple.

Anonymous
10/08/2021 01:31 PM

Na

Anonymous
10/08/2021 01:46 PM

A crossing from the sports village baseball diamonds and the trail is convenient.

Anonymous
10/08/2021 03:24 PM

Picking Caproni cause it’s the closest to my house

Anonymous
10/08/2021 07:45 PM

Easy to access from Rutherford.

Anonymous
10/08/2021 09:35 PM

most important things is keep green nature, give residents a nice green nature environment ,people's life is more important than traffic

Anonymous

Mount Charles Crest is in the middle of the two existing bridges.

10/09/2021 11:21 AM	The other choices don't make sense as it is close to existing crossing.
Anonymous 10/09/2021 01:05 PM	Mount Charles Crescent would be in the middle between Glenside and Airport Park. In addition better bike route for kids to school as there would be less road intersections to cross.
Anonymous 10/09/2021 05:47 PM	South connections to far away from major mackenzie
Anonymous 10/10/2021 01:08 AM	Mountcharles introduces a crossing opportunity about midway between Mjr Mck and Rthd. Would prefer to keep the existing trail at Rutherford unspoiled as a good stretch through heavily wooded area.
Anonymous 10/10/2021 02:33 PM	The Sports Village has more space and is in a public place - less disruptive to homes in the area
Anonymous 10/10/2021 03:25 PM	It really doesn't matter that much to us. We don't really need to connect to any of those destinations. We just want to walk the length of the trail.
Anonymous 10/10/2021 03:33 PM	Option 4 most preferred because I walk a loop and would prefer to loop back on a designated secondary trail through parkland instead of on Rutherford Road.
Anonymous 10/10/2021 08:14 PM	Caproni lies roughly halfway between the existing trails, sports village is a common area which many people can/should access
Anonymous 10/11/2021 08:23 AM	I have no particular preference
Anonymous 10/11/2021 09:18 PM	There is already a bridge accessible on Glenside Dr, so I would think adding one north of that makes sense.
Anonymous 10/12/2021 08:01 AM	Option 2 is more central to the north end and south end of the trail.

Anonymous 10/12/2021 10:17 AM	connecting to the community, a break, safer
Anonymous 10/12/2021 11:38 AM	Connection by the sports village would be a good rest stop and meeting place.
Anonymous 10/12/2021 08:46 PM	either 1 or 4 is easier to public
Anonymous 10/12/2021 09:29 PM	I talked those by proximity to where we live. I think option 1 (Caproni) is redundant given proximity of existing northern crossing.
Anonymous 10/12/2021 11:07 PM	simply like the idea of the bridge connecting to the trail
Anonymous 10/13/2021 12:20 PM	I would prefer access routes at the most northern/southern points to promote longer stretches of trail routes.
Anonymous 10/13/2021 12:28 PM	In order of proximity to my house
Anonymous 10/13/2021 01:15 PM	A bridge crossing at Mountcharles is in between the existing bridge crossings at Glenside Dr. and Maple Airport Park, which seems to be the longest stretch without a crossing over the creek. Mountcharles Crescent also has the end of the street without any homes so it is better for access to a visible path and it is also in proximity to the schools and West Maple Creek Park by the schools.
Anonymous 10/13/2021 02:57 PM	The crossing options 2 and 3 allow more people to access the trail from the west side of the creek where there is no access to a bridge.
Anonymous 10/13/2021 03:15 PM	option 2 is obvious choice. we already have bridges at Glenside dr. and at Airport park. why build another bridge few meters from existing one?
Anonymous	To give access to crossing points at places where there is no

10/13/2021 03:25 PM	existing crossing.
Anonymous 10/13/2021 03:52 PM	New bridges should be made where there are currently no crossings available, and not in proximity to existing crossings.
Anonymous 10/13/2021 05:01 PM	The bridges should connect as may community access points as possible and should be in between the existing bridges. The trail can also shift from east to west at a bridge to allow for more community access points. The trail could shift from east to west at Mountcharles to connect the access points from Mountcharles, Villandry, Caproni and Avro (Maple Airport Park and Petit Prince school).
Anonymous 10/13/2021 05:27 PM	The bridge crossing should be distributed evenly. Option 2 is better as it is not between houses so it is more visible and less intrusive to reisdents.
Anonymous 10/13/2021 06:32 PM	A trail behind a sports complex is not scenic or nature-like
Anonymous 10/13/2021 09:23 PM	Trails could be used to attend events at the baseball diamonds / sport village more easily
Anonymous 10/14/2021 10:35 AM	Sports village connection is a great idea.
Anonymous 10/14/2021 02:23 PM	What is important to me is crossings at various points along the route in order to maximize access.
Anonymous 10/14/2021 02:53 PM	It would be great to maximize the potential use of the trail for students at the nearby schools, getting them outdoors and into nature.
Anonymous 10/14/2021 05:30 PM	There is already an existing bridge at the south end of the trail
Anonymous 10/14/2021 06:56 PM	It serves the most residents and it provides sufficient distance between the existing crossings.

Anonymous
10/14/2021 09:05 PM

Option 2 is the most central. Should really try to have as many connections as possible to make the trail accessible to more of the community west of the creek and not overload any single connection.

Anonymous
10/14/2021 09:52 PM

provides crossing opportunities that are more centralized relative to existing bridge crossings

Anonymous
10/15/2021 07:56 AM

Connecting green space to existing trail makes sense

Anonymous
10/15/2021 12:57 PM

Connecting to the Sports Village to the trail would be an excellent entry/exit point. There is currently parking available which won't impact residents and would allow users easy access.

Anonymous
10/16/2021 12:35 PM

Options 3 and 4 are close to an existing crossing, so should not be prioritized (Option 3 should be prioritized over 4 because it connects a public use area). Option 1 or 2 (whichever is more feasible for construction and has less of an environmental impact) is appropriately interspaced in between existing trail connections. Therefore, it increases accessibility and may promote use.

Anonymous
10/16/2021 12:49 PM

Entrance to trail from Glenside already exists, so this would be preferable to keep costs and impact to environment low. There is not much distance between Glennside, Mount Charles, and Caproni streets... I wonder if this many entrance point to the tail are needed?

Anonymous
10/16/2021 01:56 PM

This should be based on foot traffic, in my opinion the areas with higher traffic should be established first.

Anonymous
10/16/2021 07:47 PM

there are enough crossings which are great, and are not used so much so as to indicate more are needed

Anonymous
10/17/2021 12:47 AM

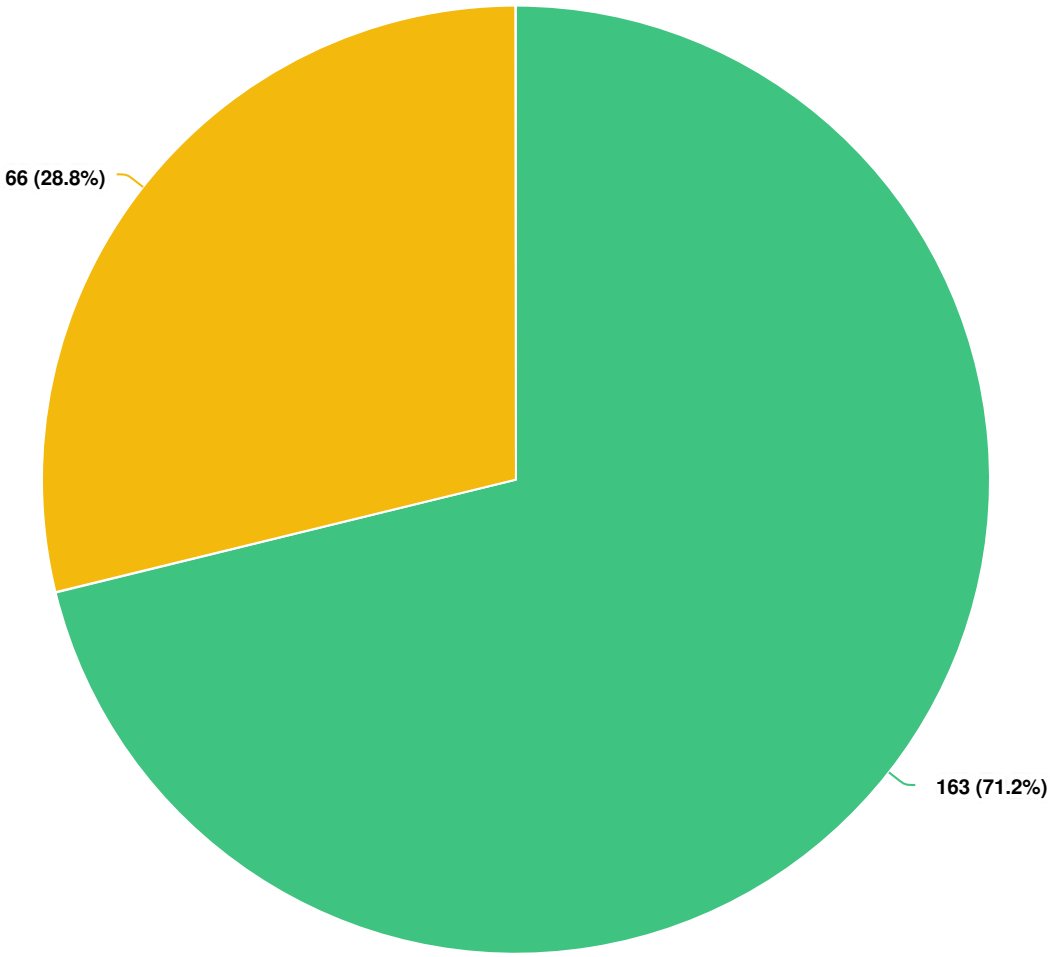
Aim should be to maximize the amount of new paths while avoiding people's homes as much as possible. I do not live in the area so I am unsure how the creation of these bridges and new paths would increase foot traffic near people's homes.

Anonymous 10/17/2021 12:06 PM	options 2 and 3 are closest to my house
Anonymous 10/17/2021 12:14 PM	Glenside already has access, increases traffic flow, Option 2 allows best access for education and lower age class and best emergency access to trail system. Also best pedestrian traffic management for region and reduce use impact. Option 3 has increased crime risk to TRCA open space existing problem already supported by park ambassador program and YRP.
Anonymous 10/17/2021 12:24 PM	GLENSIDE HAS ACCESS ALREADY WHY CROWD IT!!!! Connect the way it was originally designed
Anonymous 10/17/2021 12:48 PM	Unfair that Areas to the south get easier access. It make it ver inconvenient for us to enjoy the trail system
Anonymous 10/17/2021 03:50 PM	Unbroken East-West connection btwn Bevan & Caproni is very efficent. As well, Glenside helps break the trail up. All crossings should be built
Anonymous 10/17/2021 05:30 PM	Bridge already exists on glenside drive. A different entry point is preferred.
Anonymous 10/17/2021 06:53 PM	Why not have all 4 bridges? Or evenly distanced between bridges along the path?
Anonymous 10/17/2021 08:10 PM	Option 1 seems the best as its furthest from existing bridge from Glenside to Waterside
Anonymous 10/18/2021 04:16 PM	My choice is based on existing crossings. There is already one at the north end, by the French School and there is already one at Seafield. So, the logical option to me is to have one between those two, thus Option 2 is my first choice. Second choice is at Sports Village, Option 4. I would not even consider Option 1 or Option 3. They are not needed in my opinion.
Anonymous	"Can't be blank" so forced to choose. Not happy with any new

10/18/2021 10:57 PM	bridge as I believe the access existing is ample. More access would ruin the green of the trail, create more garbage, loitering, and privacy issues.
Anonymous 10/19/2021 09:14 AM	Best to have east to west connection across creek
Anonymous 10/19/2021 12:03 PM	Access to the trail system would benefit the residence of Villa Giardino wanting to walk to St David's church. Access to Sports village from community on east side would be improved.
Anonymous 10/19/2021 08:15 PM	Ranked based on our usage for the trail
Anonymous 10/19/2021 10:14 PM	Better location more space
Anonymous 10/20/2021 08:55 AM	nice to have trail access to Sports Village
Anonymous 10/20/2021 09:55 AM	This doesn't have as big an impact to me in terms of neighborhood connections
Anonymous 10/20/2021 05:44 PM	The bridges should connect access points from the east and west sides.

Optional question (94 response(s), 135 skipped)
Question type: Essay Question

Q9 Do you agree with the proposed trail alignment between Rutherford Road and Keele Street?



Question options

- Yes
- No

Mandatory Question (229 response(s))
Question type: Radio Button Question

Q10 Please explain the reasons behind your choice.

Anonymous 10/05/2021 09:38 AM	It seems like a safe route
Anonymous 10/05/2021 10:22 AM	brings tril into traffic. less safe and not consistent with rest of trail
Anonymous 10/05/2021 10:31 AM	Sounds like this approach would do the least amount of natural damage.
Anonymous 10/05/2021 10:42 AM	no other choice
Anonymous 10/05/2021 11:33 AM	the other one seems not feasible although they would probably be nicer trails
Anonymous 10/05/2021 11:46 AM	While I understand the constraints here, this would be a very unfortunate part of the trail if constructed like this (and I understand there may be no choice). We would essentially be walking on residential streets. I think sacrificing some of the vegetation from the parkette heading southeast to avoid the some of the sherwood drive walk and all of the keele section would be preferable. Essentially this is a hybrid of what is proposed and what was deemed unfeasible with the dotted lines (though I would try to make the trail closer to creek near Keele if possible and less close to homes.
Anonymous 10/05/2021 11:56 AM	Don't see an option then how can anyone not agree? Not connecting this shouldn't be an option
Anonymous 10/05/2021 12:02 PM	If there is no other option, i agree.
Anonymous 10/05/2021 12:23 PM	More sustainable than the other option.
Anonymous	Access to neighborhood

10/05/2021 01:13 PM

Anonymous
10/05/2021 02:48 PM
steep slopes, erosion risk, proximity to the creek and the anticipated negative impact of vegetation removal are bad

Anonymous
10/05/2021 05:55 PM
Good

Anonymous
10/05/2021 07:37 PM
Protecting nature

Anonymous
10/05/2021 08:14 PM
I would prefer a path through the ravine but given the circumstances the proposed route is OK.

Anonymous
10/05/2021 09:41 PM
Seems like a good option. I like that it's separate from the road

Anonymous
10/05/2021 10:03 PM
Makes sense

Anonymous
10/05/2021 10:39 PM
You seem to have done your research

Anonymous
10/06/2021 07:36 AM
Looks boring from the pictures.

Anonymous
10/06/2021 11:17 AM
Least impact to habitats

Anonymous
10/06/2021 11:44 AM
if it's not possible to follow the creek, then it's ok go by road

Anonymous
10/06/2021 11:50 AM
More feasible and less costly.

Anonymous
10/06/2021 12:00 PM
Limited impact to envt

Anonymous
10/06/2021 12:06 PM
You should fine a connection from the end of the trail on Rutherford east of Jacob Keffer Parkway. Or reroute it to your

	proposed connection.
Anonymous 10/06/2021 12:40 PM	This proposed 'trail' should be the last alternative. Consider what Toronto did in Vale of Avoca using trails in a steep ravine setting.
Anonymous 10/06/2021 01:31 PM	I understand the safety issues in the choice of this route
Anonymous 10/06/2021 01:35 PM	...
Anonymous 10/06/2021 01:36 PM	Les impact
Anonymous 10/06/2021 01:39 PM	It's the only option proposed.
Anonymous 10/06/2021 01:41 PM	Makes logical sense
Anonymous 10/06/2021 01:45 PM	Although I would love to have the trail continue through the green space, I wouldn't want to pose any risks to people on the trail.
Anonymous 10/06/2021 01:58 PM	The on road routes take away from the goals of the Bartley smith trail. This is a trail, not a sidewalk or multi use pathway along roads with cars.
Anonymous 10/06/2021 02:22 PM	Why is Tesma Way not feasible? At least this route would be half in green space and with Tesma Way being a culs de sac, traffic would not take away as much from the natural feel of the trail system as much as the Sherwood park option.
Anonymous 10/06/2021 02:26 PM	much preferred to be in nature
Anonymous 10/06/2021 02:39 PM	It is always safer to have a trail separated from the road.
Anonymous	I agree w/ city.

10/06/2021 03:02 PM

Anonymous
10/06/2021 03:18 PM

Better solution should be found

Anonymous
10/06/2021 03:26 PM

Seems reasonable

Anonymous
10/06/2021 03:27 PM

Keep nature as much as possible. With a short route on road surface or pass through residential area is fine since there are other trail entrances close to the residential area.

Anonymous
10/06/2021 04:02 PM

Not familiar with that part

Anonymous
10/06/2021 05:13 PM

It sounds like the natural option. The one of least resistance and impact.

Anonymous
10/06/2021 05:25 PM

Agree with the selection, as the best route in terms of longevity and usability of the trail should be considered (erosion and steep terrain could render the trail unusable during certain weather conditions/seasons)

Anonymous
10/06/2021 06:48 PM

The main trail should not go into residential area as it can cause confusion and difficulties crossing roads.

Anonymous
10/06/2021 06:53 PM

Trails that travel by roadways should be minimized - ideally find a way to stay within the nature tract even if it requires more work. The point of trails is to enjoy nature, so it’s jarring to have to come up into a subdivision. It can also be confusing to stay on route even with signs as if a turn is missed it’s hard to find the way back.

Anonymous
10/06/2021 07:16 PM

Less environmental impact

Anonymous
10/06/2021 09:44 PM

Agree with the rationale for the proposal

Anonymous

i like it

10/06/2021 10:19 PM

Anonymous
10/06/2021 10:38 PM

Rather the Tesma option if it can be made feasible.

Anonymous
10/06/2021 11:42 PM

Safety

Anonymous
10/07/2021 12:05 AM

should be routed behind the parkette and houses along Alberta drive

Anonymous
10/07/2021 12:21 AM

If only feasible route

Anonymous
10/07/2021 09:56 AM

you mentioned other options are not feasible due to steep slopes, erosion risk, proximity to the creek and the anticipated negative impact of vegetation removal.

Anonymous
10/07/2021 11:43 AM

a route parallel to the road needs to be heavily signed and VERY separated. this is a very busy and dangerous area with respect to vehicular traffic.

Anonymous
10/07/2021 12:58 PM

it wud be nice if this were connected.

Anonymous
10/07/2021 01:54 PM

There is no other choice but this would be great

Anonymous
10/07/2021 02:00 PM

Tesma Way and to the east of the creek are not feasible due to slopes, erosion risk, proximity to the creek and the anticipated negative impact of vegetation removal.

Anonymous
10/07/2021 02:39 PM

No good way to stay off Rutherford

Anonymous
10/07/2021 03:05 PM

It's fine as long as its separated from the road.

Anonymous

Let's please preserve the little wild spaces we have

10/07/2021 03:06 PM

Anonymous
10/07/2021 03:48 PM

I'd rather keep the trail in the valley but if it can't be done than a path along a residential street will have to do.

Anonymous
10/07/2021 04:29 PM

Makes sense

Anonymous
10/07/2021 04:34 PM

The trail would not be near the creek, but will follow some streets

Anonymous
10/07/2021 04:41 PM

New alignment would cause least amount of disruption.

Anonymous
10/07/2021 05:08 PM

The City deemed it feasible and safe and it's the best option. Hopefully it is easily connected to the rest of the trail.

Anonymous
10/07/2021 05:08 PM

Seems appropriate

Anonymous
10/07/2021 05:11 PM

As long as it does not affect traffic and existing residential property.

Anonymous
10/07/2021 05:34 PM

It's good placement

Anonymous
10/07/2021 05:35 PM

Please install large directional signs if the trail ends at Rutherford and starts back up at a different location

Anonymous
10/07/2021 05:35 PM

Because it is very feasible.

Anonymous
10/07/2021 07:27 PM

A sidewalk is not a trail. A real trail east of the creek is preferable.

Anonymous
10/07/2021 09:27 PM

Cost

Anonymous

Makes sense

10/07/2021 09:42 PM

Anonymous
10/07/2021 10:04 PM
Your choice had it all explained

Anonymous
10/08/2021 07:24 AM
There already existing road in place with this option

Anonymous
10/08/2021 08:36 AM
No comment

Anonymous
10/08/2021 08:49 AM
Should not be behind homes

Anonymous
10/08/2021 09:32 AM
i agree

Anonymous
10/08/2021 10:13 AM
World class trail away from street

Anonymous
10/08/2021 10:33 AM
safe and will move people away from traffic.

Anonymous
10/08/2021 11:23 AM
It seems the only feasible option but it would be best to keep the trail away from streets and developed areas

Anonymous
10/08/2021 11:57 AM
The options are very limited for that area.

Anonymous
10/08/2021 12:59 PM
Makes sense.

Anonymous
10/08/2021 01:31 PM
Work life Balance

Anonymous
10/08/2021 01:32 PM
It's a small part, project could save money focusing on the other norther parts of the trail.

