# THE SCARBOROUGH GREENWAY NETWORK: Building an outstanding offroad trail network

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(cc)

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The report is dedicated to all University of Toronto Scarborough (UTSC) students who are working to make Scarborough a better and more sustainable place to live and work. Anyone may freely duplicate, share and adapt the content of this document as long as credit is given to the original authors. Released October, 2022



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# **EXECUTIVE SUMMARY**

- This report presents an ambitious plan for a connected Scarborough Greenway Network of off-road multi-use trails in existing publicly-owned corridors throughout Scarborough.
- A major policy priority for the City of Toronto is to facilitate the shift to a mobility culture in which active transportation plays a meaningful part. The reasonable fear of dangerous roadways is an important obstacle to giving active transportation a greater share of mobility in Scarborough. A Greenway Network can make a major contribution to building a walking and cycling culture for everyday mobility.
- Scarborough is fortunate in having significant opportunities to build greenways in existing public rights of way, with no need for land purchase or expropriation.
- The Greenway Network presented here sets out a vision for a connected network that reaches to every corner of Scarborough. Fully 93% of Scarborough's population will be within 1km of a greenway when this network is completed, and 100% will be within 1.8km.

- Half of the network already exists, making this network easier and faster to complete, but existing off-road paths don't connect together to form a network and so are almost useless for getting around Scarborough.
- This Greenway Network will transform Scarborough from an active transportation desert to the place with possibly the best urban off-road active transportation network in the world.
- Plans for active transportation, including the Greenway Network plans, must be in place before large-scale intensification and redevelopment of Scarborough accelerates.
- No further public land corridors should be privatized before a plan for a complete network of off-road multi-use trails is agreed to and established as City of Toronto policy.

# INTRODUCTIO

Waterfront Recreational Trail

机动木

Shared Path Watch for Children

KEEP RIGHT PASS LEFT

DI TORONTO Municipal Code #608

(JD)SP

Possession and use of fireworks are prohibited in parks and beaches. A major City of Toronto goal is to shift a significant share of short trips out of cars to active transportation, with a target of 75% of short trips less than 5km being taken by walking, cycling, or transit by 2030.<sup>1</sup> This shift will reduce pollution, help prevent climate change, reduce serious injuries and deaths from accidents, promote active lifestyles and health, reduce congestion on our roads, and help make Toronto a more liveable, healthy, and lively place while supporting local small businesses.

For these reasons, encouraging active transportation is a fundamental goal of Toronto's climate policy framework. But the current percentage of trips in Scarborough taken by active transportation is very low, largely because the area was designed for mobility by cars, not for walking and cycling.<sup>2</sup>

Scarborough's existing infrastructure and urban form limits walking and cycling by making it dangerous, unpleasant, and inconvenient. Scarborough still has a very high rate of serious injuries and deaths due to traffic collisions.<sup>3</sup> Arterial roads work like highways, with high volumes of fast-moving cars and trucks, and are dangerous for pedestrians and cyclists because few arterial roads in Scarborough currently have protected cycle facilities, and most intersections are designed primarily for high throughput of vehicles.

Given this situation, it is not at all surprising that so few people in Scarborough currently think of walking or cycling as viable ways to get around. Even the share of *short* trips by active transportation is low. Nearly 500,000 of daily trip in Scarborough are 5km or less, but 69% of these short trips are made by car.<sup>4</sup> As well, many Scarborough residents do not have access to a car, including many

who do not have driver's licences. Because of the unsafe conditions for walking and cycling, these residents often rely on unreliable and expensive transit even for short trips. In addition, many Scarborough residents are low-income, and whether they have a car or rely on transit, they would benefit from greater access to low-cost active transportation for many trips.

Recent research shows that when active transportation infrastructure has been built in Toronto suburbs, the share of trips by walking and cycling has increased significantly.<sup>5</sup> Scarborough thus represents an enormous opportunity to provide new, environmentally friendly, low-cost options for active transportation.

This report presents a plan to create an interconnected Greenway Network of off-road multi-use trails throughout Scarborough. Greenways are linear park corridors with paved multi-use trails, trees, and landscaping. The premise is that such a network would be a major step towards increasing active transportation in Scarborough. Currently, Scarborough has many short segments of trail that don't connect together. Although they may serve valuable roles for local recreation, such as for dog walking, they are not useful for practical transportation to destinations.

1 See TransformTO Net Zero Strategy, p. 65: https://www.toronto.ca/legdocs/mmis/2021/ie/bgrd/backgroundfile-173758.pdf

2 Scarborough's automobile-dependent urban form is examined in Sorensen, A., Bortolussi, I., et al. (2021). The Scarborough Opportunity: A Comprehensive Walking and Cycling Network. See https://uttri.utoronto.ca/files/2021/10/Scarborough-Opportunity-FINAL-Sept-27.pdf

3 See the City of Toronto's Vision Zero mapping tool: https://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/vision-zero/safety-measures-and-mapping/

4 Ledsham, T. and Verlinden, Y. (2019). "Building Bike Culture Beyond Downtown: A guide to suburban community bike hubs." The Centre for Active Transportation at Clean Air Partnership. https://www.tcat.ca/resources/building-bike-culture-beyond-downtown/

5 See Mitra. R., Khachatryan, A., and Hess, P. (2021). "Do new urban and suburban cycling facilities encourage more bicycling?" Transportation Research Part D: Transport and Environment. https:// www.sciencedirect.com/science/article/pii/S1361920921002145

# The vision

## Why is a Greenway Network important?

To be able to encourage a shift of significant numbers of trips from car to active transportation and foster a culture of walking and cycling in Scarborough, a top priority must be to create attractive infrastructure that promotes safe and enjoyable trips.

Part of that infrastructure must be along major arterial roads, as that is where most destinations, including stores, schools, hospitals, and other services are located, and arterial roads provide the most direct routes through Scarborough and across major obstacles such as Highway 401 and the railway lines. The 2021 Scarborough Opportunity report detailed the potential for a cycling and walking network along Scarborough's arterial roads.<sup>6</sup> However, implementing this network could be costly and politically controversial, and could take a long time.

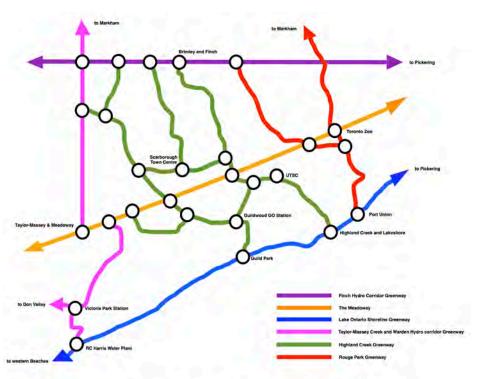
But Scarborough also has a wealth of off-road, publicly owned corridors that could be used to create a connected Greenway Network of off-road multi-use trails. Developing this network would likely be less controversial, and its initial phases would be relatively inexpensive and quick to implement, although the final elements might be more challenging. Yet so far the City of Toronto has not developed a plan to take advantage of the opportunity these public corridors present for building a highquality, connected Greenway Network.

## What is the opportunity?

Scarborough is blessed with an extraordinary opportunity to create a connected network of greenways, an opportunity that is significantly greater than for other parts of Toronto because of the area's distinct geography and history of suburban development. That network opportunity is described in this report. The proposed network will connect all parts of Scarborough with off-road greenway trails.

A detailed analysis of each of the five core off-road multi-use trail routes that will make up the network can be found in section 3 below. The first part of our proposed network is already under construction: the Meadoway<sup>7</sup> project to create a continuous multi-use off-road trail from Rouge Park to the Don Valley is currently being built by the Toronto and Region Conservation Authority. It is an excellent example of how transformative it can be to re-imagine green corridors as active transportation assets.

Figure 1. The proposed Greenway Network



# Proposed Scarborough Greenway Network

Figure 1 presents our vision for a complete network of greenways for Scarborough. There are three east-west greenways: the Scarborough Waterfront Greenway in the south (blue), the Meadoway in the middle (orange), and the Finch Hydro Corridor Greenway in the north (purple). There are also three north-south greenways, some of which include multiple branches: the Scarborough West/Taylor-Massey Creek Greenway in the west (pink), Highland Creek and its tributaries in the middle (green), and the trails of Rouge National Park in the east (red).

<sup>6</sup> See Sorensen, Bortolussi, et al. (2021).

<sup>7</sup> See https://themeadoway.ca

When complete, 93% of Scarborough's population will be within 1km of this network and 100% of Scarborough's population will be within 1.85km of the Network. This Greenway Network will create major opportunities for active transportation for both utilitarian and recreational mobility, and will be among the world's best greenway networks.

Key to this plan is the fact that Scarborough has many existing corridors that are already publicly owned. These offer extraordinary potential for an interconnected Greenway Network. They exist in part because Scarborough was built in the post-war period when creeks and rivers were left on the surface, instead of being buried in sewer pipes as in the older parts of the city. While larger ravines were incorporated into parks such as Morningside Park and Rouge National Park, many smaller streams were lined with concrete to serve as drainage ditches. These surface drainage corridors are mostly over 20 meters in width and represent valuable potential greenway corridors.

Transforming these currently degraded and overlooked waste spaces and drainage ditches into linear greenspaces will be an essential component of creating a connected off-road network. These former streams and creeks are all connected, creating the potential for networking greenways, in particular for Highland Creek and its tributaries. They also flow past many important destinations, for example Figure 2 shows Highland Creek at the intersection of McCowan Road and Nugget Avenue, with the Sheppard Station terminus of the Scarborough Subway extension to Line 2 under construction in the background. Just as important, such remediation, including removing concrete, creating small ponds and wetlands, planting rows of trees, and building trails, will also improve storm water management and reduce flooding in the city by slowing down the flow of water. It is now understood that lining creeks with concrete is the worst possible approach to urban stormwater management.

Figure 2. Highland Creek as a concrete-lined drainage ditch at McCowan Road and Nugget Avenue



Photo: Andre Sorenser

Scarborough also has many other infrastructure corridors that were built to serve the central city, and the suburb was built around these. They include the Gatineau, Finch, and Warden hydro-electric transmission corridors, and several railway corridors. Some parts of these have since been decommissioned, leaving continuous off-road corridors in public ownership. Although most of them are currently degraded, neglected, and impassable, they represent excellent potential for greenway trails. Unfortunately, some have already been sold off, as seen in Figure 3, and it is no longer possible to incorporate them into the Greenway Network. We argue that it is imperative that a plan for a complete network of off-road trails be prepared and approved before any further privatization of such corridors takes place.

**Figure 3.** Example of a privatized former hydro corridor near Warden Avenue and Ellesmere Road *Source: Google Maps* 



The extraordinary potential of these infrastructure corridors is shown by the currently under-construction Meadoway project along the Gatineau Hydro corridor. This project, sponsored by the Toronto Region Conservation Authority, promises to create an off-road multi-use trail from the Don Valley to Rouge National Park, and has been celebrated as a major contribution to Toronto's network of greenways. Scarborough has two other similar opportunities: the Finch hydro corridor that runs across the top of the city north of Finch Avenue, and the Warden hydro corridor between Steeles and the Meadoway. Although both of these currently host some discontinuous paths, we argue that both should be re-imagined as continuous and connected greenways, forming a core part of our proposed network.

A final major corridor opportunity that is currently impassable is the Lake Ontario shoreline. Although City of Toronto policy is to ensure that the entire Lake Ontario waterfront is accessible to Torontonians, there is still no continuous trail along Scarborough's waterfront, even though almost all of the shoreline is in public ownership. The main reason lies in where the Scarborough Bluffs drop steeply directly into the lake just east and just west of Bluffer's Park, creating obstacles to a continuous lakeshore multi-use trail. Yet of a total Scarborough shoreline of 17km, these are the only two significant obstacles to a continuous waterfront trail, measuring 350m and 300m respectively, as the rest of the shoreline already has trails that are protected with stone shoreline embankments to prevent erosion. Another section where there is no shoreline trail is East Point Park, where a trail could easily be built at the top of the bluffs. We believe that a continuous waterfront trail along Lake Ontario would be of such a high value for all Torontonians that it is worth making the extra effort and investment necessary to design and build the two remaining links on either side of Bluffer's Park, and to develop the shoreline trail into a high-capacity greenway trail along the entire Lake Ontario shoreline. The Scarborough Greenway Network should be designed based on the assumption that there will eventually be a continuous waterfront multi-use trail from Mississauga to Pickering.

In short, the opportunity is to create a connected Greenway Network of offroad multi-use paths that transform Scarborough from an active transportation desert to one of the best urban off-road active transportation networks in the world. We hope this report will make this opportunity more visible and spark debate about how to achieve it.

#### Why now?

Toronto is currently seeing large-scale population growth and intensification, and this process is likely to continue in coming decades. Toronto is expected to grow by a million people over the next three decades, to four million people. So far, little of this population growth and related investment has been located in Scarborough, but that is changing with the redevelopment of the Golden Mile, and intensification will likely accelerate as the Eglinton Crosstown, the Scarborough Subway extension, and other transit projects are built. It is essential to ensure that we protect existing unused off-road corridors from development so that they are not lost forever, as has already occurred with several corridors crossing Scarborough. The best way to do that is to plan for a complete network now, before any more corridors are lost.

It is also important to ensure that new mobility infrastructure is planned and built in advance of redevelopment, so that developers design their projects to take account of that infrastructure, add to it, and connect to it. If Scarborough builds this Greenway Network, both existing and new residents will be much more likely to engage in walking and cycling for both utilitarian and recreational mobility.

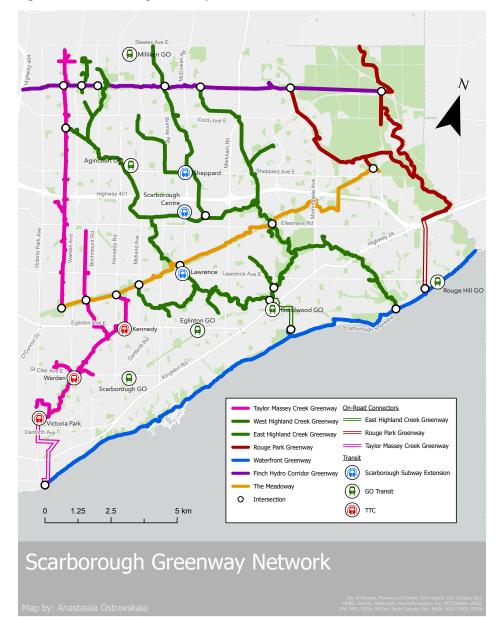
# THE IMPORTANCE OF A CONNECTED GREENWAY NETWORK

A major priority must be to ensure that, to the extent possible, we create an interconnected network of greenways with accessible multi-use paths. Although many paths in Scarborough parks already exist, construction is underway on the Meadoway trail along the Gatineau hydro corridor, and there are several good multi-use trails in locations such as the lower reaches of Highland Creek, these bits and pieces of trail are fragmentary and disconnected. While they may be nice for a short walk, they are useless for getting around Scarborough. To reach their full potential for both recreational use and for utilitarian trips, it is essential that greenways are connected together into a network. If the trails shown in Figure 4 are completed, the result will be one of the best greenway networks in the world. It will serve not just as an amenity and a mobility option for Scarborough and Toronto residents, but could become a major destination for hiking and cycling enthusiasts.

Greenways with multi-use paths offer significant advantages over on-street infrastructure. These include safety advantages, as pedestrians and cyclists have far fewer interactions with automobile traffic. Off-road greenways allow far greater continuity, with fewer hard stops such as at intersections. Greenways are also much quieter, cooler in summer, less polluted, and provide access to Scarborough's many parks for users of all ages and abilities.

Scarborough is fortunate to have a wealth of publicly owned corridors. For this proposal, we have selected those that combine to create a connected network that covers the whole of Scarborough, as shown in Figure 4. This proposed network will also provide direct access to nine higher order transit stops throughout Scarborough, greatly enhancing the potential to walk or cycle to public transit.

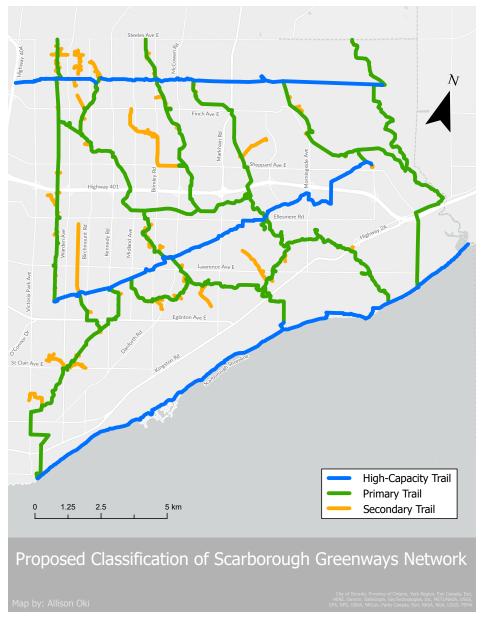
Figure 4. The Scarborough Greenway Network



#### **Design standards**

The City of Toronto has adopted a set of design standards for off-road multiuse trails, presented in Table 1. The Meadoway trail on the Gatineau Hydro corridor is the only greenway currently under construction, and it is designated as a "Primary Trail." We believe that if the Greenway Network proposed here is completed, it will lead to much higher volumes of users. We therefore suggest that the three east-west greenways should be designated "High Capacity Trails," and all the other greenways should be designated as "Primary Trails." Other trails that link to the network and provide connections for neighbourhoods but do not connect to other greenways at both ends should be designated as "Secondary Trails," as shown in Figure 5. This classification system will create a robust network that will not be overcrowded soon after completion, as the Martin Goodman Trail along the waterfront currently is.

Figure 5. Proposed classification of Scarborough greenways



**Table 1:** City of Toronto Multi-use Trail Design Standards

 Source: Toronto Multi-use Trail Design Guidelines, pp. 3-17: https://www.toronto.ca/wp-content/uploads/2017/11/96a5-TORONTO\_TRAIL\_DESIGN\_GUIDELINES.pdf

	Uses	Minimum Width*	Default Width*	Total minimum required width including lateral clearance and furnishing zone	Total default required width including lateral clearance and furnishing zone
Secondary Trails	Connect between destinations within a small geographic area, or act as feeder or tributary routes for larger trails.	2.7m	3.0m	5.1m	7.0m
Primary Trails	Connect between destinations in different parts of the city, and will often connect with each other, providing perhaps the most significant level of connectivity among the three types. They are similar to arterial roads in the road classification system	3.0m	3.6m	5.4m	7.6m
High-capacity Trails	Provide a special function in the network. In the simplest sense, they accommodate the highest number of users, and can be compared to the expressways in the road network or to large "City Parks" in the park network.	3.6m	4.1m	6.0m	8.1m

\* "Minimum" width is the standard below which the trail will not function adequately, whereas the "default" width is the standard that should be followed wherever possible.

#### Table 2: Proposed and existing Greenway Network

	Total Length (km)	Length of Existing Trail (km)	Existing and meets minimum width guidelines (km)*	Existing but needs upgrading to meet minimum width guidelines (km)	Proposed new construction (km)
Complete Network	164.9 km	83.6 km (51%)	52.3 km (32%)	31.3 (19%)	81.3 km (49%)
Finch	15.1	3.9 (26%)	3.9 (26%)	0 (0%)	11.2 (74%)
The Meadoway	15.9	8.9 (56%)	7.8 (49%)	1.1 (6.9%)	7 (44%)
Waterfront	20	12 (60%)	10 (50%)	2 (10%)	8 (40%)
Taylor Massey Creek/Warden Hydro Corridor	25	11 (44%)	8 (32%)	3 (12%)	14 (56%)
West Highland Creek	31.6	16 (51%)	6.2 (20%)	9.8 (31%)	15.6 (49%)
East Highland Creek	34.8	19.4 (56%)	8.6 (25%)	10.8 (31%)	15.4 (44%)
Rouge Park	22.5	12.4 (55%)	7.8 (35%)	4.6 (20%)	10.1 (45%)

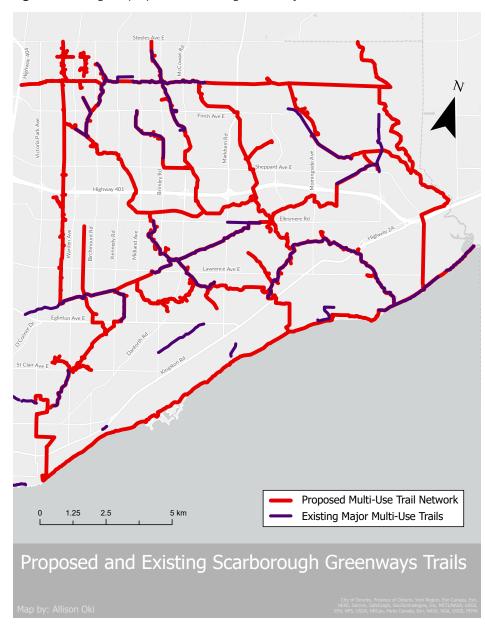
\*using minimum width guidelines for secondary trails, which is 2.7m. Primary and high capacity trails have higher width requirements, as discussed in detail in each route profile

### **Existing trails**

It is significant that, as shown in Table 2, over half (51%, 83.6km) of the proposed Greenway Network already exists, and more than half of that length (32% of the whole network, 52.3km) already meets minimum Toronto design guidelines for multi-use trails. The rest of the existing trails simply need widening, improvements in paving, and better wayfinding. To complete the full 165km network, another 81.3km of new greenways must be designed and built. Both existing and new greenway trails are shown in Figure 6. The fundamental advantage for Scarborough is that all of the proposed new trails are to be built in existing publicly-owned rights-of-way. No land expropriations will be necessary.

# Integrating the Scarborough Rapid Transit (SRT) elevated corridor

The city is about to decommission the existing SRT line that connects Kennedy Station on subway Line 2 with Scarborough Town Centre, because the transit vehicles are long past their planned service life and are increasingly difficult to maintain. The Scarborough Subway Extension to Line 2 is currently under construction from Kennedy Station to Scarborough Town Centre and Sheppard Avenue, but is not expected to be completed before 2030. As the existing elevated guideway between Midland SRT station, Scarborough Town Centre SRT station, and McCowan SRT station will soon no longer be in use by the SRT, we propose to integrate it into the Scarborough Greenway Network as a major offroad trail connection between Highland Creek West Greenway and the Highland Creek East Greenway, in the process connecting the Greenway Network to both Scarborough Town Centre and the new subway line. As the SRT is elevated along this route, this project will create a grade-separated crossing over Brimley Road and McCowan Road. It has the potential to become Scarborough's equivalent to New York City's renowned High Line trail. Figure 6. Existing and proposed Scarborough Greenway Network trails



#### **Obstacles and interim solutions**

There are some significant obstacles to building the complete Greenway Network described in this report. These obstacles are both physical and political in nature. The physical obstacles include Highway 401, railway lines, ravines, and cliffs. Where physical obstacles make continuous off-road networks either expensive or difficult, we propose alternate routes as interim solutions pending investment in direct off-road connections. This strategy will allow the creation of continuous networks until permanent off-road solutions are built. In the long run, we believe that the value of a connected off-road network will be so great, and the advantages so clear, that even where significant capital investment is required, such as for new tunnels or bridges crossing Highway 401 or railway lines, those will eventually be built.

There are clearly also political obstacles, including local opposition to cycle infrastructure, skepticism about the usefulness of active transportation for suburban mobility, and simple resistance to change of any sort. Such opposition is common in cities around the world and we are not advocating that the city should simply go ahead and build trails in the face of local opposition. We believe, however, that it is important to start a discussion about the potential for and great value of the Greenway Network proposed here, and that as congestion gets worse, climate change more severe, intensification continues, and the benefits of walking and cycling infrastructure elsewhere in the city become clearer, then public support will grow rapidly. We also believe that there is likely much less opposition to off-road trail networks than to on-street networks, even though both are valuable in different ways and for different types of trips. The major challenge in building this network is Highway 401, which cuts Scarborough into two parts, north and south. At up to 16 lanes, and with many cloverleaf interchanges, the 401 is the most important barrier to pedestrian and cycling traffic in Scarborough. Although many arterial roads cross the 401 either on bridges or as underpasses, these crossings are mostly narrow and carry high volumes of fast-moving traffic, creating dangerous spaces for pedestrians and cyclists. We propose four new crossings of the 401 that can eventually carry the majority of walking and cycling trips across the 401. These can be either bridges or tunnels, as each location requires. Bridges are generally preferred to tunnels, which can feel dangerous at night, especially if they are long. There is an excellent example of a new pedestrian bridge across Highway 401 in Mississauga at 2nd line, designed to link together the Credit River parks north and south of the highway.

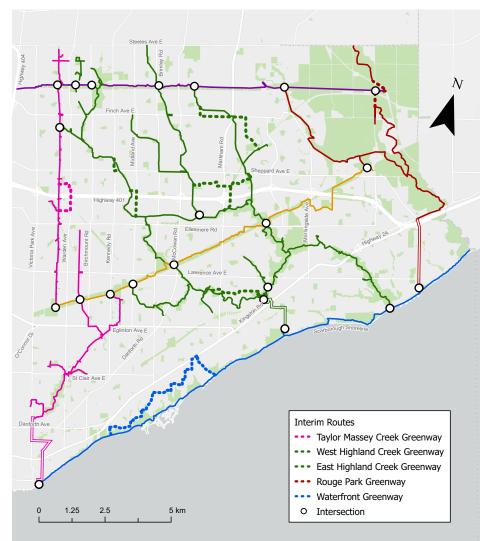


Figure 7. Interim solutions to quickly create a connected Scarborough Greenway Network

Scarborough Greenway Network: Interim Solutions Recognizing that such infrastructure is expensive and is likely to take time to build, we propose interim on-road solutions for each of these crossings that will allow a continuous connected network to be built even without the major investment required for new bridges and tunnels, as shown in Figure 7.

Eventually, the two branches of East Highland Creek should have two new crossings of the 401, near Scarborough Town Center and near Centennial College Progress Campus, but in the interim they can share a crossing using the existing bridge for Progress Avenue. Apart from the four 401 crossings, we also suggest four other locations where interim routes will speed the creation of the complete network. Moving from north to south, the first is the detour around the Canadian Pacific rail yards and train tracks near the intersection of Finch Avenue East and Markham Road, south to Malvern Town Center, for the route along Highland Creek East. This route will require careful study because of the inflexibility of the rail crossings. Second is the Scarborough Golf and Country Club, as this privately owned golf course blocks the continuous greenway trail along Highland Creek West. While it seems likely that eventually the golf club will be redeveloped to urban uses, and the trail can be completed then, in the meantime it is possible to connect this trail to Morningside Park and the rest of the Highland Creek Trails with an interim route along Confederation Drive via the Cedar Ridge Creative Centre. Finally, the only significant obstacle to completing the Lakeshore Greenway along Lake Ontario is the bluffs on each side of Bluffer's Park. We suggest an interim solution that will allow a continuous route along the waterfront. This route is distinctly inferior to a continuous route near the shoreline, however, because of the need to ascend and descend the bluffs and the challenges of wayfinding through residential neighbourhoods, so should not be seen as a permanent solution.

In every case we believe that these should be considered temporary solutions, as dedicated off-road greenway routes will be markedly superior in terms of safety, convenience, and user experience. The details of these interim solutions can be found in each Route Profile below.

### Design priorities and principles

A major priority is to ensure that the entire network consists of well-designed greenway trails suitable for bicycles, pedestrians, wheelchairs, and other active transportation modes. Toronto's excellent design guidelines for multi-use trails (see above) achieve these goals. However, while most of the existing network meets the minimum secondary trail standard, only the Meadoway and part of the Finch trail meet the full standards. As a result, as well as upgrading sections of trail that are unpaved or too narrow, many of the existing trails could also be widened and adjusted to fully meet the standards, including minimizing steep slopes for the sake of accessibility.

Off-road multi-use trails must be designed to ensure user safety, with consistent lighting and visibility. Safety is obviously an end in itself, but the perception of safety is also essential to encourage optimal use of these facilities. Particularly important are well-designed, safe crossings of streets, railways, creeks, and other obstacles. Intersections, especially those where multi-use trails cross busy arterial roads, are particularly important, as most accidents causing serious injury and deaths are at intersections.

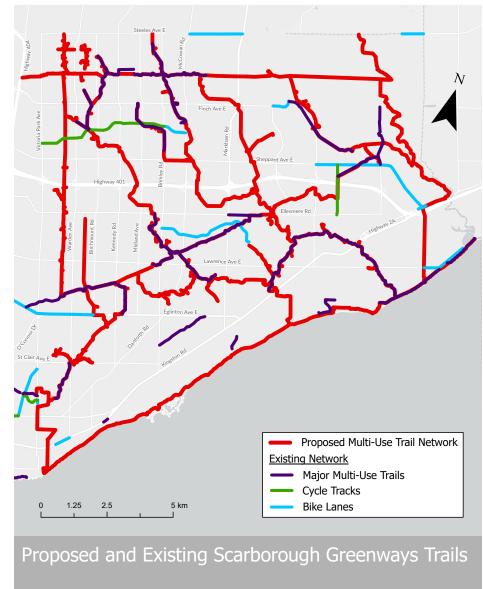
Clear and intuitively legible wayfinding signs and maps are important to make such a network easy and fun to explore. These should be located wherever two multi-use paths connect, wherever multi-use trails meet streets, or wherever other choices of route present themselves. Excellent wayfinding facilities will encourage users to explore and make use of the whole network.

Our proposed Greenway Network is also designed to ensure convenient and logical links to public transit and on-road cycle facilities (see Figure 8) to ensure the greatest possible accessibility and potential for active transportation in Scarborough. Where the network links to rapid transit stations ample cycle parking and Bike Share infrastructure should be provided. The proposed network connects directly to nine Scarborough rapid-transit stops, as shown in Figure 4.

The network should be designed to ensure that amenities such as drinking water fountains, toilets, covered rest stops with picnic tables, and benches are provided, particularly at intersections of the network.

With half of the network already in place and all of the land already in city ownership, the vision of creating a Scarborough Greenways Network is eminently achievable. However, in order to get ahead of the oncoming development pressure, the City needs to move quickly to establish concrete plans and set them

#### Figure 8. Links to on-road cycle facilities



in motion. With vision and quick action, Scarborough could become a unique destination for local residents, people from across the Greater Toronto Area, and even around the world to walk, cycle, and roll through the area's unique geography.

# SIX NEW GREENWAYS FOR SCARBOROUGH

## Scarborough West/Taylor Massey Creek Greenway

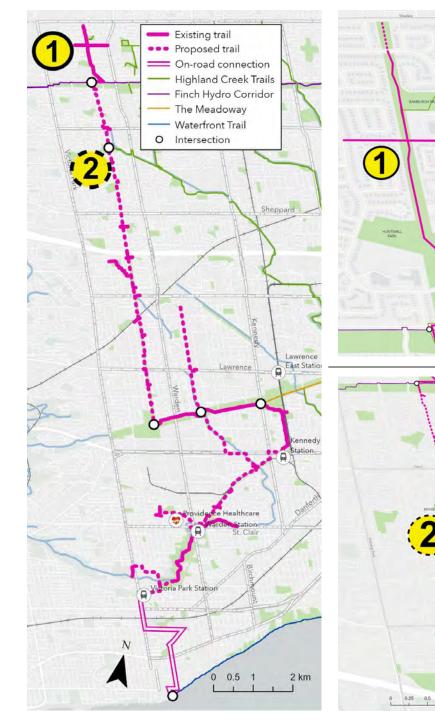
Total Length: 25 Km | 44% Existing



The Scarborough West/Taylor Massey Creek Greenway will create a vital north-south off-road trail from the Finch hydro corridor to Lake Ontario for residents within and outside Scarborough. This Greenway will start at the Finch hydro corridor and extend south to the Meadoway, which will take it east to Taylor Massey Creek. Following the creek, it will then connect to Victoria Park Station on Line 2, giving access to important trails west of Scarborough, including the Lower Don Trail and Beltline Trail. From Victoria Park Station, an on-road link will connect to Lake Ontario through an approximately 12 minute bike ride or 40 minute walk. Over 190,000 residents (30% of Scarborough's population) spread across 23 neighbourhoods will be within 1km of this 2 km-long greenway. Whether by foot, bike, wheelchair, skateboard, or scooter, users of this 80% off-road multi-use trail will be connected to countless destinations to carry out their daily activities. Students from over 80 public schools will have access to this trail, encouraging more active commuting trips to and from school. As well, 8 libraries, over 100 places of worship, and the Providence Healthcare hospital will be reachable within a short 1km walk or bike ride from the Greenway, allowing residents to access valuable amenities and facilities. This trail will extend through, and connect to, over 10 parks, helping more residents experience the numerous physical and mental health benefits of being in nature. The trail will also connect to four major TTC stations (Lawrence East, Kennedy, Warden, and Victoria Park Stations), making it not only an important active transportation facility in itself, but also a way for residents to access vital public transportation networks.

About 44% of our proposed Scarborough West/Taylor Massey Creek Greenway already exists. The good news is that most of this existing infrastructure is well-designed and in relatively good condition. Out of the approximately 11km of existing trail infrastructure, around 95% is already paved, and over 70% meets or exceeds minimum multi-use trail width guidelines. For the remaining 30% or so that doesn't meet minimum width guidelines, virtually all of the trail segments can easily be widened due to available green space on one or both sides.

The existing trails along Taylor Massey Creek are calm and scenic. They are all located in parks and green spaces near residential areas, so there are often people walking their dogs and taking casual strolls. Some of these parks also contain playgrounds, as they are right by schools. For the 14km of the network that doesn't yet exist, more than 75% is either currently being studied for potential cycling facilities, or is already designated as proposed trails in the <u>City's Multi-Use Trail Design Guidelines</u>. Overall, it will be relatively easy to build this off-road multi-use trail in western Scarborough.



The main obstacle to completing this continuous trail is Highway 401.

The first segment of the Scarborough West/Taylor Massey Creek Greenway starts at Steeles Ave E and extends south 1.5km to the Finch hydro corridor. This **existing** trail extends from Huntsmill Blvd to McNicoll Ave, connecting Bamburgh Park to Huntsmill Park. This section has an average width of 2.4m and is completely paved, although the paved surface is cracked and uneven in some places. The trail is equipped with garbage bins, but there are no light fixtures.



Figure 1. There is ample space available for widening on each side of the trail. (Photo by: Allison Oki)



Figure 2. A number of paths branch out of the trail connecting to local neighbourhoods. (Photo by: Allison Oki)

The next part of the Greenway is **proposed** to extend south along the Warden hydro corridor from the Finch hydro corridor to Highway 401. This 4.1km long segment is currently being examined by the City as part of the <u>Warden Corridor Bikeway Feasibility and Public Realm</u> <u>Study</u>, which is looking at possibilities for on- and off-road cycling facilities.

While not as wide as the section of the Warden hydro corridor south of the 401, there is still ample space to build a trail along this 13m wide stretch. Building a continuous trail along this 8.8km-long hydro corridor will provide essential connectivity, allowing travel from the north-west corner of Scarborough all the way to the Meadoway in a straight line.





