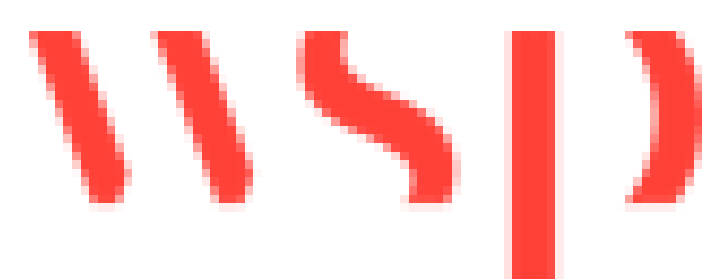
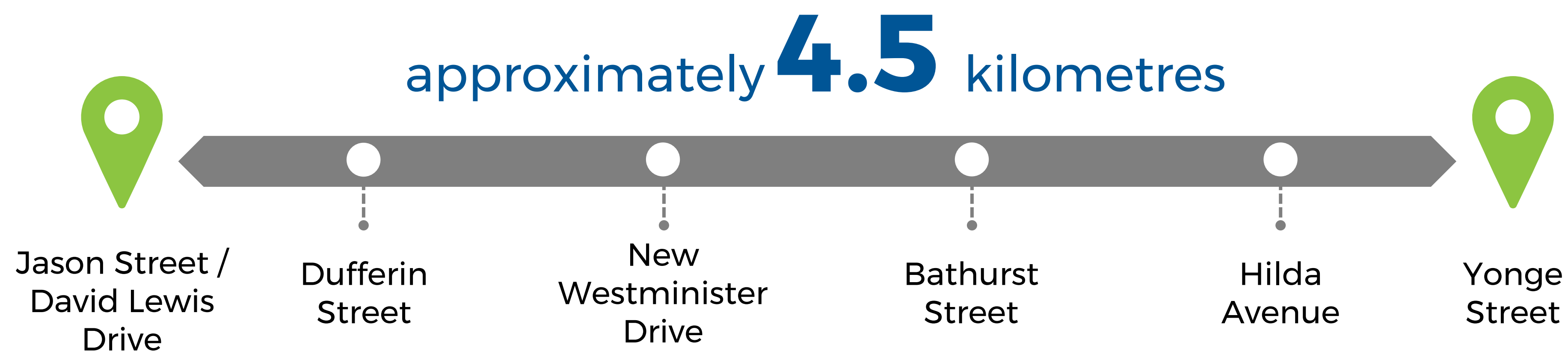


Cycling Improvements Coming to Clark Avenue West




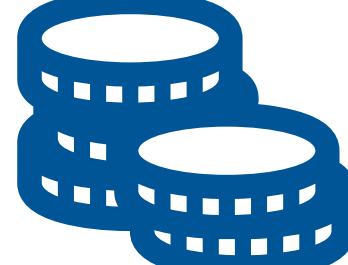


Study Overview

The City of Vaughan is proposing to construct in-boulevard cycling facilities along Clark Avenue between Jason Street / David Lewis Drive to Yonge Street.



A preliminary and detailed design are being completed to assess various options for in-boulevard cycling facilities that take into account site conditions and key issues such as:

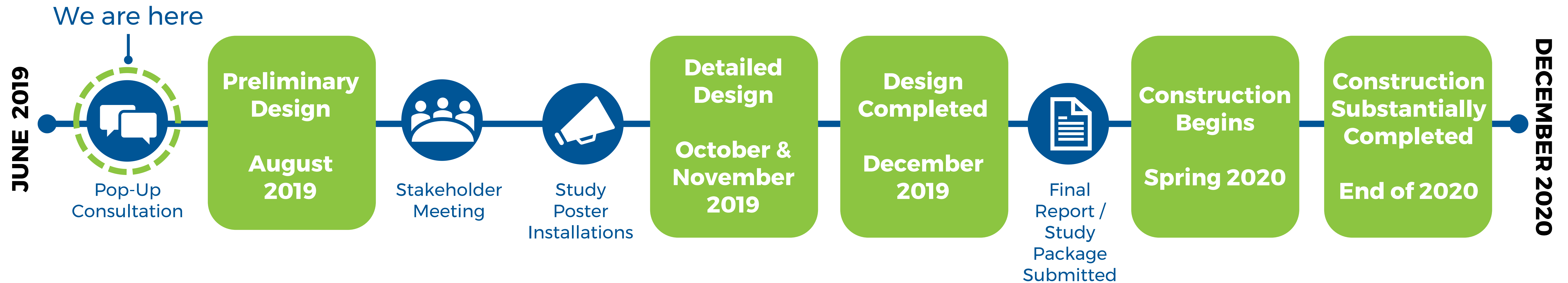
-  Increase level of comfort for cyclists and pedestrians
-  Minimize impact on trees and natural environment
-  Minimize utilities relocation
-  Identify opportunities to bundle investments

Did you know?

In 2017, the City of Vaughan received grant funding from the Province of Ontario through the Ontario Municipal Commuter Cycling (OMCC) Program. The OMCC Program was established to help municipalities plan, design and construct cycling facilities. A portion of this funding will be used to fund the Clark Avenue cycling facilities, which are expected to be completed in 2020.