Anonymous
10/08/2021 01:46 PM
avoids steep areas

Anonymous 10/08/2021 01:50 PM	Not ideal, but the only option
Anonymous 10/08/2021 01:53 PM	if it has been investigated deemed best, then i agree
Anonymous 10/08/2021 03:24 PM	NA
Anonymous 10/08/2021 05:19 PM	More likely to use as I live off greenock dr.
Anonymous 10/08/2021 06:04 PM	seems most feasible
Anonymous 10/08/2021 06:06 PM	its a good connection
Anonymous 10/08/2021 06:27 PM	looks fine
Anonymous 10/08/2021 07:45 PM	Works with what’s established.
Anonymous 10/08/2021 09:35 PM	connect the trail
Anonymous 10/09/2021 09:25 AM	I don't see any issue with the proposal.
Anonymous 10/09/2021 11:21 AM	Only choice on that area.
Anonymous 10/09/2021 01:05 PM	I don't think trail along industrial area would get enough use. Also could be a less safe route.
Anonymous 10/09/2021 04:42 PM	For the reasons you’ve provided

Anonymous 10/09/2021 05:47 PM	It's on streets. It will be confusing even with signage.
Anonymous 10/09/2021 10:50 PM	Would be nice to see the trail continue away from traffic and noise
Anonymous 10/10/2021 12:34 AM	I am too unfamiliar with, and have too little information about, the actual topographical set up of the creek section between Rutherford and Keele and thus have to rely on the study's assessment.
Anonymous 10/10/2021 01:08 AM	Since much of this option runs along Rutherford already, why not continue east along Rutherford, across Keele, and meet the trailhead that starts to the south?
Anonymous 10/10/2021 12:51 PM	Avoid impacting creek and vegetation
Anonymous 10/10/2021 02:33 PM	Easier to do
Anonymous 10/10/2021 03:25 PM	no further comment.
Anonymous 10/10/2021 03:33 PM	I agree since alternative routes determined to be not feasible.
Anonymous 10/10/2021 06:48 PM	It’s nice
Anonymous 10/10/2021 08:14 PM	Agreed with respect to disruption concerns, but enough separation between roads and trail must be provided to allow for users to feel safe when using it
Anonymous 10/10/2021 08:40 PM	There doesn't seem to be a choice here based on the material presented.
Anonymous 10/11/2021 08:23 AM	No other options

Anonymous 10/11/2021 12:05 PM	lxd
Anonymous 10/11/2021 01:57 PM	trail should remain within or very close to green spaces
Anonymous 10/11/2021 02:36 PM	I think it’s fine and development can happen sooner
Anonymous 10/11/2021 04:50 PM	The alternative trail would be preferable from a natural surroundings perspective, b if this is not feasible then what is proposed is reasonable.
Anonymous 10/11/2021 08:29 PM	Feasible option, and extension better than nothing
Anonymous 10/11/2021 09:18 PM	If there is no other option then yes, but obviously it would be better to stay near the creek and off of the streets.
Anonymous 10/11/2021 10:01 PM	Same as yours
Anonymous 10/12/2021 08:01 AM	Seems reasonable
Anonymous 10/12/2021 10:17 AM	safer
Anonymous 10/12/2021 11:38 AM	Does not make for a continuous trail through parkland. Travel though neighborhoods makes for getting lost and car/vehicle obstacles.
Anonymous 10/12/2021 12:17 PM	I understand that it would be easier and cheaper to use the road rather than building a new trail, but I think that that would take away from the idea. I do not want to have to walk along the streets and down Keele. It would be safer and more enjoyable to have an actual trail.
Anonymous	It's fine as is

10/12/2021 02:07 PM

Anonymous
10/12/2021 02:23 PM

Rutherford is extremely busy and concerned for pedestrian and bikers' safety

Anonymous
10/12/2021 04:09 PM

If it is the only option than I agree.

Anonymous
10/12/2021 04:17 PM

yes

Anonymous
10/12/2021 07:13 PM

Tesla way would be nicer

Anonymous
10/12/2021 07:32 PM

Agree with least impact

Anonymous
10/12/2021 07:57 PM

I agree with the city's decision

Anonymous
10/12/2021 08:46 PM

more convenience

Anonymous
10/12/2021 08:54 PM

To avoid negative impact of vegetation.

Anonymous
10/12/2021 09:03 PM

Prefer to travel in forested area and not subdivision where people live. Sherwood park drive has narrow roads and lots of cars parked on the road

Anonymous
10/12/2021 09:29 PM

I think investing in a trail following the ravine would be a better choice. This should be reexamined.

Anonymous
10/12/2021 09:35 PM

Safer

Anonymous
10/12/2021 09:43 PM

uses already developed route

Anonymous 10/12/2021 09:51 PM	It seems like the best option
Anonymous 10/12/2021 09:53 PM	I like the proposed alternative but you say it isn't feasible so this is fine. I'd rather not go close to the houses and I am also concerned about crossing Keele.
Anonymous 10/12/2021 11:07 PM	continuation of trail without worrying about traffic is ideal
Anonymous 10/13/2021 09:50 AM	I understand the constraints to both explored alternative route options determined not feasible; however the one proposed route will be extremely busy and congested with vehicle traffic (even though the trail is passing through the Sherwood Park Drive neighbourhood), resulting in a dangerous route and unpleasant experience in nature. I urge the City to reconsider this section of the proposed plan, suggesting that if cost-saving options are selected elsewhere in the overall plan, additional funds could, and should, be allotted to this troublesome section of the path. Re-examining at least one of the potential trail alignments that have been deemed not feasible is encouraged. Thank you.
Anonymous 10/13/2021 10:15 AM	Seems like the only feasible solution
Anonymous 10/13/2021 10:42 AM	It's a "greenway" and there's nothing "green" about the proposed route.
Anonymous 10/13/2021 12:20 PM	Anything is better than nothing.
Anonymous 10/13/2021 12:28 PM	Not sure, but may also provide an alternative from existing options for riding part of the way to the GO station
Anonymous 10/13/2021 01:10 PM	Other side has steep slopes.
Anonymous 10/13/2021 01:15 PM	This seems to be the easiest route to Keele.

Anonymous 10/13/2021 02:27 PM	It's not a bad route but I prefer wooded routes
Anonymous 10/13/2021 02:35 PM	looks good.
Anonymous 10/13/2021 02:57 PM	Seems to be the most direct route.
Anonymous 10/13/2021 03:15 PM	no other option given
Anonymous 10/13/2021 03:25 PM	Uses mainly existing streets but is not really a trail.
Anonymous 10/13/2021 03:52 PM	This is not much of a nature trial and is more of a walk through the existing community streets. The option along Tesma way would be a better option for a nature trail.
Anonymous 10/13/2021 04:50 PM	Easier without crossing a road
Anonymous 10/13/2021 05:01 PM	The trail should continue along Tesma Way so the benefits of the natural area along Tesma can be utilized. Going through the sidestreets to get to Gantner Gate is not a trail, so it may as well just end at Rutherford Road. Or just have users go onto Cromwell Rd, cross at Keele to Fieldgate Dr. and join the existing trail from Fieldgate Dr. This is a more residential area and Keele is easier to cross.
Anonymous 10/13/2021 05:15 PM	It’s not ideal but it seems to be a short distance.
Anonymous 10/13/2021 05:27 PM	The alternative trail on Tesma is better as it is closer to the natural area and away from residents' homes.
Anonymous 10/13/2021 05:32 PM	Ok
Anonymous	Too close to major roadways

10/13/2021 06:32 PM

Anonymous
10/13/2021 09:23 PM

No need to go through extra diffculty and environmental impact just to shorten the route by an insignificant amount,

Anonymous
10/13/2021 11:23 PM

Don't use tesma way, rather be near residential

Anonymous
10/14/2021 10:35 AM

Its unfortunate that a trail cannot be away from the busy streets but at least this is an alternate connection.

Anonymous
10/14/2021 01:57 PM

I like to stay as close to nature as possible when I use the trail. I don't like walking in the sub-division.

Anonymous
10/14/2021 02:23 PM

Seem like a reasonable choice given the impact of locating the trail in the ravine

Anonymous
10/14/2021 02:35 PM

The tunnel provides a continuous use experience for the trail user.

Anonymous
10/14/2021 02:53 PM

I'm not clear on how the proposed alignment constitutes a "trail". It sounds like you are proposing that people end their journey on the Sherwood Park sidewalk beside a strip mall. The sidewalk already exists, and does not need to be constructed or designated as part of a trail. Besides which, if I'm going on a nature walk, its not to see the dumpster behind an animal hospital as my final destination.

Anonymous
10/14/2021 05:30 PM

A link is needed

Anonymous
10/14/2021 06:56 PM

Sounds good. The other options were already deemed not feasible.

Anonymous
10/14/2021 09:05 PM

Along the creek would be ideal to have a greater separation from the road and traffic, but if it can't be done...

Anonymous
10/14/2021 09:52 PM

would be nice to have trail in green space but if not feasible agree with alternate

Anonymous 10/15/2021 07:28 AM	Takes you out of nature and back onto major roads
Anonymous 10/15/2021 07:56 AM	If it’s not within green space then people will/can just take the sidewalk.
Anonymous 10/15/2021 10:13 AM	No other choice
Anonymous 10/15/2021 11:15 AM	It will need lights to cross Keele. It looks dangerous
Anonymous 10/15/2021 12:25 PM	trails along the roads are the worse! noisy, smelly not pastoral at all. we want to enjoy the nature and not the super busy road
Anonymous 10/15/2021 12:57 PM	Again, the purpose of a trail system is to be with the environment not to travel through a sub-division. Everything is feasible. How about travelling across Rutherford Rd from the Greenock Rd access, to the trail entry point on Rutherford east of Jacob Keffer. Installing a dedicated bike lane along Rutherford east of Jacob Keffer would be the most direct route if travelling along Tesma Way is truly not feasible.
Anonymous 10/15/2021 06:18 PM	important to connect both streets
Anonymous 10/15/2021 07:13 PM	Close to my house, will be using
Anonymous 10/15/2021 07:39 PM	follows creek
Anonymous 10/15/2021 08:25 PM	Complex
Anonymous 10/16/2021 12:35 PM	Constrains for trail construction are understood.
Anonymous	I'd prefer trail on north side of Rutherford continue through

10/16/2021 12:49 PM	tunnel/culvert underneath Rutherford road headed south all the way to Keele along side Tesma Way, east of the creek.
Anonymous 10/16/2021 01:56 PM	People should not be walking behind residents properties.
Anonymous 10/16/2021 06:12 PM	Close to each other
Anonymous 10/16/2021 07:47 PM	I don't agree with vegetation removal
Anonymous 10/17/2021 12:47 AM	I agree with the reasons on why the alternative paths are not feasible.
Anonymous 10/17/2021 09:11 AM	Because it feels like a walk through a neighborhood instead of a nature trail
Anonymous 10/17/2021 12:06 PM	whatever is most feasible
Anonymous 10/17/2021 12:14 PM	not "world class" defeats the purpose of trail use
Anonymous 10/17/2021 12:24 PM	object is to enjoy the trail
Anonymous 10/17/2021 12:48 PM	less environmental enjoyment.
Anonymous 10/17/2021 01:50 PM	Ido not like the proximity to busy roads
Anonymous 10/17/2021 03:50 PM	The proposed trail alignment does not follow the river and has inaccessible southern entrance at Gantner Gate. This would make the portion of the trail from Jacob Keffer to Rutherford mostly obsolete, while offering little trail through Sherwood Park Dr. I would rather see a multiuse path on Rutherford OR the building of one of the "not feasible" routes. If built, I will continue to take the existing trail to Rutherford and then take the street to the new

	North-side trail
Anonymous 10/17/2021 05:30 PM	Little impact.
Anonymous 10/17/2021 06:53 PM	yes
Anonymous 10/17/2021 08:10 PM	Seems like the only option
Anonymous 10/17/2021 11:24 PM	trail should connect and not confusing as it currently is
Anonymous 10/18/2021 09:24 AM	n/a
Anonymous 10/18/2021 10:42 AM	minimal impact to wildlife
Anonymous 10/18/2021 02:54 PM	Less disruption to the tree area.
Anonymous 10/18/2021 03:51 PM	I agree that you don't want to negatively impact the vegetation but it would be better if the trail could avoid being on the roads
Anonymous 10/18/2021 04:16 PM	I would prefer if the trail was just to the east of the creek, but if the costs and damage to existing vegetation make that not possible, what is proposed is acceptable.
Anonymous 10/18/2021 07:57 PM	To dangerous in this neighbourhood, people use this street as a cut through from keele to Rutherford and very narrow streets
Anonymous 10/18/2021 08:00 PM	most convenient
Anonymous 10/18/2021 08:20 PM	would want to be in nature not on the road

Anonymous 10/18/2021 10:57 PM	A trail that starts as a designated green path should continue so. Introducing hikers and bikers to traffic is asking for an accident to happen. Every effort should be made to keep this as a true green trail. The map reflects a dashed yellow line behind existing homes in Sherwood. I'll refer to as the north dash line and would ask this to be considered. Let's not lose sight of what this is, a trail.
Anonymous 10/19/2021 12:21 AM	Primarily t
Anonymous 10/19/2021 09:14 AM	What is described is not a trail - its a bike lane.
Anonymous 10/19/2021 09:32 AM	Doesn't affect me.
Anonymous 10/19/2021 12:03 PM	This area is one of the most highly vehicle trafficked area in Vaughan. Tunnel/culverts are required and the proposed route would not benefit this proposal because trail would be at road grade.
Anonymous 10/19/2021 12:19 PM	Ok with the proposal
Anonymous 10/19/2021 01:01 PM	Sherwood Park dr is extremely busy and narrow. There is already high traffic here
Anonymous 10/19/2021 02:22 PM	Safer
Anonymous 10/19/2021 03:40 PM	I trust the research done on this.
Anonymous 10/19/2021 04:45 PM	makes more sence
Anonymous 10/19/2021 05:20 PM	It is the only feasible option.
Anonymous	That residential neighbourhood is already a POOR design. It is so

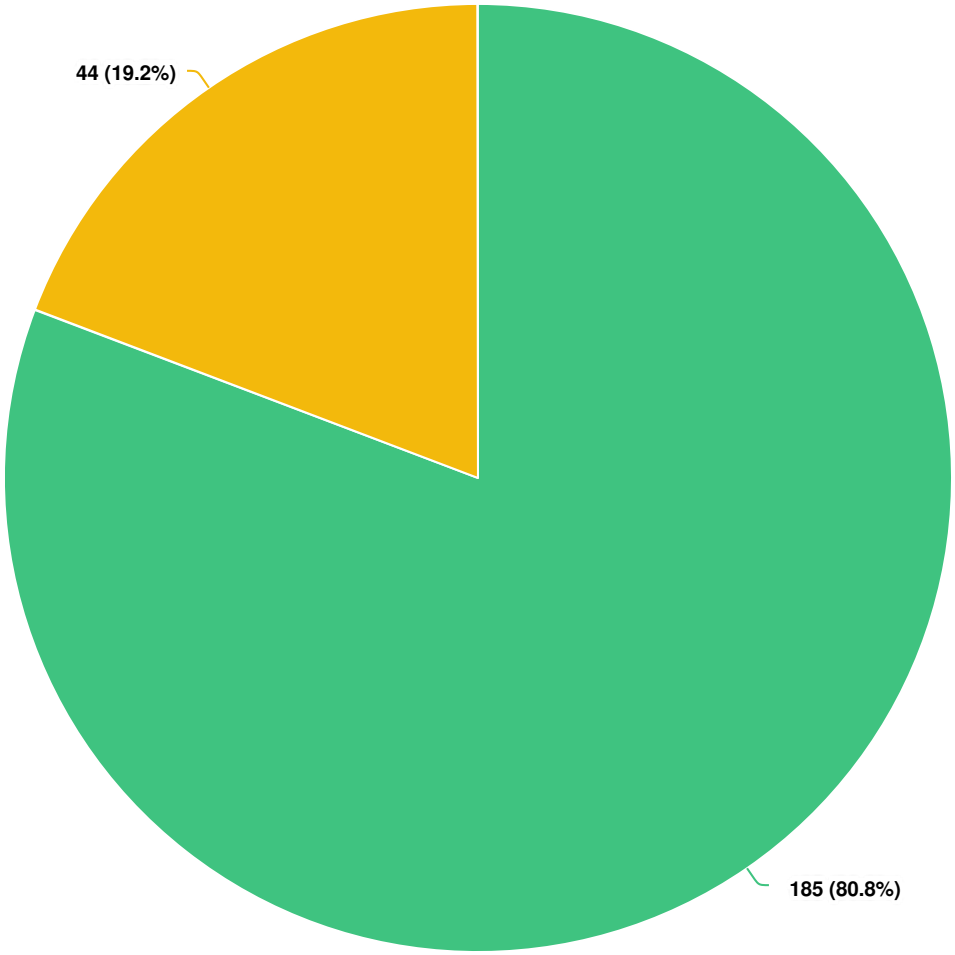
10/19/2021 08:15 PM	tight for cars and pedestrians as it is now and now you want to push trail users into that neighbourhood, not a good decision. I see this as not only disrespectful to the neighbourhood but we are also increasing the health and safety risks to the users.
Anonymous 10/19/2021 08:33 PM	The alternative path would have been nicer but we should be prioritizing simplicity and minimizing impact on the nature.
Anonymous 10/19/2021 08:46 PM	Looks like the alternative routes are not feasible options.
Anonymous 10/19/2021 10:01 PM	this trail doesn't seem to increase access to the neighbourhood...i don't see the benefit of this part of the trail.
Anonymous 10/19/2021 10:14 PM	To connect trail
Anonymous 10/20/2021 08:55 AM	n/a
Anonymous 10/20/2021 09:55 AM	Reasoning provided by staff is acceptable to me.
Anonymous 10/20/2021 11:24 AM	Easily accessible to main streets
Anonymous 10/20/2021 03:04 PM	I live on Sherwood Park and I am concerned that the trail would bring unwanted foot and well as vehicular traffic . The road as is , is quite narrow . I am concerned that the trail will bring increase noise level .
Anonymous 10/20/2021 05:44 PM	The trail would be best along Tesma Way. But it would not be desirable behind the backyards in the neighborhood, and going through he streets is acceptable.
Anonymous 10/20/2021 06:26 PM	To close to residential neighborhood
Anonymous	no comment

10/20/2021 06:27 PM

Anonymous 10/20/2021 10:17 PM	Closer
Anonymous 10/20/2021 10:26 PM	The options adjacent to the creek should be explored.
Anonymous 10/21/2021 01:38 PM	TRAIL DESIGNER MAXIMIZE WALKING CIRCUIT. VERY WELL THOUGHT OUT.
Anonymous 10/21/2021 11:22 PM	I agree with the proposal.
Christina Tino 10/22/2021 08:23 AM	Decreases impacts on the natural environment

Mandatory Question (229 response(s))
Question type: Essay Question

Q11 When using the trail, how would you prefer to cross Rutherford Road?



Question options

- Option 1 - tunnel/culvert crossing under roadway (similar to Major Mackenzie Drive trail crossing)
- Option 2 - existing signalized intersection at Greenock Drive

Mandatory Question (229 response(s))
Question type: Radio Button Question

Q12 If interested, please explain the reasons behind your choices.

Anonymous 10/05/2021 11:46 AM	Avoiding actual road crossings is always better. (Note, great opportunity for some public art in the tunnel to draw interest and avoid graffitti.
Anonymous 10/05/2021 11:56 AM	Like said before... safer and doesn't disturbed traffic
Anonymous 10/05/2021 12:02 PM	Same reasons as above, uninterrupted bike ride.
Anonymous 10/05/2021 12:23 PM	Tunnel/culvert is always a better choice.
Anonymous 10/05/2021 02:48 PM	Much safer to go under car traffic
Anonymous 10/05/2021 08:14 PM	Tunnel/culvert is preferred for safety reason.
Anonymous 10/05/2021 09:41 PM	Prefer not to cross road
Anonymous 10/05/2021 10:03 PM	Far safer!
Anonymous 10/05/2021 10:39 PM	Rutherford is way too busy for kids to cross. Tunnels are disruptive to build but worth the investment to build a fantastic trail. The major mac tunnel is amazing! We use it every day-. It could use a garbage can to contain all the litter. Off topic but it would be appreciated! A tunnel at Rutherford is higher priority than one at McNaughton.
Anonymous 10/06/2021 07:36 AM	More enjoyable to cross without the worry of crossing on the road.
Anonymous 10/06/2021 11:50 AM	Culvert/Tunnel crossing under roadway tends to get vandalized. Because of the hidden nature and privacy of tunnels and culverts,

	other activities, other than citizen's crossing tend to occur. Especially during the dark.
Anonymous 10/06/2021 12:06 PM	This is a very busy intersection/road with high speed vehicles and large trucks. It's best to keep the trail separated from traffic or intersections.
Anonymous 10/06/2021 12:40 PM	Make walking the fastest and safest alternative.
Anonymous 10/06/2021 01:31 PM	Tunnel or footbridge is much safer on this section of Rutherford. I wouldn't feel safe crossing the road at a signaled crossing.
Anonymous 10/06/2021 01:45 PM	Cosy, and does not interfere with road traffic
Anonymous 10/06/2021 01:58 PM	All trail crossing should be like major Mackenzie crossing. This crossing has provided a more direct and safe crossing for people walking and biking. I love it
Anonymous 10/06/2021 02:22 PM	A tunnel/culver crossing is safer and more direct.
Anonymous 10/06/2021 03:02 PM	Safety
Anonymous 10/06/2021 03:18 PM	Safety and easy navigation
Anonymous 10/06/2021 03:26 PM	Safety
Anonymous 10/06/2021 05:25 PM	Traffic is heavy in that area and cars do not watch for pedestrians and bikes.
Anonymous 10/06/2021 06:48 PM	Rutherford road is very busy and having to cross the intersection will just make it more dangerous.