Figure 3. The fence bordering off the 401 from the corridor. (Photo by: Allison Oki)

The 401 crosses the hydro corridor that runs between Pharmacy Ave and Warden Ave. This 8.8km-long corridor makes up a vital north-south part of this network, but it is interrupted by the 401's 16 traffic lanes. So while creating a trail along the hydro corridor is relatively simple, finding a way to cross the 401 is more challenging.

Currently, one could take an on-road detour and use local residential roads to get to Warden Ave (which crosses over the 401), which will take about 25 minutes by foot and less than 10 minutes by bike. This workaround will be feasible in the short term, but will require improved on-road cycling and pedestrian infrastructure to be built to ensure safety.

However, the long-term solution will be to build a bridge or tunnel to cross the 401 to allow for a seamless connection along this route. This will eliminate the need for the 1.9km-long on-road detour and the inconvenience and safety concerns associated with having to cross multiple roads (and highway ramps) while right next to fast-moving cars. It will ensure that the Scarborough West/Taylor Massey Creek Greenway provides an excellent connection for Scarborough residents north and south of the 401. While this is no simple task, there are existing examples of such infrastructure:



3

Figure 4. The Pickering Pedestrian Bridge over the 401.



Figure 5. Pedestrian tunnel at Amsterdam Station.

This obstacle should not detract from the majority of the route, which is mostly either already existing, already proposed (or being studied) by the City, or in areas where it should be relatively simple to build a trail.

Just south of the 401 and east of Pharmacy Ave is Terraview Park and Willowfield Gardens, which is where the headwaters of Taylor Massey Creek are located. There is a secondary trail that runs through these parks and connects directly to the Warden hydro corridor.







Figure 6. Trail entrance of Terraview Park. (Photo by: Allison Oki)



Figure 7. Sitting area in Terraview Park. (Photo by: Allison Oki)



This existing 660 m long branch off the main trail provides a model of how

multi-use trails can be integrated into neighbourhoods. It has a good width

Park, which is the more active park of the two since it has an open sitting

area, splashpad, and playground that is well used by kids from the local

schools and the surrounding neighbourhood. Willowfield Gardens to the

with nature, while protecting valuable plant and animal life.

south has great creek access, which makes for scenic pictures and views of birds. Both parks have nice views and amenities and combine to form an Environmentally Significant Area, which gives people the opportunity to be

of around 2.7m, and is evenly paved throughout. The trail begins at Terraview

Figure 8. Creek from Willowfield Gardens. (Photo by: Allison Oki)

This secondary trail feeds into the **proposed** 4.7km-long segment along the Warden hydro corridor between the 401 and the Meadoway. This segment is already designated as a proposed secondary trail in the City's Multi-Use Trail Design Guidelines document, and is also being studied in the Warden Corridor Bikeway Feasibility and Public Realm Study. The corridor is 45m wide, so there is plenty of room to build a trail along it. While it is currently grassy and not maintained, people already use this corridor (as shown in Figure 9). Building a trail here will not only be very simple, but it will also greatly contribute to the utility of this vast corridor.



Figure 9. Man walking his dog along the corridor. (Photo by: Allison Oki)





Figure 10. The Warden hydro corridor provides an ideal location for an off-road multi-use trail. (Photo by: André Sorensen)

Once the proposed trail reaches the Meadoway, it will follow it eastwardsl. In just over 1 km, the trail will connect back to Taylor Massey Creek between Crockford Blvd and Birchmount Rd. At this point, one can go north, south, or continue east.



5

The 3.25km-long **proposed** segment that will extend north from the Meadoway will run along Taylor Massey Creek all the way up to Canadian Rd, which is just south of Ellesmere Rd. This minimum 13m-wide stretch

used to be a part of the CPR. rail line, but is now just unused space. A trail here will be easy to create and will provide another valuable north-south route down to the Meadoway, which will further improve access to the network. Also, there is only one road crossing in this entire stretch, providing a practically 100% off-road addition to the main trail network.

> Figure 11. Facing north on the Meadoway. (Photo by: Allison Oki)







8



Figure 12. Facing north to the Meadoway on Bertrand Ave. (Photo by: Allison Oki)



Figure 13. The grassy path in Eglinton Ravine Park. (Photo by: Allison Oki)

Eglinton Ravine Park then connects south to the rail corridor, which can also be reached by continuing 1.2km east along the Meadoway from where it intersects with the Taylor Massey Creek.

This **existing** 1.55km stretch of the Meadoway runs through Jack Goodlad Park and the Scarborough Hydro Green Space, which is just east of Kennedy Rd. It is located beside the Jack Goodlad Community Centre, a basketball court, and a playground, which make it a valuable local community destination. There are bike racks and garbage bins where the Meadoway begins again (Figure 14), after being temporarily disrupted by the Kennedy Rd crossing and the parking lot. However, the parking lot has adequate room to connect the trail around it so that people can move more seamlessly along the trail. The trail itself is even and well-paved, with a width of between 3 to 3.5m, which exceeds minimum primary trail width guidelines. Benches are well dispersed along the trail through Jack Goodlad Park, but there are no proper benches for the section along the hydro space. Some sections of this trail have a line separating users (Figure 15) but this does not exist along the whole trail. There are also wayfinding signs at different points along the trail, which help with navigation along the path. From this trail, one could either go east and cross the Mooregate Bridge over the rail corridor (Figure 16), or keep going south along the network towards Kennedy Station.



Existing trail



**Figure 14**. The entrance to the parking lot of Jack Goodlad Park and Community Centre has wayfinding signs, garbage bins, lighting and benches. (Photo by: Allison Oki)



Figure 15. The Meadoway passes by the playground and a seating area. There is a line down the middle of this section of the trail to separate users. (Photo by: Allison Oki)



Figure 16. The Meadoway continues south along the Scarborough Hydro Green Space and also connects to Mooregate Bridge. here. (Photo by: Allison Oki)





The other main addition (which is already **proposed** as a primary mixed-use trail in the City's Multi-Use Trail Design Guidelines) will be along the 2km-long segment that runs diagonally from Kennedy Rd. down to Warden Ave. There are two different contexts along this segment: from Kennedy Rd to Birchmount Ave, the proposed trail will run beside the rail corridor. Trails along rail corridors are generally not preferred, but there are several reasons why building a trail here works: the rail corridor is seldom used by trains, there is adequate space beside the trail (Figure 17), the land is relatively flat, it is already informally used by cyclists and pedestrians (Figure 18), and a trail is already proposed by the City for this location. Currently, the margin along the corridor is muddy and not maintained, so many people walk along the train tracks instead, which poses safety and accessibility concerns. Therefore, a mixed-use trail here is much needed, and will help to make an important connection between the Meadoway to the east and the Gus Harris Trail to the

west. The second half of this segment, from Birchmount Rd to Warden Ave., is hydro corridor space, so there are minimal space restrictions to continuing the existing trail here (Figure 19).



the large margin of space along the north side of the tracks. (Photo by: Allison Oki)



need for people to walk on top of the bumpy and uneven tracks. (Photo by: Allison Oki)

Figure 18. Building a separated paved trail beside the tracks will revitalize the corridor and eliminate the



Figure 19. There is already a trail along a section of the hydro corridor. Continuing this existing trail will help people connect from

Birchmount Rd to Warden Station while staying off-road. (Photo by: Allison Oki)

Moving south, the trail reaches the Warden Ave & St. Clair Ave E intersection, where one can go west, east, or continue south..





Going west from the Warden Ave & St. Clair Ave E intersection will connect to Clairlea Park.

There is already a desire line stemming from Warden Ave (Figure 20), so people are already cutting through here to get to the nearby condominium complex and Providence Healthcare hospital.

This **proposed** secondary trail will pass by these two destinations through the edge of their parking lots, which have adequate space to build a trail. There already exists a wide rocky path that connects the two parking lots, which just needs to have a portion paved so that pedestrians and cyclists can more easily cross. This secondary trail will then feed through to Clairlea Park and connect to the smaller existing feeder trails there. Clairlea Park is a worthy destination to connect to because it connects to four different residential streets, fostering more neighbourhood connections to help residents gain access to the whole trail network.



Figure 20. Desire line through the fence west of Warden Ave. (Photo by: Allison Oki)



Figure 21. The parking lots are connected by this wide rocky path, which has a bench. (Photo by: Allison Oki)



Figure 22. Cyclist riding along trail in Clairlea Park. (Photo by: Allison Oki)

The existing St. Clair Ravine Park trail stems east from the Warden Ave & St. Clair Ave E intersection.

This trail spans 900m along the Taylor Massey Creek and is in good condition. It is well-lit by lighting fixtures, and includes trail maps at each of the entrances (Figure 23) for smoother navigation. While the trail is well-paved, there is no separation of users and some sections fall below the 2.7m minimum secondary trail width guideline. However, such parts of the trail have room to be easily widened due to available space on both

sides. There could be more benches spaced throughout the trail there is only one, located at the entrance through Anaconda Ave (Figure 24). Overall, this trail is very nice to walk along, and there is access to the Creek to take some photos. To ensure safety, there are also life preservers where the Creek is most open.





Figure 23. These signs are at each entrance of the park and help with wayfinding. (Photo by: Allison Oki)



Figure 24. Bench and trash bins are located at the northern entrance of the park. (Photo by: Allison Oki)



Figure 25. The trail along the creek is pleasant and quiet, and has lighting throughout for safety. (Photo by: Allison Oki)

The Gus Harris Trail runs through Warden Woods, extending 1.96km from the Warden Ave & St. Clair Ave E intersection down to Pharmacy Ave.





Figure 26. A cyclist riding on the north, unpaved part of the trail. (Photo by: Allison Oki)



Figure 27. This bridge crosses over the creek. (Photo by: Allison Oki)



Figure 28. The south part of the trail is wide and evenly paved. (Photo by: Allison Oki)



This **existing** trail runs beside the Taylor Massey Creek, allowing for direct access to the water. There are life preservers to ensure safety, and trash bins at the entrances. Overall, the Gus Harris Trail is nice to walk along, with adequate width varying from 3 to 5m. However, only half of the trail is paved: the bridge that goes across the Creek (Figure 27) separates the north, unpaved half (Figure 26) from the south, paved half (Figure 28). So, the unpaved half needs to be paved to ensure consistency and even travel along the entirety of the trail. Since the trail is frequented by cyclists – some going quite fast – it is important for there to also be a separation of users. Similar to other trails, this one lacks benches, as there is only one bench along the entire trail (plus some big rocks by the bridges and entrances). Other than these minor improvements, the 100% off-road Gus Harris Trail is already a valuable existing piece of the broader network.

The Gus Harris Trail will then extend to Pharmacy Ave to bypass a parking lot and driveway. From this point, one could use the on-road network to connect to the Taylor Creek trail (Figure 29) and subsequent trails west of Scarborough. An off-road segment along Taylor Massey Creek from Pharmacy Ave to Victoria Park Ave is currently not possible, as the Creek runs through the Dentonia Park Golf Course (Figure 30). In the future, we hope to see a multi-use trail that runs through part of this City-owned golf course, which would help bolster the connectivity of these trails within and outside Scarborough.

One can also choose to head south to Victoria Park station and continue down towards the Waterfront to connect to our proposed Scarborough Waterfront Trail. Wayfinding signs and improved cycling and pedestrian infrastructure will be essential for these on-road connections.



Figure 29. The entrance to the Taylor Creek Trail, facing west on Victoria Park Ave. (Photo by: Allison Oki)



Figure 30. The fenced-off Dentonia Park Golf Course, facing west on Maybourne Ave. (Photo by: Allison Oki)

The proposed additions illuminate how having a Scarborough West/Taylor Massey Creek Greenway would tremendously improve connectivity in the area and allow residents to get from the northern edge of Scarborough all the way to Victoria Park Station.

## West Highland Creek Greenway

Total Length: 31.6km | 51% Existing



The West Highland Creek Greenway is a 31.6km, multi-use, off-road trail that will run along West Highland Creek in Scarborough, becoming a part of a vital north-south connection in the city. The trail will start just south of Steeles Ave E, will connect the Finch Hydro Corridor to the Meadoway, and will connect to the Taylor Massey Creek and East Highland Creek Greenways, eventually leading to Lake Ontario. The West Highland Creek Greenway will also connect the existing Agincourt GO station, as well as the future Lawrence and Scarborough Town Centre Scarborough Subway Extension stations, allowing many Scarborough residents to complete their first- and last-mile trips off-road by foot or bicycle.

The West Highland Creek Greenway will allow cyclists of all riding skill levels, pedestrians, and wheelchair users to get around the city while staying off-road. This multi-use trail will run through over 20 parks and ravines across western Scarborough, and will rehabilitate sections of Highland Creek that are currently concrete-lined storm drains to create a series of linear parks.

The West Highland Creek Greenway will connect 11 Toronto

neighbourhoods, extending through numerous residential, commercial and employment lands and providing off-road access to many major destinations, including Scarborough Town Centre, hospitals in the Scarborough Health Network, the Scarborough Museum, the Cedar Ridge Creative Centre, and the Scarborough Village Theatre. The trail will be located within a 1km radius of 95 publicly-funded schools, allowing kids to cycle to and from school and giving them a chance to be active, enjoy fresh air, spend more time with their friends, and develop a better sense of independence. There are also 107 places of worship and 7 libraries within a 1km distance of the trail, which will improve access to important facilities in Scarborough. A total of approximately 251,891 Scarborough residents will be able to get to the trail in under 10 minutes. This means that for about a third of Scarborough's population, this trail will provide better access to nature, give an opportunity to be more physically active, and improve physical and mental health outcomes., Since this trail connects so many various destinations, it will allow people to quickly get from point A to point B without having to deal with traffic, parking, or gas prices.

Overall, the West Highland Creek Greenway is an essential addition to the Scarborough active transportation network, and the best part is, it can be implemented quite easily, because much of the trail already exists, as discussed next.

Approximately 51% of the proposed West Highland Creek Greenway already exists, which significantly reduces the amount of infrastructure that will have to be built from scratch. Fortunately, all of the existing 16km of trail are paved, although most of that is not fully up to the City's standards. The average widths of existing trails vary from 1.5 to 2.5m, and only about 20% of all paths meet the minimum multi-use trail width guidelines. As a result, widening of existing trails will be required to facilitate safe bi-directional flow and accessibility along the West Highland Creek Trail. The good news is, this process should be painless, as we found no evident physical constraints that could prevent or complicate widening of any existing trails, and there is ample green space available on one or both sides of every existing part of the trail.



The majority of existing trails along West Highland Creek are located in parks and ravines, and are heavily used by local residents. Cyclists, runners, parents with strollers — all seem to enjoy the trails and the access to scenic green spaces that they provide. The main problem is that they are not connected together into a continuous network. Therefore, in addition to improving the condition of existing trails, we propose building approximately 15.6km of new multi-use off-road trails to ensure uninterrupted connection and flow for all users.



The first **existing** segment of the trail extends from Steeles Ave E to the Finch hydro corridor. The trail begins at the Wintermute Rd and Triangle Villas Dr intersection. This first segment of the trail, approximately 1.2km in length, has an average width of 2.6m, is evenly paved, and is used primarily by Steeles neighbourhood residents for recreational purposes. The trail connects Terry Fox and Fundy Bay Parks, and provides convenient access to Terry Fox Public School. There is a shaded sitting area located along the trail, and the trail is equipped with light fixtures and garbage bins. The trail ends at Fundy Bay Blvd, with cyclists using Innislawn Rd to get to McNicoll Ave and the Finch hydro corridor. There is currently no trail in this part of the Finch hydro horridor, but when that is built the West Highland Creek Greenway will connect to it. As this is a secondary trail, we propose widening it to 3m.



Figure 1. The trail is equipped with functional light fixtures, as well as garbage bins (not pictured in the photo). (Photo by: Anastasiia Ostrovskaia)



Figure 2. The trail seen in Terry Fox Park, and parents with their kids were seen using the trail to reach the playground. (Photo by: Anastasiia Ostrovskaia)



Figure 3: A shaded sitting area in Terry Fox Park located right next to the trail. (Photo by: Anastasiia Ostrovskaia)



An important **existing** branch of the trail is located in L'Amoreaux Park. It starts at Birchmount Rd, goes through the smaller L'Amoreaux North Park, crosses McNicoll Ave, and connects to the bigger L'Amoreaux Park south of McNicoll Ave. as well as to the proposed Finch Hydro Corridor Greenway. This trail is one of the more scenic ones, and provides access to valuable facilities and amenities, including the L'Amoreaux Community Recreation Centre, an off-leash dog park, a waterpark, a tennis centre, and a sports centre. The average width of this paved trail is 2.7m, which is the minimum width requirement for secondary trails. But as we suggest designating this trail as a primary trail, it is advised to widen it up to 3-3.6m.



Figure 4. A cyclist using the L'Amoreaux Park trail south of McNicoll Ave. The trail is well-paved and wide enough to facilitate bi-directional flow of bicycles, pedestrians, or wheelchair USERS. (Photo by: Anastasiia Ostrovskaia)



Figure 5. The trail in L'Amoreaux North Park has a number of secluded sitting areas that offer beautiful views of the pond. (Photo by: Anastasiia Ostrovskaia)



Figure 6. An existing underpass allows grade-separated crossing of McNicoll Ave on both sides of the river. There is a lack of lighting fixtures in the underpass, so while during the day the underpass is sufficiently lit, it may be dangerous at night. (Photo by: Anastasiia Ostrovskaia)



South of West Highland Creek, the trail crosses the Finch hydro corridor and reaches the **existing** section of the trail located in between Warden Ave and Kennedy Rd. Currently, this segment of the trail is characterized by narrow width and somewhat inconsistent paving; however, with widening and improvement, it has the potential to become a beautiful linear park mere minutes away from home for many people.

This 2.5km trail begins at Brookmill Blvd and runs through a number of local neighbourhoods and parks, providing access points to the nearby residential buildings, a school, and a football field. There are some light fixtures located along the trail, but their spacing is inconsistent.



Figure 7. Part of the trail extending from L'Amoreaux Dr to Finch Ave E. While currently too narrow to be used by anyone but a single cyclist or an able-bodied pedestrian, green space is available to allow for widening. (Photo by: Anastasija Ostrovskaja)



Figure 8. Beginning of the trail section at Brookmill Blvd. (Photo by: Anastasiia Ostrovskaia)



Figure 9. Some existing trails along West Highland Creek are surprisingly narrow for instance, this section is only 29cm wide. (Photo by: Anastasiia Ostrovskaia)

Another entrance point to the trail is located at Warden Ave. E. The average width of this section is 60cm, and the paving is uneven.



**Figure 10**. Entrance point to the trail at Warden Ave E. Ample green space on the right side of the trail can be used to easily increase the width. (Photo by: Anastasiia Ostrovskaia)



Figure 11. The trail connects local residents to a large playground in Stephen Leacock Park. (Photo by: Anastasiia Ostrovskaia)

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This section of the trail is interrupted by Birchmount Rd., but continues along West Highland Creek just north of Tam O'Shanter Golf Course. This 607m long stretch of the trail extends from Ron Watson Park to Kennedy Rd. The trail is approximately 2.4m wide and is fully paved.



Figure 12. The trail is located right in front of residential buildings. A lot of people were seen taking casual strolls here. (Photo by: Anastasiia Ostrovskaia)



**Figure 13**. The existing trail goes through a parking lot, and should be relocated around the parking lot to prevent conflicts with cars and ensure a continuous off-road path. (Photo by: Anastasiia Ostrovskaia)



The next part of the trail is a proposed major new connection. This 3.5km multi-use trail alongside West Highland Creek will start at Sheppard Ave E and extend south to Ellesmere Rd, where it will connect to the existing trail in Birkdale Ravine. This area is primarily designated as industrial, employment and undeveloped land, and the creek in this section is channelized with concrete sides. Building this section of the trail will provide an opportunity for the restoration of the natural heritage functions of Highland Creek and the creation of a linear park. It is important to note that an additional long-term benefit of this restoration will be to reduce flooding risk downstream. This section of the trail is a key element for ensuring the continuity of the West Highland Creek Greenway, as it will connect two existing portions of the trail north and south of the 401. The trail will be located in close proximity to Scarborough Town Centre, which will see significant development and intensification in the next 20 to 30 years, embracing its role as a connected urban centre and attracting new residents. This trail will also improve connection to Agincourt GO station, enhancing local residents' access to public transportation.



Figure 14. Channelized West Highland Creek passing under the railway. (Photo by: André Sorensen)



Figure 15. Current state of the creek north of the 401. (Photo by: Anastasiia Ostrovskaia)



Figure 16. This trail will provide local residents with uninterrupted off-road access to the proposed Toronto High Line. (Photo by: Anastasiia Ostrovskaia)



Figure 17. Channelized creek continues to run past Midland LRT station. (Photo by: Anastasiia Ostrovskaia)

However, Highway 401 does present a major obstacle for this off-road multi-use trail.

The proposed trail from Sheppard Ave E to Ellesmere Rd will need to cross the 401 to connect to the existing trail further south. Currently, Highland Creek is channeled through a culvert under the highway's 13 traffic lanes.

The proposed 1km interim solution is to route the trail along Emblem Ct to Midland Ave just north of the 401, and stay on Midland Ave to use the existing underpass (see Figure 19), returning to the off-road trail next to Midland SRT station. The creation of an adequate cycling infrastructure on Midland Ave in that area would be required for this on-road detour.



Figure 18. Existing culvert under the 401 for West Highland Creek. (Photo by: Anastasiia Ostrovskaia)



Figure 19. Existing underpass on Midland Ave enables crossing the 401. (Photo by: Anastasiia Ostrovskaia)

The long-term solution, however, is the expansion of the existing culvert under the 401 to create an off-road underpass for cyclists and pedestrians. The tunnel should follow the requirements set out in the Toronto Multi-Use Trail Design Guidelines, including the proper width, overhead clearance, and lighting. Old Elbe Tunnel in Hamburg, as well as the pedestrian and bicycle tunnel underneath Amsterdam Central station, serve as examples of good tunnel design appropriate for this area.



Figure 20. Old Elbe Tunnel in Hamburg.



**Figure 21**. Pedestrian and cycling tunnel under Amsterdam's central railway station.

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This next part of the trail is **proposed** to be located along the east-west part of the Scarborough Line 3 SRT, starting at Midland Station and extending past McCowan Station, to connect to the East Highland Creek Greenway west of Bellamy Rd N. The TTC Board has already approved the decommissioning of the SRT in 2023, so an opportunity to redevelop and repurpose the existing structures has emerged. This trail will run on top of the elevated guideway, will create a continuous off-road connection to Scarborough Town Center, and will also connect the West Highland Creek and East Highland Creek Greenways. Inspired by New York City's High Line Park, the Toronto High Line could become one of the most innovative and functional green spaces and multi-use trails in the city.



Figure 22. High Line Park in New York.



Figure 23. High Line Park in New York.



The next **existing** segment of the West Highland Creek Greenway is a 7km long trail that runs through ravines and parks south of the 401. It starts at Ellesmere Rd and extends south, connecting to the Meadoway trail and then continuing to Hague Park, where it splits into two branches (going west and east. The average width of the trail varies from 2 to 3.5m, in some places exceeding the minimum width requirement for multi-use trails. The entirety of this section of the trail is evenly paved.



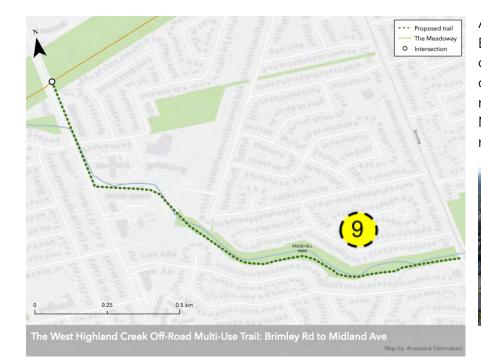
**Figure 24**. The trail runs through Thomson Memorial Park, the busiest park along the West Highland Creek Trail. (Photo by: Anastasiia Ostrovskaia)



Figure 25. Part of the trail approaching the Meadoway from the north exceeds the minimum width requirement for multi-use trail and has appropriate pavement markings for cyclists. (Photo by: Anastasiia Ostrovskaia)



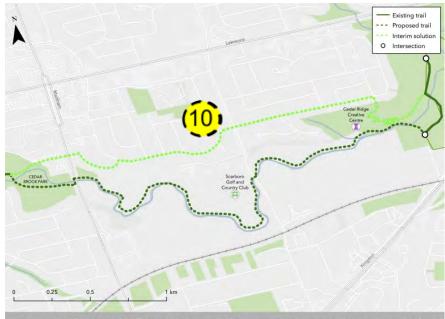
Figure 26. Bridge crossing West Highland Creek just north of the Meadoway. (Photo by: Anastasiia Ostrovskaia)



A new **proposed** 1.5km trail will be located in the existing green space between Brimley Rd and Midland Ave south of the Meadoway. The densely forested corridor there is 48m wide, with Highland Creek in its natural state in the middle of it. The trail will run alongside the creek, minimizing potential disruption to local residents. This trail will improve the nearby neighbourhoods' connection to the Meadoway, as well as create a complete green loop around the Bendale South neighbourhood.



Figure 27. A bird's-eye view from Brimley Rd onto the wide forested corridor between Gully Dr and Citadel Dr. (Photo by: André Sorensen)



The West Highland Creek Off-Road Multi-Use Trail: Connection Through The Scarboro Golf An Country Club

In principle it will be important to make this **proposed** 3km trail connection between West Highland Creek and East Highland Creek. This trail would allow for a direct connection between West Highland Creek and East Highland Creek Greenways, creating a complete off-road green loop along the tributaries of Highland Creek south of the Meadoway. But here, the creek flows through the privately owned Scarboro Golf and Country Club, which currently separates West Highland Creek and East Highland Creek. It is a major obstacle for this trail, so we recommend an interim connection. If ever this land is redeveloped, the City should ensure that this connection is completed.

As an interim solution, starting from Cedar Brook Park, one could take Markham Rd to Stevenwood Rd and stay on Confederation Dr (see Figures 26 and 27) until Cedar Ridge Park. There, the trail will descend into the ravine (see Figures 28 and 29) and continue east through Highland Creek Park to connect to the East Highland Creek Trail.

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Figure 28. Proposed interim on-road connection via Confederation Dr. The public right-of-way (ROW) on this street is 20m, which will allow adding an accessible and safe multi-use lane without compromising movement of vehicles or infringing on private property. (Photo by: Anastasiia Ostrovskaia)



Figure 29. The interim route will cross the Confederation Dr and Scarborough Golf Club Rd intersection, which may require a signalized intersection here. (Photo by: Anastasiia Ostrovskaia)



Figure 30. Existing dirt path going from Cedar Ridge Park to Highland Creek Park. This trail will be widened and paved using the green space on both sides of the path. (Photo by: Anastasiia Ostrovskaia)



Figure 31. As you complete the descent back onto the off-road trail, you can enjoy this beautiful view of the river surrounded by luscious trees. (Photo by: Anastasiia Ostrovskaia)



Despite the two obstacles, the West Highland Creek Greenway remains relatively easy to build, and the benefits of this trail are expected to far outweigh the costs. The proposed trails will significantly improve connectivity in the area, and will create a great environment for cycling and walking.

# East Highland Creek Greenway

Total Length: 34.8 Km | 56% Existing



We propose to build a 35.2km-long multi-use trail following East Highland Creek. This proposed trail promises to create one of Scarborough's most important, beautiful, and useful off-road trails, one that will take Scarborough's active transportation network to the next level. The creek has three main tributaries, which join together in Morningside Park (see Figure 1). The east tributary begins at Morningside Park and travels north to the Finch hydro corridor, passing through employment lands and existing paths in residential areas. The central tributary begins south of Centennial College (Progress Ave Campus), and travels west and north to Steeles Ave through employment lands and an existing multi-use trail in residential areas . Finally, the west tributary begins at McCowan Rd and Sheppard Ave and goes northwest to Finch Ave through an existing multi-use trail.

Although much of Highland Creek flows through employment areas in concrete-lined drainage ditches, the fact that it is all on the surface and buffered by public rights-of-way means that there are continuous corridors with space to build multi-use trails. And, as mentioned, where the creek flows through residential areas there are often existing paths and trails. The creek also passes through several major ravines and parks that provide beautiful settings for trails. Given its unique location, a continuous, connected trail network along East Highland Creek and its tributaries will connect neighbourhoods throughout northern and southern Scarborough, and will even provide an

opportunity to connect to Markham, our neighbouring city to the north. In fact, 18 neighbourhoods and 210,668 residents are located within 1km of our proposed East Highland Creek Greenway, about 33% of Scarborough's population.

This route will provide Scarborough's residents with an option for safe and efficient active transportation that is nearly entirely off-road and connects to several vital destinations, and it also provides a tranquil and scenic route for a leisurely stroll or bike ride. This route will connect Scarborough's residents to over 10 parks, including 4 interconnected ravine parks that offers breathtaking views of the creek and a chance to get a glimpse of some of the many wildlife species that reside in these parks, such as white-tailed deer, red fox, chipmunks, blue jays, etc., and there's also an option to have a picnic at one of the many open park fields. Also, as previously mentioned, it connects to important destinations, including post-secondary institutions such as University of Toronto Scarborough (UTSC) and Centennial College (Progress Ave Campus), employment lands, Scarborough Health Network (SHN)-Centenary Hospital, and public transit such as the Guildwood GO and Scarborough Subway Extension at McCowan Rd and Sheppard Ave (see figures 2, 3, and 4). It is also within 1km of 84 public schools, 96 places of worship and 6 public libraries. Two of East Highland Creek's tributaries connect to the Meadoway and the Finch hydro corridor, which are high-capacity multi-use trails that run east-west. Therefore, a continuous multi-use trail following East Highland Creek will be both practical and enjoyable, offering many people the opportunity to access amenities, public facilities, education, work, and leisure activities.



Figure 2. A white-tailed deer spotted along the Highland Creek Trail at Morningside Park. (Photo by, Karen Khan)



Figure 3. Open field at Iroquois Park. (Photo by, Karen Khan)



**Figure 4.** Pedestrian access to the Guildwood GO. (Photo by, Karen Khan)

Currently, there is no continuous multi-use trail throughout the entirety of this route. There are 9 multi-use and unofficial trails and paths are located within different segments of this route, but they do not connect to each other. These existing trails make up approximately 56% of the route. Out of this 56%, approximately 31% of these trails do not meet the City's standards for multi-use trails and are inaccessible for many trail users based on their narrow width, lack of maintenance, uneven surface, and/or poor design. It is now time for East Highland Creek to be given the improvements and infrastructure it needs to connect Scarborough's pedestrians and cyclists. This can be done by following the standards and suggestions for trail widths and conditions found in the Toronto Multi-Use Trail Guidelines.

This section of the report will discuss each segment of the proposed East Highland Creek Greenway, beginning with the south loop, then the east tributary, central tributary, and west tributary. This discussion will include details about the existing infrastructure and the improvements it needs to bring it up to City standards, the proposed connections that will complete the route, and how to deal with the major obstacles of crossing Highway 401 and the Canadian Pacific Railway (CPR) through proposed interim workarounds until permanent crossings of the highway and railway can be built. It will also discuss the opportunity to rehabilitate sections of the creek that have been channelized through concrete-lined drainage ditches. We show that Scarborough's residents have access to several off-road paths or trails that only need minor improvements, and that connecting these paths into a network will provide major mobility benefits for Scarborough residents. In total, approximately 15.4km of new infrastructure is needed to make this route continuous.

# South Loop: Lake Ontario to Guild Park & Gardens

# Overview

This segment of the route begins at Lake Ontario at the mouth of Highland Creek. Here, the Highland Creek trail system will connect to the existing Waterfront Trail heading east across the bridge towards Port Union Waterfront Park, and the proposed Lake Ontario Waterfront Trail heading west through East Point Park. It then travels northwest through 4 interconnected ravine parks, ending at Greenvale Park where a connection is made to Guild Park & Gardens via local roads and the Guildwood GO Parking lot. This segment also includes a connection to UTSC (see Figure 5).



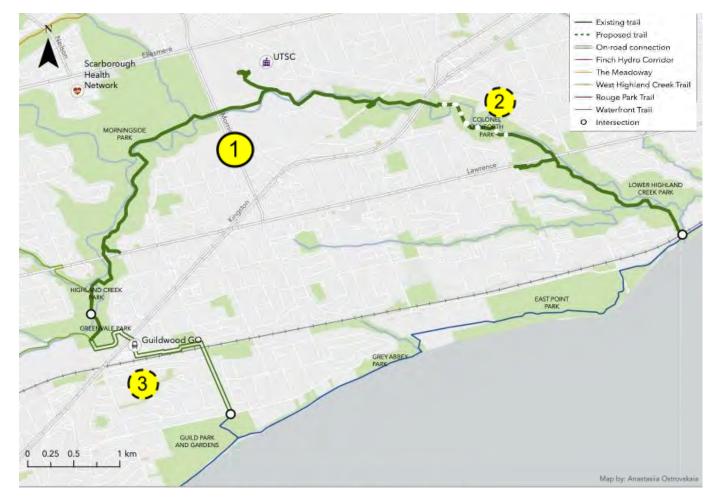


Figure 5. Map of the South Loop.

## Existing Infrastructure

Total Length: 8.5 km | Condition: Asphalt, Gravel, Paved.

# 1 Highland Creek Trail:

For nearly the entirety of this route, there is an existing multi-use trail known as Highland Creek Trail. It begins at Greenvale Park, and it proceeds through Highland Creek Park, where it connects to the proposed West Highland Creek Greenway, Morningside Park, Colonel Danforth Park, and Lower Highland Creek Park before ending at Lake Ontario. From there, users have the option to either head east to the Port Union Waterfront Park, head west to East Point Park, or simply bask in the beauty of Lake Ontario (see Figures 6 and 7). Since it goes through many parks, it provides places to take a

break, have a picnic, and use the restroom (see Figures 8 and 9). The path also connects to UTSC, where there is both a meandering paved ramp and a set of stairs to access campus (see Figure 10).





**Figure 6.** Access to Port Union Waterfront Park at the end of Highland Creek Trail, currently undergoing repairs. (Photo by, Karen Khan)

**Figure 7.** View of Lake Ontario, east of East Point Park. (Photo by, Karen Khan)



Figure 8. Accessible bench at Morningside Park. (Photo by, Karen Khan)



Figure 9. Public restrooms at Morningside Park. (Photo by, Karen Khan)



Figure 10. Paved ramp at UTSC leading to Highland Creek Trail. (Photo by, Karen Khan)

Travelling along the trail, it is easy to forget that one is in the city. The entirety of this trail is almost at creek-level and is in a tree-covered ravine, which provides plenty of shade, and leaves no dwelling or vehicle in view (see Figures 11 and 12). This provides the opportunity to enjoy nature in a quiet and shaded environment.



Figure 11. Highland Creek Trail at Morningside Park. (Photo by, Karen Khan)



Figure 12. Highland Creek Trail at Colonel Danforth Park. (Photo by, Karen Khan)



Figure 13. Uneven surface along Highland Creek Trail near UTSC. (Photo by, Karen Khan)



Ce **Figure 14.** Uneven surface along rail Highland Creek Trail south of Old Kingston Rd. (Photo by, Karen Khan)



Figure 15. Gravel surface along Highland Creek Trail at Colonel Danforth Park. (Photo by, Karen Khan)

The trail itself is almost entirely asphalt, flat, and has an overall even surface with a width averaging between 3m and 3.5m, which exceeds the minimum width standards for primary trails (see Figure 11). However, there are a few segments of the trail where its conditions do not meet the City's standards for multi-use trails. East of Morningside Park, the path's surface is, on average, less even due to minor bumps and cracks (see Figures 13, 14). Also, within Colonel Danforth Park there is a short segment of gravel paths that were built when the asphalt path eroded due to flooding (see Figure 15).