Anonymous 10/06/2021 06:53 PM	As before, trails should be uninterrupted - never use an at-grade crossing if it's at all avoidable. Trail infrastructure should never interact with other infrastructure.
Anonymous 10/06/2021 07:16 PM	Less pedestrian traffic on rutherford. Avoids signal light activation
Anonymous 10/06/2021 10:19 PM	more safety for pedestrians and bikers
Anonymous 10/06/2021 10:38 PM	I find tunnels safer.
Anonymous 10/07/2021 12:05 AM	minimizes conflict points
Anonymous 10/07/2021 12:58 PM	Opt 1 will be expensive and might require heavy traffic delays due to construction, so it might be better to stick with opt.2
Anonymous 10/07/2021 01:54 PM	Safer for kids And faster
Anonymous 10/07/2021 02:39 PM	at grade crossing over Rutherford unpleasant to pedestrians and bikes
Anonymous 10/07/2021 03:06 PM	Less friction between pedestrians/cyclists and drivers, as well as a wildlife corridor
Anonymous 10/07/2021 03:48 PM	Keep the trail as continuous as possible. I bike to work at Steeles and Dufferin from just north of the sports village and enter the trail at Langstaff. Fewer signalled crossings will make it faster.
Anonymous 10/07/2021 04:34 PM	It would be the safest crossing
Anonymous 10/07/2021 05:08 PM	Tunnel is safer. Cars often speed through the Greenock intersection.

Anonymous 10/07/2021 05:08 PM	safety reasons, as previously
Anonymous 10/07/2021 05:11 PM	It is already there, so why spend additional tax dollars to build a new crossing.
Anonymous 10/07/2021 05:35 PM	I would much rather go under a road than across one.
Anonymous 10/07/2021 09:27 PM	Cost
Anonymous 10/07/2021 09:42 PM	Intersection already there
Anonymous 10/07/2021 10:04 PM	Safety
Anonymous 10/08/2021 09:32 AM	both of these would be fine. knowing the costs of the various options would help me make a better decision. my concern about a tunnel would be that people could loiter out of sight making it seem less safe.
Anonymous 10/08/2021 10:13 AM	Family friendly
Anonymous 10/08/2021 10:33 AM	Less accidents with a tunnel between pedestrians,bikes and motorized vehicles. With new ebikes being a hot commodity as of late, can be a risk of accidents at intersection.
Anonymous 10/08/2021 11:23 AM	Too disruptive to cross the major intersection
Anonymous 10/08/2021 01:31 PM	Safety
Anonymous 10/08/2021 01:32 PM	It's a small part, project could save money focusing on the other norther parts of the trail.

Anonymous 10/08/2021 03:24 PM	Safety first
Anonymous 10/08/2021 05:19 PM	Don't feel safe alone walking in tunnel system
Anonymous 10/08/2021 06:04 PM	safer
Anonymous 10/08/2021 07:45 PM	Less costly
Anonymous 10/08/2021 09:35 PM	easy way to cross under the bridge ,cost will be less
Anonymous 10/09/2021 09:25 AM	Crossing Rutherford should not even be an option with the heavy traffic in the area.
Anonymous 10/09/2021 11:21 AM	Cost.
Anonymous 10/09/2021 01:05 PM	Tunnel/culvert makes scenes only if alternative trail is built. For proposed tail existing intersection would do.
Anonymous 10/09/2021 04:42 PM	Having to wait for a traffic light lessens the enjoyment of the trail
Anonymous 10/09/2021 10:50 PM	Don’t interrupt or wait for traffic on busy street
Anonymous 10/10/2021 12:34 AM	There is already an existing traffic light in the exact right spot. However, to allow trail users to cross on demand, it should be ensured that when they press the button to activate the traffic light, they should be getting a walk signal within 30-60 seconds.
Anonymous 10/10/2021 01:08 AM	Safer, uninterrupted path avoids road crossings.
Anonymous 10/10/2021 02:33 PM	Greenock intersection will be bigger once the road is widened so there should be better pedestrian crossing

Anonymous 10/10/2021 03:25 PM	We always prefer to avoid road crossings. A tunnel/culvert under the roadway is always preferable.
Anonymous 10/10/2021 03:33 PM	Option 1 is safer for pedestrians.
Anonymous 10/10/2021 08:14 PM	Busy stretch of road, crossing should have grade separation for user safety and enjoyment
Anonymous 10/10/2021 08:40 PM	Rutherford is a very busy road, trail users will want to cross at the nearest spot - a tunnel will direct us most safely and effectively towards the trail connections. This section, as proposed will already feel somewhat disjoined so a tunnel would be a very significant way to improve that.
Anonymous 10/11/2021 08:29 PM	Minimize road traffic impact on trail, and pedestrians using trail on road traffic. What was done on Major Mack is excellent
Anonymous 10/11/2021 09:18 PM	It would be a very long annoying wait to cross rutherford rd and an annoyance/delay for traffic.
Anonymous 10/12/2021 08:01 AM	Less interaction with vehicular traffic
Anonymous 10/12/2021 10:17 AM	same as other tunnels
Anonymous 10/12/2021 11:38 AM	Most direct route and avoids major street traffic/break in use.
Anonymous 10/12/2021 12:17 PM	Underpasses are much safer.
Anonymous 10/12/2021 07:57 PM	Less risk to car traffic being slowed due to foot traffic trying to cross

Anonymous 10/12/2021 08:46 PM	fell safe
Anonymous 10/12/2021 09:29 PM	Anything for creating an uninterrupted cycling path north of the city.
Anonymous 10/12/2021 09:51 PM	Tunnel crossing are ultimately safer for bicyclists and pedestrians.
Anonymous 10/13/2021 09:50 AM	Currently not a heavily used pedestrian cross walk - no need to build new infrastructure or spend more funds. Put the saved money towards implementing one of the potential trail alignments determined not-feasible!
Anonymous 10/13/2021 10:42 AM	Keeps the speeding cars away.
Anonymous 10/13/2021 12:20 PM	Poor visibility at the existing intersection frequently results in close calls when crossing Greenock Drive parallel to Rutherford on the North side. I would expect the volume of pedestrians making that crossing to increase with these changes. The intersection also handles an ever increasing amount of vehicle traffic.
Anonymous 10/13/2021 12:28 PM	Much more convenient, safer. traffic is always heavy on Rutherford but assume much more expensive
Anonymous 10/13/2021 01:15 PM	A tunnel would minimize pedestrians on the road and be more safe.
Anonymous 10/13/2021 02:27 PM	Please avoid crossing major roads at grade level, thank you.
Anonymous 10/13/2021 02:57 PM	A tunnel would be safer as Rutherford is very busy.
Anonymous 10/13/2021 03:15 PM	looks safer
Anonymous 10/13/2021 03:25 PM	The tunnel option is safer for pedestrians and drivers.

Anonymous 10/13/2021 03:52 PM	The tunnel would be a safer option for pedestrians and vehicle traffic.
Anonymous 10/13/2021 05:01 PM	The tunnel is a safer option. Not sure if the cost merits a tunnel at this location.
Anonymous 10/13/2021 05:27 PM	The tunnel would be better as Rutherford is very busy.
Anonymous 10/13/2021 05:32 PM	Safer for kids
Anonymous 10/13/2021 06:32 PM	Potentially safer but must be well lit and not a hangout for teenagers
Anonymous 10/13/2021 09:23 PM	Prefer separate grade crossings because they are safer and faster for all users
Anonymous 10/14/2021 10:35 AM	If money is no object, then yes a well lit tunnel is appreciated. Otherwise the light at Greenock is fine
Anonymous 10/14/2021 02:23 PM	Option 1 is the safest give the busy nature of Rutherford Road.
Anonymous 10/14/2021 02:53 PM	sounds like Option #2 is the only feasible one right now
Anonymous 10/14/2021 06:56 PM	Less disruptions to traffic and safer for pedestrians
Anonymous 10/14/2021 09:52 PM	avoid needing to stop and wait for light
Anonymous 10/15/2021 07:28 AM	Prefer to create one long path inside a green space so you have the option of not seeing roads

Anonymous 10/15/2021 07:56 AM	Redundant to excavate a tunnel if there's barely a trail on the other side.
Anonymous 10/15/2021 12:25 PM	Please do it a tunnel! Tunnels are safer and no interaction with the traffic for the hikers/bikers
Anonymous 10/15/2021 12:57 PM	Rutherford Rd is EXTREMELY busy. The safest way is the tunnel/culvert
Anonymous 10/15/2021 06:18 PM	inexpensive and easy
Anonymous 10/16/2021 12:35 PM	Rutherford road is busy. An underpass would suit here for safety of crossing.
Anonymous 10/16/2021 12:49 PM	An enjoyable, optimally used trail is one that is seamless and continuous. Multiple cuts in the trail (entrance/exists off roads...starts and stops in other words) is not preferable. For reference, look at the usage and enjoyment of the Humber trail that runs through Boyd-Kortright-Bindertwine... this would be the (my) wish for the Bartley Smith Greenway.
Anonymous 10/16/2021 01:56 PM	Again, under ground roadway is not safe.
Anonymous 10/17/2021 12:47 AM	It is desirable to avoid traffic on this walk but people's safety from crime is also important. Are the culverts open aired? or are they dark places that might be unsafe? I went to a post-secondary school that had an underground tunnel network that people could take to avoid the winter snow. Most women and lots of men felt unsafe walking alone in the tunnels (especially during off-hours).
Anonymous 10/17/2021 09:11 AM	A good way to avoid traffic and not interfere with traffic
Anonymous 10/17/2021 12:06 PM	avoiding traffic
Anonymous	Safer / crime reduction friendly, Controlled, Liability protection for

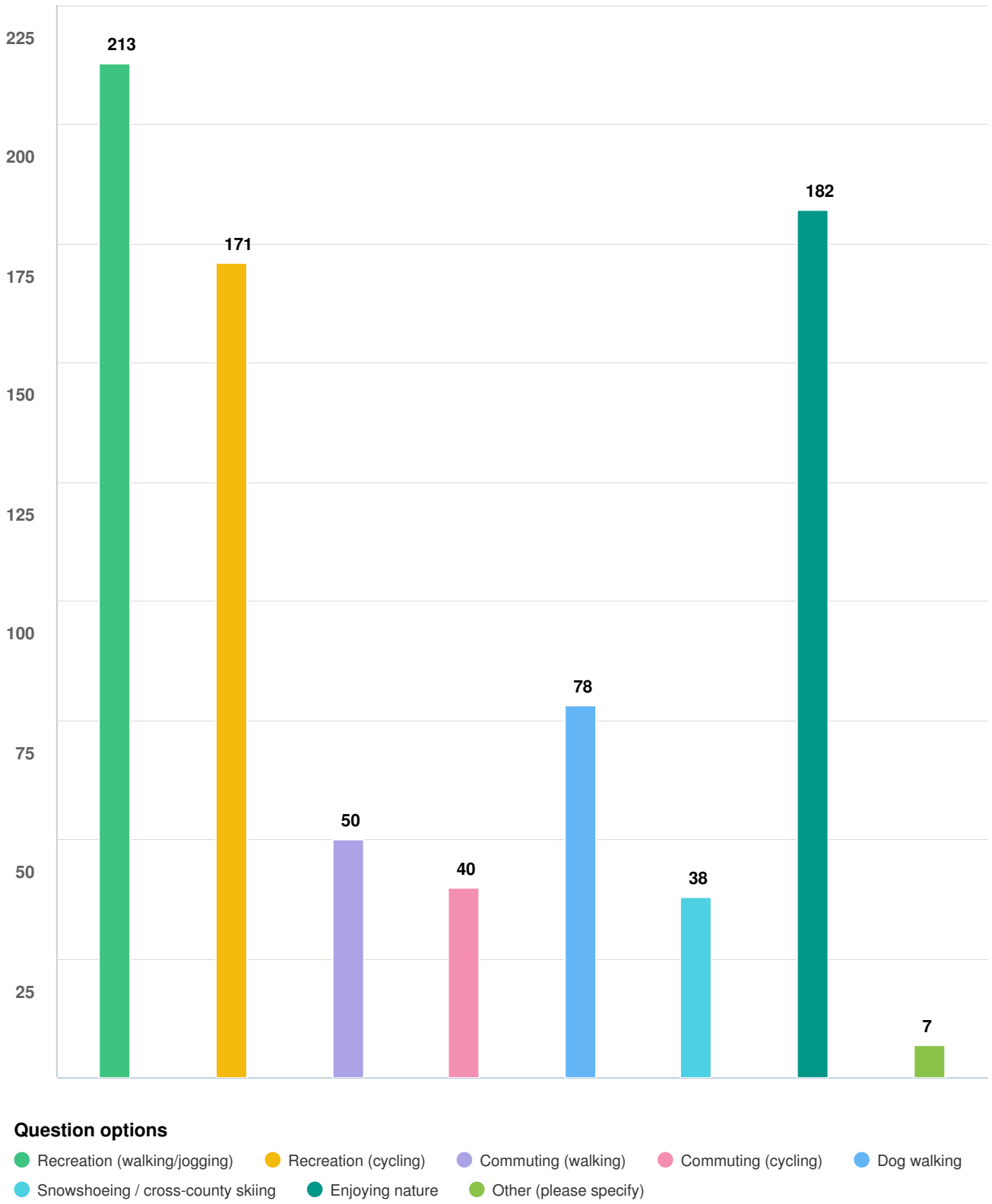
10/17/2021 12:14 PM	Vaughan
Anonymous 10/17/2021 12:48 PM	would be nice although expensive
Anonymous 10/17/2021 03:50 PM	Option 1 should also include a ramp for street access for residents/cyclists coming down rutherford
Anonymous 10/17/2021 05:30 PM	Less construction and impact on roadway.
Anonymous 10/17/2021 08:10 PM	Tunnel is always the better option than a crossing
Anonymous 10/17/2021 11:24 PM	safer
Anonymous 10/18/2021 02:54 PM	I want as little construction as possible to the areas.
Anonymous 10/18/2021 04:16 PM	Tunnel / Culvert is the best option as it virtually eliminates any interaction between people and vehicles. Rutherford is a very busy road and while the level crossing is feasible, I am concerned about people not wanting to wait for the lights to change and the possibility of people getting hit is too high. I can appreciate that the cost for this is high, but a tunnel culvert here makes the most sense. I would even give up the tunnel at McNaughton to ensure that one is built here. Beyond that, does the City have any plans to extend Langstaff from Keele Street to Jane Street? If that was done (I know it is a lot of bridges over the railway marshalling yard), that would ease a lot of pressure away from Rutherford as well as Major Mackenzie. Also, is there any plan to extend Teston from Keele to Dufferin? Major Mackenzie is getting far too much traffic volume.
Anonymous 10/18/2021 07:57 PM	Safest way
Anonymous 10/18/2021 10:57 PM	Safety and continuous hiking or biking. Have you considered a pedestrian bridge?

Anonymous 10/19/2021 09:14 AM	Crossing over Rutherford in this area is a nightmare and not safe for small children
Anonymous 10/19/2021 12:03 PM	Rutherford road is as busy as Major Mackenzie, if not more congested due to lack of east/west routes created by the CN yard.
Anonymous 10/19/2021 03:40 PM	I prefer the tunnel but understand that it may be cost prohibitive.
Anonymous 10/19/2021 04:45 PM	tunnels are scary
Anonymous 10/19/2021 08:15 PM	A tunnel is the best option, keep the trail users close to the natural nature experience.
Anonymous 10/19/2021 10:01 PM	his crosswalk is SO SLOW, takes so long to change the light.
Anonymous 10/19/2021 10:14 PM	No construction
Anonymous 10/20/2021 09:55 AM	Personal safety.
Anonymous 10/20/2021 11:24 AM	Safer route, limits interaction with heavy traffic
Anonymous 10/20/2021 10:17 PM	Safer
Anonymous 10/20/2021 10:26 PM	Forcing the pedestrian to cross a busy street like Rutherford does not make any safety and connectivity sense.
Anonymous 10/21/2021 01:38 PM	UNDER TRAFFIC IS ALWAYS BEST
Christina Tino 10/22/2021 08:23 AM	The light at Greenock is too long and not timed properly. Traffic often blocks the intersection.

Optional question (127 response(s), 102 skipped)

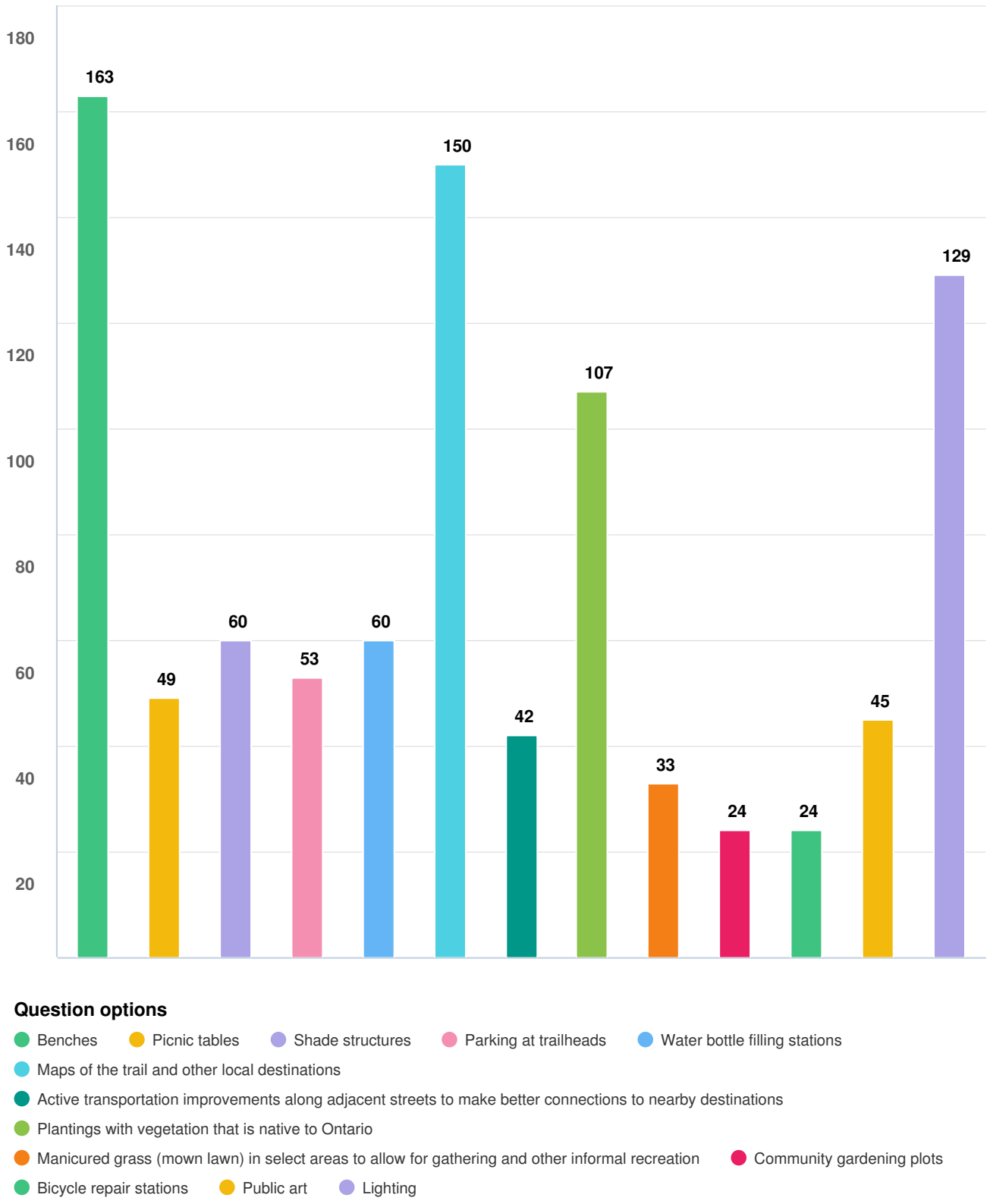
Question type: Essay Question

Q13 How do you see yourself using the trail? Please select all that apply.



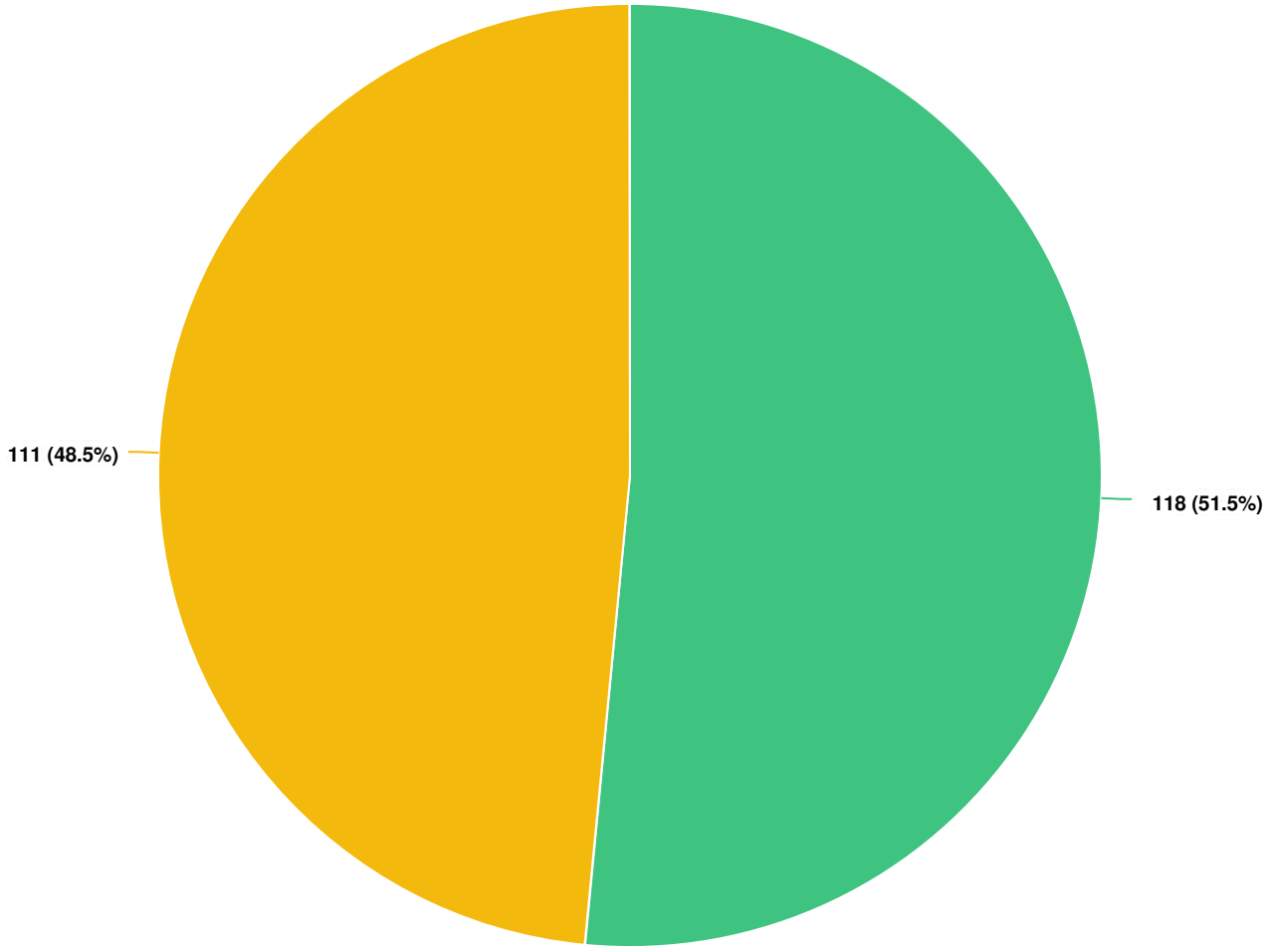
Mandatory Question (229 response(s))
Question type: Checkbox Question

Q14 **What type of amenities or improvements would you like to see as part of this trail project? Please select your top five amenities/improvements.**



Mandatory Question (229 response(s))
Question type: Checkbox Question

Q15 What type of trail surfacing material would you prefer?

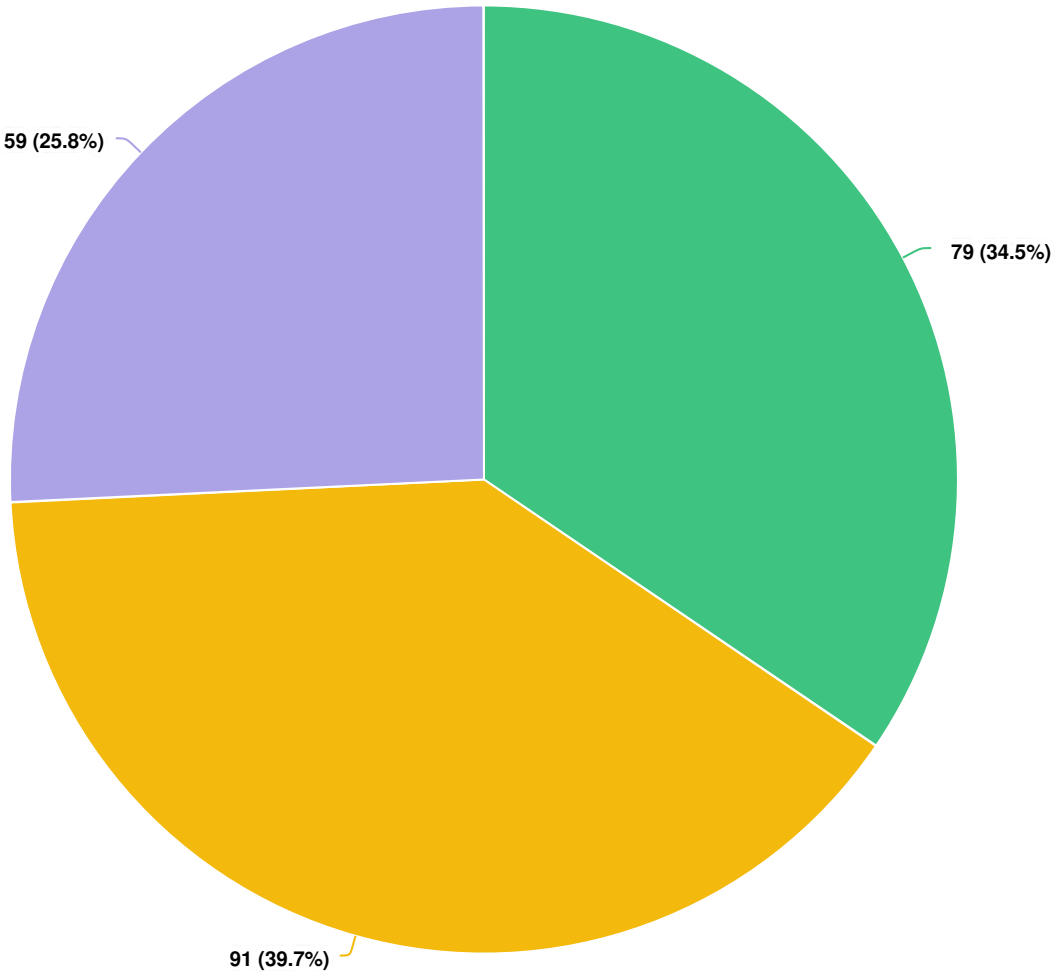


Question options

- Asphalt (similar to existing trail sections near Naylon Parkette)
- Compacted stone dust screening (similar to the existing trail section from Merrick Drive to Rutherford Road)

Mandatory Question (229 response(s))
Question type: Radio Button Question

Q16 What type of seasonal maintenance for trails within the subject area would you prefer?



Question options

- No snow clearing or ice prevention – allowing for winter active recreational use (snowshoeing, cross country skiing, etc.).
- Partial winter maintenance – snow removal in select sections only and minimal ice prevention.
- Full snow removal and ice prevention.

Mandatory Question (229 response(s))
Question type: Radio Button Question

MEMO

TO: Sandra Neal and Michael Habib

FROM: Amanda Gebhardt

SUBJECT: **Bartley Smith Greenway Trail Gap Feasibility Study: Virtual Stakeholder Needs Analysis Workshop Summary**

DATE: September 21, 2021

Introduction to Bartley Smith Greenway Trail Gap Feasibility Study

The City of Vaughan retained WSP Canada Inc. to provide professional services in landscape architecture, design services, master planning, trail and active transportation planning to complete a feasibility study and 30% design to fill critical gaps in the Bartley Smith Greenway (BSG) Trail along a 3 km segment in the Upper West Don River Corridor between McNaughton Avenue to Keele Street. The Bartley Smith Greenway is part of the 100 km city-wide Vaughan Super Trail, a signature recommendation of the City's 2020 Pedestrian and Cycling Master Plan, recently endorsed by City Council. Filling the gaps to provide a continuous north-south pedestrian and cycling trail will provide recreation and active transportation opportunities for residents as well as other community benefits. It also supports several other strategic plans of the City such as the Official Plan, Green Directions Vaughan, Vaughan Active Together Master Plan, and the TRCA Trail Strategy.

The BSG Trail Project is broken into two main components:

Part 1: Research and Preferred Trail Route Analysis (Current Phase)

Evaluate the feasibility of developing a continuous 3km pedestrian and cycling trail system and preferred route alignment through the research, inventory, analysis and review of existing conditions, opportunities and constraints. An impact assessment along with master plan and mapping will be provided, considering a robust public and stakeholder consultation plan including indigenous consultation. Life cycle cost analysis including capital, operations and maintenance costs will inform an implementation plan. Part 1 is to take 32 weeks.

Part 2: 30% Design Development

Prepare a 30% design of the preferred trail alignment including detailed feasibility assessment incorporating consultation feedback; site assessment including geotechnical testing, Stage 1 archaeology; 30% drawings with layout, grading, planting restoration, cross sections, design standards, signage, wayfinding, and pavement markings; and a final implementation plan with project phasing and updated lifecycle costing. Part 2 is to take 24 weeks

Introduction to Virtual Stakeholder Visioning Workshop

As part of **Part 1- Research and Preferred Trail Route Analysis**, the Project Team hosted a Virtual Stakeholder Needs Analysis Workshop on September 8, 2021. Key stakeholders in attendance included representatives from the City of Vaughan and various technical agencies representing Planning, Maintenance and Operations, Transportation, and Parks Operation. The purpose of the workshop was to present and obtain input on the:

1. **High-level needs, opportunities and strengths** for the study based on feedback received during the Stakeholder Visioning Workshop;
2. **Revised trail mapping** based on feedback received during the Stakeholder Visioning Workshop; and
3. **Draft survey questions** that will be posted on the project website to help gain more feedback about the study from members of the public.

Similar to the Stakeholder Visioning Workshop, the Project Team used Mural, an online whiteboarding tool, to obtain feedback from workshop participants. The Mural Board was accessible to participants both during the workshop and after the workshop (until September 14, 2021) to allow participants to continue adding input beyond the live workshop event. A screenshot of the completed Mural Board is shown in **Appendix A**.

Overview of Questions

During the Needs Analysis Workshop, participants were asked to provide input on the following:

1. **Project Needs, Opportunities and Concerns** – The Project Team presented a high-level overview of the key themes that emerged during the Stakeholder Visioning Workshop relating to project needs, opportunities, and concerns (shown below). Using sticky notes, participants were asked to provide any comments about the key themes. **Memo 1: Bartley Smith Greenway Trail Gap Feasibility Study: Virtual Stakeholder Needs Analysis Workshop Summary** includes a Summary of the Stakeholder Visioning Workshop.

	Limit the impact to the existing natural heritage system	Limit the impact to the existing natural heritage system (i.e., avoid higher quality treed areas and vegetated slopes; limit the proximity to the river and the number of watercourse crossings; and consider invasive species management techniques, construction impacts, and trail materials).
	Protect the creek and flood plain limits while providing a buffer to adjacent residential yards	Respect the need to protect the creek and flood plain limits, while providing a buffer to adjacent residential rear yards when determining the trail alignment.
	Provide connections that will link community destinations	Provide connections that will link key community destinations like schools, shopping centres, childcare centres, parks, etc.

	Limit the potential impacts of winter maintenance	Limit the potential impacts of winter maintenance such as salt use in the creek corridor, while still providing a level of year-round function to the trail system.
	Assess the Major Mackenzie culvert crossing	When determining the type of crossings for Rutherford Road and McNaughton Road, assess the Major Mackenzie culvert crossing to weigh the pros and cons for users, maintenance and the environment.
	Support placemaking along the trail with amenities and interpretive signage	Consider opportunities for placemaking through the use of amenities that align with Crime Prevention Through Environmental Design (CPTED) Principles to increase safety and comfort for trail users (e.g., shaded areas, benches, gathering spaces, Indigenous elements). Develop interpretive signage and educational materials to be placed along the trail to connect users with the natural and cultural heritage of the trail.

2. **Revised Trail Mapping** – The Project Team provided a brief overview of the revised trail mapping, highlighting the following revisions that were made based on feedback gathered at the Stakeholder Visioning Workshop:
   - Alignment D has been eliminated as an option due to being in close proximity to the Provincially Significant Wetland (PSW);
   - Alignment F has been eliminated as an option due to the significant tree lined area and steep slopes;
   - Alignment H has been eliminated as an option due to the encroachment onto residential lots;
   - McNaughton Road Crossing Option #4 has been eliminated as the crossing would be too far from the trail;
   - Rutherford Road Crossing Option #2 has been eliminated as it would be too costly to implement; and
   - An additional alignment option has been added to connect the trail between Rutherford Road and Keele Street which travels through the wooded slopes on the west side of the creek, outside of the Tesma Way road right of way.

   After going through the mapping, participants were asked to provide comments to the map with any of their input. The revised trail mapping is shown in **Appendix B**; and

3. **Draft Survey Questions** – Participants were asked to use sticky notes to provide their feedback on the draft survey questions. The draft survey questions are included in **Appendix C.**

Summary of Key Themes

The input received both during and after the Stakeholder Needs Analysis Workshop helped to highlight several key themes that the Project Team will use to guide the project going forward. A summary of the key themes is included below.

1. Project Needs, Opportunities and Concerns

Overall, the Stakeholders agreed with the key themes presented to help highlight the project needs, opportunities and concerns and there were no additional comments.

2. Revised Trail Mapping

The stakeholders provided several comments about the revised trail mapping. A complete list of all the comments can be found in **Appendix D**. Key themes and revisions that emerged through the stakeholder's mapping comments are provided below:

- Overall agreement with Alignment E as it helps to avoid the Provincially Significant Wetland (PSW);
- Overall agreement with Alignment G as it keeps the trail on the east side of the creek but avoids the future development area east of the stormwater pond;
- Add another potential pedestrian bridge crossing between Bridge Crossing Option #3 and Rutherford Road, given the frequency of crossings towards Major Mackenzie Drive;
- Remove Alignment Q (in addition to the previously removed culvert crossing option along Rutherford Road) as it is very difficult to implement and would work best if the culvert crossing were implemented as well;
- Remove Alignments O and P and replace with new alignments that connect the trail to the Sherwood Park Drive neighbourhood; and
- Remove Rutherford Crossing Option #4 as it is located too far from the trail.

3. Draft Survey Questions

Stakeholders provided the following comments on the draft survey questions:

- In addition to asking about desired amenities, ask the public about potential programming opportunities (e.g., gardening allotment opportunities, etc.).
- Ask the public why they use trail (i.e., to get to school, a community centre, a GO Station, transit; for recreation, etc.);
- The City of Vaughan should work with Bylaw enforcement to develop an education piece (separate from this study) to help address trail encroachment issues; and
- Add a question asking if people are interested in being involved in a focus group/site walk for this study in the future.

Summary and Next Steps

The feedback received at the Stakeholder Needs Analysis Workshop will help to inform the study going forward. The Project Team will complete a full review of the outstanding trail mapping comments received during the Workshop and make adjustments to the trail mapping and survey questions as necessary. Once these materials are finalized based on the feedback received during the Workshop, they will be posted online in October 2021 to obtain feedback from members of the public about the study. In addition to the upcoming online public survey, the Project Team will also be hosting more Stakeholder Workshops and a Public Information Centre (PIC) to obtain further input from both the public and stakeholders. These engagement opportunities will help to further narrow down the alignment options and guide the overall trail design.

Source Data

Data has been provided by the City of Vaughan. A site walk was also conducted through the study area on July 12, 2021 with staff from the City of Vaughan, TRCA and WSP to obtain site data.

APPENDIX

A MURAL BOARD

Bartley Smith Greenway Trail Feasibility Study
Needs Analysis Workshop

Activities Overview

Provide your input on the questions and proposed trail mapping for the Bartley Smith Greenway Trail Feasibility Study.

This interative whiteboard will remain open until Wednesday September 15, 2021.

Short-Cut Tools

Ctrl + C	Ctrl + V	Ctrl + Z
Copy	Paste	Undo

Adding Comments

Double-click anywhere to create a sticky note. A menu bar will appear above your note to allow you to change its colour, font size, and other features. You can drag your note to a new location at any time.

If you would like to remove a note you have created, select it and press the **Delete** button on your keyboard. Please do not delete notes created by other team members.

Project Needs, Opportunities, and Concerns

Summary of Key Themes

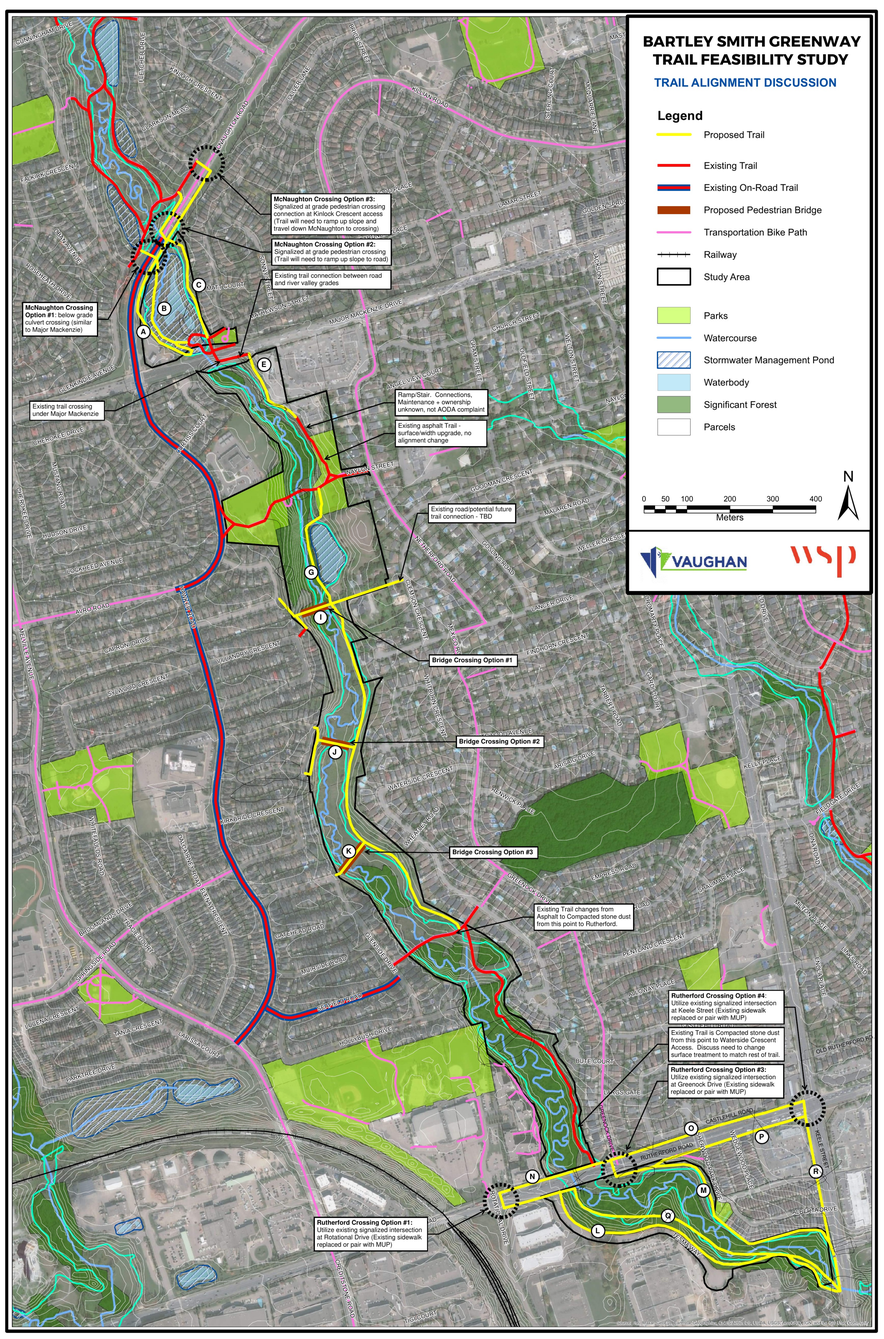
- Limit the impact to the existing natural heritage system
- Protect the creek and flood plain limits while providing a buffer to adjacent residential yards
- Provide connections that will link community destinations
- Limit the potential impacts of winter maintenance
- Assess the Major Mackenzie culvert crossing
- Support placemaking along the trail with amenities and interpretive signage

Do you have any comments about the summary of key themes? Please place sticky notes in the box below.

Revised Trail Mapping

Please add comments on the map with your input.

To add a comment, select the **"text" icon** on the left menu, and then select the **"comment" icon**. You can place your comment at a specific location on the map.



Draft Survey Questions

Please let us know your thoughts on the draft survey questions. Add sticky notes in the blue boxes beside each question to provide any suggestions.