### Proposed Improvements to Existing Infrastructure

It is recommended that the trail be widened to 3.6m. According to the Toronto Multi-Use Trail Guidelines, this is the default width for primary trails to provide cyclists enough space to pass by each other while also allowing space for pedestrians. These widened paths should also have markings to indicate direction of travel to cyclists and pedestrians. Also, the segments of this path that consist of a gravel or uneven surfaces should be resurfaced using asphalt. It is important for cyclists, pedestrians, and wheelchair users to have an even surface to travel on, and it is also suggested in the guidelines that asphalt is the preferred surface for a multi-use trail.

## Proposed New Infrastructure

Currently, all trail users must use Highland Creek Dr and the parking lot at Colonel Danforth Park to continue using the existing multi-use trail. The road and parking lot do not have any markings or indication of a separate right-of-way for pedestrians and cyclists. Therefore, it is recommended to build a 0.68km multi-use trail adjacent to Highland Creek Dr and circle around the Colonel Danforth Park parking lot, on the east side (see Figure 16), with the exception of the trail being partially on-road to cross the bridge. The bridge is over 8m wide, and there is a lot of space adjacent to the road to allow for a 3.6m wide path with a minimum 1m lateral clearance (see Figure 17). This multi-use trail should be separate from the road and parking lot, and should have its own designated lanes on the bridge.



Figure 16. Highland Creek Dr leading to the parking lot, nestled in between plenty of parkland. (Photo by, Karen Khan)



Figure 17. Bridge over East Highland Creek on Highland Creek Dr. (Photo by, Karen Khan)



Figure 18. Pedestrian access to the Guildwood GO Parking lot. (Photo by, Karen Khan)



Figure 19. The off-road multi-use trail will replace the existing desire line at Galloway Park. (Photo by, Karen Khan) We also recommend building a new trail to connect Highland Creek Trail to Lake Ontario at the west entrance. This would be a 2.1km connection from Greenvale Park to Guild Park & Gardens via the Guildwood GO parking lot, with 1.8km being on-road. The on-road connection requires an unsignalized midblock crossing at Payzac Ave to safely access the Guildwood GO parking lot (see Figure 18). According to the Toronto Multi-Use Trail Guidelines, if the road has a speed limit of 40km/h or less, has less than 4 traffic lanes, and is a small local road, it is best to implement a non-signalized crossing with markings that differentiate where cyclists and pedestrians should cross. This connection also requires a trail crossing through the length of the parking lot, with a detectable warning strip until the local road is reached, which will take cyclists north of Kingston Rd to Celeste Dr via the existing intersection. This on-road path should consist of a bi-directional trail separated from traffic. The 0.21m off-road connection will go through Galloway Park as a multi-use trail (see Figure 19).

# East Tributary: North Central Morningside Park to the Finch hydro corridor

### Overview

The east tributary of East Highland Creek begins at Morningside Park, where it connects to the trail discussed above. It can also be accessed from atop the hill at Botany Hill Park. The creek then travels north to the Finch hydro corridor. Along the way, the creek is channelized under the 401 near Centennial College, as well as behind houses north of the 401, in between industrial and employment lands, and under the Canadian Pacific Railway (CPR) (see Figure 20). This segment provides access to the Scarborough Health Network-Centenary Hospital, public parks and schools, employment lands, the Meadoway, and the Finch hydro corridor, where travelling east will provide access to the proposed Rouge Park Greenway.



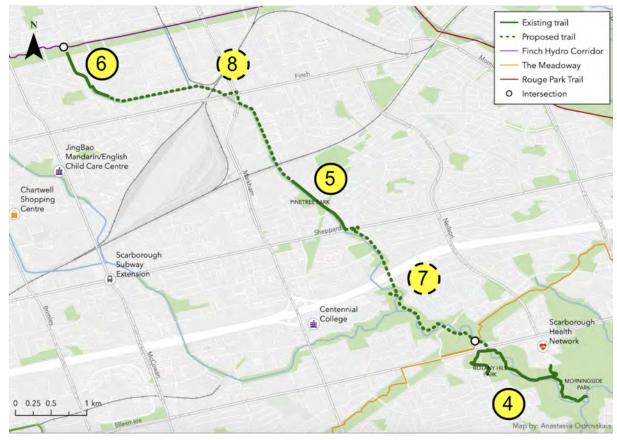


Figure 20. Map of the East Tributary.

### Existing Infrastructure

Total Length: 4.4 km | Condition: Asphalt, Gravel, Paved

4 Botany Hill Park to Central Morningside Park:

From atop the hill at Botany Hill Park, a trail descends to the north central area of Morningside Park along a 2.3m-wide meandering gravel path (see Figure 21). At the end of the hill, the trail goes north under Ellesmere Rd to access the Meadoway, and going southeast connects to the newly constructed pedestrian bridges and multi-use trail, which is 3.5m wide and partially gravel with medium-sized rocks at Morningside Park (see Figures 22, and 23). Akin to the south loop, this newly built segment has similar characteristics that provide the "escape from the city" feel, such as being at creek-level and in a tree-covered ravine (see Figure 24). This path also connects to Scarborough Health Network (SHN), but this connection is

provided through a steep asphalt path that is less than 2m wide and leads to a set of steep wooden steps, leaving a vital destination inaccessible (see Figures 25 and 26).



Figure 21. Meandering gravel path seen from atop the hill at Botany Hill Park. (Photo by, Karen Khan)



Figure 22. Newly built pedestrian bridge and multi-use trail at Morningside Park. (Photo by, Karen Khan)



Figure 23. Trail conditions east of the newly built multi-use trail and pedestrian bridges. (Photo by, Karen Khan)



Figure 24. View of East Highland Creek within the newly built segment at Morningside Park. (Photo by, Karen Khan)



Figure 25. Wooden staircase descending from SHN to Highland Creek Trail. (Photo by, Karen Khan)



Figure 26. Asphalt path south of the staircase at SHN. (Photo by, Karen Khan)



Beginning on the north side of Sheppard Ave, slightly west of Washburn Way, is an 0.8km-long paved path situated adjacent to the slope where East Highland Creek has been channelized (see Figure 27). There is plenty of greenspace, the area is quiet, and this path provides access to Pinetree Park and Malvern Junior Public School. However, while the path has an overall even surface, it is very narrow, averaging under 2m wide (see Figure 27). This makes it difficult for different path users to pass by each other. It is especially challenging along the segments where the trees and bushes have overgrown onto the path (see Figure 28). The path disconnects at Mammoth Hall Trail, requiring users to cross the local road (see Figure 30) to access its continuation until McLevin Ave, where this path abruptly ends.



**Figure 27.** Path located north of Sheppard Ave. (Photo by, Karen Khan)



Figure 28. Overgrown trees and bushes obstruct the path. (Photo by, Karen Khan)



Figure 29. Unsafe and inaccessible crossing at Mammoth Hall Trail. (Photo by, Karen Khan)

# 6 Middlefield Rd to South of the Finch hydro corridor:

This 0.76km asphalt path begins slightly north of Finch Ave on the west side of Middlefield Rd. Nestled behind houses and adjacent to the slope in which the creek is channelized, this path provides a quiet atmosphere to travel through, and there is still some greenery to provide a view of nature. Unfortunately, the condition of this path is poor. The path is very narrow, averaging under 2m wide, and the surface is uneven throughout (see Figure 30). The conditions get worse as you go north of Richmond Park Blvd, where it seems almost impossible to have a smooth bike ride (see Figure 31). Also, to access this segment north of Richmond Park Blvd, there is no crossing or sloped surface to step or wheel down to cross this local road (see

Figure 32). Continuing down this path leads to an abrupt end where a desire-line can be seen through the fields to access the Finch hydro corridor (see Figure 33).



Figure 30. Narrow path adjacent to greenspace west of Middlefield Rd. (Photo by, Karen Khan)



Figure 31. Severe unevenness in the path north of Richmond Park Blvd. (Photo by, Karen Khan)



Figure 32. Desire line to cross Richmond Park Blvd, and lack of accessible infrastructure to CrOSS. (Photo by, Karen Khan)



Figure 33. Desire line between the Finch hydro corridor & existing path. (Photo by, Karen Khan)

## Proposed Improvements to Existing Infrastructure

To improve the existing infrastructure of this segment, there are several recommendations. First, it is recommended that all paths and trails that are below the minimum width for primary trails be widened to the minimum width of 3m, but the default width of 3.6m is preferable as it would provide ample space for different trail users to pass by each other safely. There is a lot of greenspace adjacent to these paths that provides enough space for a wider trail. The paths should also be resurfaced with asphalt where the surface is uneven, unpaved, or gravel, any overgrown grass and trees should be maintained, and the paths and trails should be given bi-directional markings for cyclists and pedestrians. These improvements would particularly be transformative for the path between Middlefield Rd and south of the Finch hydro corridor. Second, it is recommended that an unsignalized midblock crossing with tactile walking surface indicators with a crossride be provided at Mammoth Hall Trail, which, as previously discussed, is what the Toronto Multi-Use Trail Guidelines deem appropriate for a local, and low-speed road that has less than 4 traffic lanes. Third, the intersections of Sheppard Ave and Lapsley Rd, and Finch Ave and Markham Rd, should have a separate marked crossing for cyclists. Fourth, it is recommended that an unsignalized midblock crossing be implemented at Richmond Park Blvd that conforms to the City's standards for unsymmetrical crossing.

# Proposed New Infrastructure

We recommend a 2.4km connection from the Meadoway to Sheppard Ave, which will be a 3.6m wide multi-use trail. With over 90m of width of parkland (including the creek), there is plenty of space to implement this. There should also be a signalized trail crossing across Milner Ave, since this would be the most appropriate infrastructure for a road that has a speed limit of 50km/h and 4 traffic lanes. This crossing would include on-road markings to differentiate where cyclists and pedestrians should cross, tactile walking surface indicators, and a sloped surface for accessible crossing. Lastly, this connection will include an on-road connection along Lapsley Rd to cross Sheppard Ave at the existing signalized intersection.

Creating a connected trail will also require a 2.7km connection between McLevin Ave and Middlefield Rd, and a 0.12km connection between the Finch hydro corridor and the path north of Richmond Park Blvd (see Figure 33). The majority of this space is park land that is over 35m wide, offering enough space to implement this (see Figure 34). There should also be a signalized mid-block crossing over McLevin Ave and Tiffield Rd. While McLevin Ave has a speed limit of 40km/h, it also has 4 traffic lanes, making it busier than a local road. To cross Tiffield Rd, it may be most appropriate to have a controlled midblock crossing, because while there are only 2 traffic lanes, the speed limit is over 40km/h and this street provides access to several places of employment, possibly making this a busier road. A controlled crossing would be the safer and most efficient option.



Figure 34. Flat greenspace adjacent to the creek between Tiffield Rd and Middlefield Rd, allows enough space for a multi-use trail. (Photo by, Karen Khan)

### Major Obstacles & Interim workarounds

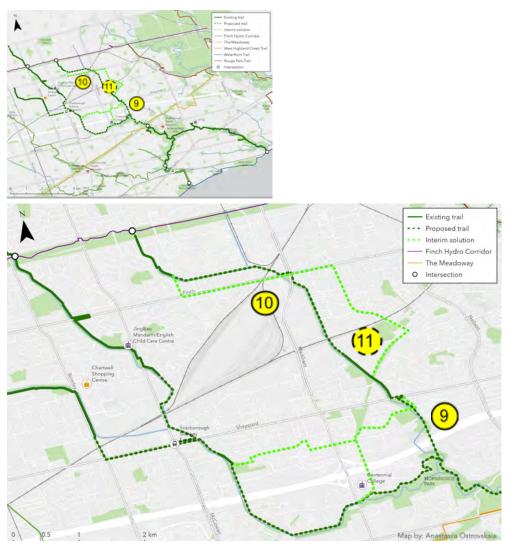


Figure 35. Map of the proposed East Highland Creek Greenway, focusing on the interim workarounds for major obstacles.



A major obstacle within this segment is crossing over Highway 401 between Centennial College and Milner Ave (see Figures 35 and 36). This 14-lane segment of the 401 cuts right across the creek and existing park land, thereby making this vital north-south connection challenging to achieve. The long-term solution here is to build a large, open-span tunnel under the highway, since the creek is about 24m below the 401. While there is no current example of a tunnel under the 401 apart from underpasses (see Figure 37), the tunnel should be wide, tall, and arched with good lighting. Until this can be implemented, an interim workaround for this obstacle is an on-road connection using local roads. Specifically, it is suggested to use Progress Ave north to Rosebank Park Trail, then Rosebank Park Trail northeast to Burrows Hall Blvd, and Burrows Hall Blvd east to Lapsley Rd (see Figure 36). Only a short distance of approximately 1km will be on a major arterial road, as most of the travel distance will be spent within a quiet residential area. This interim workaround will also include accessible wayfinding to provide guidance getting back onto the trail.



Figure 36. Aerial view of the 401 north of Centennial College where it cuts across East Highland Creek. (Photo by, Andre Sorensen)

Figure 37. Underpass along Kennedy Rd, heading north. (Photo by, Google Maps)

# 10 Crossing the Canadian Pacific Railway (CPR):

Another obstacle is crossing the CPR, which cuts across the creek and existing parkland twice (see Figures 38 and 39). It is recommended that either a short pedestrian tunnel or bridge be built to overcome this obstacle. If a bridge is constructed, it would need to be elevated high enough so the trains can pass underneath with enough clearance. This means that a steep incline is required to access the bridge, which is not ideal. If a tunnel were constructed, it should have enough lighting and be wide enough, such as the one seen in Figure 40. Until this can be implemented, an interim workaround for this obstacle is a partial on-road connection. It will begin at and partially travel along a (11) 1.2km secondary trail we propose to build using an existing underutilized public corridor and greenspace adjacent to McLevin Ave, which will connect the existing path north of Sheppard Ave northeast towards Malvern Town Centre (see Figure 41). From this point, it is suggested to travel on-road along Tapscott Rd north to Finch Ave, and Finch Ave west to Tiffield Rd (see Figure 35). This interim workaround, like the previous one, will also include accessible wayfinding to help individuals navigate their way back to the trail.



Figure 38. Looking down from Finch Avewhere East Highland Creek is channelized under the CPR. (Photo by, Karen Khan)

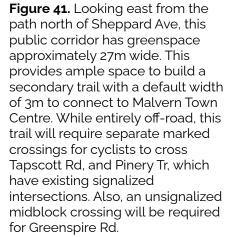




Figure 39. Aerial view of where the CPR cuts across the creek, north of McLevin Ave. (Photo by, Andre Sorensen)



Figure 40. Short pedestrian tunnel, better known as the Rainbow Tunnel, under the GO railway at the East Don Trail. (Photo by, Karen Khan)



# Central Tributary: Centennial College to Steeles Ave

### Overview

The central tributary of East Highland Creek begins south of Centennial College (Progress Ave campus), and travels west to Corporate Dr, then north to Steeles Ave, providing a connection to the City of Markham. Along the way, the creek is channelized under the 401, in between industrial and employment lands, and in residential areas where a multi-use trail exists (see Figure 42). It also requires the crossing of several local and arterial roads. Most importantly, this segment provides access to the Finch hydro corridor, Scarborough Town Centre, the West Highland Creek Greenway via Scarborough Town Centre, the Scarborough Subway Extension, and public parks and schools.





Figure 42. Map of the Central Tributary.

### Existing Infrastructure

Total Length: 4.5 km | Condition: Asphalt, Paved



White Haven Park Trail:

White Haven Park Trail is a 0.4km-long multi-use asphalt trail located south of Invergordon Ave in a quiet residential area. To access this trail from the road, there is a sloped surface and tactile walking surface indicator (see Figure 43). The trail travels south to access White Haven Park, and then it heads east to White Haven Public School, where the trail comes to an end. Most of the trail is situated adjacent to the slope of the creek and is surrounded with plenty of park land. It is slightly over 3m wide with an overall even surface, which exceeds the minimum standards for primary multi-use trails (see Figure 44).



The northeast corner of Middlefield Rd and McCowan Rd:

Beginning on the north side of Middlefield Rd, slightly east from McCowan Rd, is a 0.22km-long asphalt path that is adjacent to East Highland Creek. The path travels north and west, ending abruptly north of Middlefield Rd on the east side of McCowan Rd (see Figure 42). It is narrow, averaging approximately 1m wide, uneven, and lacks maintenance, which complicates moving through this path (see Figure 45).



Beginning on McCowan Rd slightly northwest of Kenhatch Blvd is the East Highland Creek Trail. This 2.36km-long multi-use asphalt trail is nestled within a quiet residential area, adjacent to East Highland Creek where it has been channelized (see Figure 46). It provides access to Iroquois Park, Brimley Woods Park, JingBao Mandarin/English Child Care Centre, and Albert Campbell Collegiate Institute. Along this path there is also lots of greenspace. While it is nothing compared to the "escape from the city" you can experience with the South Loop, this path still provides a quiet, shaded environment with great views to travel through.



#### **Figure 43**. Tactile

walking surface indicator and sloped surface to access White Haven Park Trail, facing north. (Photo by, Karen Khan)



Figure 44. White Haven Park Trail, heading south. (Photo by, Karen Khan)



**Figure 45.** Path beginning at Middlefield Rd with uneven surface and poor maintenance. (Photo by, Karen Khan)



**Figure 46.** East Highland Creek Trail surrounded by parkland. Located in between McCowan Rd and Chartland Blvd. (Photo by, Karen Khan)

While the trail averages 2.5m wide and has an overall even surface with a few uneven areas (see Figure 47), the trail gets narrower north of Chartland Blvd and it requires crossing several roads, although the characteristics of the path and its surrounding area remains the same throughout (see Figure 48). The first road to cross is Chartland Blvd S, where there is no separate sloped surface to cross the road. Second is Finch Ave, which requires you to head east 170m from where the path ends at Finch Ave to cross north at the existing signalized intersection of Sandhurst Cir and Finch Ave, and then head west 170m to access the continuation of this trail (see Figure 49). The last road to cross is Brimwood Blvd, where there is no sloped surface or marked crossing. The segment of the path north of Brimwood Blvd connects directly to the Finch hydro corridor (see Figure 50).



Figure 47. Severe unevenness on the East Highland Creek Trail. (Photo by, Karen Khan)



Figure 48. What this multi-use trail looks like north of Chartland Blvd. (Photo by, Karen Khan)



**Figure 49.** Desire line at the end of the trail to access its continuation north of Finch Ave. (Photo by, Karen Khan)



Figure 50. East Highland Creek Trail leading to the Finch hydro corridor. (Photo by, Karen Khan)



Brimley Rd to Ashcott St:

Beginning at the northwest corner of Brimley Rd and McNicoll Ave is another segment of the East Highland Creek Trail. It travels northwest to connect to the Audrelane Park Trail, which requires crossing over Port Royal Tr without a crosswalk. Together, the existing multi-use asphalt trails total 1.52km in length and provide an efficient connection to Markham that is nearly entirely off-road, and it even connects to Audrelane Park and Port Royal Public School. These paths are located within a quiet residential area, with a small portion of the East Highland Creek Trail adjacent to Brimley Rd. While this path is fairly wide and shaded like the other multi-use trails within the East Highland Creek Greenway, the creek is nowhere to be seen along this entire segment. East Highland Creek is channelized underground, but the open park fields and greenery still provide nature views and a place to stop and have a picnic (see Figures 51 and 52). Interestingly, these are the only trails that provide lighting with lamp posts, and they have the most neighbourhood access points compared to other segments within the East Highland Creek Greenway.



Figure 51. Audrelane Park Trail adjacent to park fields. (Photo by, Karen Khan)



Figure 52. Tree coverage along East Highland Creek Trail. (Photo by, Karen Khan)



Figure 53. Severe unevenness in the surface of East Highland Creek Trail, south of Port Royal Tr. (Photo by, Karen Khan)



Figure 54. Narrow path adjacent to Port Royal Public School's parking lot, facing south. (Photo by, Karen Khan)

As mentioned, the trails are wide, averaging at 2.5m, although this remains below minimum standards, and the surface is even throughout except for a few areas (see Figure 53). However, north of Audrelane Park and adjacent to the parking lot for Port Royal Public School, the trail becomes extremely narrow, averaging less than 1m wide (see Figure 54).

## Proposed Improvement for Existing Infrastructure

It is recommended to widen the trails to the default width of 3.6m, even their surface with asphalt where needed, add bi-directional markings, and implement appropriate mid-block crossings following the Toronto Multi-Use Trail Guidelines at Chartland Blvd, Brimwood Blvd, and Port Royal Tr. It should not be a challenge to widen this infrastructure, especially for both branches of the East Highland Creek Trail, and White Haven Park Trail, considering that they are already near, if not already, 3m wide, and have greenspace adjacent to them that provides plenty of space for expansion. Also, if there is reduced clearance between the slope and the segment of the East Highland Creek Trail in between Kenhatch Blvd and the Finch hydro corridor, guardrails should be built for added safety. Finally, the intersections of Sheppard Ave and McCowan Rd, Finch Ave and Sandhurst Cir, and Kenhatch Blvd and McCowan Rd should have separate marked crossings for cyclists.

## Proposed New Infrastructure

(16) We recommend building a 3.2km connection from Centennial College to White Haven Park Trail , and (17) a 1.42km connection from the north end of White Haven Park Trail to Middlefield Rd and McCowan Rd, except for 0.26km that is on-road to cross under the Canadian Pacific Railway (see Figure 55). The majority of this space is park land with over 45m of width (including the creek), allowing enough space to implement a multi-use trail. There are also desire lines situated between Sheppard Ave and Invergordon Ave and between White Haven Park Trail and Milner Ave, which indicates the desire for these connections (see Figures 56 and 57). This connection will also include a signalized mid-block crossing across Milner Ave, which, once again, is most appropriate for roads with 4 traffic lanes and a speed limit over 40km/h. Simultaneously, this crossing would also serve the needs of transit users because there are existing bus stops on both the north and south sides of Milner Ave in



Figure 55. Location of the on-road connection along McCowan Rd to cross under the CPR. (Photo by, Karen Khan)



Figure 56. Desire line adjacent to the creek in between Invergordon Ave and Sheppard Ave, heading north. (Photo by, Karen Khan)



Figure 57. Desire line to Milner Ave from White Haven Park Trail adjacent to the creek, heading south. (Photo by, Karen Khan)

this area with no way of crossing the street, except at the nearest signalized intersection, which is 500m away.



**Figure 58.** Concrete-lined drainage ditch located at the southeast corner of Nugget Ave and McCowan Rd with adjacent greenspace. (Photo by, Karen Khan) Of particular value in building a multi-use trail in the segment mentioned above is not only the connections it would provide to employment lands, public parks, and schools, and the Scarborough Subway Extension, but also the opportunity to rehabilitate the creek and convert it into a linear park. Currently, there is a concrete-lined drainage ditch used to channelize most of the creek north of the 401. The concrete walls are most obvious in between the northeast corner of Sheppard Ave and McCowan Rd, and southeast of Kenhatch Blvd on McCowan Rd (see Figure 58). Fortunately, this area will see improvements and possibly the removal of the concrete drainage walls since it is part of the Highland Creek Watershed Greening Strategy. The connection could look like the path seen in Figure 48.

We also recommend implementing an 0.26km on-road connection along Ashcott Rd to Steeles Ave, following the guidelines for on-street cycling markings on residential roads. This would provide a seamless connection to the City of Markham.

### Major Obstacle & Interim Workaround



Figure 59. Map of the proposed East Highland Creek Greenway, focusing on the interim workarounds for major obstacles.

A major obstacle in this segment is crossing the 18-lane segment of Highway 401 near Scarborough Town Centre, which cuts directly across the creek (see Figures 59 and 60). We propose that a pedestrian bridge be built to cross here, given the low elevation of the 401. A pedestrian bridge already exists over the 401 in the City of Pickering (see Figure 61), which provides a good model for this location. Until this could be implemented, an interim workaround for this obstacle is an on-road connection using Invergordon Ave east to Scunthorpe Rd, Scunthorpe Rd south to Milner Ave, and Milner Ave east to the Rosebank Park Trail. Only a short distance will be on an arterial road, while most of this route takes advantage of quiet local roads, and once again, this interim workaround would need to provide accessible wayfinding for easy navigation back to the trail



**Figure 60.** Aerial view of the 401 and East Highland Creek. From Milner Ave, looking south. (Photo by, Andre Sorensen)



**Figure 61.** Aerial view of the Pickering GO Pedestrian Bridge over the 401 near Brock Rd.

## West Tributary: McCowan Rd & Sheppard Ave to Finch Ave

#### Overview

The west tributary will serve as a **secondary trail**. It begins at McCowan Rd and Sheppard Ave and travels through an on-road connection that goes west along Sheppard Ave to Brimley Rd. It then goes north following Brimley Rd, and then northwest to Finch Ave within a residential area (see Figure 62). In this segment north of Sheppard Ave, a multi-use trail exists adjacent to the channelized creek. While there is no major destination apart from access to public schools and parks, and Chartwell Shopping Centre, it offers local residents a place to go for a quiet stroll or bike ride. Also, when the other recommended connections are built, it will give these residents access to an expansive off-road multi-use trail network that will connect them to various areas in Scarborough and the other vital destinations that were previously discussed.





Map by: Anastasiia Ostrovskaia

Figure 62. Map of the West Tributary.

## Existing Infrastructure

Total Length: 2.6 km | Condition: Paved, Asphalt



East Highland Creek Trail:

Beginning on the east side of Brimley Rd north of Sheppard Ave is the west branch of the East Highland Creek Trail. This segment of the trail is adjacent to Brimley Rd and doubles as a sidewalk. It has an even asphalt surface that is about 2.2m wide, which is below the minimum width for secondary trails, and it provides some shade and access to Chartwell Shopping Centre (see Figure 63). Once you reach Chartwell Shopping Centre, to access the continuation of this trail it is required to cross west at the signalized intersection, which currently has no separate markings for cyclists.



Figure 63. East Highland Creek Trail adjacent to Brimley Rd, heading south. (Photo by, Karen Khan)

As a whole, the segment between Brimley Rd near Chartwell Shopping Centre and Finch Ave is like many of the other multi-use trails previously discussed. It is located within a quiet residential area adjacent to the slope of East Highland Creek. There is also greenspace alongside this path, which provides shade and nature views (see Figure 64). This path also provides access to Sir William Osler High School, North Agincourt Junior Public School, and North Agincourt Park. From Brimley Rd to Midland Ave, this path has an even asphalt surface that is over 2m wide (see Figure 64). West of Midland Ave until Finch Ave, the path is paved, averaging 1.2m wide, and overgrown grass has further impeded its width in some areas. It is closer to the slope of the creek (see Figures 65 and 66). Crossings over 2 roads within this segment are also required, beginning with Huntingwood Dr at Midland Ave, which has a signalized intersection without a separate marked crossing for cyclists, and at Baylawn Drm where there is no sloped surface to safely step or wheel down onto the local road.

# Proposed Improvements to Existing Infrastructure



Figure 64. Wider asphalt trail east of Midland Ave, surrounded by greenspace. (Photo by, Karen Khan)



Figure 65. East Highland Creek Trail, with adjacent greenspace and closer to the slope. Heading east to Midland Ave. (Photo by, Karen Khan)



Figure 66. Overgrown grass along the path, south of Finch ave. (Photo by, Karen Khan)

To improve the existing infrastructure of this segment, it is recommended that this path be widened to at least the minimum width for secondary trails, which is 2.7m, but the default of 3m is preferable. Since there is greenspace on either side of this trail, there is more than enough space to expand the width to 3m. There should also be bi-directional markings on the trail, and guard rails may be required if clearance is reduced between the slope and the path. There should also be a non-signalized crossing at Baylawn Dr, which is appropriate for a local and low-speed road, and separate marked crossings for cyclists should be added to the existing signalized intersections at Huntingwood Dr and Midland Ave, and Brimley Rd. Overgrown grass should also be maintained.

# Proposed New Infrastructure

(2) We recommend building a 1.1km on-road connection from McCowan Rd to Brimley Rd via Sheppard Ave. This short on-road connection will allow for the west tributary to connect to the rest of this network, and provide a direct connection to the Scarborough Subway Extension.

# Rouge National Urban Park Greenway Distance: 22.5 Km | 55% Existing



The Rouge River valley has the potential to be home to one of the best off-road multi-use trails in Canada. An urban wilderness close to the centre of Canada's largest metropolis, Rouge National Urban Park stretches unbroken from Lake Ontario to the Oak Ridges Moraine. The park is a vast and scenic urban forest in Scarborough. Yet existing trails are unpaved and in poor condition, with extensive erosion and steep slopes. It is home to many wildlife species and habitats, including at-risk species. Rouge Park hosts beautiful trails that take users through nature towards major destinations, but none of the Rouge trails are true multi-use trails. They are mostly rough hiking trails that are in poor condition and unsuitable for bicycles, the elderly, or wheelchairs. There is a major opportunity in Rouge Park to create off-road multi-use trails that connect pedestrians and cyclists from Scarborough through Rouge Park east to Pickering and north to Markham. It is past time to create accessible multi-use trails through the park. Rouge Park adjacent to TTC routes and GO transit stations, parks, schools, and local businesses. The proposed off-road multi-use trail network in Rouge Park will help connect 10 parks, 28 publicly funded schools, and over 8 neighborhoods housing 77,000 residents. In total, the proposed routes total approximately 22km. Adding these sets of proposed trails in Scarborough will encourage active transportation such as walking and cycling. These trails will provide connectivity to all areas of Scarborough by alternate modes of transit, reducing auto-dependance. Implementing an off-road connected network in Rouge Park will produce a comprehensive set of corridors that will enable Scarborough residents to access Lake Ontario, the Meadoway, the

Finch hydro corridor, Pickering, Markham, and Toronto Zoo, while enabling fun and safe modes of transportation. The following sections describe the layout of the route, including what already exists and where more connection is needed.



# Glen Rouge Park to Markham

# Overview

The proposed trails in Rouge Park will intersect in Glen Rouge Park and go in three directions: north to Markham, south to Lake Ontario, and east-west to access two hydro corridors and nearby neighborhoods. One major route will lead from Glen Rouge Park and go north up the Rouge River toward Markham. This route is an important route as it connects communities in Rouge Park not only to Markham, but also the Toronto Zoo along the way. It is a total of 10km. This route will provide access to the heart of Rouge Park's scenic and impressive views and forests. Building this route will also serve to renovate and improve 3 existing trails that are now in poor condition



## **Existing trails**

The 3 trails this route will utilize are, in order: 1. Mast trail; 2. Cedar Trail; and 3. Woodlands Trail. All of these trails are dirt paths and include stretches with serious erosion and steep slopes (Figures 1 and 2). These trails have great potential to allow more access to the park. The dirt paths are currently poorly maintained, include steep sections, and are not accessible for disabled users or wheelchairs (Figures 3 and 4). In Toronto's multi-use trail guidelines, routine and regular maintenance such as sweeping of trail surfaces and pruning shrubs should be taking place on these parkland trails. In addition, a lot of the habitats and sensitive areas have been damaged by human disturbance. Many informal trails lead away from the main path into sections of the wilderness (Figure 5). One way to improve these trails will be to create a new, paved, multi-use trail through the urban park. We recognize that the creation of a network of paved, multi-use trails through the park will bring more users to the park, and pose risks of environmental damage, but they also present an opportunity to repair the damage caused by existing degraded trails while improving accessibility for all users.



Figure 1. Start of Mast Trail. (Photo by Amaan Jabbar)



Figure 2. Start of Cedar Trail. (Photo by Amaan Jabbar)



Figure 3. Steep inaccessible climb, Mast Trail. (Photo by Amaan Jabbar)



Figure 4. Low maintenance on Mast Trail. (Photo by Amaan Jabbar)



Figure 5. Socially created trail blocked off due to poisonous plant. (Photo by Amaan Jabbar)



Figure 6.1. Woodlands Trail. (Photo by Amaan Jabbar)

Figure 6. Plug Hat Rd motor vehicle bridge (Photo by Amaan Jabbar)

To explore Scarborough, people need to utilize open space that is present and take advantage of it. That is why, in the next section, we propose another off-road multi-use trail to provide access to Scarborough's easternmost neighborhoods.

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## Connections

The majority of this route from Glen Rouge to Markham already exists, but there is one missing piece that, if implemented, will create a complete connected route. Cedar trail (2) comes to an end at Meadowvale Road. To connect to the next trail, called Woodlands Trail (3) (Figure 6.1), an on-street connection is required using Meadowvale Rd and Plug Hat Rd. A slight off-road connection is also required to connect to Woodlands Trail after the motor vehicle bridge on Plug Hat Rd (Figure 6). The challenges to creating this connection from Cedar Trail to Woodlands Trail lies mainly in the off-road connection segment after the bridge. Our proposed solution for this problem is to create a small pedestrian/cyclist bridge over the river so people can continue onto the next trail to Markham. The total length of new trails is less than 2km. This accessibility to Markham is significant even though a portion of it is an on-street connection. On-street connections also require wayfinding signs for path users to easily distinguish which direction to go when continuing onto the next path.

# Glen Rouge Park to Finch and Meadoway Hydro Corridors



# Overview

This route will also begin at Glen Rouge Park. It will create a route for pedestrians and cyclists to access the Finch and Meadoway hydro corridors and also the Toronto Zoo and Twyn Rivers Park. There are many benefits to connecting the two hydro corridors in Scarborough. These long, linear spaces cut through the heart of Scarborough and, when completed, will allow easy access to Rouge Park from other parts of Toronto. This route will make use of underutilized green space in Scarborough to connect existing short segments of off-road trail that currently do not connect together. The parks network in Scarborough can be used to connect residents across the area and keep cyclists and pedestrians away from the busy, multi-lane roads and near nature and quiet trails.



# Existing trails

This route will connect 3 new existing trails with the Finch corridor, the Meadoway, and Glen Rouge Park. The route as a whole is about 10km. The existing trails in order are: 4.Upper Rouge Trail, 5. Scarborough Railpath, and 6. Littles Park Path. These three paths are currently in reasonable condition, with good paving, painted middle lines separating traffic, and good widths. There are already partially existing connected sections like Upper Rouge trail to Scarborough Railpath (Figure7). The main priority here will be to connect these existing trails together to achieve a connected network.



Figure 7. Upper Rouge Trail leading to Scarborough Railpath. (Photo by Amaan Jabbar)



Figure 8. Littles Park Path running behind Flemming Elementary School. (Photo by Amaan Jabbar)



Figure 9. Unused greenspace across the street from end of Littles Park Path. (Photo by Amaan Jabbar)



Connections

There are several missing pieces in this route that need to be built to complete it. The first task would be to extend the Upper Rouge Trail (4) by 1.15km eastwards so that it connects to the Meadoway.

Extending the Upper Rouge Trail (4) westward will connect it to the Scarborough Railpath (5), which runs for 1.5km from Upper Rouge trail to Morningside Ave and Morningview Trail Rd. After the railpath, to get to the next path, known as Littles Park Path (6), you must follow Morningview trail road for 200m until you reach the start of Littles Park Path.