What type of trail surfacing material would you prefer? (select one)

a. Asphalt (similar to existing trail sections near Naylon Park)
b. Compacted stone dust screening (similar to the existing trail section from Merrick Drive to Rutherford Road)

What type of seasonal maintenance for trails within the subject area would you prefer? (select one)

a. No snow clearing or ice prevention, allowing for winter active recreational use (snowshoeing, cross country skiing, etc.)
b. Partial winter maintenance - snow removal in select sections only, minimal ice prevention
c. Full snow removal and ice prevention
d. Notes (please include any comments regarding specific sections or actions to further explain your answer)

A priority for this project is to limit the impact to the natural systems in the area. This means avoiding treed areas, vegetated slopes and keeping the trail away from the creek. In order to meet these goals, the trail between Major Mackenzie and Rutherford Road is being proposed along the east side of the creek. Do you agree with locating the trail on the east side of the creek?

a. Yes
b. No
c. Notes (please explain why you agree or disagree)

There are currently three proposed route options to connect the trail between Major Mackenzie Road and McNaughton Road, of which one will be chosen. Please select all that would be acceptable route options.

a. Route Option A - keeps the trail close to the gas station property and follows along McNaughton Road within the road right of way
b. Route Option B - travels through the creek valley on the west side of the creek and storm pond
c. Route Option C - travels through the creek valley on the east side between the storm pond and rear of Mathewson Street residential lots

There are currently 3 proposed route options to connect the trail between Rutherford Road and Keele Street, of which one will be chosen. The trail will terminate at the existing signalized crossing at Gantner Gate. Please select all that would be acceptable route options.

a. Route Option L - travels within Tesma Way right of way to its terminus and connects to Keele Street through the river corridor
b. Route Option Q - travels through the wooded slopes on the west side of the creek, outside the Tesma Way road right of way
c. Route Option M - travels through the creek valley on the east side between the creek and rear of Sherwood Park Drive residential lots. This route option would provide a connection to the park at the corner of Sherwood Park Drive and Alberta Drive
d. Route Option R - that travels within the Rutherford Road right of way to Keele Street where it would continue along Keele Street to the existing crossing at Gantner Gate

Existing pedestrian bridges connect neighborhoods to the east and west of the creek at Naylon Park and Merrick Drive/Seafield Road. The project will explore adding new pedestrian bridge crossing(s). Please select any or all of the options below that you would consider as an acceptable pedestrian bridge crossing location.

a. No additional pedestrian bridge crossings are needed
b. Option I - I would like to see a new bridge and trail connecting Bevan Road and Caprioni Drive
c. Option J - I would like to see a new bridge and trail connecting Mountcharles Crescent to the proposed new trail
d. Option K - I would like to see a new bridge and trail connecting Glenside Drive to the proposed new trail
e. Notes (if you are opposed to any of the bridge crossing options, please provide an additional explanation)

When using the trail, how would you prefer to cross McNaughton Road? Please select all that would be acceptable crossings.

a. Option 1 - tunnel/culvert crossing under roadway (similar to Major Mackenzie Drive trail crossing)
b. Option 2 - new signalized at-grade road crossing near location of the creek
c. Option 3 - new signalized at-grade crossing connecting to Fletcher Drive

When using the trail, how would you prefer to cross Rutherford Road? Please select all that would be acceptable crossings.

a. Option 1 - existing signalized intersection at Rotational Drive
b. Option 3 - existing signalized intersection at Greenock Drive
c. Option 4 - existing signalized intersection at Keele Street

What type of amenities or improvements would you like to see as part of this trail project? Please select all that apply.

a. Benches
b. Picnic Tables
c. Shade structures
d. Parking at trailheads
e. Water bottle filling stations
f. Maps of the trail and other local destinations
g. Active transportation improvements along adjacent streets to make better connections to nearby destinations
h. Native naturalized planting
i. Manicured areas (mown lawn) in select areas to allow for gathering and other informal recreation
j. Bicycle repair stations
l. Public art
m. Lighting

h | l | f | Trail programming opportunities - for people to garden, etc. Anything people would like to see? | Perhaps we need to include a separate education piece regarding encroachment . Bylaw should work with corp comms to think about an education piece (separate initiative to project)

How do you see yourself using the trail? Please select all that apply.

a. Recreation (walking/jogging)
b. Recreation (cycling)
c. Commuting (walking)
d. Commuting (cycling)
e. Other - e.g., rollerblading, e-scooter, cross country skiing, etc. (please specify)

a

Please share any other ideas or concerns you may have about this trail project.

Perhaps add question about whether people are interested in being involved in a focus group/site walk, etc.

Do you want to be involved in future updates? - this question is usually tagged on at the end of all surveys

APPENDIX

B REVISED TRAIL MAPPING

BARTLEY SMITH GREENWAY TRAIL FEASIBILITY STUDY

TRAIL ALIGNMENT DISCUSSION

Legend

- Proposed Trail
- Existing Trail
- Existing On-Road Trail
- Proposed Pedestrian Bridge
- Transportation Bike Path
- Railway
- Study Area
- Parks
- Watercourse
- Stormwater Management Pond
- Waterbody
- Significant Forest
- Parcels

0 50 100 200 300 400
Meters

N

VAUGHAN

wsp

McNaughton Crossing Option #3: Signalized at grade pedestrian crossing connection at Kinlock Crescent access (Trail will need to ramp up slope and travel down McNaughton to crossing)

McNaughton Crossing Option #2: Signalized at grade pedestrian crossing (Trail will need to ramp up slope to road)

Existing trail connection between road and river valley grades

McNaughton Crossing Option #1: below grade culvert crossing (similar to Major Mackenzie)

Existing trail crossing under Major Mackenzie

Ramp/Stair. Connections, Maintenance + ownership unknown, not AODA complaint

Existing asphalt Trail - surface/width upgrade, no alignment change

Existing road/potential future trail connection - TBD

Bridge Crossing Option #1

Bridge Crossing Option #2

Bridge Crossing Option #3

Existing Trail changes from Asphalt to Compacted stone dust from this point to Rutherford.

Rutherford Crossing Option #4: Utilize existing signalized intersection at Keele Street (Existing sidewalk replaced or pair with MUP)

Existing Trail is Compacted stone dust from this point to Waterside Crescent Access. Discuss need to change surface treatment to match rest of trail.

Rutherford Crossing Option #3: Utilize existing signalized intersection at Greenock Drive (Existing sidewalk replaced or pair with MUP)

Rutherford Crossing Option #1: Utilize existing signalized intersection at Rotational Drive (Existing sidewalk replaced or pair with MUP)

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

APPENDIX

C DRAFT SURVEY QUESTIONS

SURVEY QUESTIONS

1. What type of trail surfacing material would you prefer? (select one)

a. Asphalt (similar to existing trail sections near Naylon Park)

b. Compacted stone dust screening (similar to the existing trail section from Merrick Drive to Rutherford Road)

2. What type of seasonal maintenance for trails within the subject area would you prefer? (select one)

a. No snow clearing or ice prevention, allowing for winter active recreational use (snowshoeing, cross country skiing, etc.)

b. Partial winter maintenance - snow removal in select sections only, minimal ice prevention.

c. Full snow removal and ice prevention.

d. Notes (please include any comments regarding specific sections or actions to further explain your answer).

3. A priority for this project is to limit the impact to natural systems in the area. This means avoiding treed areas, vegetated slopes and keeping the trail away from the creek. In order to meet these goals, the trail between Major Mackenzie Road and Rutherford Road is currently being proposed along the east side of the creek. Do you agree with locating the trail on the east side of the creek?

a. Yes

b. No

c. Notes (please explain why you agree or disagree)

4. There are currently three proposed route options to connect the trail between Major Mackenzie Road and McNaughton Road, of which one will be chosen. Please select all that would be acceptable route options.

a. Route Option A - keeps the trail close to the gas station property and follows along McNaughton Road within the road right of way.

b. Route Option B - travels through the creek valley on the west side of the creek and storm pond.

c. Route Option C - travels through the creek valley on the east side between the storm pond and rear of Mathewson Street residential lots.

5. There are currently 3 proposed route options to connect the trail between Rutherford Road and Keele Street, of which one will be chosen. The trail will terminate at the existing signalized crossing at Gantner Gate. Please select all that would be acceptable route options.

a. Route Option L - travels within Tesma Way right of way to its terminus and connects to Keele Street through the river corridor.

b. Route Option Q - travels through the wooded slopes on the west side of the creek, outside the Tesma Way road right of way.

c. Route Option M - travels through the creek valley on the east side between the creek and rear of Sherwood Park Drive residential lots. This route option would provide a connection to the park at the corner of Sherwood Park Drive and Alberta Drive.

d. Route Option R - that travels within the Rutherford Road right of way to Keele Street where it would continue along Keele Street to the existing crossing at Gantner Gate.

6. Existing pedestrian bridges connect neighborhoods to the east and west of the creek at Naylon Park and Merrick Drive/Seafield Road. The project will explore adding new pedestrian bridge crossing(s). Please select any or all of the options below that you would consider as an acceptable pedestrian bridge crossing location.

a. No additional pedestrian bridge crossings are needed.

b. Option I - I would like to see a new bridge and trail connecting Bevan Road and Caprioni Drive.

c. Option J - I would like to see a new bridge and trail connecting Mountcharles Crescent to the proposed new trail.

d. Option K - I would like to see a new bridge and trail connecting Glenside Drive to the proposed new trail.

e. Notes (If you are opposed to any of the bridge crossing options, please provide an additional explanation)

7. When using the trail, how would you prefer to cross McNaughton Road? Please select all that would be acceptable crossings.

a. Option 1 - tunnel/culvert crossing under roadway (Similar to Major Mackenzie Drive trail crossing)
b. Option 2 - new signalized at-grade road crossing near location of the creek
c. Option 3 - new signalized at-grade road crossing connecting to Fletcher Drive

8. When using the trail, how would you prefer to cross Rutherford Road? Please select all that would be acceptable crossings.

a. Option 1 - existing signalized intersection at Rotational Drive
b. Option 2 - tunnel/culvert crossing under roadway (similar to Major Mackenzie Drive trail crossing)
c. Option 4 - existing signalized intersection at Keele Street

9. What type of amenities or improvements would you like to see as part of this trail project? Please select all that apply.

a. Benches

b. Picnic Tables

c. Shade Structures

d. Parking at trailheads

e. Water Bottle filling stations

f. Maps of the trail and other local destinations

g. Active transportation improvements along adjacent streets to make better connections to nearby destinations

h. Native naturalized planting

i. Manicured areas (mown lawn) in select areas to allow for gathering and other informal recreation

j. Community gardening plots

k. Bicycle repair stations

l. Public art

m. Lighting

10. How do you see yourself using the trail? Please select all that apply.

a. Recreation (walking/jogging)

b. Recreation (cycling)

c. Commuting (walking or cycling)

d. Commuting (cycling)

e. Other (please specify) - could be e-scooter, rollerblading, x-country skiing, etc.

11. Please share any other ideas or concerns you may have about this trail project.

APPENDIX

D TRAIL MAPPING COMMENTS

BARTLEY SMITH GREENWAY TRAIL FEASIBILITY STUDY

TRAIL ALIGNMENT DISCUSSION

Legend

- Proposed Trail
- Existing Trail
- Existing On-Road Trail
- Proposed Pedestrian Bridge
- Transportation Bike Path
- Railway
- Study Area
- Parks
- Watercourse
- Stormwater Management Pond
- Waterbody
- Significant Forest
- Parcels

0 50 100 200 300 400
Meters

N

VAUGHAN

wsp

If crossing Option #2 is selected, add a community connection from Genkindie Avenue to McNaughton Road to provide a shorter route.

Will culvert crossing require raising of road?

McNaughton Crossing Option #3: Signalized at grade pedestrian crossing connection at Kinlock Crescent access (Trail will need to ramp up slope and travel down McNaughton to crossing)

McNaughton Crossing Option #2: Signalized at grade pedestrian crossing (Trail will need to ramp up slope to road)

Existing trail connection between road and river valley grades

McNaughton Crossing Option #1: below grade culvert crossing (similar to Major Mackenzie)

There is a maintenance line that travels similar to Alignment E and ties into the top of the slope. Alignment E works better.

Complete a historical review to add heritage signage / wayfinding to highlight community history. Not sure what area would be best for this - Greenock, woodlots, Archeolgical significant areas, etc. Could speak to heritage group to get feedback.

Opportunity to add seating node on north side of culvert. Undertaking the design of the nearby park this year. Access to the stormwater pond is still through the park.

Is this grade workable to ensure a maximum of 10% slopes?

There will likely be a lot of water on the trail in this area at certain points during the year.

Existing trail crossing under Major Mackenzie

Alignment E is good for avoiding the PSW.

Ramp/Stair. Connections, Maintenance + ownership unknown, not AODA complaint

Existing asphalt Trail - surface/width upgrade, no alignment change

Consider removing any bollards that don't work and any other upgrades to bring area up to standard.

This section is approximately 2.4 metres wide. As part of future construction, may want to consider opportunity for bridge to be widened and brought up to standard to allow people to access park.

People might wonder about lighting in this area (east/west along Naylon Street).

Important to consider natural heritage impacts of lighting on certain species/habitats.

Existing road/potential future trail connection - TBD

Overall agreement with Alignment G.

Need to have further conversations about the purpose of stormwater ponds. Many developers don't think people should be near stormwater ponds, but there is potential for users to enjoy them.

Look into feasibility of adding a pedestrian bridge across the stormwater pond (weigh user benefits, costs, etc.).

This stormwater pond will be removed after nearby development is completed.

Consider maintenace access route to stormwater pond.

Consider trail head feature, view point, point of interest, etc. in this area.

Is this feasible with grades?

Bridge Crossing Option #1

Bridge Crossing Option #2

Review catchment areas of schools.

Buffers/encroachment will be a big education piece.

Bridge Crossing Option #3

Perhaps suggest a weather structure to see people's thoughts (don't dismiss anything at this point).

Opportunity for placemaking.

Existing Trail changes from Asphalt to Compacted stone dust from this point to Rutherford.

Look into adding a pedestrian crossing in this area, given the frequency of crossings towards Major Mackenzie Drive.

Consider crossing opportunity to connect to Sports Village.

Look into a potential connection to Hollybush Drive

Rutherford Crossing Option #4: Utilize existing signalized intersection at Keele Street (Existing sidewalk replaced or pair with MUP)

Existing Trail is Compacted stone dust from this point to Waterside Crescent Access. Discuss need to change surface treatment to match rest of trail.

Remove Alignments O, P and Q as options.

Remove Option #4.

Rutherford Crossing Option #3: Utilize existing signalized intersection at Greenock Drive (Existing sidewalk replaced or pair with MUP)

Park could become a major destination at some point. There is a new ice skating rink in the winter, potential off-leash dog park in the future, etc.).

Currently being planned as a one-way, but should ideally be two-way.

Crossing option pair: southbound Greenock Drive, northbound Sherwood Park Drive.

Don't think Alberta Drive is viable for an alignment (not enough width).

To add crossing here for public.

Rutherford Crossing Option #1: Utilize existing signalized intersection at Rotational Drive (Existing sidewalk replaced or pair with MUP)

If Alignment Q is selected, it could work well with the culvert crossing option.

Culvert crossing option might be too late at this point since Rutherford Road is already designed for reconstruction.

Alignment Q is almost impossible to implement.

If Alignment M is not feasible, we should add a community connection through Sherwood Park Drive.

General comment: Look at this project in the long-term (what do we want the trail to look like in the future).

Replacing surfacing at Sherwood Parkette. Alignments along Sherwood Park Drive would be a top of bank consideration.

If nothing happens beyond this connection, perhaps an alignment should be carried along Rutherford to reconnect with the existing trail further east.

Private contractor with two accesses off of Keele Street (one north and one south of study area). Understanding property boundaries in this area will be important.

MEMO

TO:	Sandra Neal and Michael Habib
FROM:	Amanda Gebhardt
SUBJECT:	**Bartley Smith Greenway Trail Gap Feasibility Study: Virtual Stakeholder Visioning Workshop Summary**
DATE:	**September 7, 2021**

Introduction to Bartley Smith Greenway Trail Gap Feasibility Study

The City of Vaughan retained WSP Canada Inc. to provide professional services in landscape architecture, design services, master planning, trail and active transportation planning to complete a feasibility study and 30% design to fill critical gaps in the Bartley Smith Greenway (BSG) Trail along a 3 km segment in the Upper West Don River Corridor between McNaughton Avenue to Keele Street. The Bartley Smith Greenway is part of the 100 km city-wide Vaughan Super Trail, a signature recommendation of the City's 2020 Pedestrian and Cycling Master Plan, recently endorsed by City Council. Filling the gaps to provide a continuous north-south pedestrian and cycling trail will provide recreation and active transportation opportunities for residents as well as other community benefits. It also supports several other strategic plans of the City such as the Official Plan, Green Directions Vaughan, Vaughan Active Together Master Plan, and the TRCA Trail Strategy.

The BSG Trail Project is broken into two main components:

Part 1: Research and Preferred Trail Route Analysis (Current Phase)

Evaluate the feasibility of developing a continuous 3km pedestrian and cycling trail system and preferred route alignment through the research, inventory, analysis and review of existing conditions, opportunities and constraints. An impact assessment along with master plan and mapping will be provided, considering a robust public and stakeholder consultation plan including indigenous consultation. Life cycle cost analysis including capital, operations and maintenance costs will inform an implementation plan. Part 1 is to take 32 weeks.

Part 2: 30% Design Development

Prepare a 30% design of the preferred trail alignment including detailed feasibility assessment incorporating consultation feedback; site assessment including geotechnical testing, Stage 1 archaeology; 30% drawings with layout, grading, planting restoration, cross sections, design standards, signage, wayfinding, and pavement markings; and a final implementation plan with project phasing and updated lifecycle costing. Part 2 is to take 24 weeks

Introduction to Virtual Stakeholder Visioning Workshop

As part of **Part 1- Research and Preferred Trail Route Analysis**, the Project Team hosted a Virtual Stakeholder Visioning Workshop on August 11, 2021. Key stakeholders in attendance included representatives from the Toronto Regional Conservation Authority (TRCA), the City of Vaughan, and various technical agencies representing Planning, Maintenance and Operations, and Ecology. The purpose of the workshop was to present high-level trail alignment, on road crossing, and bridge location options, identify key priorities for the study, and provide an opportunity to discuss constraints and opportunities for enhancement.

The Project Team used Mural, an online whiteboarding tool, to obtain feedback from workshop participants. The Mural Board was accessible to participants both during the workshop and for one additional week (until August 18, 2021) to allow participants to continue adding input beyond the live workshop event. A screenshot of the completed Mural Board is shown in **Appendix A**.

Overview of Questions

During the Visioning Workshop, participants were asked to provide input on the following:

1. **Key Concerns** – Using sticky notes, participants were asked to list some of their key concerns about the project process, implementation, and/or maintenance. They were also asked to highlight any other influencing factors outside the study area or through other past projects in the neighbourhood;
2. **Key Wish List Items** – Participants were asked to use sticky notes to note what they want to see included in the study and trail design; and
3. **Trail Mapping** – Participants were asked to add comments directly onto the trail map to highlight any key considerations. The trail map is shown in **Appendix B**.

The Project Team also presented the participants with some additional questions to complete after the Visioning Workshop. The additional questions are listed below.

4. **Crossings** – Participants were asked to use sticky notes to indicate their preferred option for the:

Rutherford crossing location

McNaughton crossing location

Bridge crossing location

5. **East/West Connections to the Trail** – Participants were asked to use sticky notes or comment directly on the trail map to note any on-road connections that should be strengthened or identify locations where they would like to see trailheads and/or parking accommodations;

6. **Scope of Encroachment and Invasive Species Management** – Using sticky notes, participants were asked to list what is appropriate to include in the trail project and what is best to address separately. They were also asked to list any potential education opportunities and long-term maintenance and informant abilities/responsibilities; and

7. **Permits, Approval Requirements, and Agreements** – Finally, participants were asked to use sticky notes to list key items that the project team should be aware of regarding permits, approval requirements, and agreements.

Summary of Key Themes

The input received both during and after the stakeholder workshop helped to highlight several key themes that the Project Team will use to guide the project going forward. A summary of the key themes is included below.

	Limit the impact to the existing natural heritage system	Limit the impact to the existing natural heritage system (i.e., avoid higher quality treed areas and vegetated slopes; limit the proximity to the river and the number of watercourse crossings; and consider invasive species management techniques, construction impacts, and trail materials).
	Protect the creek and flood plain limits while providing a buffer to adjacent residential yards	Respect the need to protect the creek and flood plain limits, while providing a buffer to adjacent residential rear yards when determining the trail alignment.
	Provide connections that will link community destinations	Provide connections that will link key community destinations like schools, shopping centres, childcare centres, parks, etc.
	Limit the potential impacts of winter maintenance	Limit the potential impacts of winter maintenance such as salt use in the creek corridor, while still providing a level of year-round function to the trail system.
	Assess the Major Mackenzie culvert crossing	When determining the type of crossings for Rutherford Road and McNaughton Road, assess the Major Mackenzie culvert crossing to weigh the pros and cons for users, maintenance and the environment.
	Support placemaking along the trail with amenities and interpretive signage	Consider opportunities for placemaking through the use of amenities that align with Crime Prevention Through Environmental Design (CPTED) Principles to increase safety and comfort for trail users (e.g., shaded areas, benches, gathering spaces, Indigenous elements). Develop interpretive signage and educational materials to be placed along the trail to connect users with the natural and cultural heritage of the trail.

Appendix C includes a list of all of the comments received as part of the Stakeholder Visioning Workshop.

Revisions

Using the input gathered through the Stakeholder Visioning Workshop, the Project Team was able to make several revisions to the proposed trail alignments and road crossings. Below is a summary of some of the changes that have been made as a result of the feedback received.

1. Alignment D has been eliminated as an option due to being in close proximity to the Provincially Significant Wetland (PSW);
2. Alignment F has been eliminated as an option due to the significant tree lined area and steep slopes;
3. Alignment H has been eliminated as an option due to the encroachment onto residential lots;
4. McNaughton Road Crossing Option #4 has been eliminated as the crossing would be too far from the trail;
5. Rutherford Road Crossing Option #2 has been eliminated as it would be too costly to implement; and
6. An additional alignment option has been added to connect the trail between Rutherford Road and Keele Street which travels through the wooded slopes on the west side of the creek, outside of the Tesma Way road right of way.