To connect from the north end of Littles Park (6) to the Finch hydro corridor will requires 1.7km extension from Littles Park Path through Misty Hills Park (7) and Point Rouge Trail Park (8).

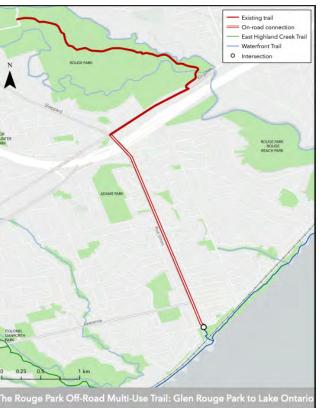
A path is needed through Misty hills (7) and Point Rouge Trail Park (8) to complete the connection of the two hydro corridors. This addition will provide access to both hydro corridors and ease

access to the rest of Scarborough. Currently, Misty Hills Park (7) and Point Rouge Trail Park (8) are large open spaces with greenery. Building a multi-use trail in these parks will be challenging as they currently include wetlands bordering the river, but making this connection will be so important for overall connectivity that we believe this is worth doing. An elevated multi-use path on pylons would be ideal here, but a trail can also be built on the west side of the river (Figure 10).



Figure 10. Aerial view of Point Rouge Trail Park. (Photo by Andre Sorensen)

# Glen Rouge Park to Lake Ontario



## Overview

This final route differs from the rest of the proposed routes for Rouge Park. This route goes from Glen Rouge Park to Lake Ontario. This segment is critical to cross the 401 highway and have access to the Lake Ontario Trails. It is about 2.5km long and is an on-street connection. The reason this route is not off-road is because creating an off-road trail through the Lower Rouge would be very difficult, because the Rouge River is bordered on both sides by private property and the floodplain itself is almost entirely wetlands (Figure 11).

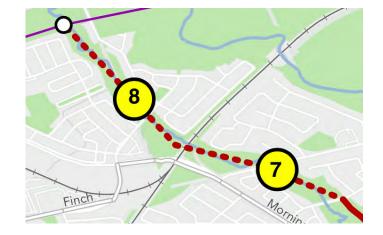




Figure 11. Google Maps shot of the Lower Rouge displays private properties backing onto the river.

We suggest that the best way to connect the proposed Rouge National Park trails to the Lake Ontario Shoreline Trail will be via Port Union Road (9), where raised cycle tracks on both sides of the road and expansions of the sidewalks are set for construction in 2023 (Figure 12).



Figure 12. City of Toronto rendering on the future look of Port Union Road.

Also, a small portion of Kingston Road (10) will be used to access Glen Rouge Park. This will make it more accessible for cyclists and pedestrians to access the Glen Rouge trails using an on-street connection.

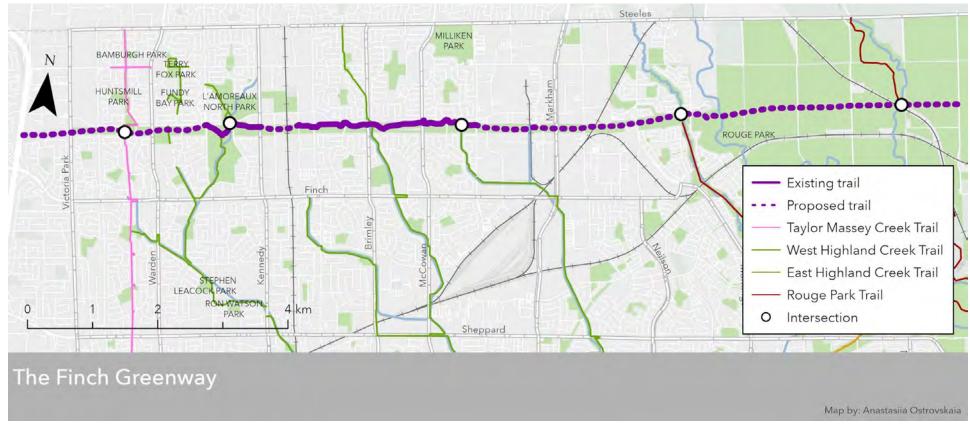


## Conclusion

Overall, this proposed network in Rouge Park will benefit every Scarborough resident. Experiencing nature in our own community, and going out and exploring different parts of Scarborough, is all possible with this set of proposed networks. This network will make it possible to easily arrive at key locations across Scarborough and provide many connectivity gains enabling residents to reach their destination with ease. Allowing a connected off-road infrastructure to exist in Scarborough will reduce the burden of getting around without a motor vehicle and help encourage active transportation. These trails will be barrier-free not just for cyclists and pedestrians, but also for wheelchairs and other mobility assistance devices, strollers, and small children on bikes. This proposed network will attract cyclists and pedestrians from across Toronto to come and enjoy the trails and will facilitate social interactions, physical activity, and safe transport, contributing to a liveable and healthier Scarborough for all.

# Finch Hydro Corridor Greenway

Total Length: 15.1km | 26% Existing



The wide Finch Hydro Corridor extends from Highway 404 to Rouge National Park, providing ample room for a high-capacity off-road trail.

The Finch Hydro Corridor provides an opportunity similar to the Meadoway trail that is currently being completed along the route of the Gatineau Hydro Corridor by the Toronto and Region Conservation Authority (TRCA). The Meadoway trail project promises to create an off-road multi-use trail all the way from the Don River to Rouge National Urban Park. It will be a major asset for all of Scarborough, but will be particularly valuable for areas south of Highway 401.

Our proposed Finch Hydro Corridor Greenway will create a similarly transformative trail for areas of Scarborough north of Highway 401. This 100% off-road trail will extend 15km, from Victoria Park Avenue in the east all the way to Rouge Park in the west, where it joins with the Rouge National Park Greenway trail at Plug Hat Rd. In the future it should also connect to the Finch Corridor and Don Valley trails in North York to the west, and to Pickering in the east.

The Finch Greenway will have direct off-road connections to over 7 parks, including Rouge National Urban Park. Residents from over 8 neighbourhoods will be in direct proximity to the trail and it will also connect to the other branches of the Scarborough Greenways Network (Rouge Park Greenway, Taylor Massey Creek Greenway, and Highland Creek Greenways).

Surprisingly, even though this is an obvious place for a greenway trail, as there is a very wide and continuous green corridor all the way across the northern part of Scarborough, only one quarter of the corridor currently has trails of any kind. Existing trails are above the minimum width for multi-use trails, and are in good condition.

The 2022-2024 Near Term Implementation Program of the Toronto Cycling Network Plan shows the section of the Finch Greenway from Pharmacy Ave eastwards to Birchmount Rd to connect to L'Amoreaux Park, as "underway," although no sign of construction was yet visible in September 2022. The connection from Pharmacy Ave westwards across Highway 404 to the proposed Finch hydro corridor trails and the East Don River trails in North York is shown as "under study" in the same plan. When completed this will create a major new active transportation connection from Scarborough to North York, including to the Seneca College Newnham Campus at Finch and the west side of Highway 404.

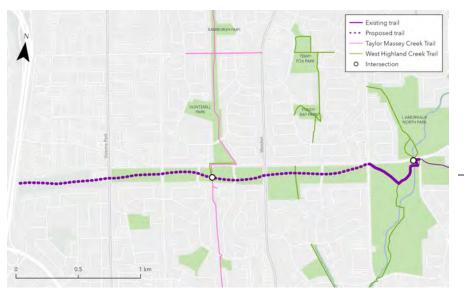




Figure 1. Looking east from Victoria Park Ave across Pharmacy Ave, showing the location of the planned new section of the Finch Greenway. (Photo by Andre Sorensen)



Figure 2. Just east of Pharmacy Ave, the Finch Greenway connects to the Scarborough West Greenway on the Warden hydro corridor. (Photo by Andre Sorensen)

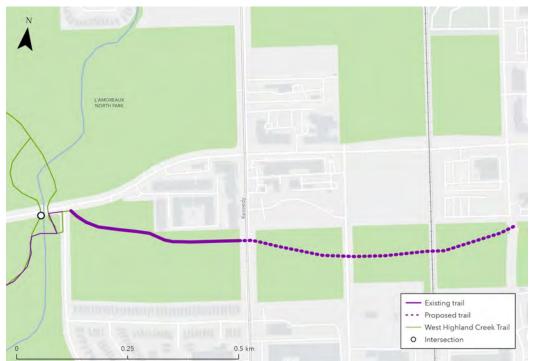
From Birchmount Rd through L'Amoreaux Park to Kennedy Rd (1km) is one of the two already existing segments of the Finch Greenway Trail. L'Amoreaux Park is one of Scarborough's premier parks, and is divided into two parts, north and south of the Finch Greenway. L'Amoreaux Park North is designed around the L'Amoreaux Forest and a large pond that is the source of West Highland Creek, which flows south across the Greenway. On the south side of the Finch Greenway is the L'Amoreaux Tennis Centre and Sports Complex.

Figure 3. Looking south from just east of Pharmacy Ave along the currently trail-less Warden hydro corridor from the Finch Greenway. (Photo by Andre Sorensen)



Existing trails go under McNicoll Ave from the Finch Greenway to L'Amoreaux Park North on both sides of West Highland Creek. This is an efficient way to ensure separation of pedestrians and cyclists from traffic. **Figure 4.** Looking west where the existing trail crosses West Highland Creek over a small bridge with no paving. (*Photo by Andre Sorensen*)





The existing Finch Greenway trail is in two separate pieces, with no greenway trail between Kennedy Rd and Silver Star Blvd. This gap is to avoid the GO train track heading to Markham and Stouffville, which crosses the Finch hydro corridor here. The two pieces are connected with a bidirectional cycle track along the south side of McNicoll Avenue, which has a signalled level crossing across the tracks. A better medium-term solution will be to build a new pedestrian and cycle bridge across the tracks in the greenway, especially as this GO line is expected to soon become a lot busier with more frequent GO trains and SmartTrack service.



**Figure 5**. The bidirectional cycle path on the south side of McNicoll Ave looking west towards the level crossing is a very good interim solution until a bridge is built in the greenway. (*Photo by Andre Sorensen*)



Figure 6. Well-designed signalled crossing of Midland Avenue, facing east. (Photo by Andre Sorensen)

Between Silver Star Blvd (just west of Midland Ave) and Middlefield Rd, 2.9km of high-quality multi-use trail already exists. This trail is all a minimum of 3.5m in width, is in good condition, and has well-designed crossings of major arterial roads such as Midland Avenue, shown in Figure 6. This greenway trail is also well connected to the neighbourhoods on either side, including with an existing part of our proposed East Highland Creek Greenway just east of Brimley Road that connects the Finch Greenway with Woodside Square, Agincourt North, and Scarborough Town Centre.

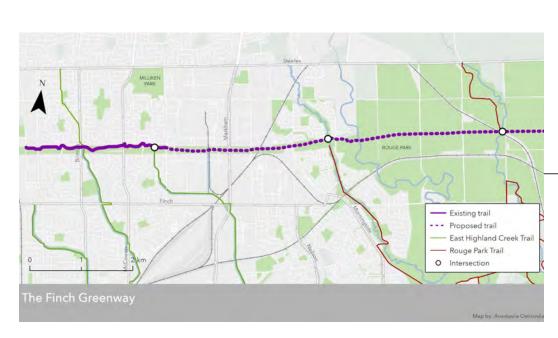




Figure 7. Existing trail along the Finch Corridor. (Photo by Andre Sorensen)



**Figure 8.** Cyclist riding along the existing Finch Greenway looking west towards McCowan Road. The painted center line is almost completely invisible but otherwise the trail is in good condition. (*Photo by Andre Sorensen*)

A peculiar feature of the existing Finch Hydro Corridor Trail is that it exists only beside residential neighbourhoods, and stops abruptly where the adjacent land-use is for employment. There is a logic to this, of course, as trail users might be expected to come from residential areas more than employment areas. The result, however, is that, as with off-road trails elsewhere in Scarborough, the segments of trail are not connected together.

The failure to systematically connect to other nearby trails is unfortunate as it makes them much less useful to get places, and seems certain to greatly reduce usage. Figure 9 shows the location where the East Highland Creek trail just west of Middlefield Rd meets the Finch Corridor and ends abruptly. A clear desire line leads from here to the bus stop on McNicoll Ave. It is puzzling that no connection was ever made between this trail and the existing Finch Hydro Corridor Trail located 120m to the north.



**Figure 9:** Desire line leading from the end of the East Highland Creek Greenway across the Finch corridor to a bus stop on McNicoll Ave. (*Photo by Andre Sorensen*)

East of Middlefield Rd there are no further existing trails in the Finch Corridor, even though there are some newly-built residential neighbourhoods just east of Morningside Ave. Between Middlefield Rd and Morningside Ave, however, are employment lands with another railway crossing near Dynamic Dr (Figure 10), so trail building was both more challenging and apparently less of a priority. From Middlefield Rd to Morningside Ave is 2.5km as the crow flies, with two more rail crossings and a major arterial road crossing at Markham Rd. From Morningside Ave to Plug Hat Rd, where the Finch Greenway should connect with the eastern Rouge Park Greenway, is 4.3km. There are no further rail crossings, but bridges will be required to cross the Rouge River and the Little Rouge Creek.

The benefits of connecting the existing portions of the Finch Hydro Corridor Trail to our proposed Rouge Park Greenway is clear, as residents from the whole of the north half of Scarborough would have off-road trail access to Rouge National Park, to the Toronto Zoo, and to the Meadoway and Lake Ontario. The Finch Greenway will, however, be fairly expensive to build because there are several railway lines to cross in this northeastern part of Scarborough, and also two bridges are needed to cross the Rouge River and Little Rouge Creek. It would be economical to design all of these bridges at once, even if they are actually built incrementally.



Figure 10: Freight tracks cross the Finch Hydro Corridor just west of Dynamic Dr, serving nearby employment lands. (Photo by Andre Sorensen)



Figure 11: Looking east across Dynamic Dr where the Finch Corridor cuts through employment lands on the way to Rouge National Park. There are no existing trails here. (Photo by Andre Sorensen)



**Figure 12:** Looking east from Morningside Ave towards Rouge National Park. In the foreground is the Malvern Urban Farm operated by the Malvern Family Resource Centre. (*Photo by Andre Sorensen*)



**Figure 13:** Parts of the Finch Corridor are currently not passable even on foot as they are not maintained, as with this location looking west from Morningside Ave. (*Photo by Andre Sorensen*)

### Scarborough Waterfront Greenway

Total Length: 20 Km | 60% Existing

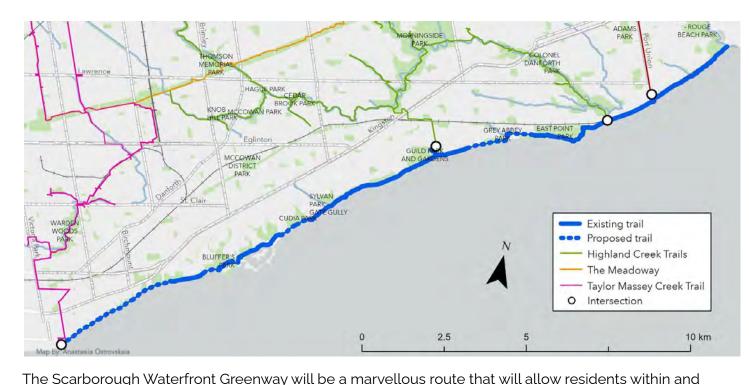




Figure 1. The vast expanse of Lake Ontario will be visible from every point of this trail. (Photo by: Allison Oki)



Park, where you can have a break and take

in the beautiful blue view of the Bluffs.

(Photo by: Allison Oki)

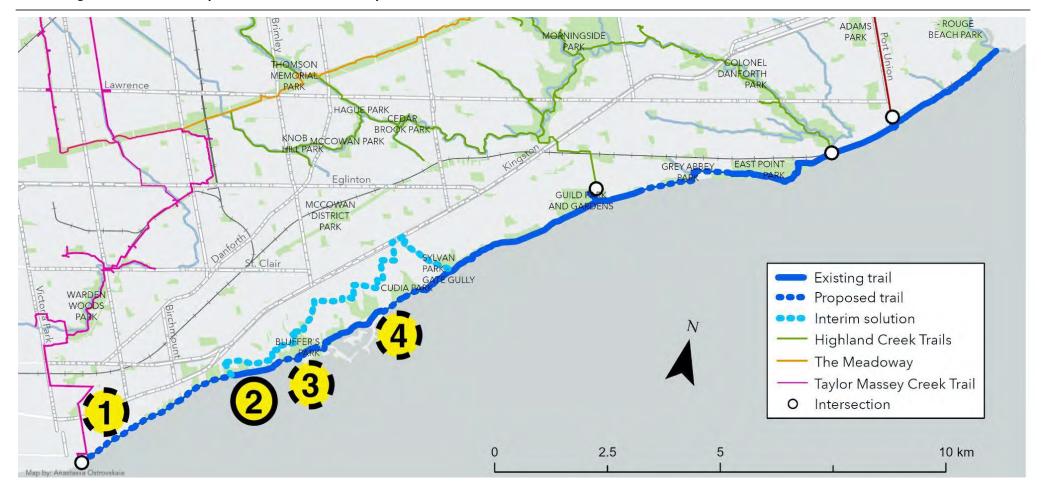
outside of Scarborough to access the entire length of the Lake Ontario shoreline, with its stunning views. This off-road trail will extend 20km along the waterfront, stretching from the Eastern Beaches at the RC Harris Water Treatment Plant all the way to Rouge Beach and Pickering.

The Scarborough Waterfront Greenway will connect to over 15 parks, including well-known destinations such as Balmy Beach Park, Rosetta McClain Gardens, Bluffer's Park and Beach, Guild Park & Gardens, and Rouge Beach Park. Residents from over 10 neighbourhoods will be in direct proximity to the trail and the breathtaking views along the Bluffs. This vital east-west trail will also connect to the north-south branches of the Scarborough Greenways Network (Rouge Park, Taylor Massey Creek, and Highland Creek).

Currently, there are several paths for pedestrians and cyclists to connect to the Lake Ontario shoreline – one between the Rosetta McClain Gardens and Scarborough Heights Park, one down Brimley Rd S to Bluffer's Park, one down the Doris McCarthy Trail through Gates Gully, one by Guild Park & Gardens, one at East Point Park, and one by the Port Union Waterfront Park. And there are also existing paths along most of the shoreline. But there is currently no continuous path along the Scarborough waterfront because of two significant gaps – east and west of Bluffer's Park – where the bluffs drop directly to the water. Below, we propose a solution for these two major obstacles, which make up a bit less than 5% of the proposed network. Currently, people will often walk down to the waterfront through one of the pathways, only to have to turn around and go back up because the trail is not continuous. This is unfortunate because the Lake Ontario waterfront is Scarborough's primary landscape asset, but it is widely inaccessible due to the lack of connections and the gaps between existing trails. Our proposed trail will help to solve these issues by filling in these gaps and fostering connectivity along the entirety of the trail so that residents can experience the Scarborough waterfront to the fullest extent. While proposing this contiguous Scarborough Waterfront Greenway sounds ambitious, one of the City of Toronto's policies is to create a continuous trail along the waterfront as part of its contribution to the Great Lakes Waterfront Trail. Making this multi-use trail a reality will benefit millions of people by improving access to this outstanding landscape asset.

Creating an 100% off-road trail along Scarborough's Waterfront does not involve building from scratch, as about 60% of our proposed trail network already exists. Around 35% of the proposed 20km trail doesn't yet exist, but most of this is in areas where there is more than enough space for a trail. A little over 45% of the existing trail is already paved, while the rest is either a rocky or dirt path. Overall, the narrower segments of the trail should be expanded to at least 3.6m, as per minimum high capacity multi-use trail guidelines. Luckily, this shouldn't be hard to do because these narrower trails are along stretches that have available room on either side.

There are already some existing trails that run along the Waterfront, but none of them are continuous routes at water level. All require detours up to the top of the cliffs through residential neighbourhoods and back down again. We argue that a continuous off-road multi-use trail along the shore is of such great value for everyone in Toronto that every effort should be made to connect these trails.



The Scarborough Waterfront Greenway will begin by the RC Harris Water Treatment Plant, which is where it will also connect to the Scarborough West/Taylor Massey Creek Greenway and the Eastern Beaches.

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While the shoreline is open and visible from this point, it is not very accessible (as shown in Figure 3). Starting the **proposed** trail at this point will greatly improve connectivity, as there is currently no trail for 3.4km from here to the Scarborough Heights Park.





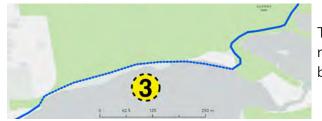
Figure 3. The waterfront is fenced off from the RC Harris Plant and the Eastern Beaches to the West. (Photo by: Allison Oki)



Figure 4. There is room along the waterfront to build a trail here. (Photo by: Allison Oki)



The Scarborough Waterfront Greenway will then connect to the **existing** trail along the Scarborough Heights Park. This trail segment just meets (and in some parts, slightly exceeds) minimum high-capacity trail width guidelines. It connects to one of the pathways to the shoreline (at the west end of the trail), so people can access this segment of the Waterfront. However, the usefulness of the pathway is restricted as there is no trail to the west, and there is no continuation of the existing trail to the east towards Bluffer's Park.



This gap is due to the steep cliffs that make up a 300m section of the Waterfront. This is one of two major obstacles around Bluffer's Park that impede connectivity along the route. However, there are both interim and long-term **solutions** to this barrier, which we will discuss.

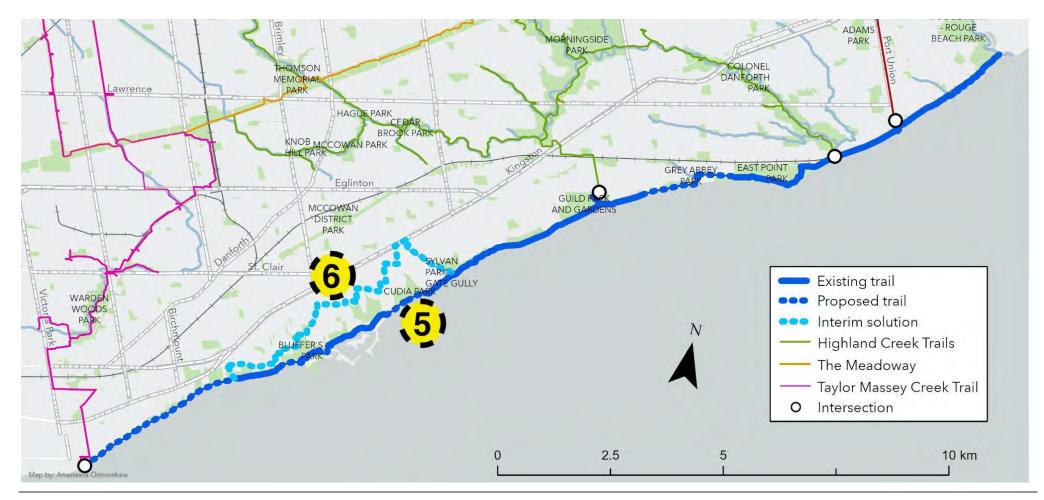
Our proposed long-term solution will allow the Scarborough Waterfront Greenway to connect to Bluffer's Park and Beach, a notable destination.



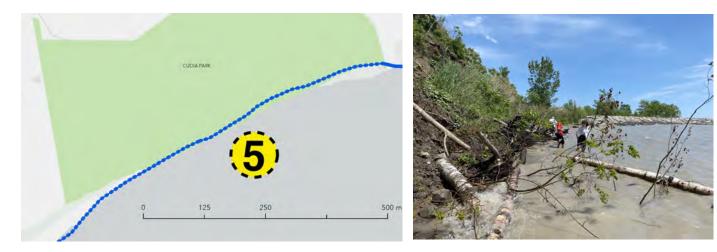
There is plenty of room to build a trail along the edge of the beach at the bottom of the bluffs here, which will help facilitate access to this popular spot. Our **proposed** paved trail will also make it easier for people to cross the beach, as sand is hard to walk and bike on.



Figure 5. Bluffer's Beach entrance. (Photo by: Allison Oki)



The second obstacle is the 400 m section near Cudia Park.



### Figure 6.

The shoreline at Cudia Park is difficult to access because the cliffs go straight down into the water, and there are a lot of tree branches and rocks that need to be navigated around. This section, along with the other section just west of the Bluffs, highlights how these relatively small-scale obstacles have large impacts on the accessibility of the route as a whole. (Photo by: Allison Oki)



Since these two sections are relatively close to each other, there is only one **interim** route required to avoid both of these obstacles (other than rolling up your pants and going into the water). This route follows the path between the Rosetta McClain Gardens and Scarborough Heights Park to go up to Fishleigh Dr, and then keeps going east using the closest connecting residential roads. Then, it connects back to the shoreline by going down the Doris McCarthy Trail through Gates Gully.

This is a 5.9km long on-road detour, which takes about 15-20 minutes by bike and nearly 1 hour by foot. For many people, this is simply too long and steep a detour, and presents a barrier to accessing the full extent of the trail, especially for people with disabilities. Even if the rest of the Scarborough Waterfront Greenway is created, these obstacles make it difficult for people to connect to and from Bluffer's Park, which is a key destination along the route. There is currently neither a cycle path or even a sidewalk leading from Kingston Rd to Bluffers Park.

Our **proposed** long-term solution is to build either a bridge or boardwalk that will allow for direct connectivity to the adjacent trails. This could be done in a couple different ways, which could look something like the examples below:



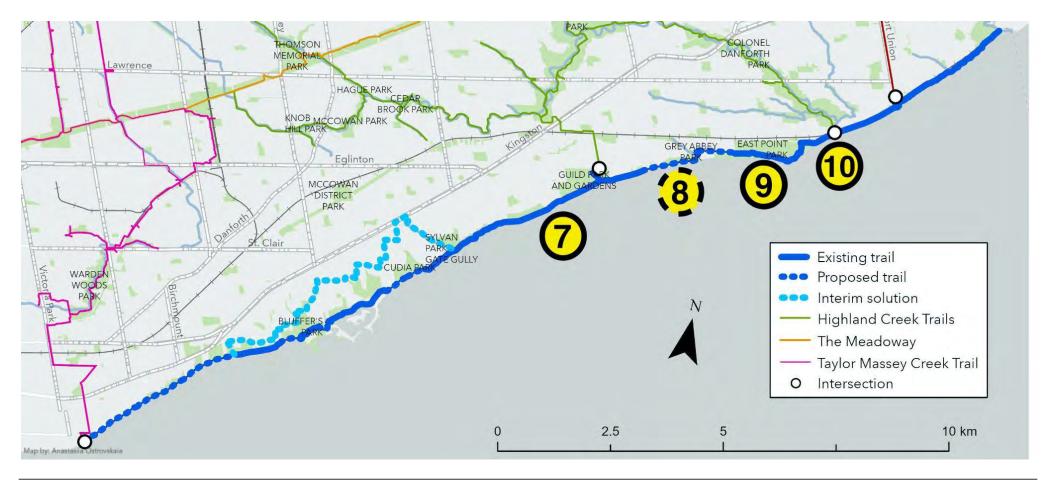
Figure 7. A boardwalk (like the White Water Walk in Niagara Falls).



Figure 8. An inland bridge (like the Bluffer's Park crossings).

While there will be extra effort and cost required to make these two connections, the benefits derived from addressing these major obstacles will be well worth it. As well, since these two sections make up less than 5% of our proposed Scarborough Waterfront Greenway, these interventions will only be required on a small portion of the route.

79 The Scarborough Greenway Network: Building an outstanding offroad trail network



Next is the stretch from just east of Cudia Park to between Guild Park and Grey Abbey Park.

This 4.5km long segment is not connected to the other 15.5km of the network, as it doesn't continue eastward, ending at the steep bluffs at Cudia Park to the west. The **existing** trail here ranges from between 3 to 5m, and is not paved. However, it is still easy to walk along, and this is a good spot to have a little break and take in the scenery. Some benches here will help to establish this point as a resting spot.



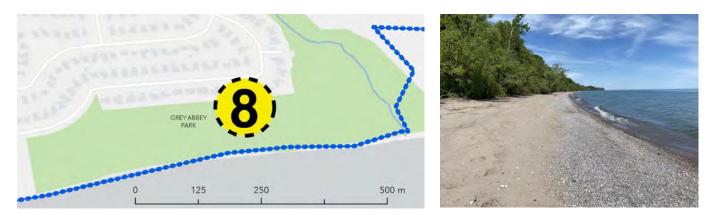


Figure 9. While this trail is unpaved, it is flat and has good width. (Photo by: Allison Oki)



### Figure 10.

The Passage sculpture – representing a canoe or the ribs of a fish - is located where the Doris McCarthy Trail meets Lake Ontario. (Photo by: Allison Oki) Then the **proposed** trail will extend along the waterfront by Grey Abbey Park, as shown in Figure 11.



### Figure 11.

Much of the Lake Ontario shoreline looks like this: wide margins of sand and rocks between the cliffs and the water. The width of this margin varies, but at this point it is around 25m wide, allowing for a good separation between the water and the trail. (Photo by: Allison Oki)

The trail will then be routed up to the top of the bluffs in East Point Park. Here, the cliffs are closer to the shoreline, as there is only about 10m of space between the cliffs and the water (Figure 12). Due to these space constraints, it will be best to route the trail up along the ravine by Grey Abbey Park to the top of the bluffs in East Point Park, where there is already an **existing** path (Figure 13).





The trail will then connect to the Great Lakes Waterfront Trail.

The **existing** Great Lakes Waterfront Trail starts at the Highland Creek Treatment Plant, which is connected to East Point Park through a path up Beechgrove Dr (Figure 14). The entrance to the Great Lakes Waterfront Trail has good wayfinding and signage (Figure 15), and has a centerline for the separation of users (Figure 16). There are even speed limit markings on the trail to ensure that fast bike riders do not go at dangerous speeds (Figure 16). It is well-paved, but should be slightly widened in some areas to meet the minimum high capacity trail guideline of 3.6m. Overall, this 4.65km-long segment of the Waterfront Trail is a great existing piece of our proposed Scarborough Waterfront Trail, and needs only minor improvements to be fully up to standard.



Figure 14. This unpaved path connects up to the Great Lakes Waterfront Trail. (Photo by: Allison Oki)



Figure 15. This map at the trail's entrance is useful for wayfinding. (Photo by: Karen Khan)



Figure 16. Speed limit markings along the Trail are intended to reduce conflicts. (Photo by: Karen Khan)

One can continue east along the Great Lakes Waterfront Trail, which connects to other branches of the Scarborough Greenways Network (East Highland Creek and Rouge Park) and to Pickering.

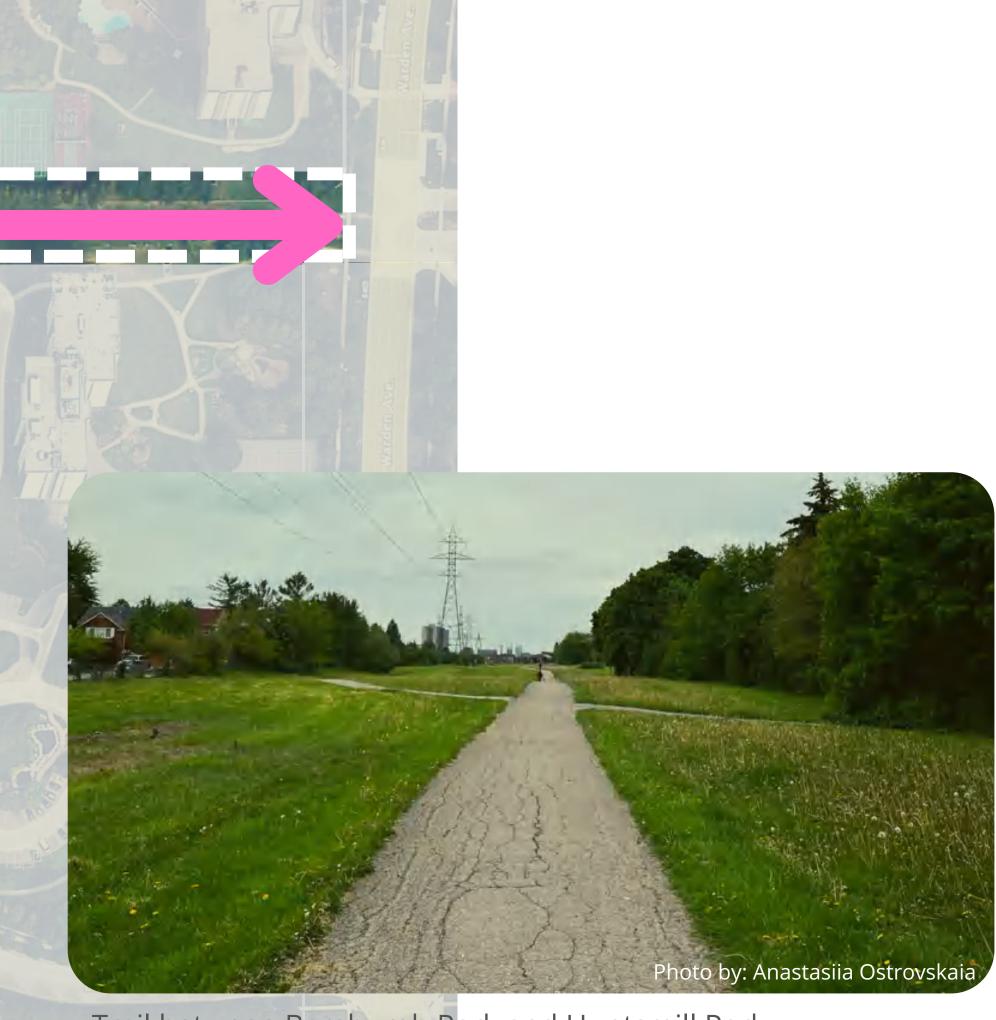
Altogether, despite the two obstacles that make up only a small section of the entire network, the rest of our proposed Scarborough Waterfront Greenway is mostly either covered by existing trails, or is along stretches where there is adequate room along the shoreline to build a trail. By connecting existing trails to each other, the dream of walking or riding along the entirety of Scarborough's beautiful blue shoreline should be possible to achieve.