Summary and Next Steps

To summarize, the main themes that emerged through the Stakeholder Visioning Workshop include:

1. Limit the impact to the existing natural heritage system;
2. Protect the creek and flood plain limits while providing a buffer to adjacent residential rear yards when determining the trail alignment;
3. Provide connections that will link key community destinations;
4. Limit the potential impacts of winter maintenance while providing a level of year-round maintenance to the trail;
5. Assess the Major Mackenzie culvert crossing to weigh the pros and cons for users, maintenance and environmental impacts when determining the best crossing options for Rutherford Road and McNaughton Road; and
6. Support placemaking along the trail using CPTED-informed design principles and amenities and consider how interpretive and educational signage can enhance the community connection to the area's natural and cultural history.

Based on the feedback received during the Stakeholder Visioning Workshop, the following revisions have been confirmed:

1. Alignment D has been eliminated as an option due to being in close proximity to the Provincially Significant Wetland (PSW);
2. Alignment F has been eliminated as an option due to the significant tree lined area and steep slopes;
3. Alignment H has been eliminated as an option due to the encroachment onto residential lots;
4. McNaughton Road Crossing Option #4 has been eliminated as the crossing would be too far from the trail;
5. Rutherford Road Crossing Option #2 has been eliminated as it would be too costly to implement; and
6. An additional alignment option has been added to connect the trail between Rutherford Road and Keele Street which travels through the wooded slopes on the west side of the creek, outside of the Tesma Way road right of way.

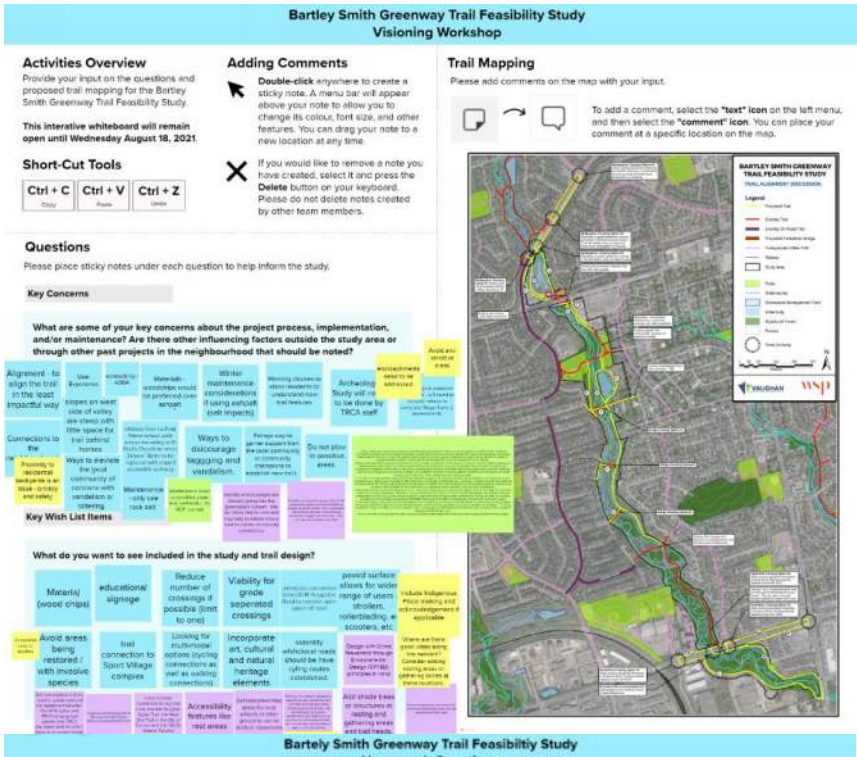
The feedback received at the Stakeholder Visioning Workshop will help to inform the study going forward. As the study progresses, there will be additional opportunities for both public and stakeholder input including an online public survey, additional stakeholder workshops, and a Public Information Centre (PIC). These engagement opportunities will help to further narrow down the alignment options and guide the overall trail design.

Source Data

Data has been provided by the City of Vaughan. A site walk was also conducted through the study area on July 12, 2021 with staff from the City of Vaughan, TRCA and WSP to obtain site data.

APPENDIX

A MURAL BOARD


Bartley Smith Greenway Trail Feasibility Study
Visioning Workshop
Activities Overview
Provide your input on the questions and proposed trail mapping for the Bartley Smith Greenway Trail Feasibility Study.
This interative whiteboard will remain open until Wednesday August 18, 2021.
Short-Cut Tools
Ctrl + C
Ctrl + V
Ctrl + Z
Adding Comments
Double-click anywhere to create a sticky note. A menu bar will appear above your note to allow you to change its colour, font size, and other features. You can drag your note to a new location at any time.
If you would like to remove a note you have created, select it and press the Delete button on your keyboard. Please do not delete notes created by other team members.
Trail Mapping
Please add comments on the map with your input.
To add a comment, select the "text" icon on the left menu, and then select the "comment" icon. You can place your comment at a specific location on the map.
Questions
Please place sticky notes under each question to help inform the study.
Key Concerns
What are some of your key concerns about the project process, implementation, and/or maintenance? Are there other influencing factors outside the study area or through other past projects in the neighbourhood that should be noted?
Key Wish List Items
What do you want to see included in the study and trail design?
Bartely Smith Greenway Trail Feasibiltiy Study
Homework Questions
Crossings
What is your preferred option for the:
Rutherford crossing location (please see the options on the map):
Signage needed for crossing and where the trail leads to
Specific studies would be required for Option # 2 to be considered.
McNaughton crossing location (please see the options on the map):
Specific studies would be required for Option # 1 to be considered.
Bridge crossing location (please see the options on the map):
Design bridges with a natural heritage/cultural aspects
East/West Connections to the Trail
Are there any on-road connections that we should stregthen? Are there locations where you would like to see trailheads and/or parking accomodations? You can share your thoughts by placing a comment on the map or adding a sticky note below.
Scope of Enroachment and Invasive Species Management
What is appropriate to include within the trail project and what is best to address separately? Are there educational opportunities to consider? What are the long-term maintenance and informant abilities/responsibilities?
Hazard tree maintenance
Permits, Approval Requirements, and Agreements
What are key items the project team should be aware of regarding permits, approval requirements, and agreements?

APPENDIX

B TRAIL MAP

BARTLEY SMITH GREENWAY TRAIL FEASIBILITY STUDY

TRAIL ALIGNMENT DISCUSSION

Legend

- Proposed Trail
- Existing Trail
- Existing On-Road Trail
- Proposed Pedestrian Bridge
- Transportation Bike Path
- Railway
- Study Area
- Parks
- Watercourse
- Stormwater Management Pond
- Waterbody
- Significant Forest
- Parcels
- Road Crossing

0 50 100 200 300 400
Meters

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McNaughton Crossing Option #4: Utilize existing signalized intersection at Cranston Park Ave (Trail will need to ramp up slope and travel down McNaughton to crossing)

McNaughton Crossing Option #3: Signalized at grade pedestrian crossing connection at Kinlock Crescent access (Trail will need to ramp up slope and travel down McNaughton to crossing)

McNaughton Crossing Option #2: Signalized at grade pedestrian crossing (Trail will need to ramp up slope to road)

Existing trail connection between road and river valley grades

McNaughton Crossing Option #1: below grade culvert crossing (similar to Major Mackenzie)

Existing trail crossing under Major Mackenzie

Ramp/Stair. Connections, Maintenance + ownership unknown, not AODA complaint

Existing asphalt Trail - surface/width upgrade, no alignment change

Existing road/potential future trail connection - TBD

Bridge Crossing Option #1

Bridge Crossing Option #2

Bridge Crossing Option #3

Existing Trail changes from Asphalt to Compacted stone dust from this point to Rutherford.

Rutherford Crossing Option #4: Utilize existing signalized intersection at Keele Street (Existing sidewalk replaced or pair with MUP)

Existing Trail is Compacted stone dust from this point to Waterside Crescent Access. Discuss need to change surface treatment to match rest of trail.

Rutherford Crossing Option #3: Utilize existing signalized intersection at Greenock Drive (Existing sidewalk replaced or pair with MUP)

Rutherford Crossing Option #1: Utilize existing signalized intersection at Rotational Drive (Existing sidewalk replaced or pair with MUP)

Rutherford Rd Crossing Option #2: below grade culvert crossing (similar to Major Mackenzie)

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

APPENDIX

C COMMENTS RECEIVED FROM STAKEHOLDER VISIONING WORKSHOP

BARTLEY SMITH GREENWAY TRAIL FEASIBILITY STUDY

TRAIL ALIGNMENT DISCUSSION

Legend

- Proposed Trail
- Existing Trail
- Existing On-Road Trail
- Proposed Pedestrian Bridge
- Transportation Bike Path
- Railway
- Study Area
- Parks
- Watercourse
- Stormwater Management Pond
- Waterbody
- Significant Forest
- Parcels
- Road Crossing

0 50 100 200 300 400
Meters

N

VAUGHAN

wsp

McNaughton Crossing Option #4: Utilize existing signalized intersection at Cranston Park Ave (Trail will need to ramp up slope and travel down McNaughton to crossing)

McNaughton Crossing Option #3: Signalized at grade pedestrian crossing connection at Kinlock Crescent access (Trail will need to ramp up slope and travel down McNaughton to crossing)

McNaughton Crossing Option #2: Signalized at grade pedestrian crossing (Trail will need to ramp up slope to road)

Concerns about safety of at grade crossing through culvert - would be interested to see what the views are from the road.

Bad experiences with culvert crossings (vandalism, etc.) - important to keep operations in mind.

Flood flows would need to be evaluated for safety taking trail through the culvert.

McNaughton Crossing Option #1: below grade culvert crossing (similar to Major Mackenzie)

Existing trail connection between road and river valley grades

Preferred route.

This area is one of the more sensitive areas in the trail extent due to the presence of Provincially Significant Wetland. Alignment should be as further away from PSW as possible. And in this location, boardwalks should be considered for the design. Please note that the use of salt in this area is not compatible with the presence of PSW.

Material of trail would be a concern in this area - if we had to treat it with salt this could be detrimental to the PSW.

Consideration of SWM servicing access.

Existing trail crossing under Major Mackenzie

Show this as below grade crossing.

Does this connection work here due to slopes and grades?

Ramp/Stair. Connections, Maintenance + ownership unknown, not AODA complaint

Existing asphalt Trail - surface/width upgrade, no alignment change

Please consider utilizing the existing crossing as the east/west crossing for this trail.

Existing road/potential future trail connection - TBD

Not preferred.

H would be the preferred option from an Ecological point of view. It would allow for restoration of the area right beside the watercourse, where it is shown as proposed alignment G.

Alignment G would be preferable over alignment F, since there is a great opportunity to remove the invasive species on area F and plant native species.

Alignment F is the least preferred

Significant treed areas along alignment F - would probably want to avoid this?

Is there an opportunity to connect to neighbourhoods through stairs because of the steep slopes?

Currently a development application for single detached homes east of pond. There will be an extension of Evan Drive to where it meets the proposed road.

The trail alignments will be largely informed by the development proposal.

Alignment H would go through residential lot - the applicant is aware of the need to connect to trails in the area.

In order to provide comments regarding proposed crossings I, J and K, I woudl need to know about the environmental features on site and the expected impacts that each of these options would bring to them. When assessing the impacts of each option, please also consider the location of the proposed trails, proposed construction methods and associated footprint, type of proposed bridges, etc.

Bridge Crossing Option #1

Bridge Crossing Option #2

Bridge Crossing Option #3

This connection with school access.

J provides access to two schools and park.

For the proposed trail to the east of the watercourse, please note that the trail should be as further away form the watercourse and wetlands (not shown here) as possible. There are opportunities to add native plantings to the area. Also, the plantings could act as a "privacy screen" between the proposed trail and backyard of houses.

TRCA would recommend setting the trail beyond the 25 or 50 year channel migration limit (from a fluviogeomorhpic perspective).

In terms of a buffer, will want to keep enough room for a landscape strip.

Existing Trail changes from Asphalt to Compacted stone dust from this point to Rutherford.

Is there an opportunity to utilize the two existing west and east crossing without the need of adding another one (I, J, K)? That would be preferable.

Connect on-road cycling route - map shows a gap.

Existing trail is asphalt ends about here. Dirt trail to Rutherford.

Rutherford Crossing Option #4: Utilize existing signalized intersection at Keele Street (Existing sidewalk replaced or pair with MUP)

This proposed crossing (drawn on map) is really close to an existing crossing to the north, and it would be very difficult to support it from an Ecological impact point of view. The total number of crossings need to be kept to a minimum.

There no actual cycling infrastructure/trail on Seafield, Hawker - quiet streets bike routes (shared lanes). Could change name in legend.

Existing Trail is Compacted stone dust from this point to Waterside Crescent Access. Discuss need to change surface treatment to match rest of trail.

Rutherford Crossing Option #3: Utilize existing signalized intersection at Greenock Drive (Existing sidewalk replaced or pair with MUP)

This will need to be two way cycling. Currently planned as single direction

Detouring 225m west is too far in my opinion - Greenock crossing is best.

I would need to understand better proposed alignment L and M in order to comment on them. Would both of them be located outside of the natural features?

Community connection (alignment L does not provide this).

Cross at Gantner Gate signalized intersection.

Rutherford Crossing Option #1: Utilize existing signalized intersection at Rotational Drive (Existing sidewalk replaced or pair with MUP)

Are crossrides included in Rutherford project?

Rutherford Rd Crossing Option #2: below grade culvert crossing (similar to Major Mackenzie)

Tight culvert - almost unachievable. This is why the MUP was identified for that intersection. One option might be to come down through Sherwood Park Drive or Tesma Way. Might need to look at different options to get to Keele.

Is there an opportunity to include both L and M trail alignments? M provides good residential community connections while L provides good connections to businesses. Both could promote active living (recreational and transportation).

Might be an opportuntiy to speak to businesses to see if we can get easements for certain areas. Perhaps opportunities to look into partnerships/sponsorships to encourage them to support trail. Would provide economic benefits too.

Consider connection further south to the existing VST.

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus ... GIS User Community

Bartley Smith Greenway Trail Feasibility Study
Stakeholder Visioning Workshop Comment/Response Document

***Comments received during and after Stakeholder Visioning Workshop (August 11, 2021)**

What are some of your key concerns about the project process, implementation, and/or maintenance? Are there other influencing factors outside the study area or through other past

#	Comment
1	Alignment - to align the trail in the least impactful way.
2	Connections to the neighbourhood.
3	User experience.
4	Slopes on west side of valley are steep with little space for trail behind homes.
5	Ways to aleviate the local community of concerns with vandalism or loitering.
6	**Response to above comment:** Design with Crime Prevention Through Environmental Design (CPTED) principles in mind. With that in mind, there are studies that show that crime and vandalism does not increase when trails are close to people's homes as being seen is a big crime deterrent. Consider this when thinking about buffers from people's homes. Suggsest that buffering could be shurbs so that some sightlines are still maintained.
7	Maintenance - only use rock salt.
8	Materials- woodchips would be preferred over asphalt.
9	**Response to above comment:** Would chips present some accessibility concerns and are difficult to maintain. Consider a granular surface of some kind if you don't want asphalt. However, asphalt may be the most resilient surface material in high use areas.
10	Children from Le-Petit Prince School walk across the valley to St Paul's Church for mass twice per year. Stairs to be replaced with sloped accessible walkway.
11	Winter maintenance considerations if using ashpalt (salt impacts).
12	Ways to discourge tagging and vandalism.
13	Maintenance close to sensitive areas (e.g. wetlands) - do NOT use salt.
14	Warning clauses to allow residents to understand new trail features.
15	Finding ways to garner support from the local community or community champions to establish new trails.
16	Identify where people are already going into the greenspace system - this will show desire lines and may help to inform where best to create community connections.
17	Do not plow in sensitive areas.
18	Consider construction access. A lot of the surrounding area is quite developed so access could be limited. This is especially important to consider when thinking about the bridges/river crossings - how will they be installed at the site?
19	Archeology Study will need to be done by TRCA staff.
20	Archeological potential in the area - will need to consider where to complete Stage 1 and 2 assessments.
21	Proximity to residential backyards is an issue - privacy and safety.
22	Encroachments need to be addressed.
23	Avoid environmentally sensitive areas.
24	TRCA's The Living City Policies indicates that the natural features protection hierarchy should be applied in all developments: avoidance, minimization of impacts, and then mitigation/restoration. Compensation should be used as a last resort for impacts that are deemed unavoidable. Please keep this hierarchy in mind when determining the alignment for the proposed recreational trail system. Impacts to ecological sensitive systems such as wetlands and forested areas should be avoided as much as possible.
25	Please utilize a best-efforts approach to achieve the maximum buffer possible from natural features, in particular wetlands. Wetlands that have not been evaluated under OWES and should be assumed to be Provincially Significant, according to the
26	Ecological Land Classification of vegetation communities on site should be considered for avoidance of habitats/communities deemed more sensitive. Additionally, wetlands should be assumed to be sensitive habitats, and all potential impacts to it, including potential modification of water balance or impacts through contamination (e.g., winter maintenance salt) should be avoided.
27	In order to consider potential impacts to the natural features, all stages of the trail should be taken into consideration, including access routes, construction area, staging areas, trail footprint after construction, and long-term maintenance (e.g., use of salt).
28	Please note that where slopes are too steep, buffers from sensitive natural features are not possible, or impacts to the natural features would be deemed too great, the wilderness trail exception under the AODA should be considered (i.e. that specific portion of the trail is allowed not to be accessible).
29	Boardwalks and less intrusive trail design (e.g., mulch, chips) should be favored over more impactful designs, such as hard pavement, particularly when close to a sensitive area (e.g., wetlands).
30	After avoidance and minimization of impacts, if impacts are deemed unavoidable and require compensation, the following Guideline should be applied: Guideline for Determining Ecosystem Compensation (available at: https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-
31	crossings already existing. For additional bridges and culverts, the requirements under the following guidelines should be incorporated into the design: i. Crossing Guideline for Valley and Stream Corridors (available at: https://drive.google.com/file/d/0BxjqkzmOuaaRMmt1TmdyWUlmUDg/view?resourcekey=0-28vf3yb-j9nnP99nNDPr6A), and ii. Fish and Wildlife Crossing Guidelines (https://cvc.ca/wp-content/uploads//2021/06/CVC-Fish-and-Wildlife-Crossing-Guidelines-

What do you want to see included in the study and trail design?

#	Comment
1	Material (wood chips).
2	**Response to above comment:** Would chips present some accessibility concerns and are difficult to maintain. Consider a granular surface of some kind if you don't want asphalt. However, asphalt may be the most resilient surface material in high use areas.
3	Educational signage.
4	Reduce number of crossings if possible (limit to one).
5	Viability for grade separated crossings.
6	Underpass connection beneath McNaughton Road to connect open space off road.
7	Paved surface allows for wider range of users - strollers, rollerblading, e-scooters, etc.

8	Avoid areas being restored/with invasive species.
9	Trail connection to sport village complex.
10	Looking for multi-modal options (cycling connections as well as walking connections).
11	Incorporate art, cultural and natural heritage elements.
12	**Response to above comment:** There is the opportunity for interpretation here. TRCA could support the City with natural heritage and culutural heritage (especially archaeologial) interpretation content. This is an opportunity to draw attention to the TRCA lands being in public ownership for the purposes of flood and erosion protection, while also providing many other benefits to the local
13	Identify which local roads should have cyling routes established.
14	Design with Crime Prevention through Environmental Design (CPTED) principles in mind.
15	Where are there good vistas along this network? Consider adding resting areas or gathering circles at these locations.
16	Acknowledgement of the need to update land and trail agreement between City of Vaughan and TRCA because trail passes over TRCA managed lands for which there is no current formal agreement with the City.
17	Indigenous placemaking like the Moccasin Identifier Project (https://moccasinidentifier.com/).
18	Show broader connection to regional trails, like the Vaughan Super Trail, the West Don Trail in the City of Toronto and the TRCA's Greater Toronto Regional Trail Network.
19	Accessibility features like rest areas.
20	Gathering/teaching areas for local schools or other groups to use as outdoor classrooms.
21	Parking. This doesn't necessarily need to be new lots for the trail, Consider leveraging existing infrastructure and policies, like on-road parking by-laws, agreements with neighbouring schools or community facilities, etc. so that new parking doesn't need to
22	Active transporation connections to community destinations that can get people out of their cars.
23	Add shade trees or structures at resting and gathering areas and trail heads.
24	Accessible trails for strollers.
25	Recommendations for amenties should be included (i.e., benches).
26	Add public realm elements - historical/indigenous.
27	Include pollinator species mix in plantings/seeding.
28	Include Indigenous place-making and acknowledgement if applicable.

What is your preferred option for the Rutherford crossing location?

#	Comment
1	Specific studies would be required for option #2 to be considered.
2	My understanding is that this a redside dace stream? this needs to be confirmed.
3	Signage needed for crossing and where the trail leads to.

What is your preferred option for the McNaughton crossing location?

#	Comment
1	Culvert, if feasible, would be the best from user experience. PXO at road level is back-up option. Other two options are too far from trail.
2	Specific studies would be required for Option # 1 to be considered.
3	The plan is to widen McNaughton to 4 lanes and this could reduce the boulevard widths that currently exist.
4	There are also considerations to raise the posted speed of McNaughton so the culvert crossing may be more attractive from that perspective.

What is your preferred option for the Bridge crossing location?

#	Comment
1	At this time it is not possible for TRCA Ecology staff to make an assessment regarding the options. All the impacts related to each one of those options should be properly assessed.
2	Design bridges with a natural heritage/cultural aspects.

Are there any on-road connections that we should strengthen? Are there locations where you

#	Comment
1	Utilizing existing east-west connections is preferred from an ecological perspective. If new connections are proposed, then less sensitive areas should be considered. Please check 'green sticky note' with TRCA recommendations for trail alignment to the

What is appropriate to include within the trail project and what is the best to address separately? Are there educational opportunities to consider? What are the long-term maintenance and

#	Comment
1	Disturbance from trail construction provides the opportunity to manage invasive species along the trail corridor. Trail design can also limit the movement of people into areas of invasive species so that those species do not spread as a result of foot/bike/pet
2	Project notices provide the opportunity to outreach to neighbours about how to live next door to and use nature responsibly. This can be a soft approach to existing encroachment issues.
3	The trail design should consider how to deter the spread of social trails so that encroachments and invasive species do not
4	There are several areas where during our walk invasive species establishment was noted and an Invasive Species Management to address those should be incorporated as part of the trail works.
5	Please consider incorporating educational component and stewardship with landowners to resolve encroachments into the valley (e.g., vegetable gardens, sod, planting of non-native species, etc).
6	Operational and maintenance needs to be considered.
7	Hazard tree maintenance.

What are the key items the project team should be aware of regarding permits, approval

#	Comment
1	Some of the land is owned by TRCA and not yet under a formal management agreement with the City of Vaughan. It is TRCA's desire to have an agreement in place for the TRCA lands on which the trail will go. The need for these agreements should be
2	Please engage the appropriate federal and provincial agencies (e.g. DFO, MECP, MNRF) as early in the process as possible.
3	A robust native species Planting Plan and an Invasive Species Management will be required during later stages (detail design). TRCA will provide more detailed comments then.
4	Please note that as part of the permitting process, it will need to be demonstrated that a best-efforts approach regarding avoidance and minimization of impacts to the natural features has been taken in the design.
5	The following are requirements under TRCA approval process, from an Ecological perspective. TRCA's The Living City Policies indicates that the natural features protection hierarchy should be applied in all developments: avoidance, minimization of impacts, and then mitigation/restoration. Compensation should be used as a last resort for impacts that are deemed unavoidable. Please keep this hierarchy in mind when determining the alignment for the proposed recreational trail system. Please note that impacts to ecological sensitive systems such as wetlands and forested areas should be avoided as much as possible.
6	Please utilize a best-efforts approach to achieve the maximum buffer possible from natural features, in particular wetlands. Wetlands that have not been evaluated under OWES should be assumed to be Provincially Significant, according to the
7	Ecological Land Classification of vegetation communities on site should be considered for avoidance of habitats/communities deemed more sensitive. Additionally, wetlands should be assumed to be sensitive habitats, and all potential impacts to it, including potential modification of water balance or impacts through contamination (e.g., winter maintenance salt) should be avoided.
8	In order to consider potential impacts to the natural features all stages of the trail should be taken into consideration, including access routes, construction area, staging areas, trail footprint after construction, and long-term maintenance (e.g., use of salt).
9	Please note that where slopes are too steep, buffers from sensitive natural features are not possible, or impacts to the natural features would be deemed too great, the wilderness trail exception under the AODA should be considered (i.e. that specific portion of the trail is allowed not to be accessible).
10	Boardwalks and less intrusive trail design (e.g., mulch, chips) should be favored over more impactful designs, such as hard pavement, particularly when close to a sensitive area (e.g., wetlands).
11	After avoidance and minimization of impacts, if impacts are deemed unavoidable and require compensation, the following Guideline should be applied: Guideline for Determining Ecosystem Compensation (available at: https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2019/11/27105627/TRCA-Guideline-for-Determining-Ecosystem-Compensation-June-
12	The overall design of the trail should include the least amount of watercourse crossings as possible. Please consider utilizing crossings already existing. For additional bridges and culverts, the requirements under the following guidelines should be incorporated into the design: i. Crossing Guideline for Valley and Stream Corridors (available at: https://drive.google.com/file/d/0BxjqkzmOuaaRMmt1TmdyWUlmUDg/view?resourcekey=0-28vf3yb-j9nnP99nNDPr6A), and ii. Fish and Wildlife Crossing Guidelines (https://cvc.ca/wp-content/uploads//2021/06/CVC-Fish-and-Wildlife-Crossing-Guidelines-
13	Land acquisition? Some properities may be in private ownership.

MEMO

TO:	Michael Habib
FROM:	Amanda Gebhardt
SUBJECT:	**Bartley Smith Greenway Trail Gap Feasibility Study: Public Engagement Summary**
DATE:	**March 18, 2022**

INTRODUCTION TO BARTLEY SMITH GREENWAY TRAIL GAP FEASIBILITY STUDY

The City of Vaughan retained WSP Canada Inc. to provide professional services in landscape architecture, design services, master planning, trail and active transportation planning to complete a feasibility study and 30% design to fill critical gaps in the Bartley Smith Greenway (BSG) Trail along a 3 km segment in the Upper West Don River Corridor between McNaughton Avenue to Keele Street. The Bartley Smith Greenway is part of the 100 km city-wide Vaughan Super Trail, a signature recommendation of the City's 2020 Pedestrian and Cycling Master Plan, recently endorsed by City Council. Filling the gaps to provide a continuous north-south pedestrian and cycling trail will provide recreation and active transportation opportunities for residents as well as other community benefits. It also supports several other strategic plans of the City such as the Official Plan, Green Directions Vaughan, Vaughan Active Together Master Plan, and the TRCA Trail Strategy.

The BSG Trail Project is broken into two main components:

Part 1: Research and Preferred Trail Route Analysis (Current Phase)

Evaluate the feasibility of developing a continuous 3km pedestrian and cycling trail system and preferred route alignment through the research, inventory, analysis and review of existing conditions, opportunities and constraints. An impact assessment along with master plan and mapping will be provided, considering a robust public and stakeholder consultation plan including indigenous consultation. Life cycle cost analysis including capital, operations and maintenance costs will inform an implementation plan.

Part 2: 30% Design Development

Prepare a 30% design of the preferred trail alignment including detailed feasibility assessment incorporating consultation feedback; site assessment including geotechnical testing, Stage 1 archaeology; 30% drawings with layout, grading, planting restoration, cross sections, design standards, signage, wayfinding, and pavement markings; and a final implementation plan with project phasing and updated lifecycle costing.

PUBLIC ENGAGEMENT OVERVIEW

As part of **Part 1- Research and Preferred Trail Route Analysis**, the Project Team hosted a Virtual Public Open House (POH) on February 24, 2022 from 7:00pm – 9:30pm. In addition to members of the Project Team, 67 Vaughan community members attended the POH event, and 162 had registered for the zoom session.

The purpose of the POH was to present and obtain input from the public regarding:

1. **General Trail Design Features** based on feedback received to date from the public and key stakeholders
2. **Buffer Enhancement Planting Strategy** based on feedback received to date from the public
3. **Finalizing Trail Alignment** based on feedback received to date from the public and key stakeholders prior to moving into Part 2: 30% Design Development

To inform residents about the POH event, the Project Team:

- Sent 4798 letters to households within 500 m of the study area (as shown in **Appendix A**);
- Released an email blast to residents who expressed in an interest in staying informed about the project and trails in general, including those who participated in previous focus group sessions;
- Released a Public Service Announcement on February 10, 2022;
- Sent a media package to local Councillors;
- Sent a memo to MMOC;
- Installed four mobile signs;
- Advertised on electronic boards;
- Advertised on the City's social media channels.

During the POH, the Project Team presented an overview of the project, work completed to date, stakeholder and public input, and the preferred trail design at this point in the project process. During the presentation, the Project Team used an online survey tool called Menti to ask questions and gain input from participants. At the end of the presentation, the Project Team hosted a Question and Answer period which allowed participants to voice their concerns and provide feedback to the Project Team. In addition, the Project Team also used an online whiteboarding tool called Miro to allow participants to post comments and provide additional feedback. The Miro Board was accessible to participants during the POH and after the workshop (until March 11, 2022) to allow participants to continue to add input beyond the live POH event.

OVERVIEW OF MENTI QUESTIONS

Using Menti, participants were asked to vote on the following questions:

NAYLON PARKETTE TO RUTHERFORD ROAD

1. Do you agree with the approach to minimize impacts within the flood plain and separate trail activity from the more sensitive creek habitat? This would include locating the trail further up the valley slope closer to the residential/private properties.
2. Do you agree with the approach to the trail alignment?
3. Do you agree with the proposed pedestrian bridge location?
4. Which type of vegetation buffer would you prefer in the area between the trail and residential rear yards?

RUTHERFORD ROAD TO KEELE STREET

5. Do you agree with the approach to utilize the active transportation facilities that are scheduled for construction along Rutherford Road?
6. Do you agree with pursuing the Tesma Way alignment as a possible future solution?
7. Would you like the city to investigate Sherwood Park Drive, Alberta Drive, Keele Street (crossing at Gantner Gate) as a potential future alignment?

OVERVIEW OF THE MIRO BOARD

The Miro Board was organized so that participants could provide input through several activities:

1. **Overall Proposed Trail** – The Miro Board included a map which outlined the preferred trail alignment, the general design features, and buffer enhancement strategies. Using the comment tool, participants were asked to provide any questions or comments on the map;
2. **Proposed Planted Buffer Treatments** – The Miro Board used slides to provide a high-level overview of the species and spacings which can be seen in the three (3) types of buffer planting treatments (Light, Medium and Robust). Using the comment tool, participants were asked to provide input;
3. **Poll Questions** – For participants who weren't able to participate using the Menti tool, the Miro Board allowed participants to vote on the same questions to provide input regarding the trail alignment approach, buffer strategy, and trail design features for **Naylon Parkette to Rutherford Road** and **Rutherford Road to Keele Street.**

SUMMARY OF INPUT

WHAT WAS SAID

PUBLIC OPEN HOUSE

The following sections summarize the input that was received during the POH through the chat function and the discussion and answer period. Some of the notable comments that were received include:

- "90% of people that live on Mount Charles Crescent are opposed to the bridge"
- "The two schools at the top of Mount Charles already bring a lot of additional traffic to our street in terms of drop-offs and pick-ups – there are always cars parked on our street and a bridge will bring more"

- “I don't like the idea of the Mount Charles bridge. It will bring vehicle loitering along the ravine”
- “The bridge is giving kids [at the nearby schools] too much convenience and too much access [which could lead to problems]”
- “I think the bridge crossings are evenly spaced, making the use of the trail much better for all users”
- “Crossings are needed to provide safe access to destinations for students and recreationists, including Mount Charles”
- “I think the trail is an excellent idea in terms of recreation, exercise, etc.”
- “The trail is a great idea!”
- “Thanks for getting this project going and connecting our neighbourhoods to nature. This will also encourage the kids to exercise outdoors and learn to appreciate their surroundings. With more people using the trails and with proper lighting this will be a great outdoor space!”
- “Thanks to the City for their work on this. Having a trail with good connection points is a benefit to our neighborhood. Far more positives to me than negatives”
- “A buffer will close our view of the conservation area”
- “My neighbours are all on the same page – we like the idea of the trail, but we just want it further from our fence line [from properties east of the creek]”
- “This plan involves [clearcutting] all the vegetation which is home to many wildlife creatures. This little forest area took years to mature and for animal species to feel comfortable to make it their homes. If this is a go, there will be a lot of clear cutting of mature trees, bushes, [etc.] which have taken years to get to the beautiful vision it is today”
- “Who’s going to maintain the garbage along the trail”
- “It would be good to work with the nearby schools on Earth Day again to help collect garbage along the trail”

MENTI TOOL

During the presentation, over 60 people provided input using the Menti tool. The following section provides an overview of the Menti tool results. It is important to note that some participants opted to provide comments later on during the discussion portion of the POH or using the Miro Board instead of using Menti.

- Out of 40 respondents, **18 agreed with the approach to minimize impacts within the floodplain and separate trail activity from the more sensitive creek habitat.** That being said, 17 people did not agree and believe that the trail should be located near the creek. 5 participants noted that this approach is not preferred, though they would agree providing appropriate buffering is put in place.
- Out of 48 respondents, **22 agreed with the proposed pedestrian bridge location**, 17 would like to see it in another location, and 9 were not sure and would like to see more information.
- Out of 45 respondents, **17 agreed with the proposed trail alignment** and 17 disagreed, with 11 who were unsure.

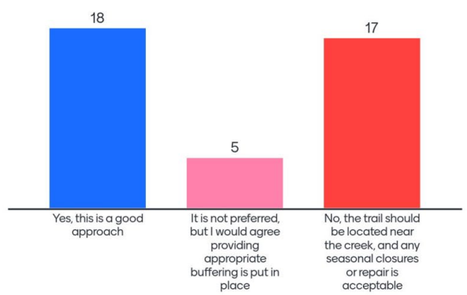
- Out of 53 respondents, **30 indicated that they prefer a dense vegetation buffer with trees and shrubs**, 20 prefer a medium buffer with tall shrubs, and 3 prefer a light buffer with specific trees only.
- Out of 51 respondents, **26 agreed with the approach to utilize the active transportation facilities that are scheduled for construction along Rutherford Road**. 15 people were unsure and 10 people would like to see the approach reconsidered.
- Out of 58 respondents, **22 would like to see the City investigate Sherwood Park Drive, Alberta Drive, and Keele Street (crossing at Gantner Gate) as a potential future alignment**. 19 indicated that they were unsure and indicated that they would like to see the City investigate this option.
- Out of 51 respondents, **21 do not agree with pursuing the Tesma Way alignment as a possible future solution**, while 18 agree, and 12 are unsure.

The following section summarizes the Menti tool results using infographics:

NAYLON PARKETTE TO RUTHERFORD ROAD

Do you agree with the approach to minimize impacts within the flood plain and separate trail activity from the more sensitive creek habitat?

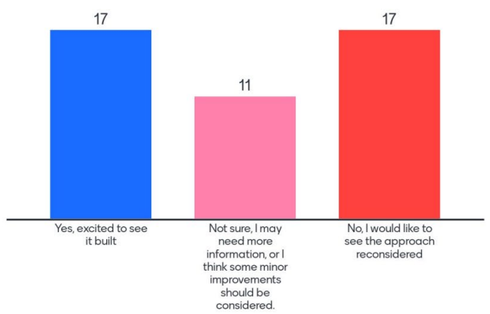
Mentimeter



40

Do you agree with the approach to the trail alignment?

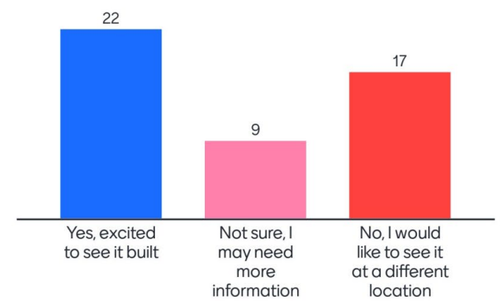
Mentimeter



45

Do you agree with the proposed pedestrian bridge location?

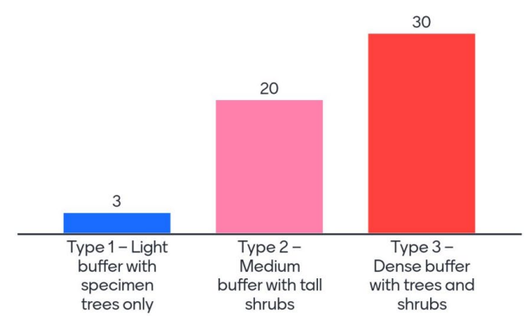
Mentimeter



48

Which type of vegetation buffer would you prefer in the area between the trail and residential rear yards?

Mentimeter

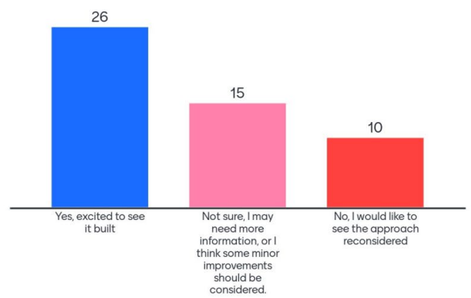


53

RUTHERFORD ROAD TO KEELE STREET

Do you agree with the approach to utilize the active transportation facilities that are scheduled for construction along Rutherford Road?

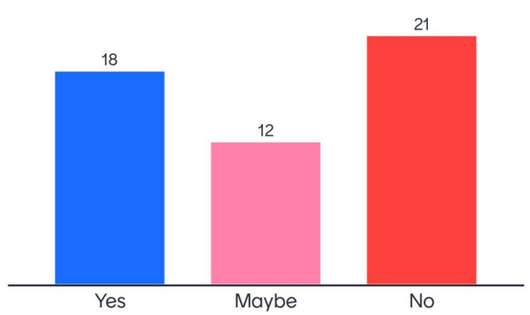
Mentimeter



51

Do you agree with pursuing the Tesma Way alignment as a possible future solution?

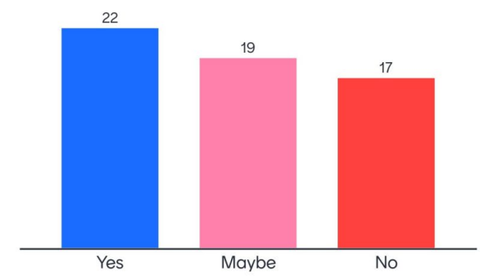
Mentimeter



51

Would you like the city to investigate Sherwood Park Drive, Alberta Drive, Keele Street (crossing at Gantner Gate) as a potential future alignment?

Mentimeter



58

MIRO BOARD TOOL

In addition to the POH, many residents added comments to the Miro Board, as shown in the following figures. A copy of the Miro Board is included in **Appendix B.**

Figure 1: Overview of Miro Board Mapping Comments

Figure 2: Example of Miro Board Comment

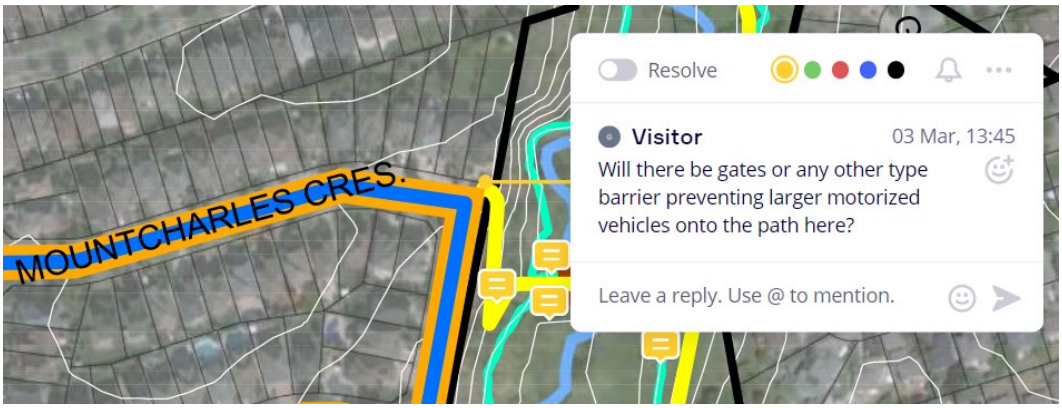


Figure 3: Example of Miro Board Comment

Some notable comments that were added to the Miro Board include:

- “Due to the jog in the creek [near Greenock Drive] and the potential for flooding, the trail should be moved to the west side. For parts of the year the trail will be flooded and probably not usable. And we don't want the trail too close to our backyards”
- “Please ensure good lighting under and around the bridge and on the hill as there can be bikers, walkers, pets and children all at the same time”
- “Move the trail closer to the creek. It is too close to the backyards and there is a lot of space. No reason to be so close”
- “A connection [at Mount Charles] is well planned. Illumination should minimize crime and also encourage accessibility”

WHAT WE HEARD

The results from the POH, Menti tool, and Miro Board provided the Project Team with valuable input outlined the community’s concerns and vision for the trail going forward. Several common themes emerged from these activities which will help to guide the next steps of the project and finalize preferred designs for the trail. Some of the key themes that emerged are summarized below.

KEY THEMES

- Overall, participants demonstrated clear support for the trail itself as it would increase recreation and healthy, active lifestyles, but they would prefer that the Project Team adjusts the proposed alignment and consider the concerns brought forward.
- Many residents were concerned about the proposed bridge crossing at Mount Charles Crescent. In addition to event participation, members of the street organized a petition to express their concerns. Some of the concerns were that adding a bridge at this location could:
    - Attract illegal activity to this area (e.g., people doing drugs, drinking, loitering)
    - Increase the number of break-ins to properties in this area
    - Increase traffic - both vehicle and pedestrian traffic
    - Increase on-street parking along Mount Charles due to cars parking here to access the trail
    - Produce more litter
- With that said, some residents emphasized their agreement with the proposed location of the bridge crossing at Mount Charles Crescent. They noted that this location would:
    - Increase access to the nearby schools
    - Provide more connections to the trail and increase access for many local streets
    - Lead to the development of a more complete trail system
- Several participants noted concerns over security with the addition of the trail near their backyards. Specifically, participants are worried that the trail will lead to increased break-ins, crime, and other activities with additional people travelling through the area. Many participants emphasized a need to plan for these concerns and consider design elements like lighting, cameras, and appropriate buffers

between the trail and backyards (i.e, buffers that would provide privacy but still enhance safety by maintaining a line of sight to the trail).