### DETAILED MAPS OF EACH GREENWAY



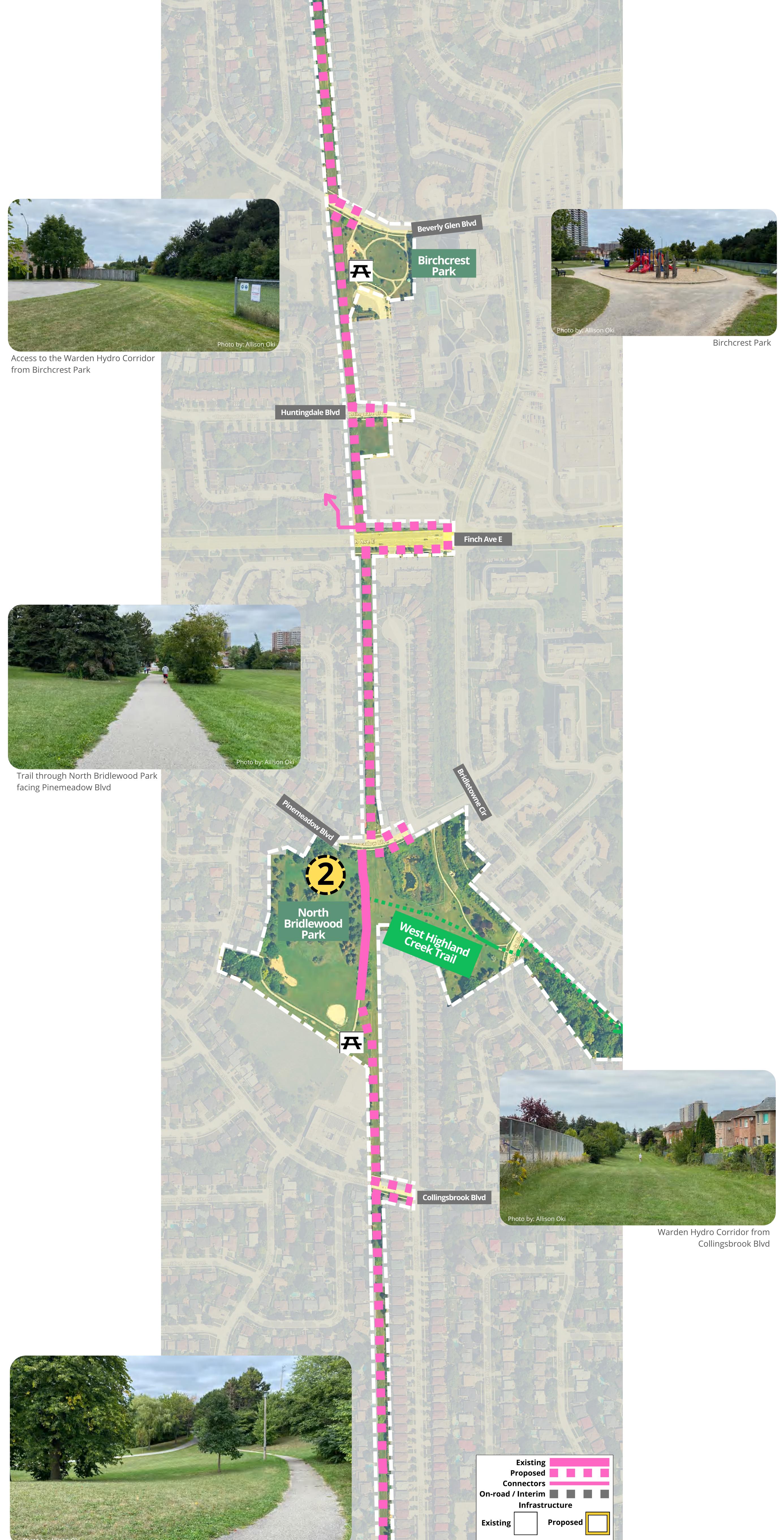
To learn more, check out the Scarborough West/Taylor Massey Creek Route Profile and look for this number in the key maps.





Trail between Bamburgh Park and Huntsmill Park





### Trails in Bridlewood Park





Warden Hydro Corridor west of Vradenburg Park



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(3)

To learn more, check out the Scarborough West/Taylor Massey Creek Route Profile and look for this number in the key maps.

Entrance of Terraview Park

Photo by: Allison Oki

This is where the headwaters of the Taylor Massey Creek are today. Before the 1980s, the Creek began at Victoria Park Ave & Sheppard Ave E, but was moved south of Highway 401 due to highway widening.

Taylor Massey Creek from Willowfield Gardens

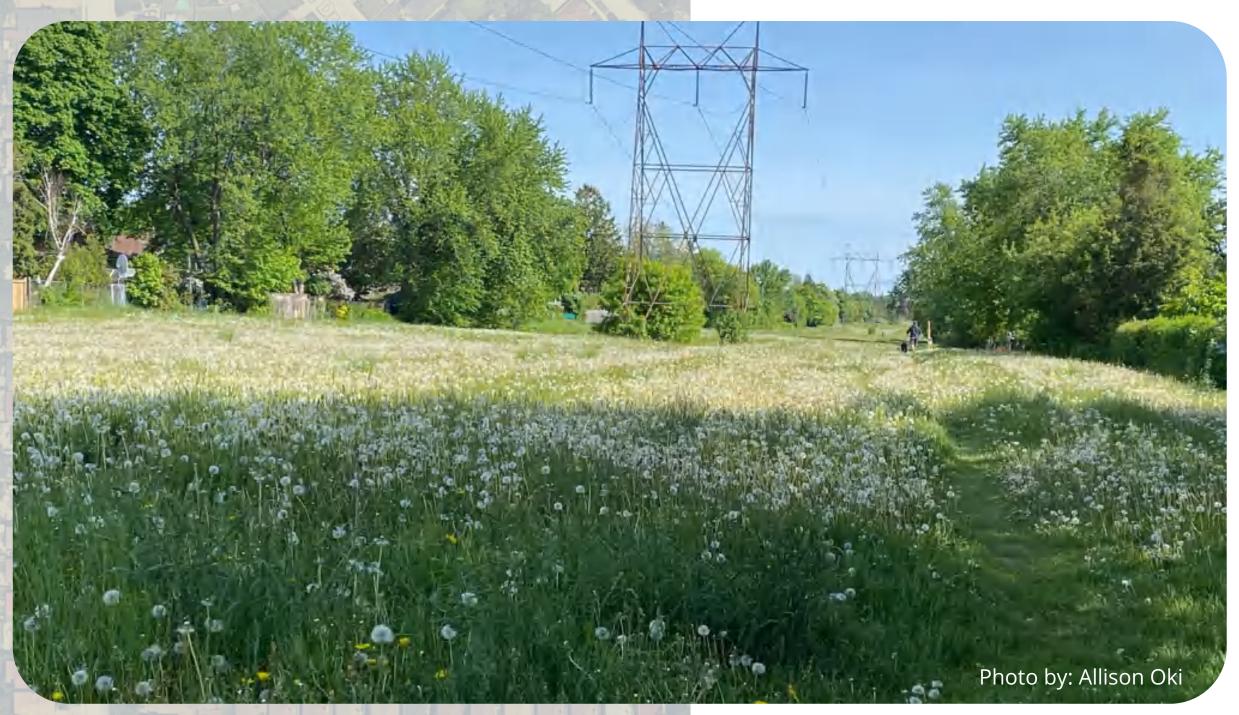
Terraview Park and Willowfield Gardens

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YOU KNOW? DID

Terraview Park & Willowfield Gardens were part of renaturalization project



Warden Hydro Corridor at Lupin Dr

Continue east to Warden Ave to cross over Highway 401

which won an award from the Canadian Society of Landscaping Architects in 2002.





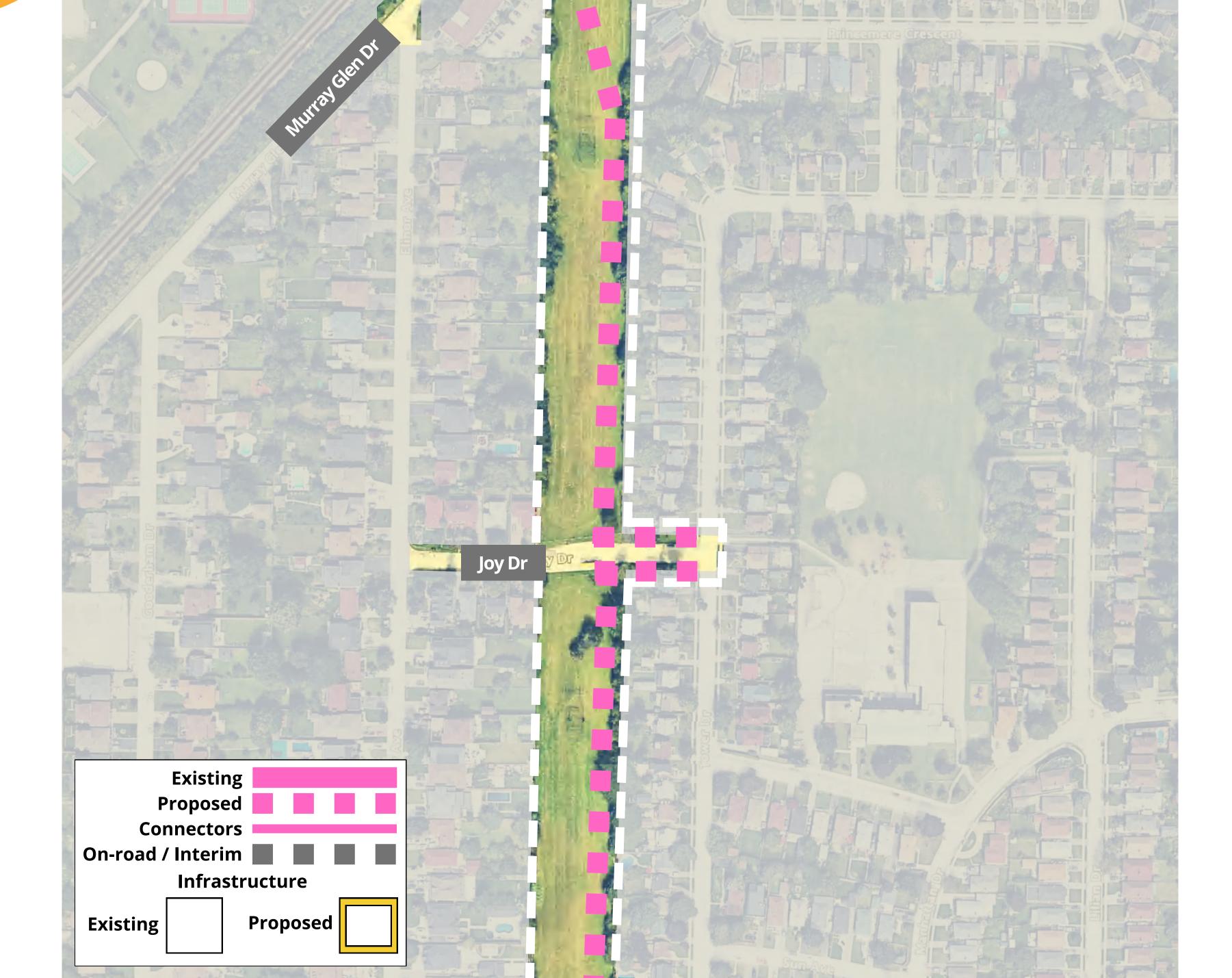
Ellesmere Rd

Lupin Dr



### **DID YOU KNOW?**

The Taylor Massey Creek Greenway is within 1 km of over 190,000 people, which is 30% of Scarborough's population!



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The Taylor Massey Creek Greenway is 25 km long! If you were to walk the entirety of this Greenway, it would take 5 hours.



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Brian Ave



Facing north from the Meadoway

Continue west along the Meadoway on previous page

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Gatineau Trail west of Birchmount Rd

Photo by: Allison Oki

Existing **Proposed Connectors** On-road / Interim Infrastructure

Bertrand Ave

Existing



Facing north from Bertrand Ave









Maidavale Park



Proposed

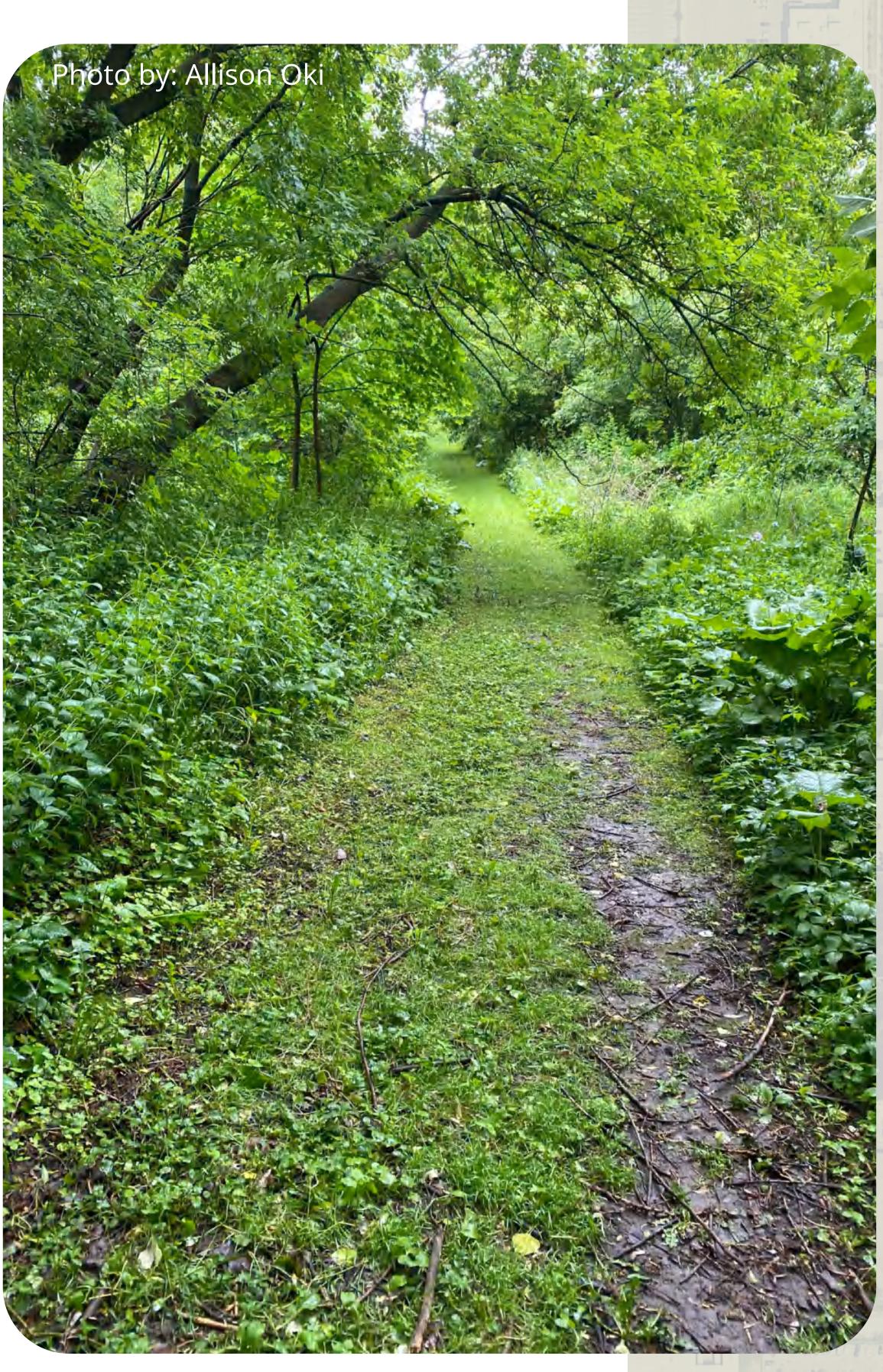


Mooregate Bridge

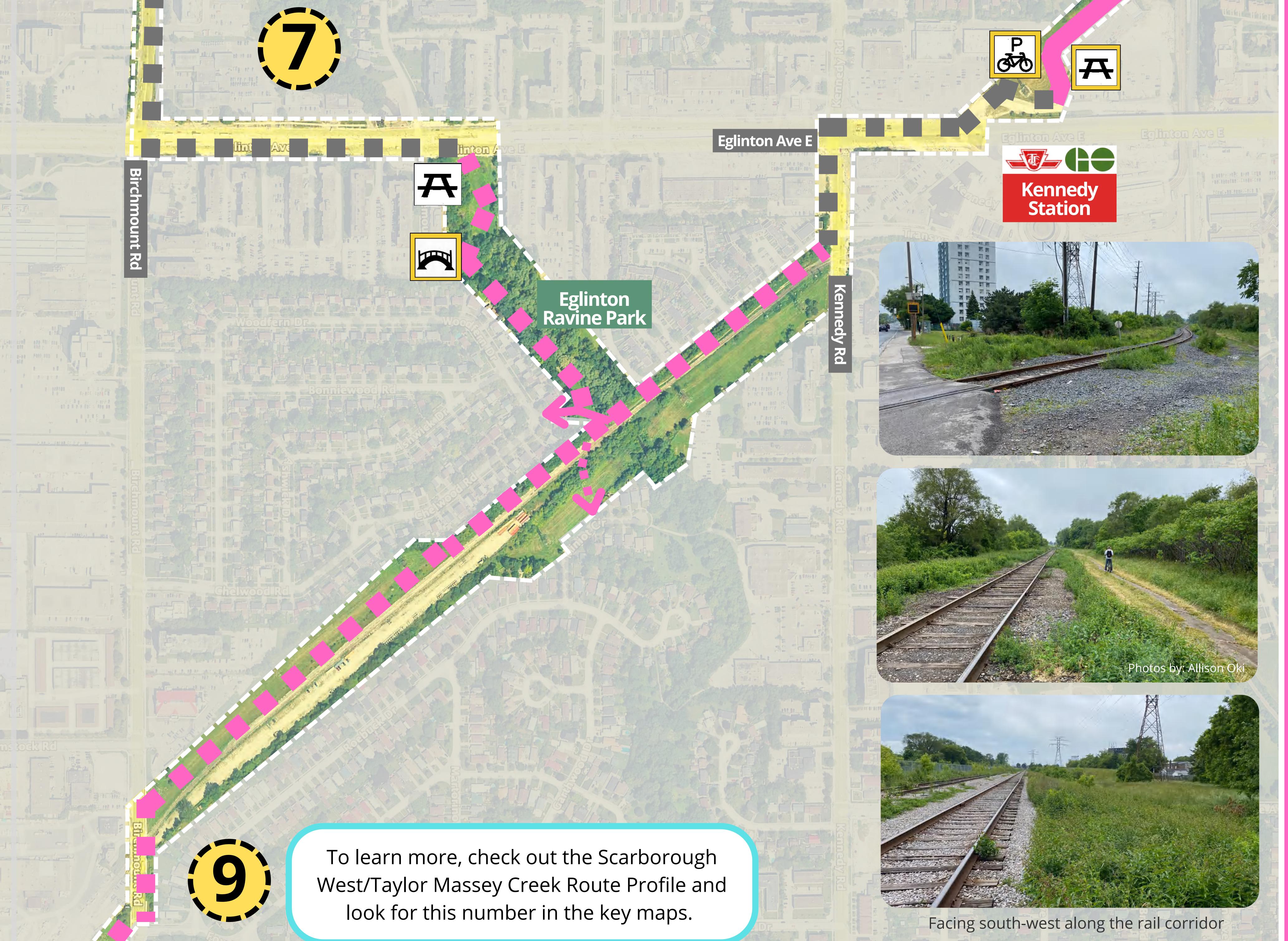
Lord Roberts Woods

Scarborough Hydro Green Space

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# Grassy path in Eglinton Ravine Park











Continue on next page



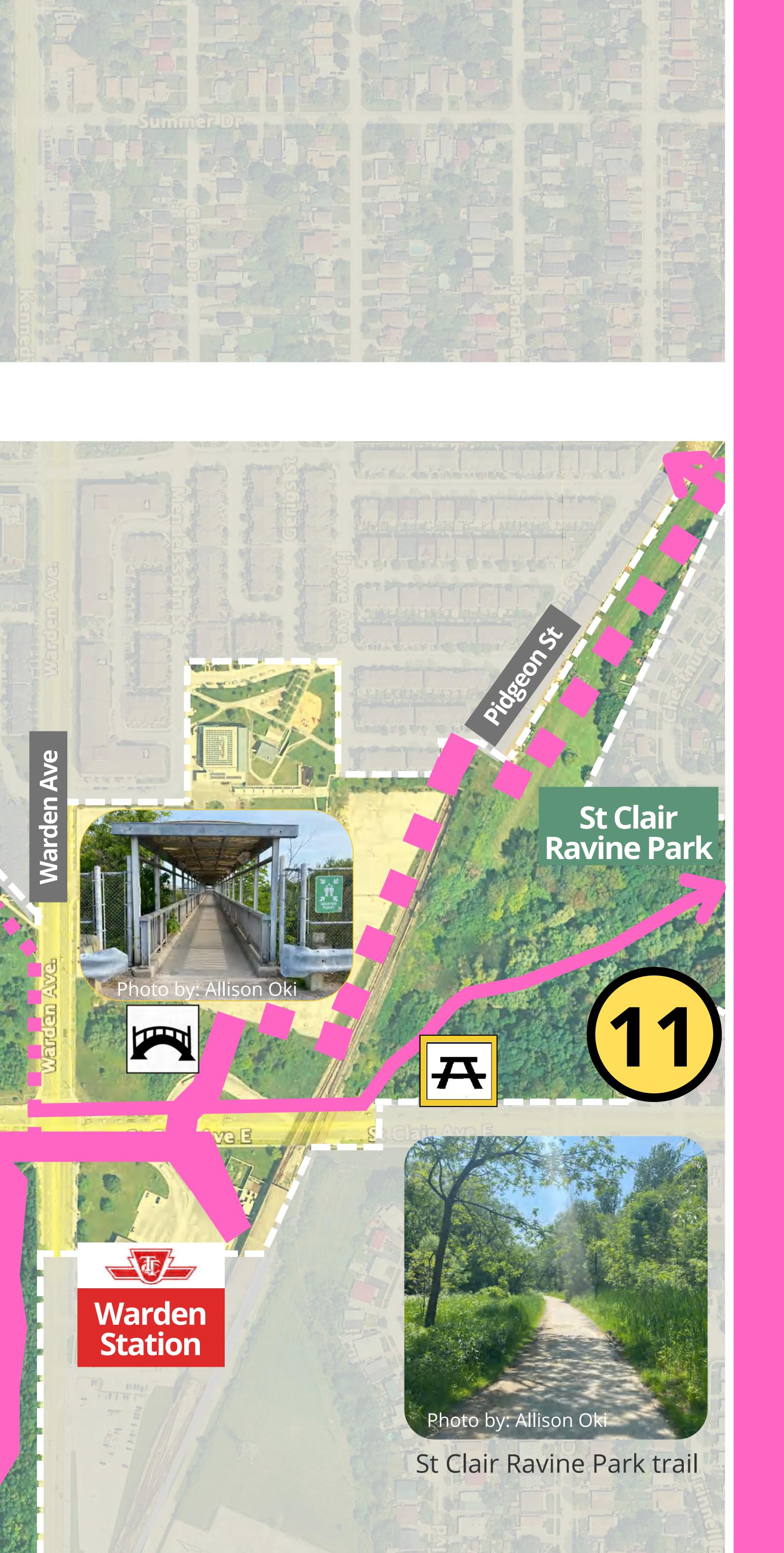


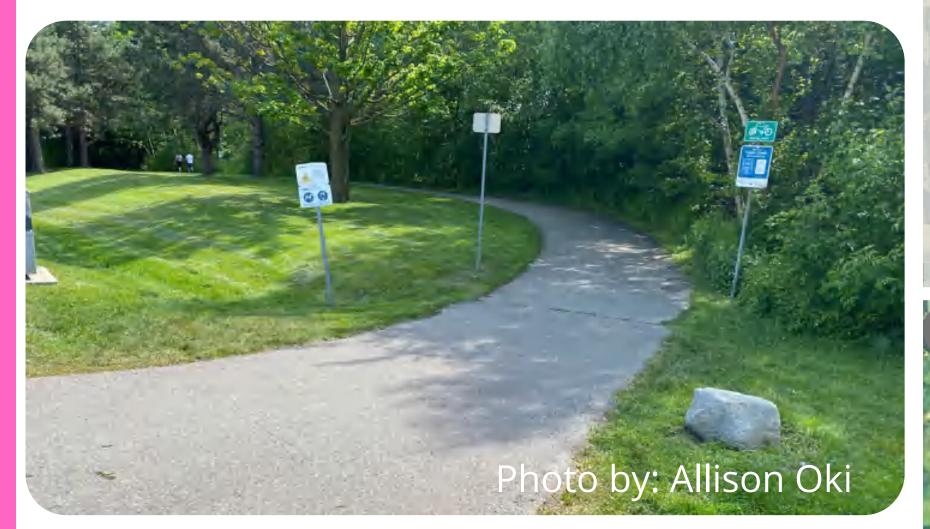
### St Clair Ave E



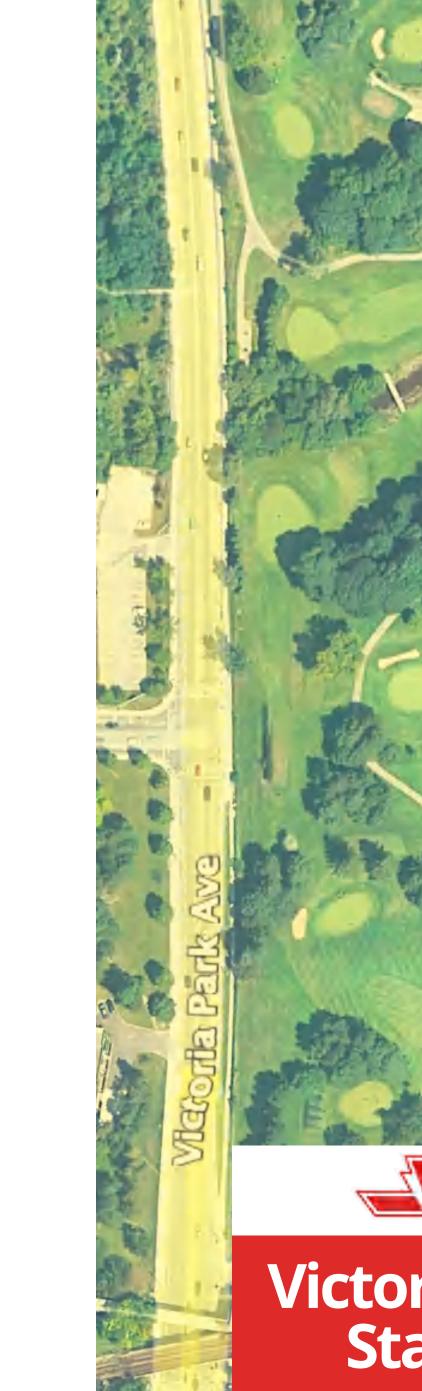
# **DID YOU KNOW?**

The Gus Harris Trail which runs through Warden Woods - is named after Gus Harris, the 5th Mayor of the old City of Scarborough.





# Entrance to the Taylor Creek Trail



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Victoria Park Station

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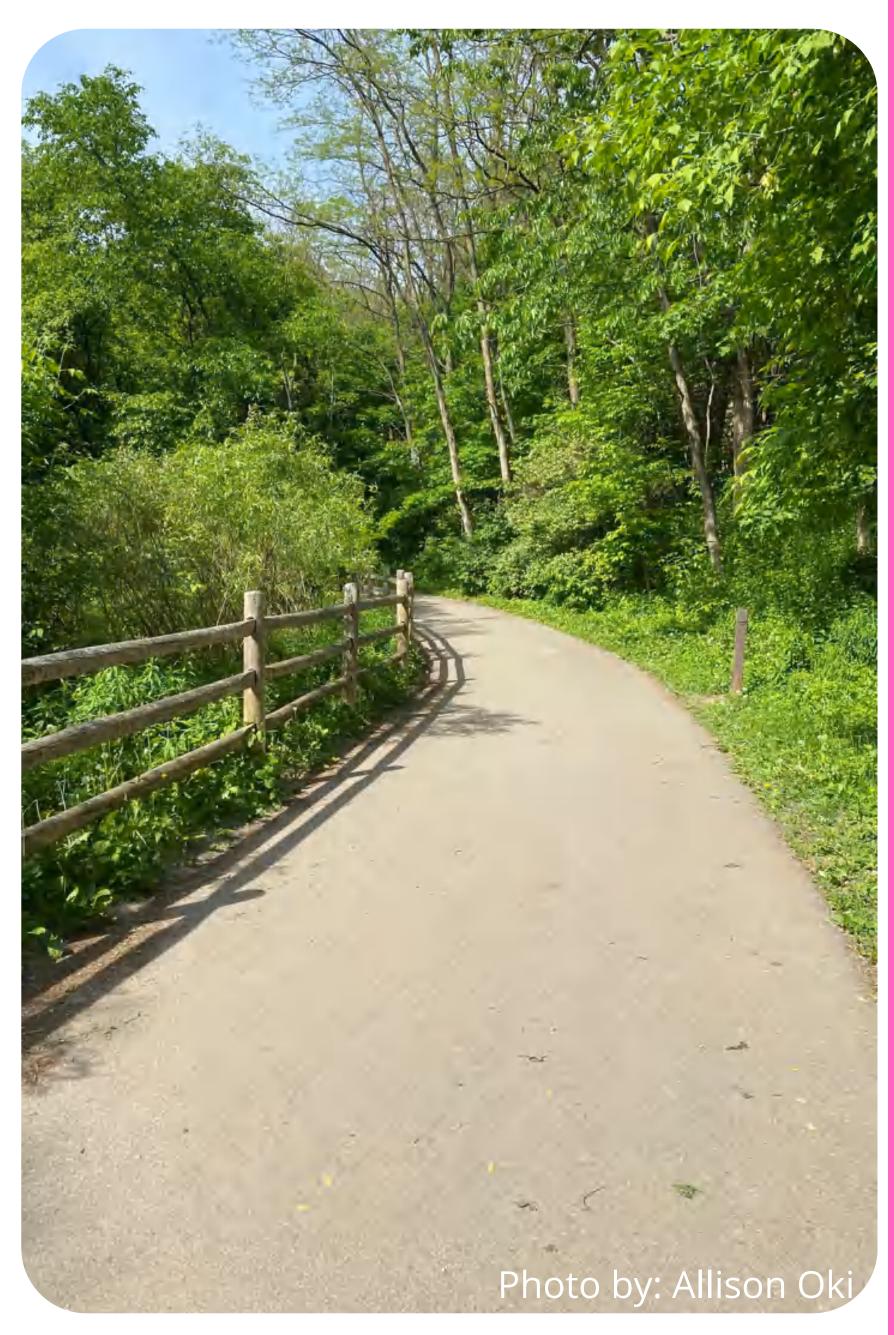
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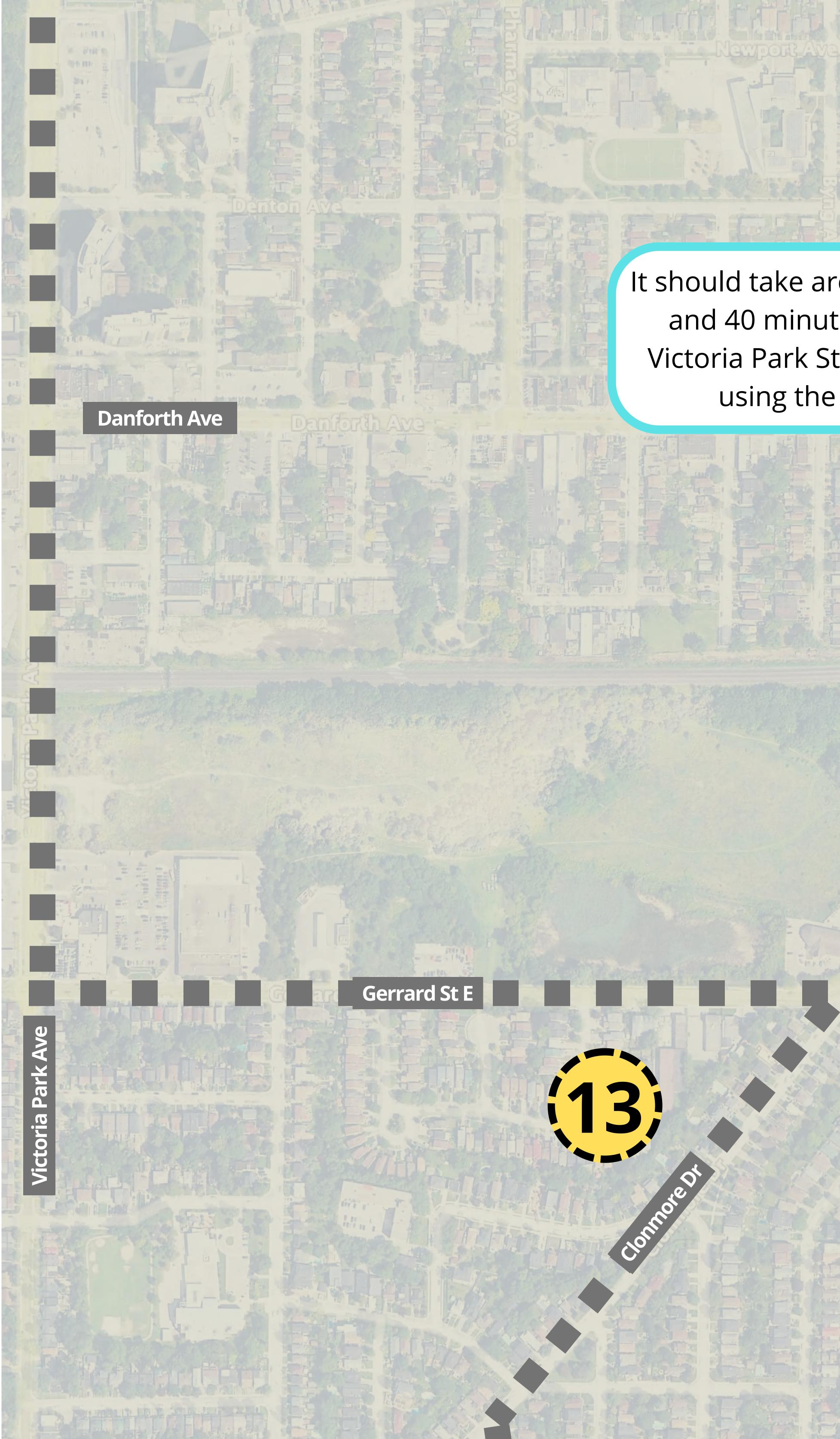




Unpaved part of the Gus Harris Trail



Paved part of the Gus Harris Trail



It should take around 12 minutes by bike and 40 minutes by foot to get from Victoria Park Station to the Waterfront using the on-road network.

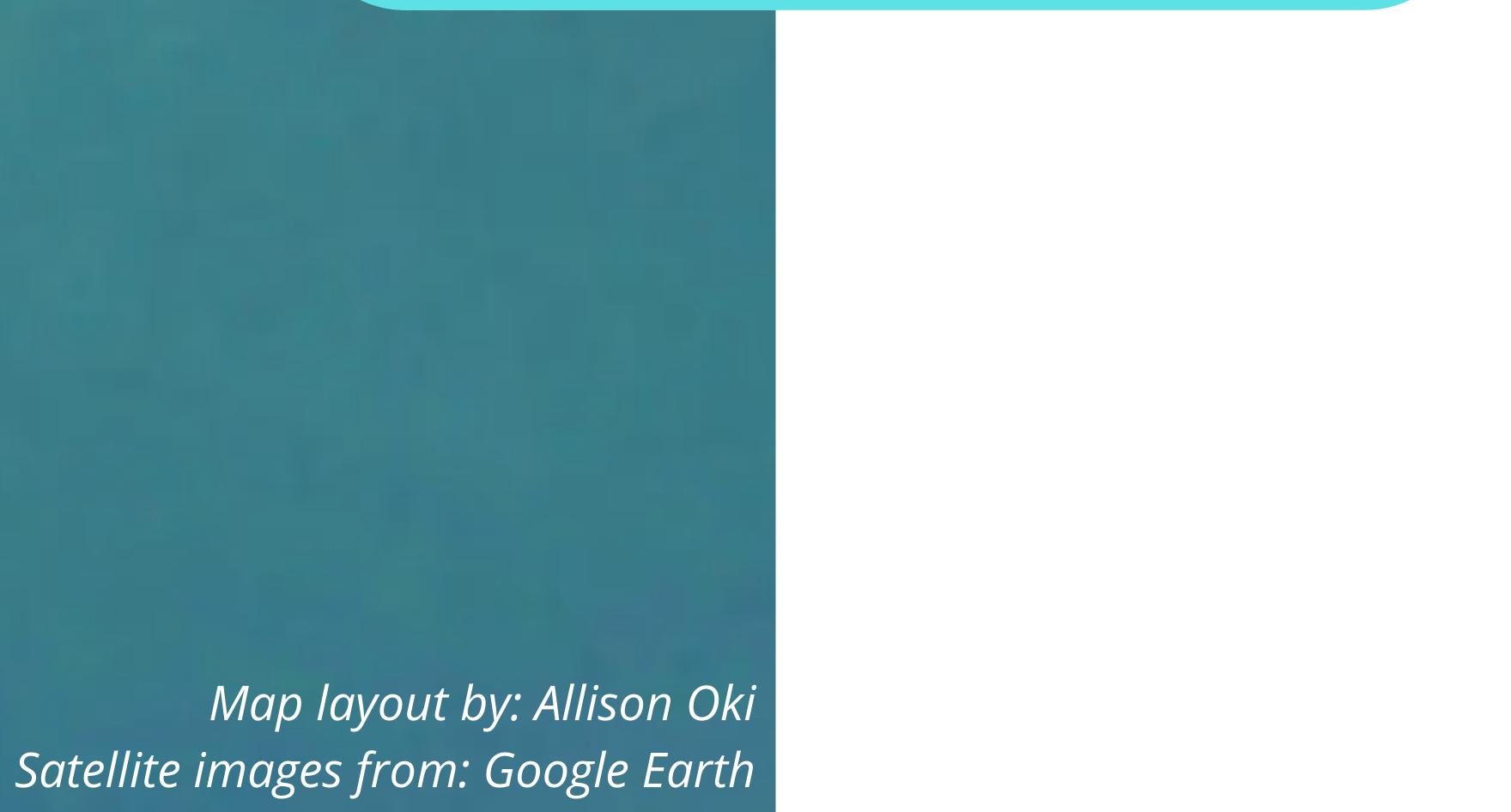


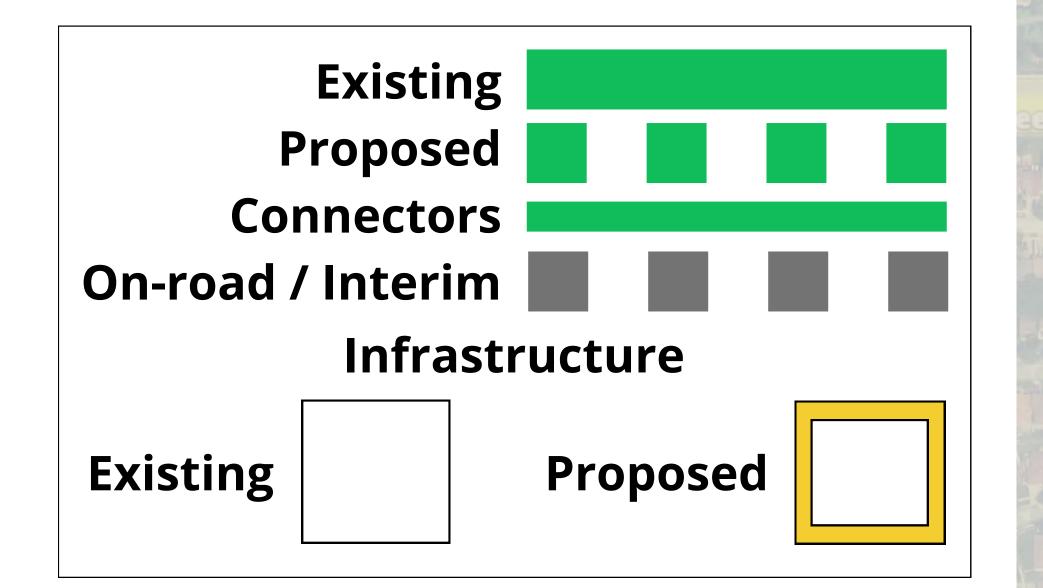


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Our proposed Scarborough Waterfront Greenway will allow people to get all the way from the RC Harris Plant near the Eastern Beaches to Pickering while staying completely off-road!







Intersection of West Highland Creek Trail and the Finch Hydro Corridor

Steeles Ave E

||<u>=</u>||

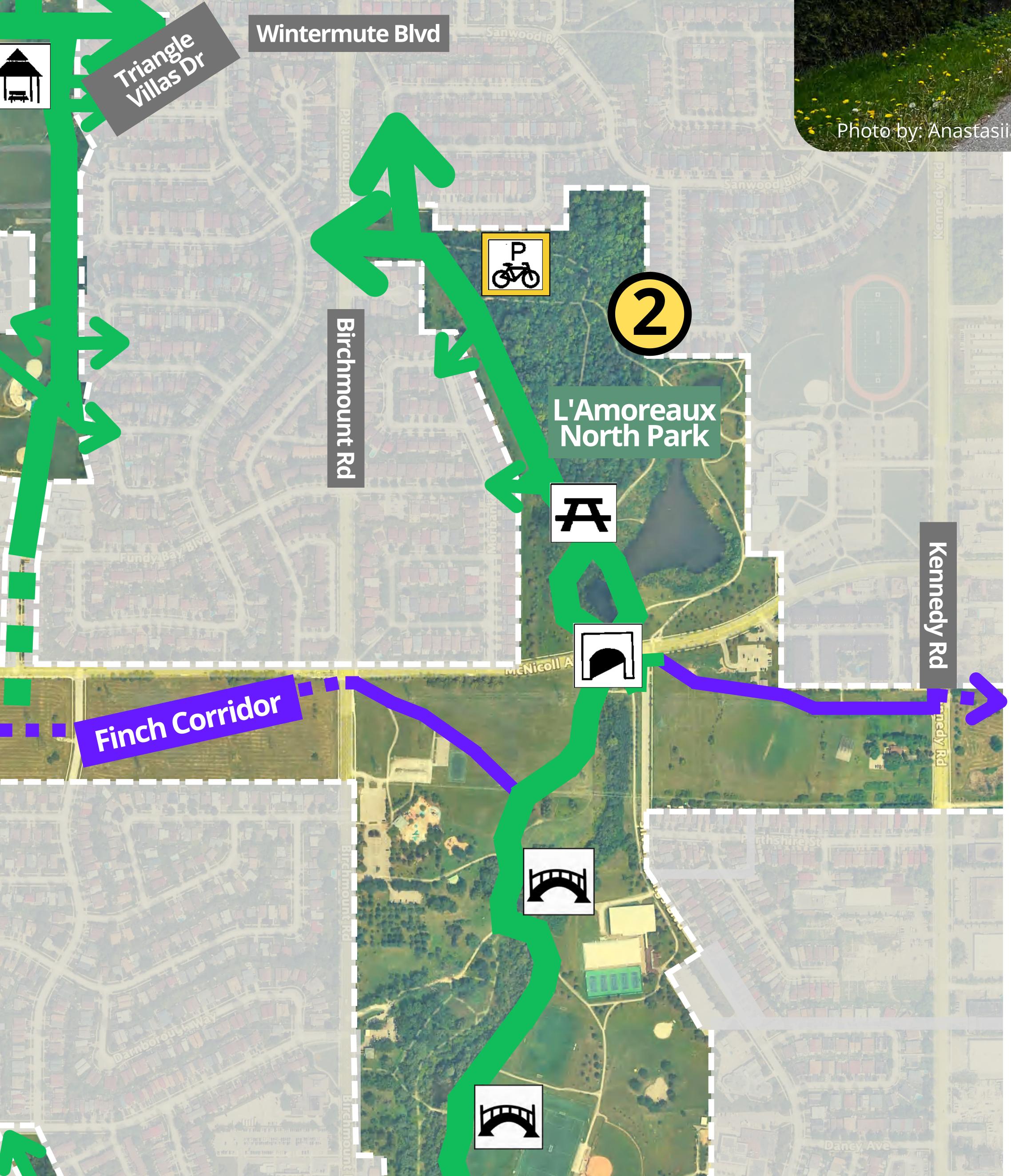
# **Taylor Massey Čreek Trail**

McNicoll Ave



# The West Highland Creek Greenway

To learn more, check out the West Highland Creek Route Profile and look for this number in the key maps.



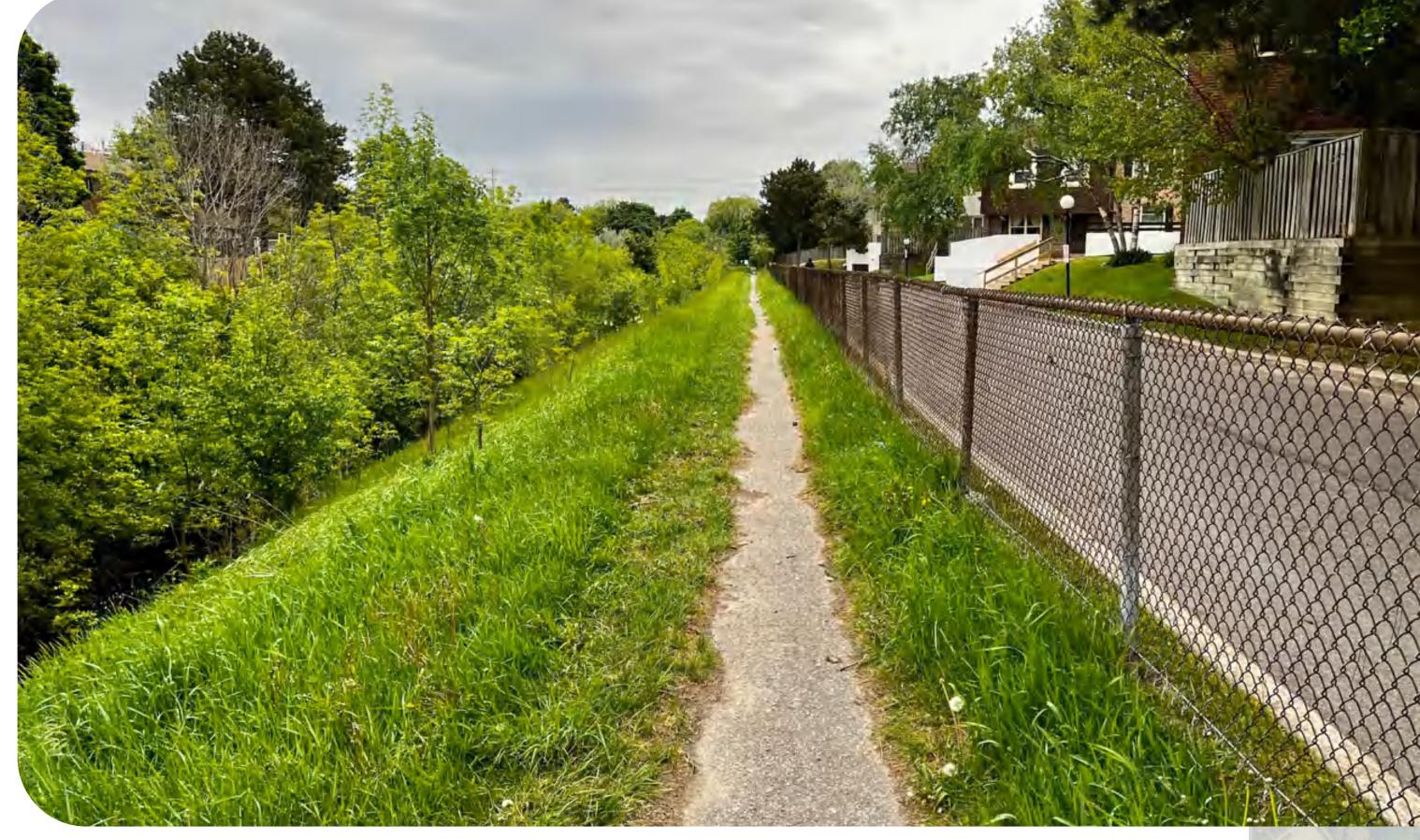




L'Amoreaux North Park

Kenne

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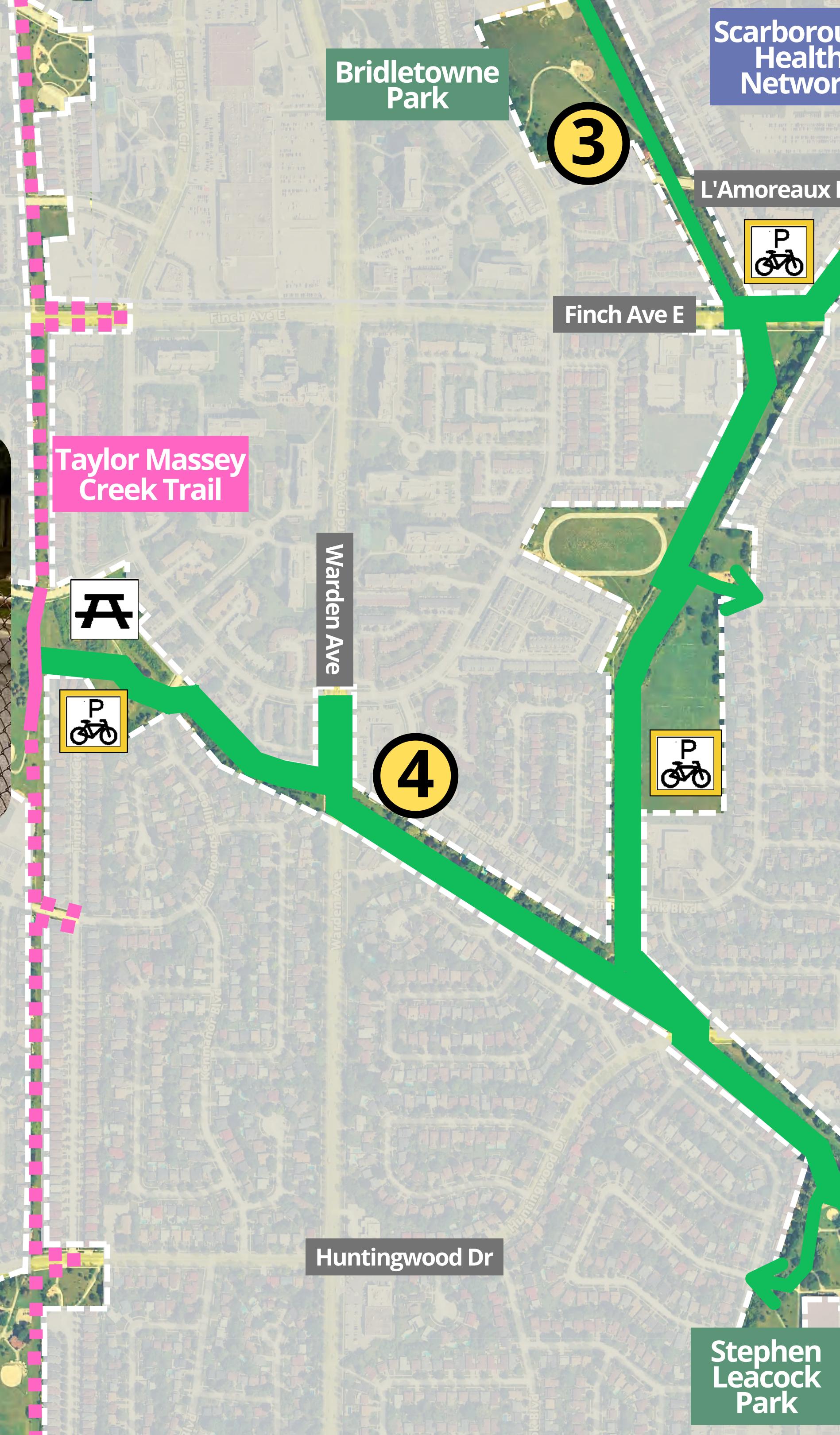


Intersection of West Highland Creek Trail and L'Amoreaux Dr

# **DID YOU KNOW?**

Highland Creek is the most urbanized watershed in the Toronto region. Only about 6% of the watershed's total area is forested.

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# Scarborough Health Network

### L'Amoreaux Dr

# **Birchmount Rd**

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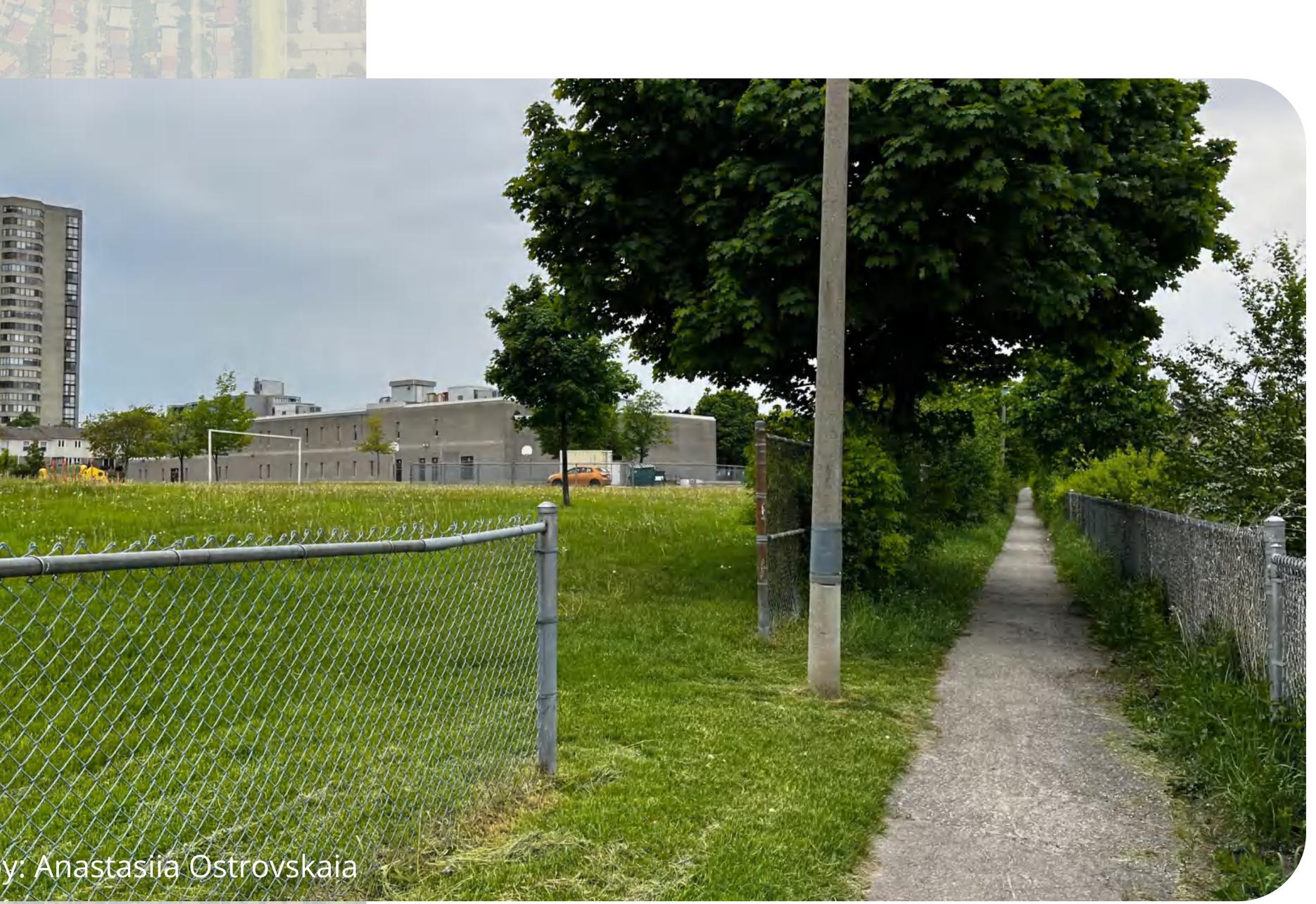


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# Tam O'Shanter Golf Course



Ron Watson Park



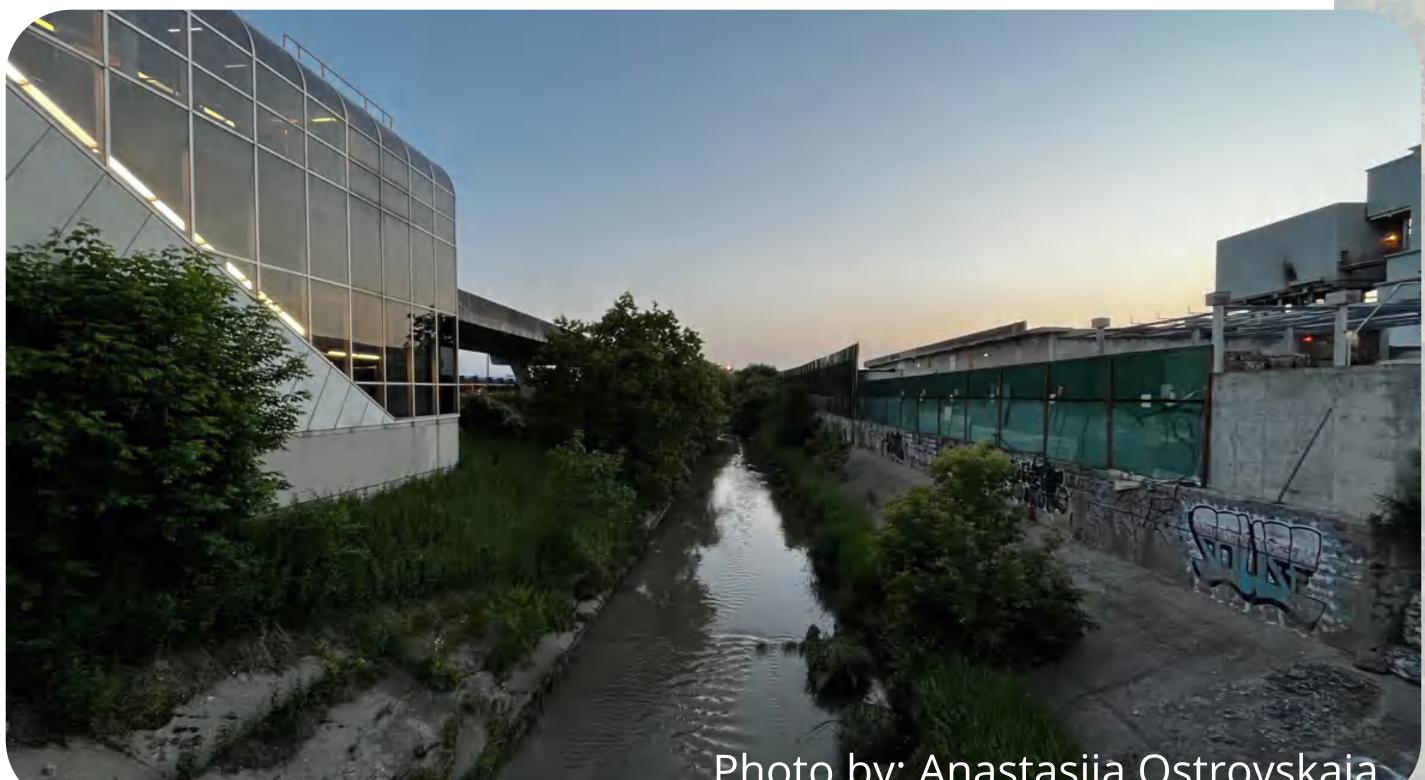
Trail near Bridletowne Park



Stephen Leacock Park

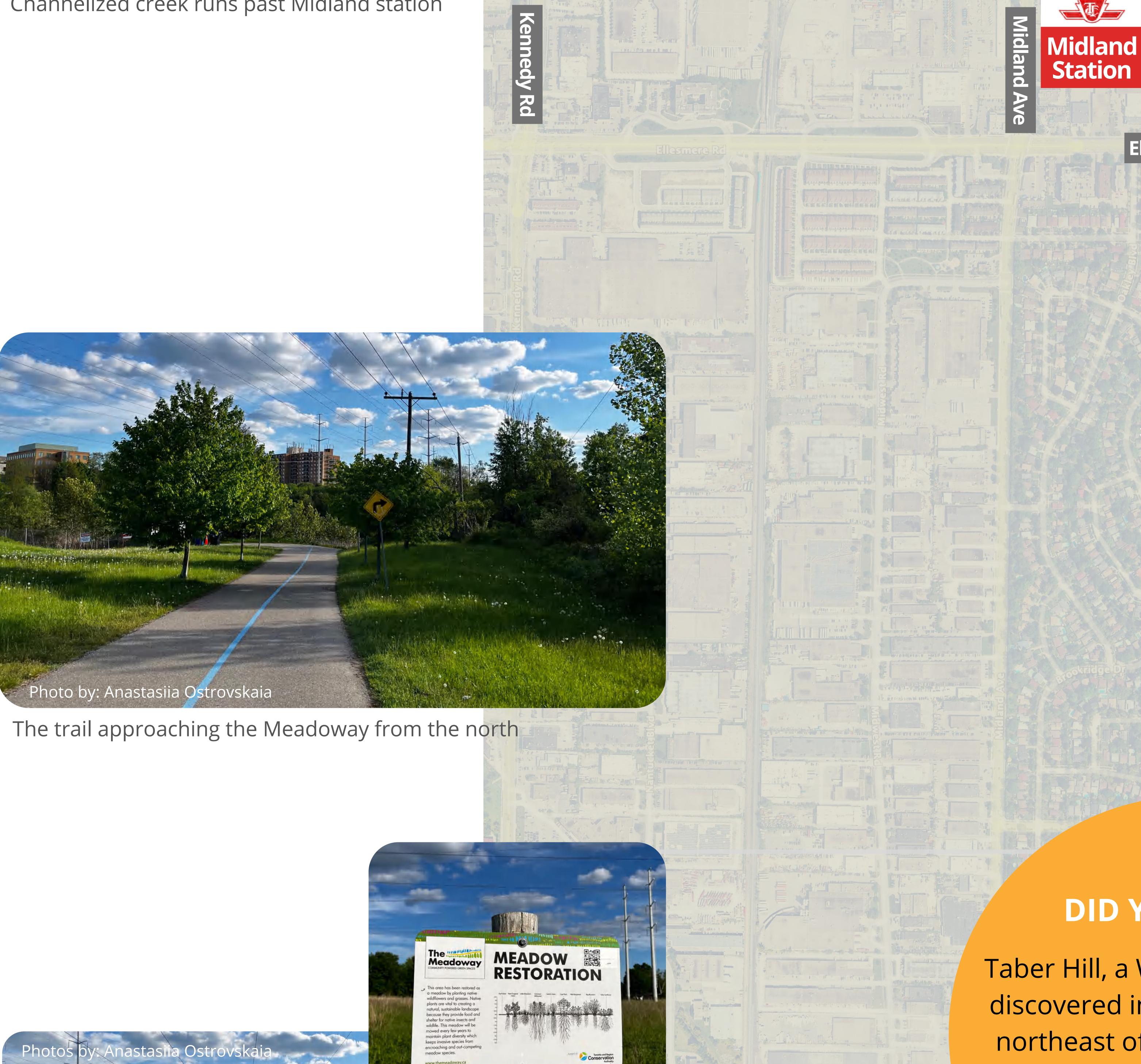
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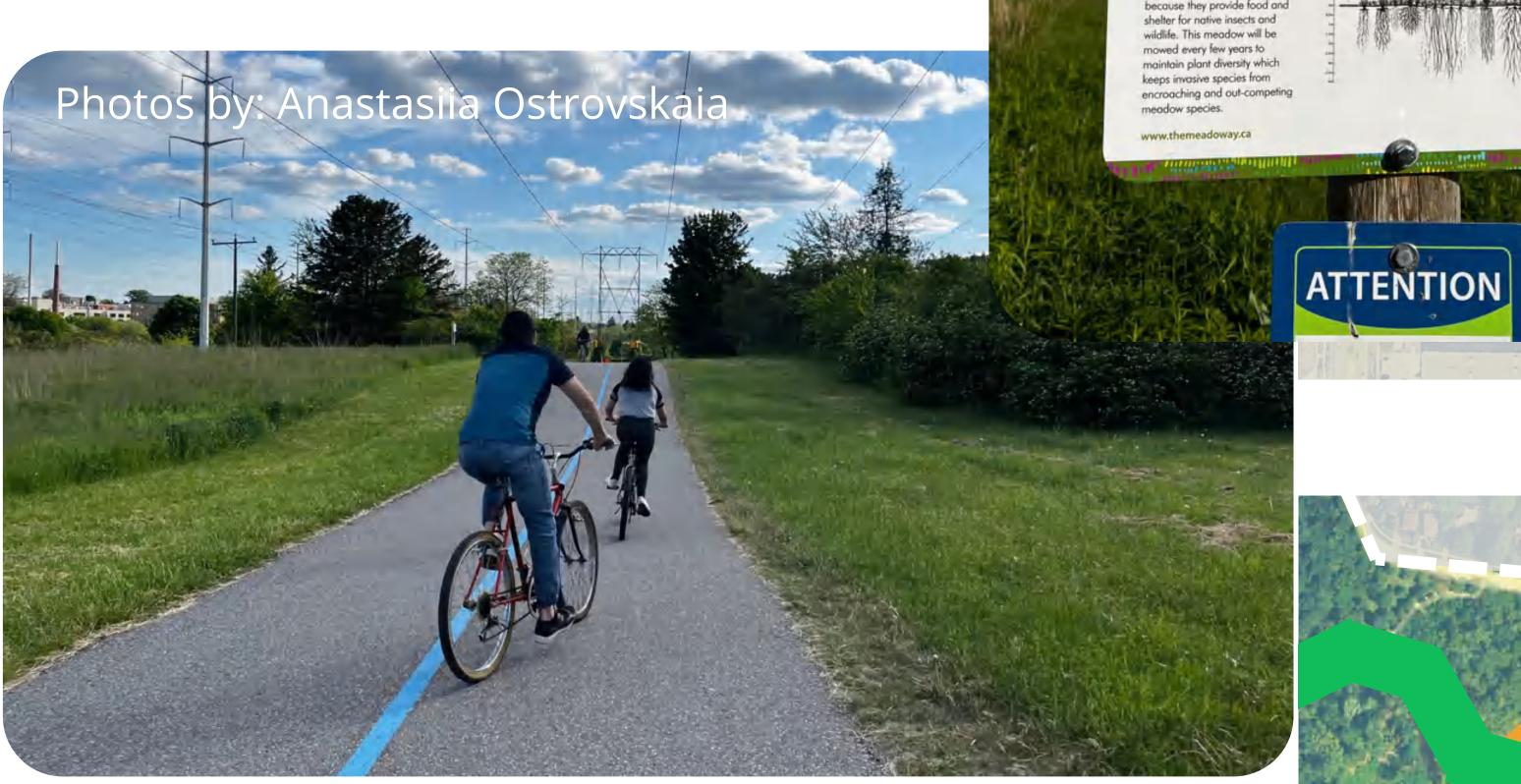




south of Sheppard Ave E

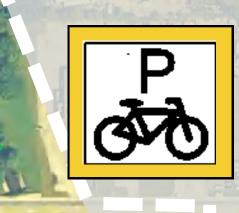
# Channelized creek runs past Midland station





Completed section of the Meadoway

Taber Hill, a Wendat burial mound discovered in 1956, is located just northeast of Thomson Memorial Park. It is believed to be the only First Nations ossuary protected as a cemetery in Canada.