- Residents are worried that the trail will become a gathering spot for teenagers or big groups of people and disturb nearby homeowners.
- A number of participants highlighted that the trail is very close to their backyards along the east side of the creek. Participants asked the Project Team to consider moving the trail closer to the creek or proposing a new trail alignment along the west side of the creek to provide more room between the trail and resident's properties. Moving the trail further away from backyards would help residents maintain privacy and allow them to continue enjoying their backyards, reduce unnecessary shade over their backyards, and reduce other security/safety concerns.
- Participants are concerned that the trail will negatively impact the natural heritage and wildlife in the area. Residents noted that the implementation and construction of the trail will disturb existing plants and animals and undo the progress that has led to what the ravine looks like today.
- Many of the residents who value the natural area still voiced that there is a strong preference to place the trail further within the natural area to provide a better buffer to houses and most felt the potential negative impacts were not of concern.
- Edge management along rear residential lots greatly differed. While some preferred a thick wooded buffer, others requested open views with minimal planting and even requested a desire for manicured turf.
- Several participants emphasized that the City and TRCA will need to implement a plan for maintaining the trail in terms of picking of garbage, maintaining the natural environment, etc. A few participants suggested that the City should work with the nearby schools to re-implement Earth Day clean-ups along the trail to reduce issues with litter. Other participants also suggested expanding the Park Ambassador Program to help maintain the trail.

In terms of key takeaways, the concerns we heard throughout the POH focused on two major points: the need to revaluate the proposed bridge location at Mount Charles Crescent, and the location of the trail in relation to residential yards – it was clear that residents feel strongly about preserving nature and wildlife, but do not want the trail too close to their homes, and do not want aspects of the trail to negatively impact their quality of life.

It is also important to note that following the POH, a petition was organized by residents of Mount Charles Crescent and forwarded to the City on February 25, 2022. It included 39 signatories expressing and opposing to the pedestrian bridge connection to Mount Charles Crescent. 53 residences are located on Mount Charles Crescent.

WHAT WE ARE DOING

An important aspect of any project is the collection of community input to inform both the broad directions of the project and the specific elements of its implementation that will improve user experience. In the case of the Bartley Smith Trail Feasibility Study, the collection of public input will be used to inform several key aspects of the final recommendations. The following section highlights the next steps the Project Team will take in order to use this input effectively.

- Complete additional site visits to further examine the concerns/considerations brought forward by members of the public. Analyse potential opportunities to alter the preferred trail alignment to help address the concerns and meet the needs of the community.
- Engage in focus group discussions with directly impacted residents (e.g., residents who live on Mount Charles Crescent, etc.) to discuss opportunities to address their concerns while meeting the study objectives.
- Investigate options for alternate bridge crossings or including recommendations to move a bridge crossing to a future phase after trail use can be observed.
- Investigate options to determine how best to balance protecting the natural feature and providing residents with an acceptable buffer. Recommendations from the TRCA, flood plain regulations, and soil stability will be significant factors in this decision making.
- Move forward with **Phase 2: 30% Design Development** where the Project Team will draft a feasibility study, finalize the preferred trail alignment, and prepare the 30% design (including project phasing, implementation, costing, etc.).

CONCLUSION

Community Engagement for the Bartley Smith Trail Feasibility Study is a vital component of the success of the study as it moves into the next phases. Based on the strong response rate and the support from both internal and external stakeholders for the types of recommendations that are emerging through the study, it is clear that the community has a strong interest in seeing this study succeed. The City and WSP will need to revisit the following items: trial proximity to rear lots/creek, bridge crossing at Mountcharles, and a few isolated areas with potential constructability issues identified. As the study moves into Phase 2, the Project Team will use the feedback received from the community to help guide decision-making and continue to engage with stakeholders and residents going forward. The next steps for engagement will include:

- Meeting with City staff and key stakeholders to review the findings of Phase 1 and discuss opportunities to improve the proposed trail design.
- Connecting with specific residents who will be directly impacted by the study and further understanding their concerns and working with them to find solutions to improve the proposed trail design.
- Consulting with the City, TRCA and MECP and other technical agencies regarding habitat and ecological concerns in the subject area.
- Hosting a second virtual Public Open House to summarize the work completed as part of Phase 2, present the 30% Design, and close the loop on the project's public engagement.
- Develop a "What We Heard" Report to summarize the key findings of the Phase 1 and Phase 2 engagement.

APPENDIX

A LETTERS SENT TO RESIDENTS

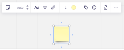
[obtain from City of Vaughan - Letters sent to household 500m of Study Area]

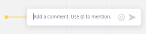
APPENDIX

B MIRO BOARD

Bartley Smith Greenway Gap Trail | Virtual Public Open House | Additional Feedback Opportunity

Please use the following mapping, images and questions to provide additional feedback on the proposed trail alignment and associated amenities/features.





Activity #1:

Below is an overall map of the proposed trail route and enlargements of sections of trail. Please provide your comments on the map below.

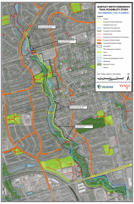
1. Click on the 'sticky note' or 'comment' icon on the left tool bar
2. Drag and drop the sticky note or comment icon to a location on the map
3. Type your comment onto the sticky note or text box that appears

Activity #2:

The following three treatments (Type 1, 2 and 3) are proposed between the trail and rear of residential lots. Using the 'comment' or 'sticky note' tools, please share your thoughts and preferences on the image or adjacent space. Please indicate approximate location where you would like or not like the buffer types.

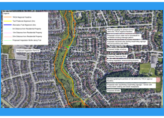
Please see Activity #1 for instructions on how to use the sticky note and comment features.

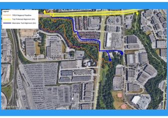
Proposed Trail Route - Overall Map



Proposed Trail Route - Overall Map

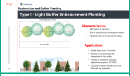
Design Features

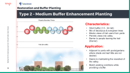


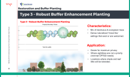


Proposed Planted Buffer Treatments

BUFFER TREATMENT







Activity #3:

The following questions were posed at the open house.

After reading through the options, please indicate which option best reflects your thoughts by typing 'Agree' within the drop down boxes. Questions have been divided into three (3) areas of proposed trail routes, as labeled below.

Poll Questions - Share you feedback!

Reponses for area: Naylon Parkette to Rutherford Rd.

Do you agree with minimizing impacts within floodplain and creek habitat dispite trail being closer to residential area?

Yes | 0	Not preferred | 0 Would agree with providing appropriate buffering in place	No | 0 Locate trail near creek. Seasonal closure or repair is acceptable
Untitled | 0		

Do you agree with the approach to the trail alignment?

Yes | 0	Not sure | 0 More information required , or minor improvements can be made	No | 0 I would like to see the approach reconsidered
Untitled | 0		

Do you agree with the proposed pedestrian bridge location?

Yes | 0	Not sure | 0 More information required	No | 0 Different location is preferred
Untitled | 0		

Which vegetative buffer would you prefer between the trail and residential rear yards?

Type 1- Light Buffer | 0 Specimen trees only	Type 2 - Medium Buffer | 0 Tall shrubs	Type 3 - Robust Buffer | 0 Trees and shrubs
Untitled | 0		

Reponses for area: Rutherford Rd. to Keele St.

Do you agree with utilizing active transportation facilities scheduled for construction along Rutherford Rd.?

Yes | 0	Not Sure | 0 More information required , or minor improvements can be made	No | 0 Different approach is preferred
Untitled | 0		

Do you agree with pursuing the Tesma Way alignment as a possible future solution?

Yes | 0	Maybe | 0	No | 0
Untitled | 0		

Would you like the city to investigate Sherwood Park Dr., Alberta Dr., Keele St. (Crossing at Gantner Gate) in the future

Yes | 0	Maybe | 0	No | 0
Untitled | 0		

MEMO

TO:	Michael Habib
FROM:	Amanda Gebhardt
SUBJECT:	**Bartley Smith Greenway Trail Gap Feasibility Study: Public Engagement #2 Summary**
DATE:	**September 29, 2022**

INTRODUCTION TO BARTLEY SMITH GREENWAY TRAIL GAP FEASIBILITY STUDY

The City of Vaughan retained WSP Canada Inc. to provide professional services in landscape architecture, design services, master planning, trail and active transportation planning to complete a feasibility study and 30% design to fill critical gaps in the Bartley Smith Greenway (BSG) Trail along a 3 km segment in the Upper West Don River Corridor between McNaughton Avenue to Keele Street. The Bartley Smith Greenway is part of the 100 km city-wide Vaughan Super Trail, a signature recommendation of the City's 2020 Pedestrian and Cycling Master Plan, recently endorsed by City Council. Filling the gaps to provide a continuous north-south pedestrian and cycling trail will provide recreation and active transportation opportunities for residents as well as other community benefits. It also supports several other strategic plans of the City such as the Official Plan, Green Directions Vaughan, Vaughan Active Together Master Plan, and the TRCA Trail Strategy.

The BSG Trail Project is broken into two main components:

Part 1: Research and Preferred Trail Route Analysis (Current Phase)

Evaluate the feasibility of developing a continuous 3km pedestrian and cycling trail system and preferred route alignment through the research, inventory, analysis and review of existing conditions, opportunities and constraints. An impact assessment along with master plan and mapping will be provided, considering a robust public and stakeholder consultation plan including indigenous consultation. Life cycle cost analysis including capital, operations and maintenance costs will inform an implementation plan.

Part 2: 30% Design Development

Prepare a 30% design of the preferred trail alignment including detailed feasibility assessment incorporating consultation feedback; site assessment including geotechnical testing, Stage 1 archaeology; 30% drawings with layout, grading, planting restoration, cross sections, design standards, signage, wayfinding, and pavement markings; and a final implementation plan with project phasing and updated lifecycle costing.

PUBLIC ENGAGEMENT OVERVIEW

As part of **Part 2- 30% Design Development**, the Project Team hosted an In-Person Public Open House (POH) on July 7, 2022 from 6:00pm – 9:00pm. In addition to members of the Project Team, 36 Vaughan community members attended the POH event.

The purpose of the POH was to present and obtain input from the public regarding general comments residents had about the 30% design and strategy of the BSG Trail to date before finalizing the alignment:

To inform residents about the POH event, the Project Team:

- Sent 4798 letters to households within 500 m of the study area;
- Released an email blast to residents who expressed in an interest in staying informed about the project and trails in general, including those who participated in the February Public Information Session;
- Released a Public Service Announcement on September 15, 2022;
- Sent a media package to local Councillors;
- Sent a memo to MMOC;
- Installed four mobile signs;
- Advertised on electronic boards;
- Advertised on the City's social media channels.

During the POH, the Project Team displayed an overview of the project on foam core presentation panels supported by easels. The context includes: work completed to date, stakeholder and public input, and the preferred trail design at this point in the project process. During the public open house, sticky notes, sharpies and stickers were given out to participants to allow individuals post comments and provide additional feedback.

OVERVIEW OF THE PRESENTATION PANELS

The presentation panels were organized so that participants could provide input through several activities:

1. **Schedule and Timeline** – The panel outlines the study area, context, project timeline, and next steps.
2. **Proposed Trail Route** – The panel outlines the proposed trail alignment in the current scope of work.
3. **Alternative Assessment & Future Options** – The panel outlines the alternative assessments and future alignment options.
4. **Features & Amenities** – The panel outlines key amenities and features proposed along the Bartley Smith Greenway Trail.
5. **Fitness Node** – The panel outlines the proposed circuits and fitness node locations and speaks to the mobile application available for participants to access.
6. **Construction Phasing** – The panel outlines the targeted areas and timelines for trail construction.
7. **Landscape Buffers & Rehabilitation** – The panel outlines the various types of enhancement planting, species, characteristics, and application for areas adjacent to the proposed trail.

8. **Landscape Buffers & Rehabilitation Key Map** – The panel outlines where the types of enhancement plantings will be applied on the trail.
9. **Trail Cross Sections** – The panels outlines key cross sections of the trail alignment.
10. **30% Design Construction Package** – The design package includes: plans, details, and cross sections of the proposed trail.

SUMMARY OF INPUT

WHAT WAS SAID

PUBLIC OPEN HOUSE

The following sections summarize the input that was received during the POH through comments received on sticky notes. Comments that were received include (see photos below):

- "Make sure regular trash clean ups so area does not get destroyed"
- "Use permeable pavers not asphalt. Bad for environment"
- "[The possible fitness node at Merrick Dr. is at an] Awesome location"
- "Will the trail be separated for riders/ walking and running?"
- "Any possibility of solar lights on the trail for safety?"
- "Will there be emergencies alarms 'Mikey' equipment?"
- "Any possibility of a washroom by or around the trail?"
- "Prefer exercise node at Naylon"
- "Regular trail clean-up garbage- perhaps encourage people to adopt a potion of the trail"
- "Use of environmentally friendly surface versus asphalt"

WHAT WE HEARD

The results from the POH provided the Project Team with valuable input outlined the community's concerns and vision for the trail going forward. Several common themes emerged from these activities which will help to guide the next steps of the project and finalize preferred designs for the trail. Some of the key themes that emerged are summarized below.

KEY THEMES

- A number of participants highlighted that the trail is very close to their backyards along the east side of the creek (Lancer Dr. to Whitburn Crst.). Participants asked the Project Team to consider moving the trail closer to the creek or proposing a new trail alignment along the west side of the creek to provide more room between the trail and resident's properties. Moving the trail further away from backyards would help residents maintain privacy and allow them to continue enjoying their backyards, reduce unnecessary shade over their backyards, and reduce other security/safety concerns.

- There are participants whom were in favour of adding more amenity spaces such as: washrooms, emergency equipment, lighting, convex mirrors to increase user comfort and safety.

In terms of key takeaways, the concerns we heard throughout the POH focused on one major point: the need to revaluate the location of the trail in relation to residential yards – it was clear that residents feel strongly about preserving nature and wildlife, but do not want the trail too close to their homes, and do not want aspects of the trail to negatively impact their quality of life.

CONCLUSION

Community Engagement for the Bartley Smith Trail Feasibility Study is a vital component of the success of the study as it moves into the next phases. Based on the strong response rate and the support from both internal and external stakeholders for the types of recommendations that are emerging through the study, it is clear that the community has a strong interest in seeing this study succeed.

WHAT WE ARE DOING

An important aspect of any project is the collection of community input to inform both the broad directions of the project and the specific elements of its implementation that will improve user experience. In the case of the Bartley Smith Trail Feasibility Study, the collection of public input will be used to inform several key aspects of the final recommendations. The following section highlights the next steps the Project Team will take in order to use this input effectively.

- Complete additional field staking exercise with members whom have concerns about the trail alignment being close to their homes. This activity helps analyse potential opportunities to alter the preferred trail alignment and is aimed to help address the concerns and meet the needs of the community. Investigate alternate crossings options from Lancer Dr. to Whitburn Crst. to analyze opportunities/ construction methods for addressing the concerns of the trail alignment being close to resident's homes.
- Investigate options to determine how best to balance protecting the natural feature and providing residents with an acceptable buffer regarding height, and balancing the need to maintain views to the natural heritage whilst screening residential back yards.
- Finalize the feasibility study, and the 30% design for city staff and agency review.

MEMO

TO:	Michael Habib & Celene Mariano
FROM:	Amanda Gebhardt
SUBJECT:	**Bartley Smith Greenway Trail Gap Feasibility Study: Field Staking of Trail Alignment and Consultation with Select Residents**
DATE:	**November 3, 2022**

INTRODUCTION TO BARTLEY SMITH GREENWAY TRAIL GAP FEASIBILITY STUDY

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PUBLIC ENGAGEMENT OVERVIEW

After the Public Open House in July 2022 which marked the conclusion of **Part 2- 30% Design Development**, a select group of homeowners expressed interest in further consultation due to concerns over the trail alignment and the impact to their properties. The area of concern included homes along Greenock Drive and Whitburn Crescent homes with rear yards abutting the greenspace. In this area there is a location where the trail is within close proximity to the rear yards and is restricted by the location of the creek.

The Project Team hosted 'field' visit where the alignment of the trail was staked out to provide attendees with a tangible overview of what is being proposed. The intent of the exercise was to showcase the distance from the rear fence to the trail, space allotted for buffer screening plant material, location of the trail to the river and how existing trees will be maintained.

Attendees consisted of persons who requested an in-person session, including four homeowners representing two properties and those individuals brought forward questions and comments from additional neighbours who were unable to attend. The field visit meeting took place on October 12, 2022.

SITE CONTEXT

Below is an excerpt of the proposed trail 30% drawing. Note the minimum distance between the rear yard and the fence is between 12m (other sections of trail range from 10m to 20m offsets) and the minimum distance between the trail and the creek is 6m (offset identified through studies and consultation with TRCA).

Image: Graphic map of the proposed trail (yellow), proposed boardwalk trail (black) and proposed vegetation that will be planted as a visual screen (green).

Below is a series of photos depicting views of trail alignment flagging behind homes on Greenock Drive. Flagging and staking was complete behind approximately 8 residential lots with addresses on Lancer Drive, Greenock Drive and Whitburn Crescent.

Photo: View looking southwest showing fence line along rear lots, trail, and example of existing shrub vegetation (similar to what is being proposed) that would screen the views of the trail.

Photo: View looking southwest showing 3m wide trail and two invasive shrub specimens that will be removed as part of the project.

Photo: View looking west showing trail alignment and 6m offset from the top of the creek bank.

Photo: View looking north of the mown area behind the lots and wild turkeys that frequently visit the area. Note the green flag in the top left corner of the image which marks the edge of the trail in this area. The Black Locus tree along the mow strip will remain and be protected during construction, as would the White pines. 1-2 mid-sized trees may need to be removed to construct the trail through this section.

SUMMARY OF INPUT

WHAT WAS SAID

The following sections summarize the input that was received during the site walk through comments received verbally by participants:

- Concerns over the issues that will arise with the trail bringing people behind their homes, including noise, theft, and vandalism.
- Diminished value of their properties as their homes were purchased with the expectation that the back yards would back onto a naturalized greenspace with nice views and privacy.
- Concern over the disturbance to wildlife and the greenspace that construction of a trail and trail users will cause.
- Concern over the trail flooding as the area near the private fence limits sees seasonal flooding.
- Desire for the trail to be routed further into the valley lands on the other side of the creek. Or rooted onto roadways.
- Blocked views of the valley with proposed vegetation.
- Concerns over the removal of trees and shrubs to build the trail.
- Concerns that there will not be police monitoring or response if there are issues.
- Concerns that there will be poor maintenance standards and litter will collect.
- Feel that this project is going to move forward regardless of their feedback.

WHAT WE HEARD

The results from the site walk provided the Project Team with valuable input regarding the specific concerns of individual residents who have continued concern about a trail being developed behind their rear lots. The homeowners do not feel that there is adequate spacing between the trail and the rear lots or that the proposed vegetative screening will resolve their concerns. There is no desire to have the trail between the homes and the creek, and the those present recommended that a bridge be placed to move the bridge to the other side of the creek and back again to avoid this constrained space.

There is a strong desire to maintain the connection to nature that these properties have and they do not feel it is an appropriate space for a trail.

It was noted that some of the homeowners had purchased their lots prior to the high-level trail alignment through this corridor being identified, while other where unaware of future trail plans when they purchased their homes.

In regard to other possible mitigation measures to make the trail more desirable, screening planting options had mixed reviews (some preferred shrubs or nothing, where others desired trees). Pushing the trail as close as possible to the creek and avoiding tree removals are strongly desired.

CONCLUSION

Community Engagement for the Bartley Smith Trail Feasibility Study is a vital component of the success of the study and future trail development. The City of Vaughan will need to weigh the concerns of the homeowners in this area against the community's desire for this corridor to be used for trail infrastructure.

Based on detailed assessments of potential alignments in this area, the low-lying areas on the west side of the creek are not feasibility for the trail due to the anticipated frequency of flooding, increased disturbance to habitat, low elevation of bridge abutments within the flood plain and future projections of creek alignment migration. Alternative routes for the trail would require use of an indirect route through narrow residential roads and use of Keele Street, both of which will have impacts to multiple residential front yards and utility/storm water management conflicts.

Prior to proceeding with detail design of the trail section from Bevan Road to the existing trail at Merrick Drive, additional consultation should be completed with the residents with yards backing onto this section of the trail. At this time, a review of possible alternatives and impact mitigation measures should be reviewed.

WSP recommends that an informal pilot trail be tested using the proposed alignment by mowing the meadow. This will allow for the trail and concerns to be tested and inform the decision to implement a permeant trail. The trail will not be complainant with accessibility standards and undesired by stroller users/cyclists, however there should be enough pedestrian traffic to gain insight into the conditions a future trail would create. Additional efforts may include removing any invasive woody species on the alignment, branch pruning, temporary trial signage, and allowing for minor deviations as needed to facilitate the alignment. Informal trails existing through this space. As the City is already mowing along the rear fence line of the properties, the repurposing of this maintenance to the trail alignment would minimize concerns over an increase to current service/resources.