Ellesmere Rd

Brimle

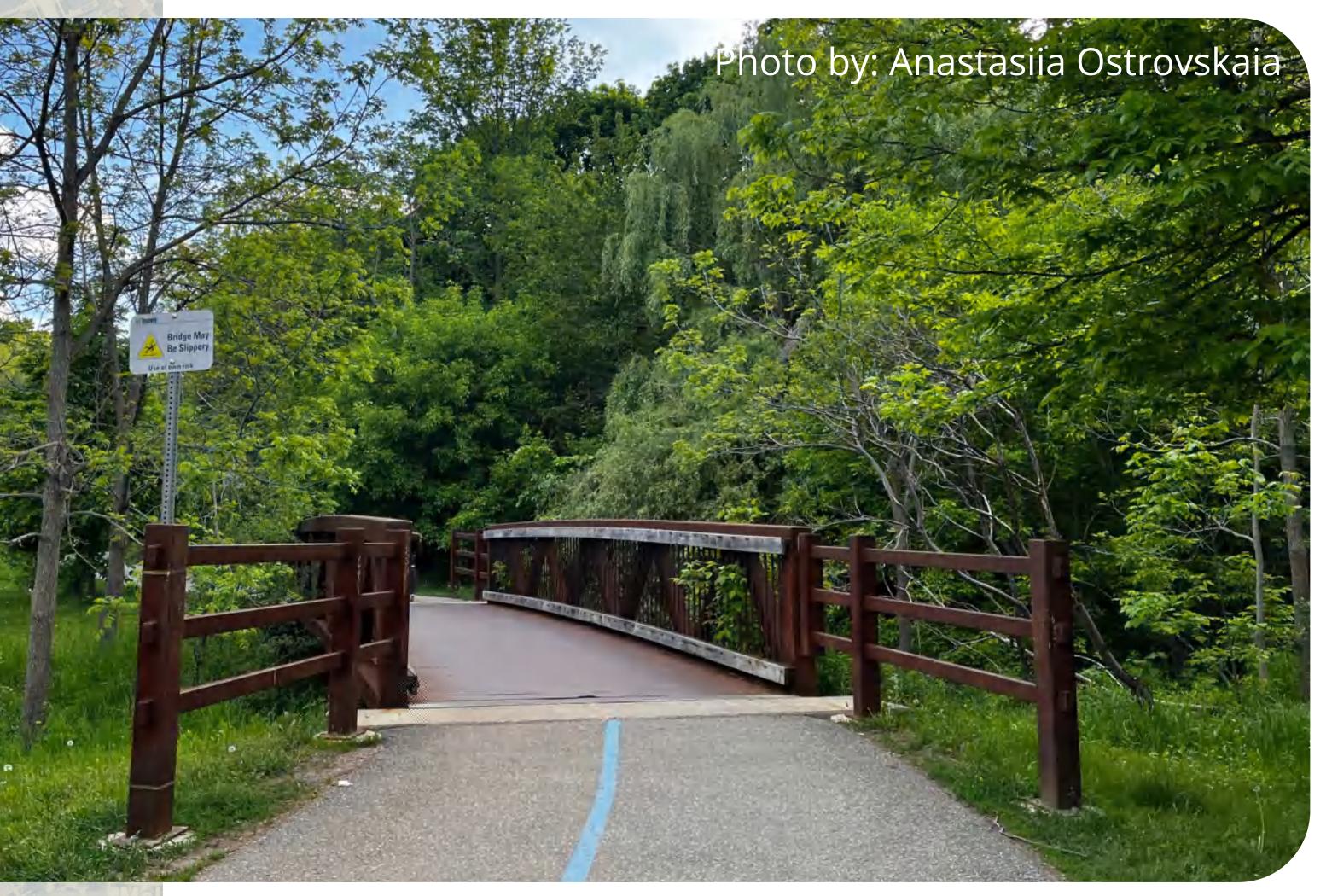


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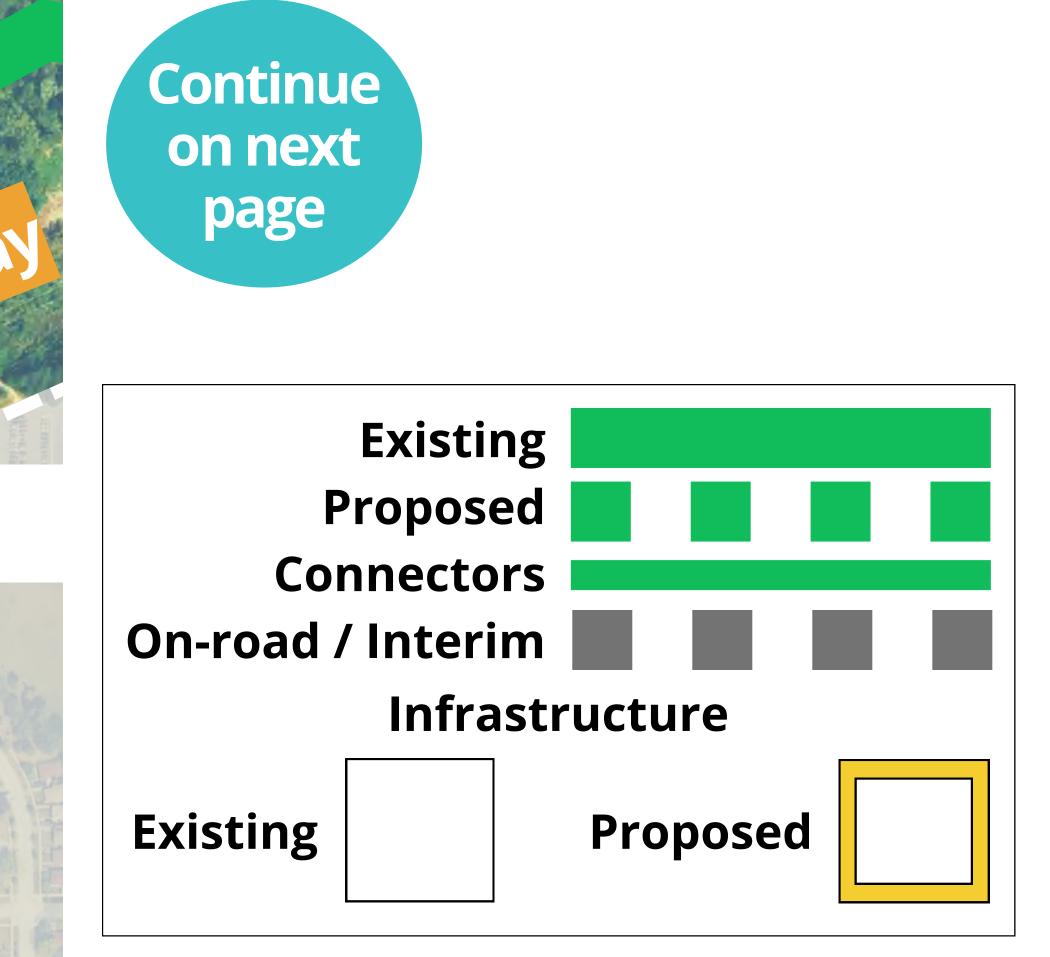
**DID YOU KNOW?** 

# Thomson Memorial Park

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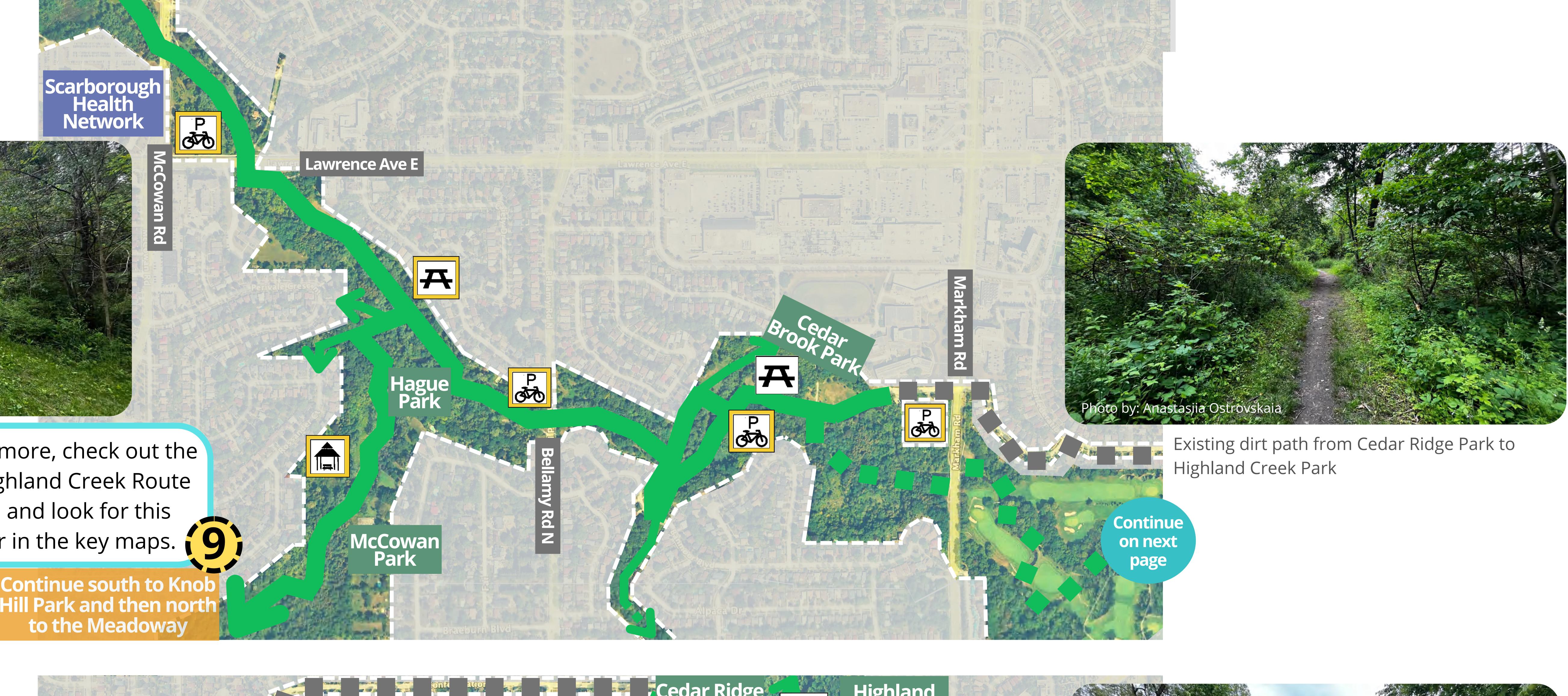


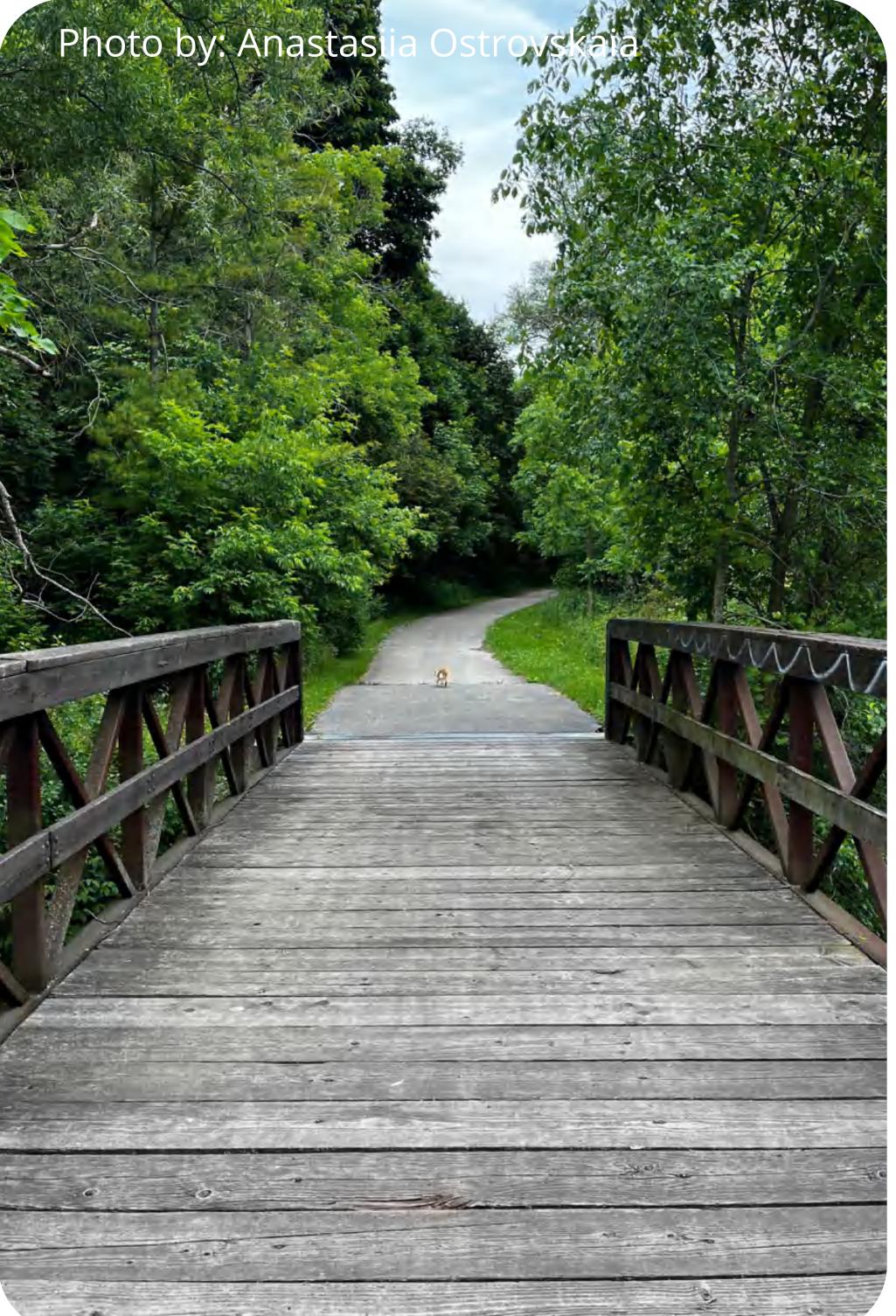
# Bridge crossing West Highland Creek just north of the Meadoway











Pedestrian bridge to Greenvale Park



Map layout by: Allison Oki Satellite images from: Google Earth

# Audrelan

Steeles Ave E

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Brimle

ey

Photo by: Karen Khan

# Brimley Woods Park

(15)

# The East Highland Creek Greenway

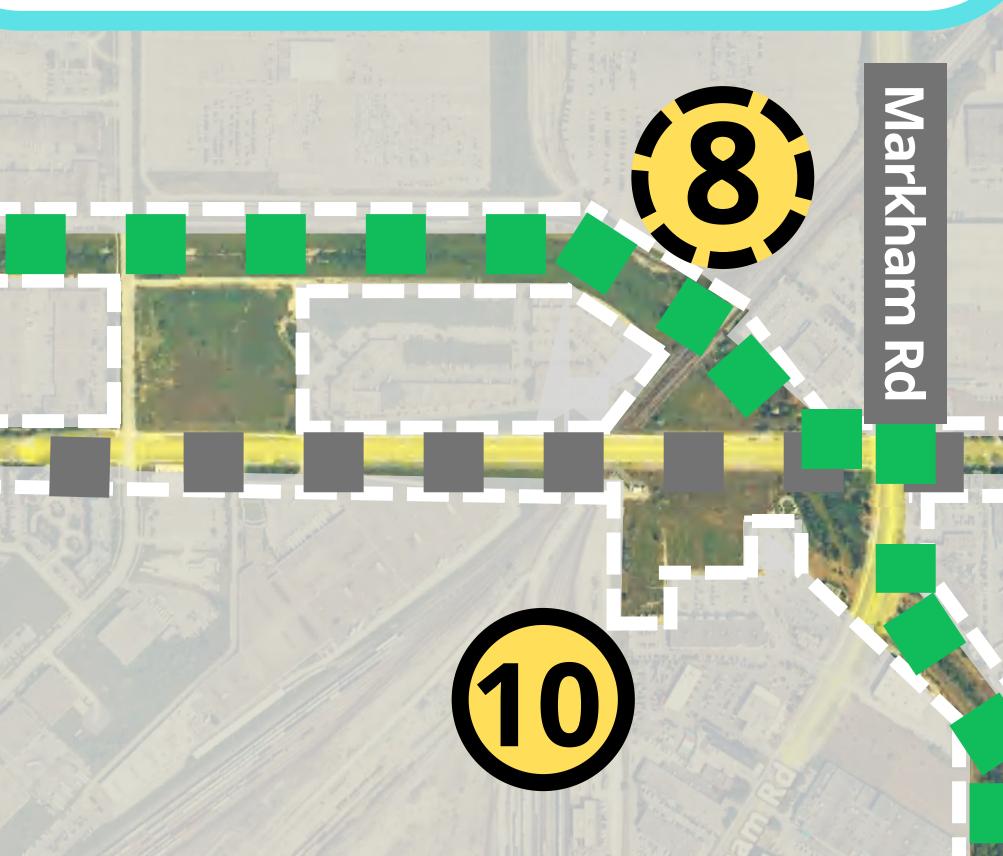
# **DID YOU KNOW?**

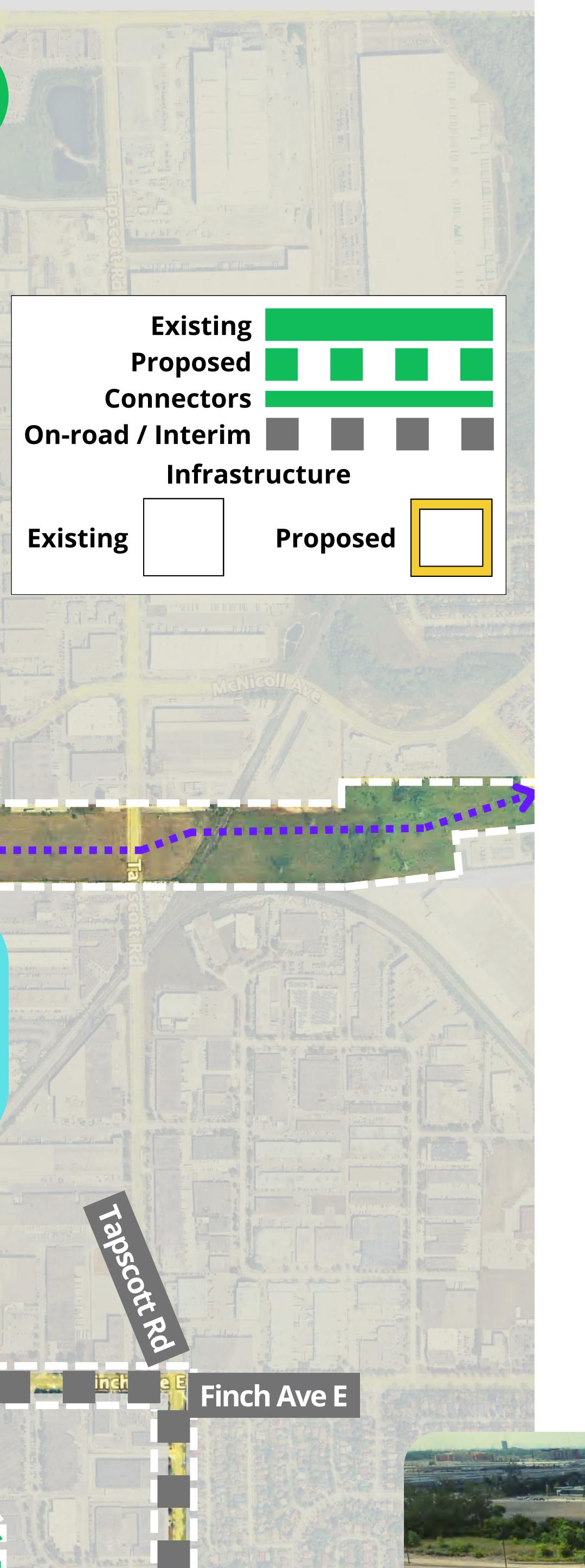
North of the Finch Hydro Corridor, is the only area within the entire route where East Highland Creek is nowhere to be seen. Here, the creek is channelized completely underground.

# Finch Corridor

McNicoll Ave

To learn more, check out the East Highland Creek Route Profile and look for this number in the key maps.

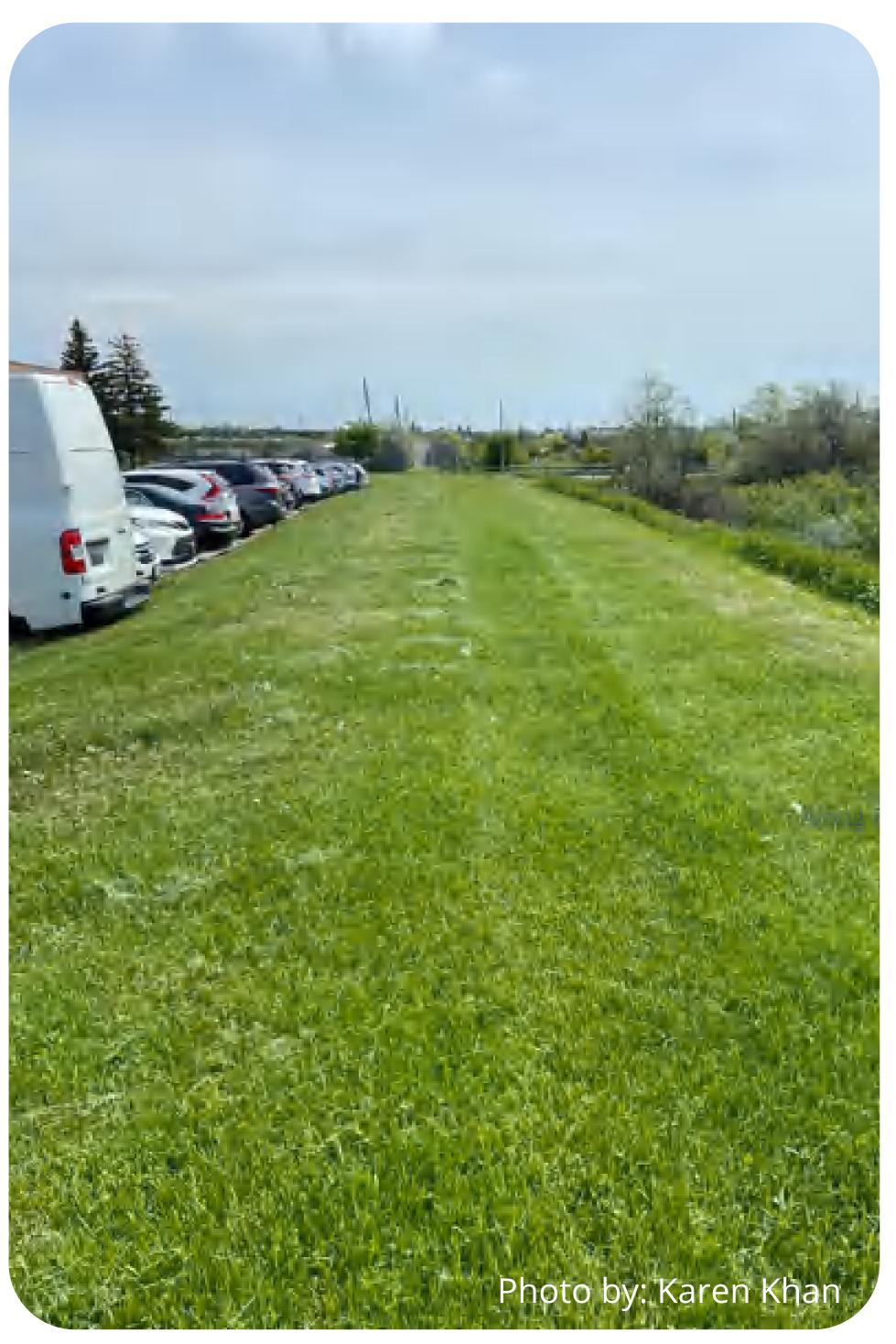




Existing

Connectors

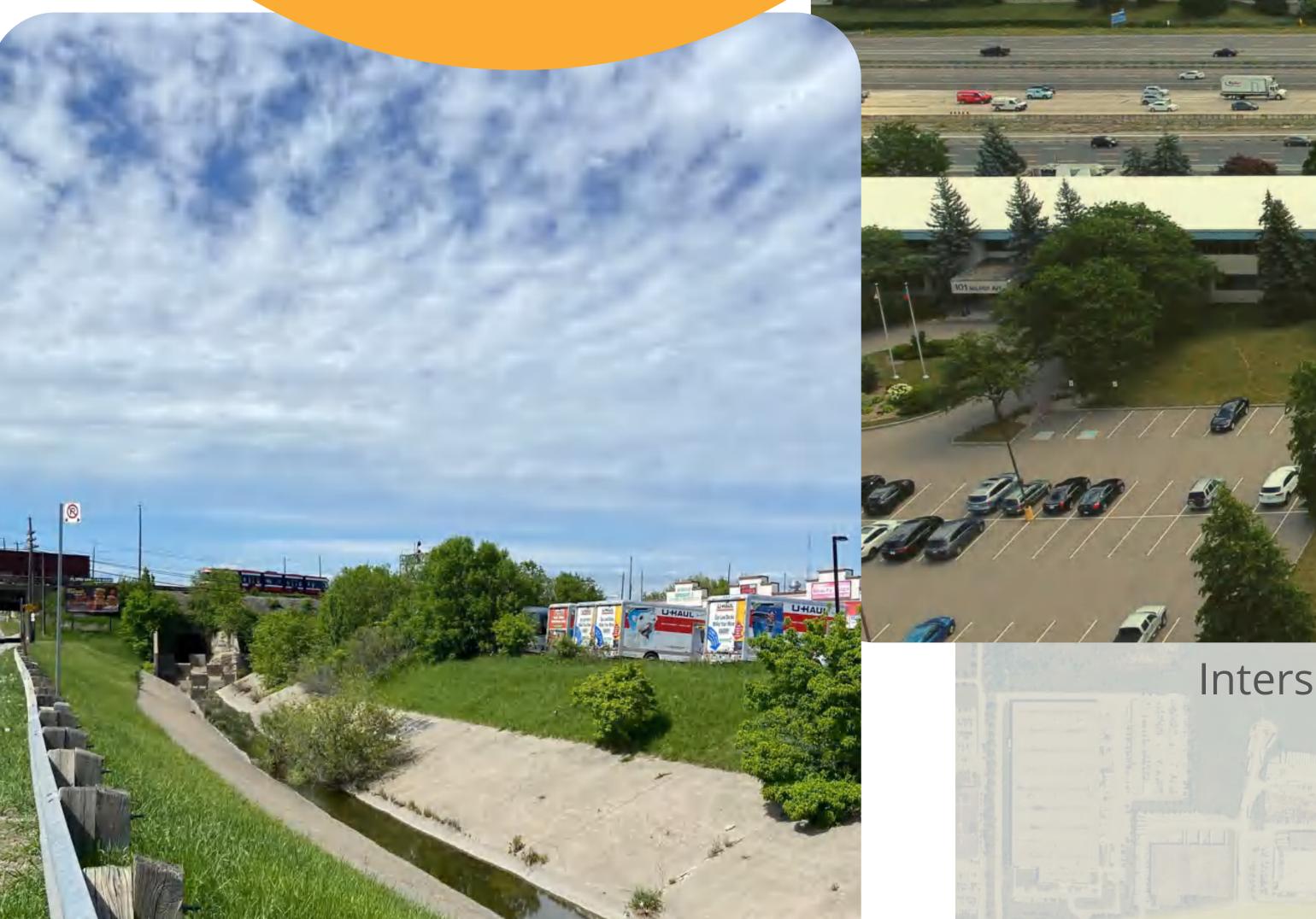
Existing



Along East Highland Creek by Middlefield Rd

# **DID YOU KNOW?**

Most of East Highland Creek does not follow its original watercourse. This is due to the channelization of its headwaters to make way for residential and commercial developments, and the construction of Highway 401.





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(13)

Intersection of the 401 and East Highland Creek near White Haven Park

Brimley Rd

### Scarborough Town Centre





### Intersection of CPR and East Highland Creek

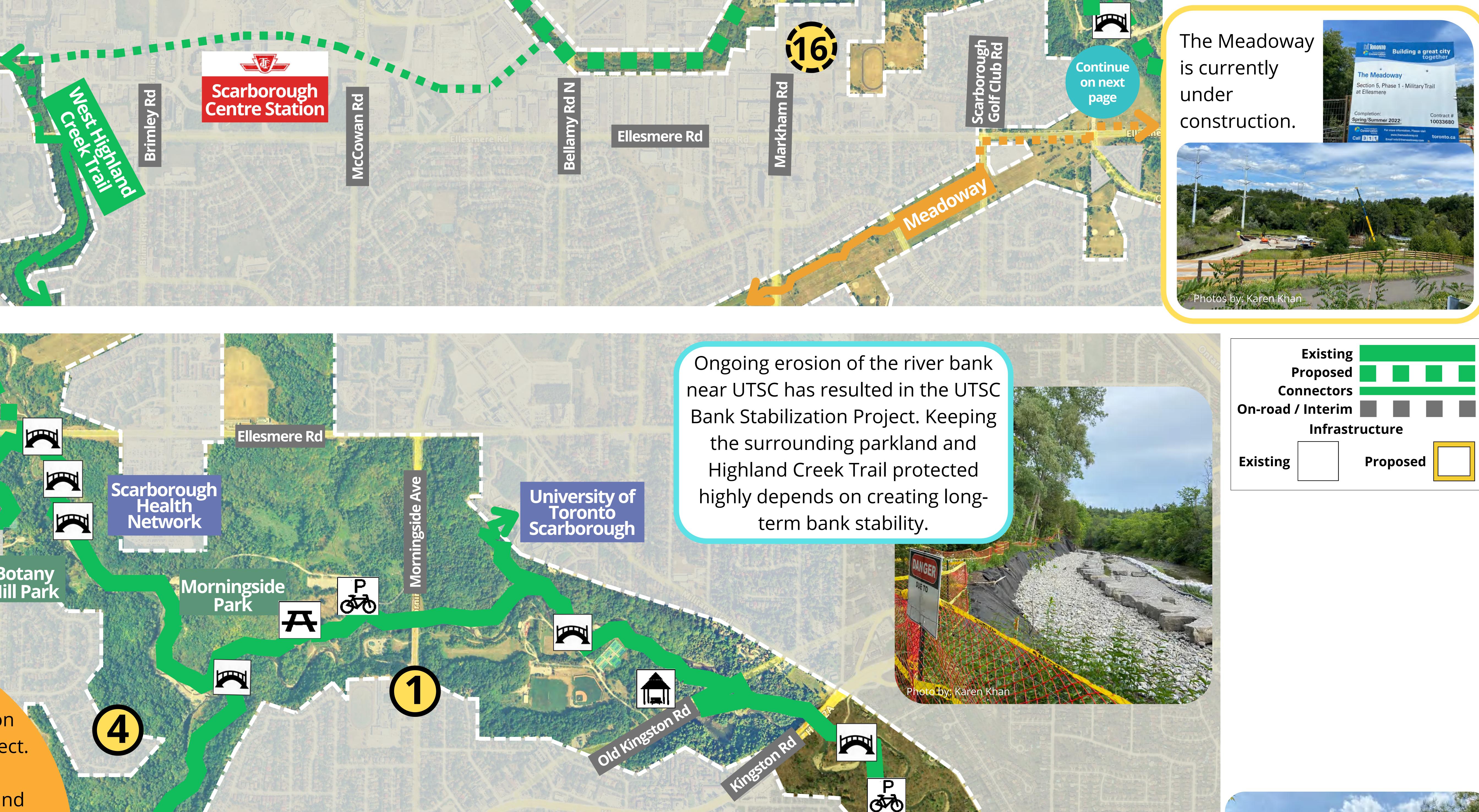
# Towards Malvern Town Centre



Intersection of the 401 and East Highland Creek by Centennial College



Channelized creek at McCowan Rd and Nugget Ave







# **DID YOU KNOW?**

Morningside Park is the location for the Morningside Legacy Project. This project aims to restore Indigenous acknowledgement and





presence at the park by providng a space where they can gather and celebrate, and where the public can learn more about their cultural 🖌 🗐 history and local conservation.



3 to



# Near Highland Creek Park

reek Park

# **Guildwood GO** Station

Row

# Trail by Guild Park

### Lawrence Ave E

Corborough Waterfront

Guild Park & Gardens

51

# Colonel Danforth Park

## Lawrence Ave E 📂

East Point

Park

ZE

Map layout by: Allison Oki Satellite images from: Google Earth



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Pedestrian bridge to the Waterfront



Path at East Point Park

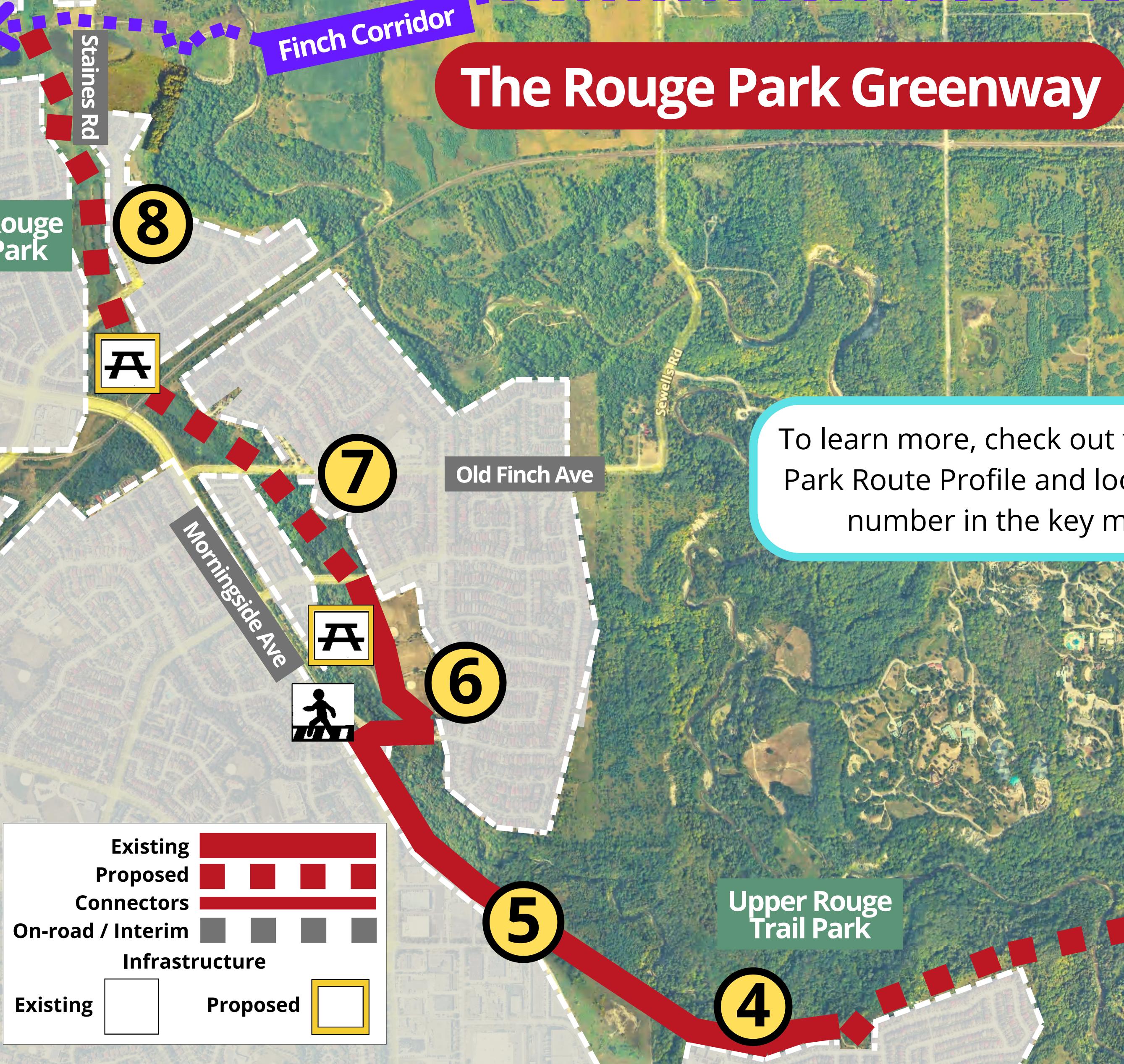
### Photo by: André Sorensen

# Facing north at Point Rouge Trail Park



Point Rouge Trail Park

Existing





# Plug Hat Rd

To learn more, check out the Rouge Park Route Profile and look for this number in the key maps.

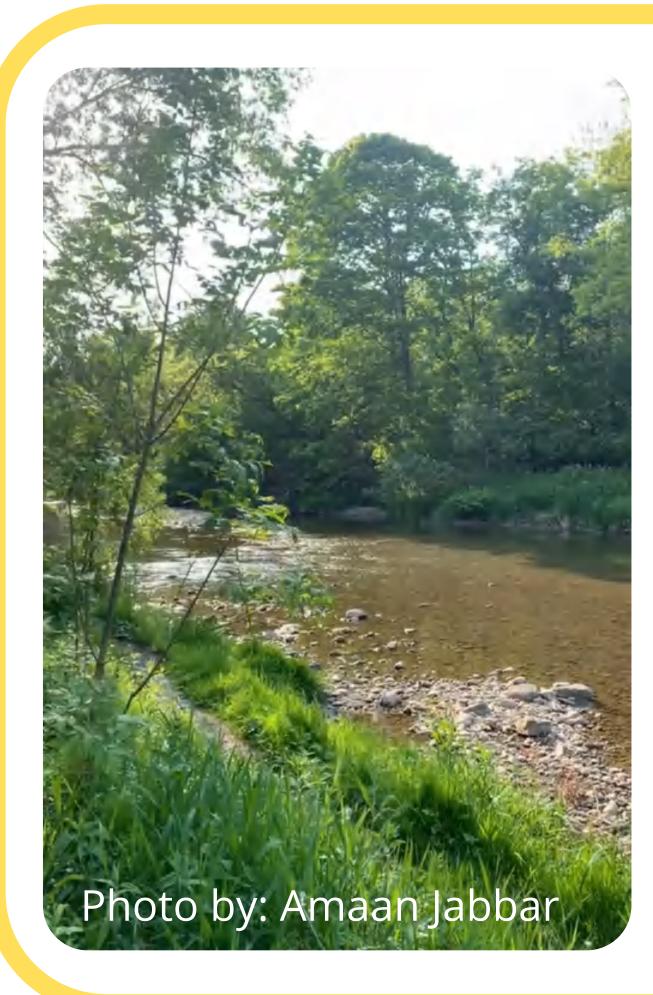
Little Rouge Creek

Upper Rouge Trail Park

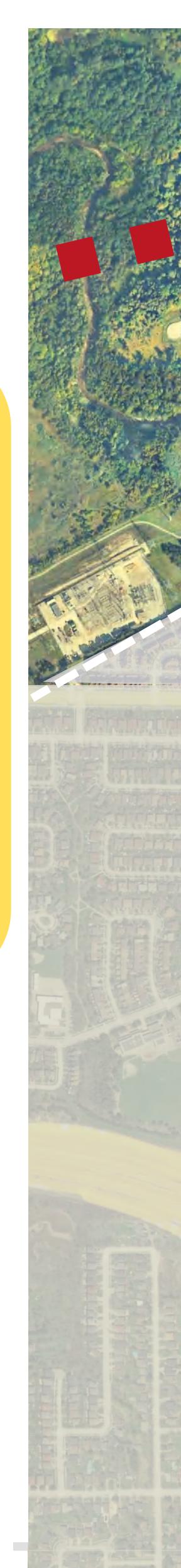


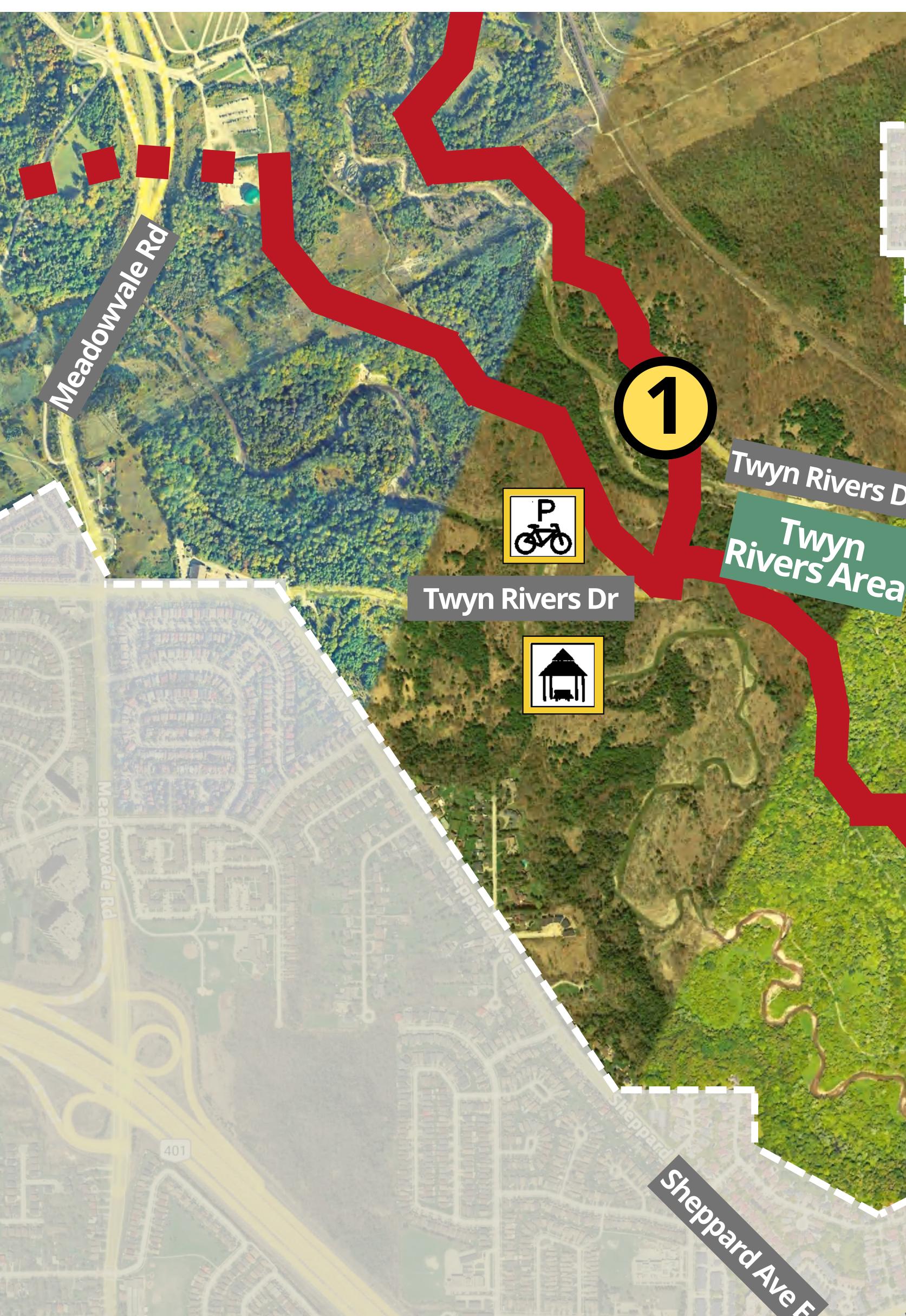
Cedar Trail, which follows the Little Rouge Creek

Continue on next page



Twyn Rivers Park is currently under construction to increase public safety and accessibility.





# **DID YOU KNOW?**

There have been recent black bear sightings in Glen Rouge Park!

Highway 40'



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Glen Rouge Campground

ATE.

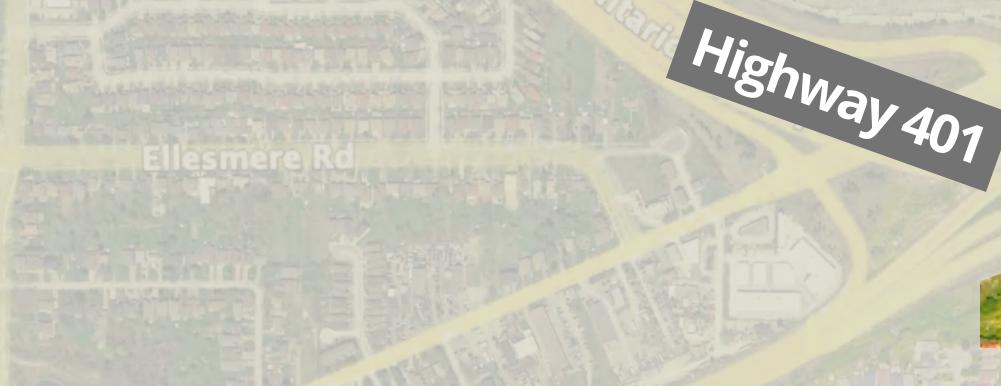
# Glen Rouge Park is the only campgrounds in Toronto.





The railway and shipping businesses at Port Union peaked in 1865 with a permanent population of over 100 residents and as many as 300 on any given business day. The growing community was granted its own post office, which survived until 1934.





Lawrence Ave E

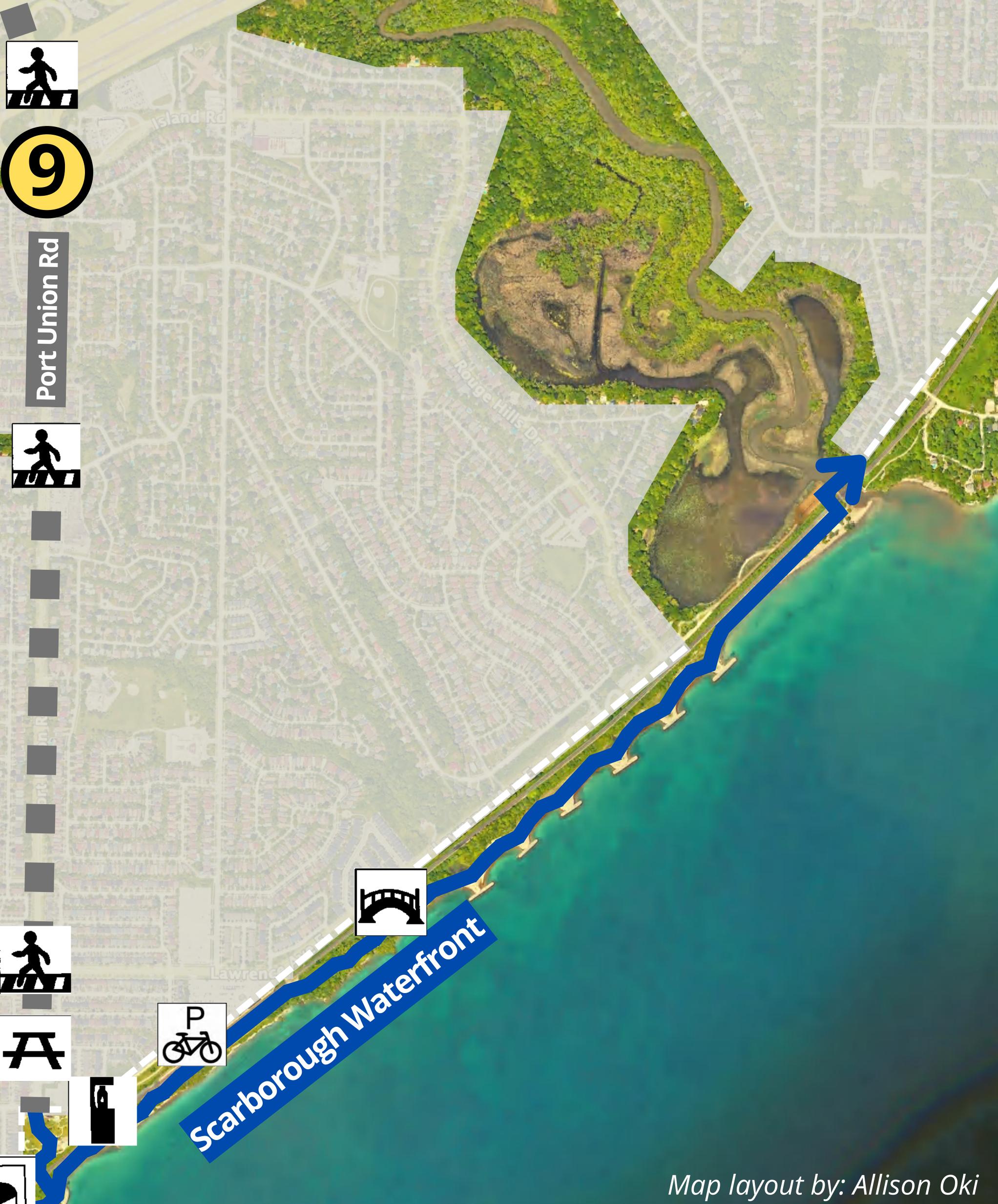


Port Union Waterfront Park





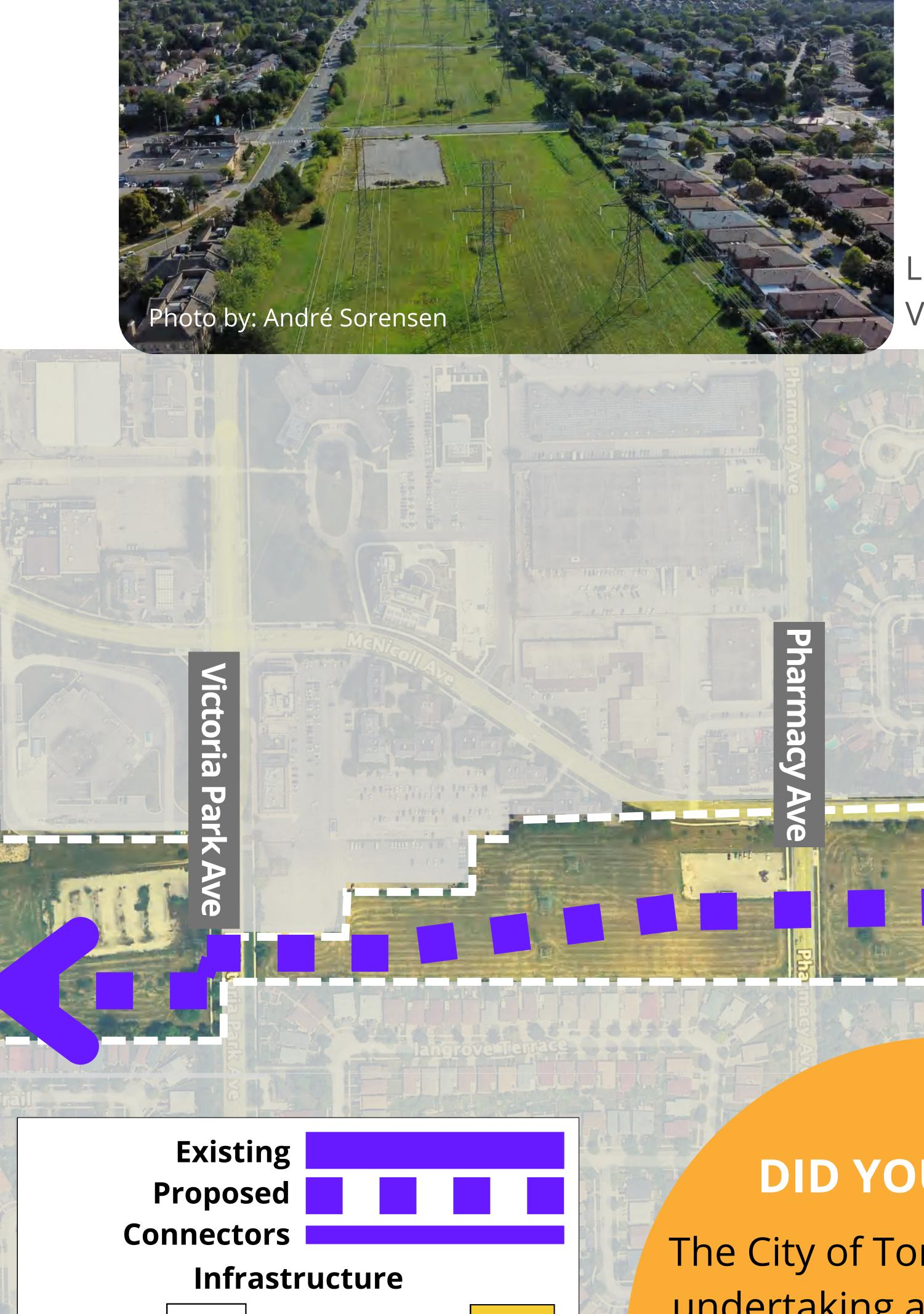
East filb creek Trall





In 2006, the Port Union Waterfront Trail opened. From 1849 to 1895, this was the location of the wharf built by the Scarborough, Pickering and Markham Wharf Company to facilitate Lake Ontario shipping.

Satellite images from: Google Earth



Proposed

Existing

The City of Toronto is currently undertaking a <u>Feasibility Study</u> of potential on- and off-road cycling facilities for the Warden Hydro Corridor from the Finch Corridor to the Meadoway.

> Intersection of the Finch Greenway and Taylor Massey Creek Trail along the Warden Hydro Corridor Photo by: André Sorensen

The 2022-2024 Near Term Implementation Program of the <u>Toronto Cycling Network Plan</u> indicates that the Finch Greenway from Pharmacy Ave to Birchmount Rd is "underway". There are currently no signs of construction (as of August 2022).

## Looking east from Victoria Park Ave

Huntsmill

0 to

Park

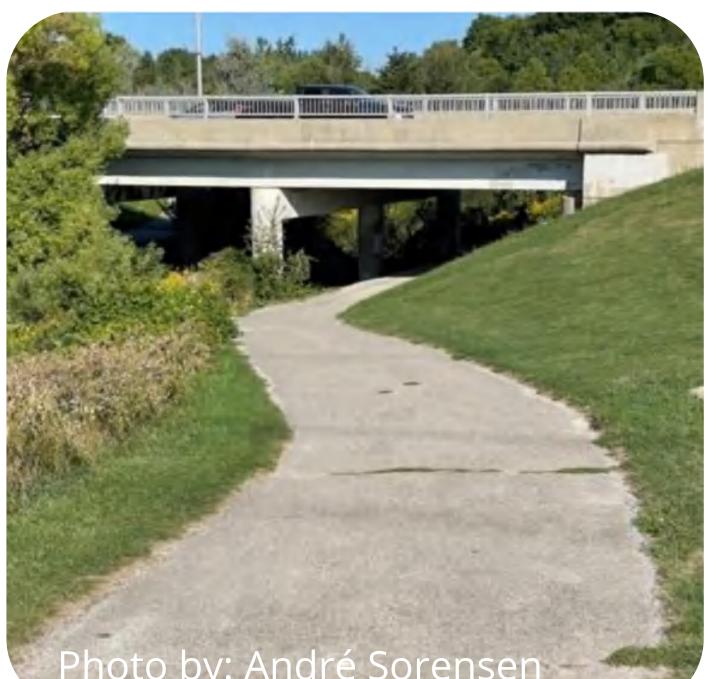
# The Finch Greenway

# **DID YOU KNOW?**

McNicoll Ave



Trail across West Highland Creek, south of the Finch Greenway



### Trail under McNicoll Ave



Creek Trail

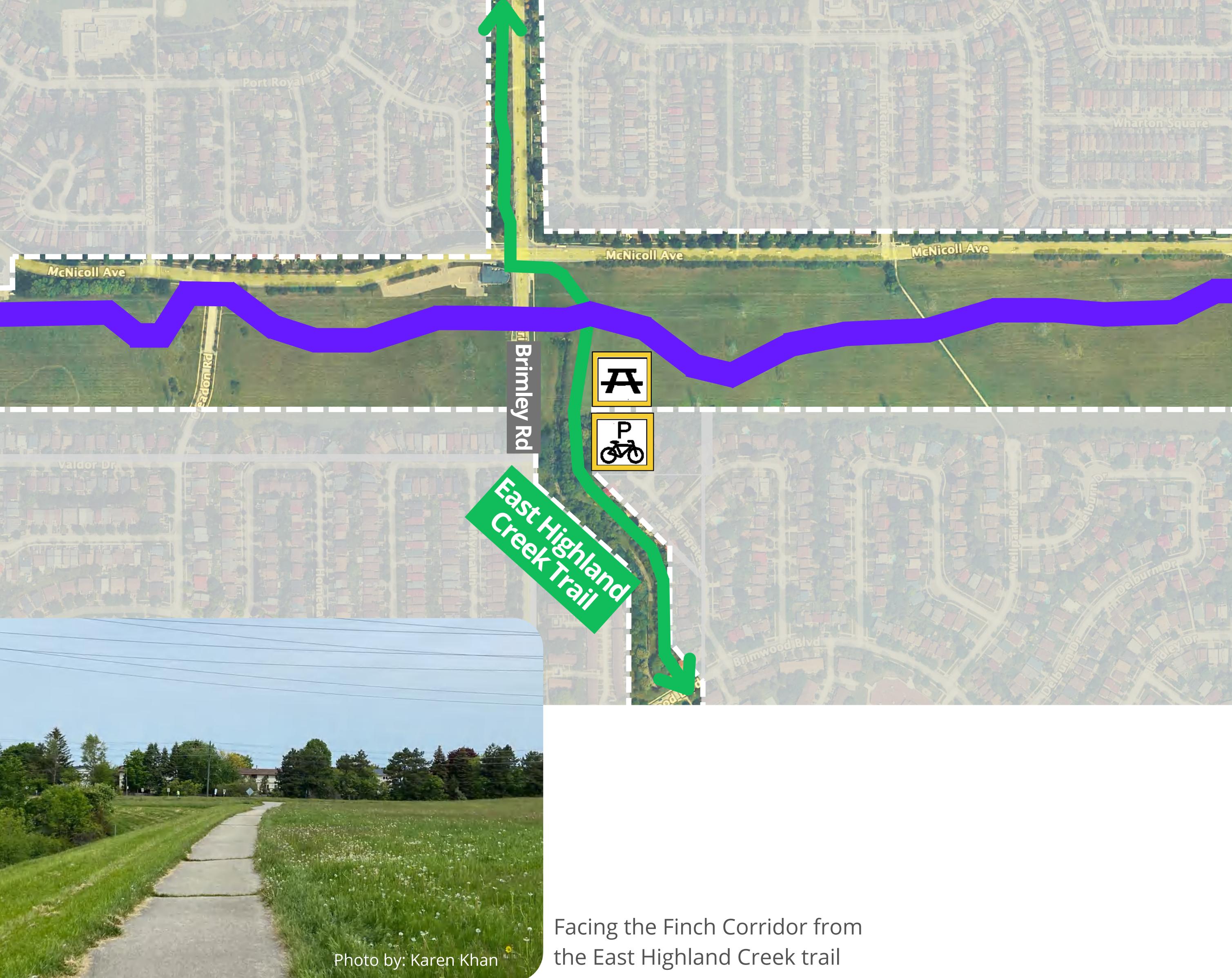


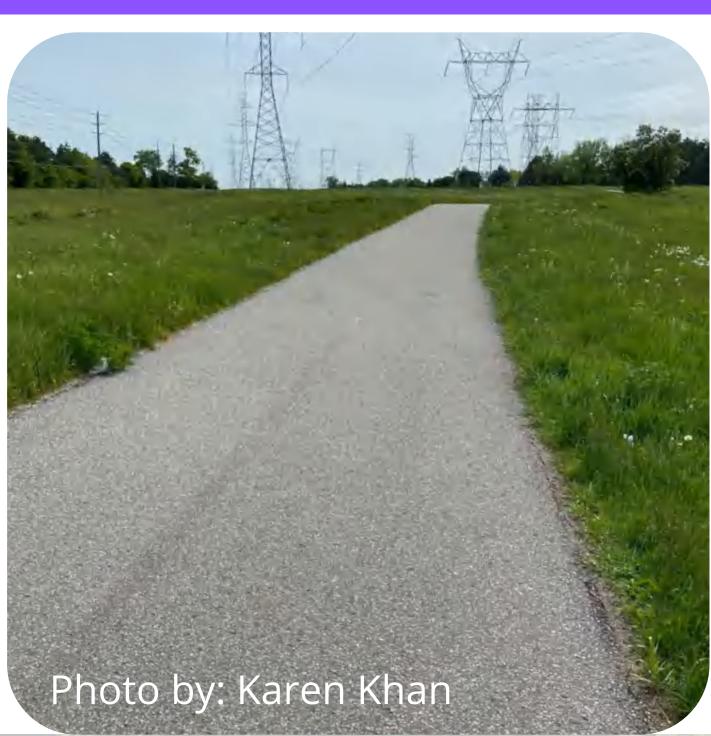
There is a bidirectional separated cycle path along McNicoll Ave from Kennedy Rd to Silver Star Blvd.

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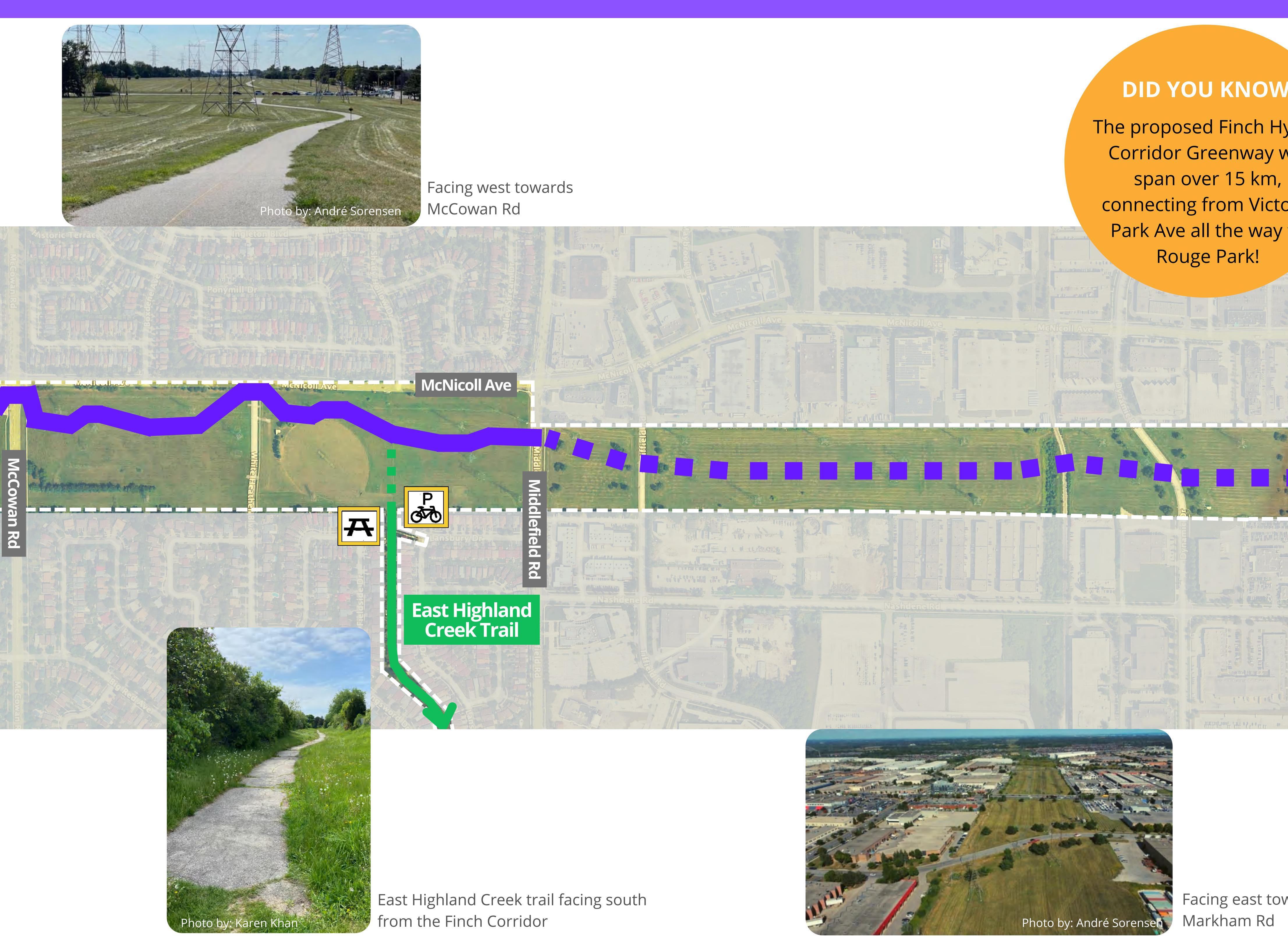
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HANDER BARRY BITCH FRAME, BITCH





# Facing east from Brimley Rd

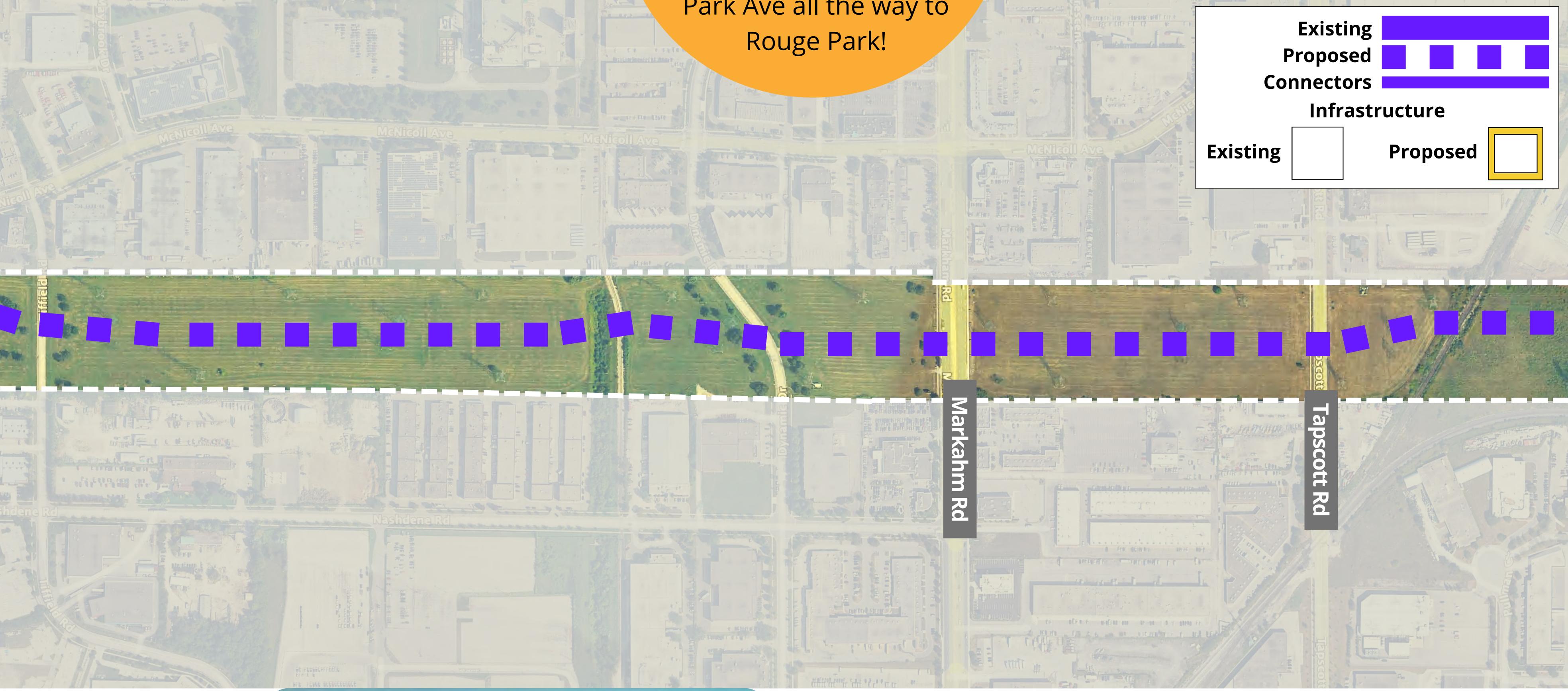


# **DID YOU KNOW?**

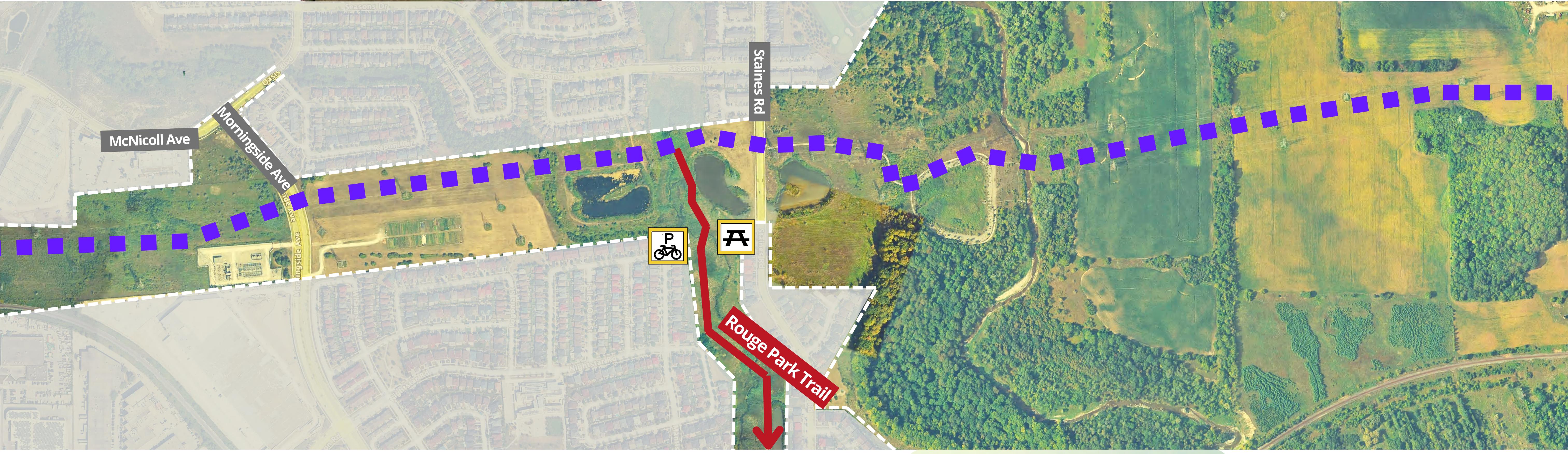
The proposed Finch Hydro Corridor Greenway will span over 15 km, connecting from Victoria Park Ave all the way to Rouge Park!



Facing east towards Markham Rd





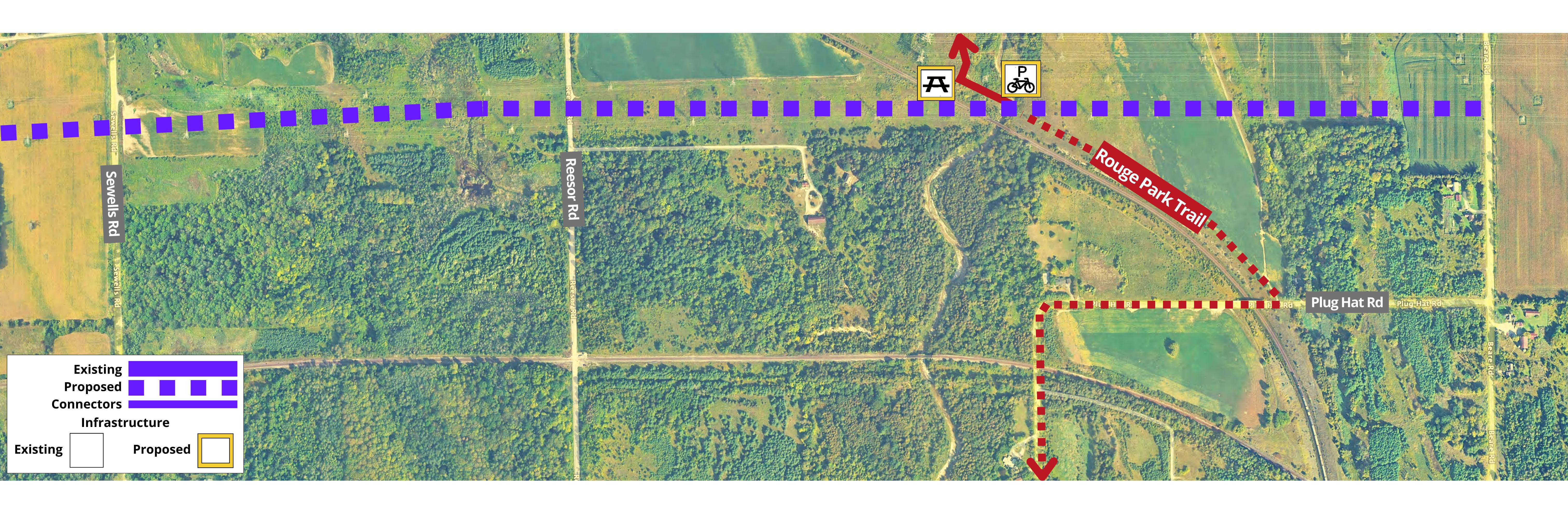


# Facing east from Morningside Ave

Facing north at Point Rouge Trail Park







The proposed Finch Hydro Corridor Greenway will connect to Rouge Park, <u>which is Canada's first and only</u> <u>national urban park</u>!

> Map layout by: Allison Oki Satellite images from: Google Earth