Project Timeline & Objectives

The study will be completed over a 1 year timeline with construction set for completion in late 2020.



The improvements on Clark Avenue are meant to achieve:



Comfortable and convenient cycling facility that can help improve safety for users



Primary route in cycling network



Enhanced opportunities for beginner cyclists



Connections to existing and future active transportation infrastructure



Connections to existing and future transit services



Pavement and sidewalk rehabilitation

Clark Avenue today...



Clark Avenue at Jason Street looking east



Clark Avenue at Dufferin Street looking east



Clark Avenue at New Westminster Drive South looking east



Clark Avenue at Bathurst Street looking west



Clark Avenue at Hilda Avenue looking west



Clark Avenue at Yonge Street looking west

Study Corridor – Jason St. to Bathurst St. (Part 1)

Tell us:

1. Key destinations or places you like to visit along Clark Avenue
2. Conflict points that you think can be improved for cycling and walking along Clark Avenue

Please use the markers and post-it notes provided to share your comments directly on the maps.



1 Dufferin Clark Community Centre

3 St. Elizabeth Catholic High School

5 Promenade Mall

Existing buffered bike lane

Existing signed bike route

Study Corridor

2 Vaughan Secondary School

4 Bathurst Clark Resource Library

Future Viva bus stops

Existing multi-use recreational trail

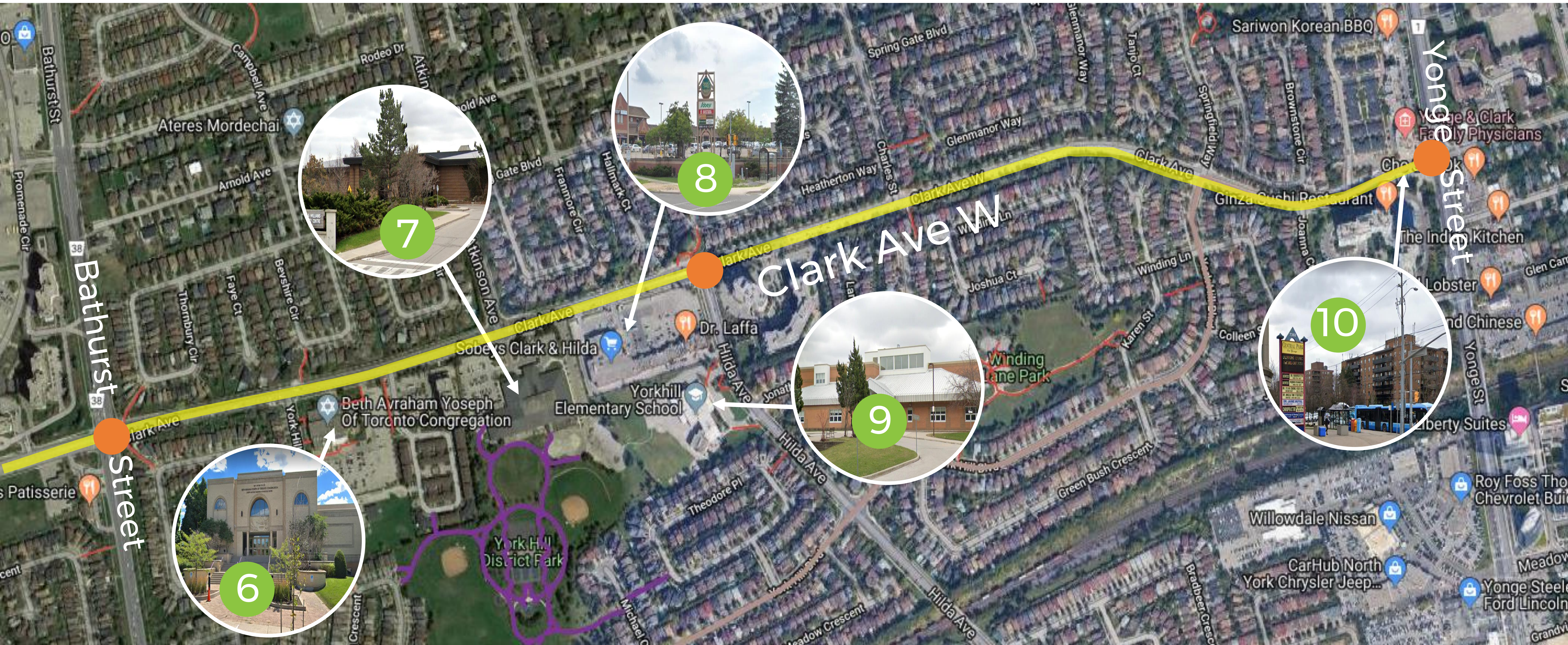
Existing pathway

Study Corridor – Bathurst St. to Yonge St. (Part 2)

Tell us:

1. Key destinations or places you like to visit along Clark Avenue
2. Conflict points that you think can be improved for cycling and walking along Clark Avenue

Please use the markers and post-it notes provided to share your comments directly on the maps.



6 Beth Avraham Yoseph of Toronto Congregation

8 Spring Farm Shopping Plaza

10 Transit and businesses at Yonge & Clark

Existing buffered bike lane

Existing signed bike route

Study Corridor

7 Garnet A Williams Community Centre

9 Yorkhill Elementary School

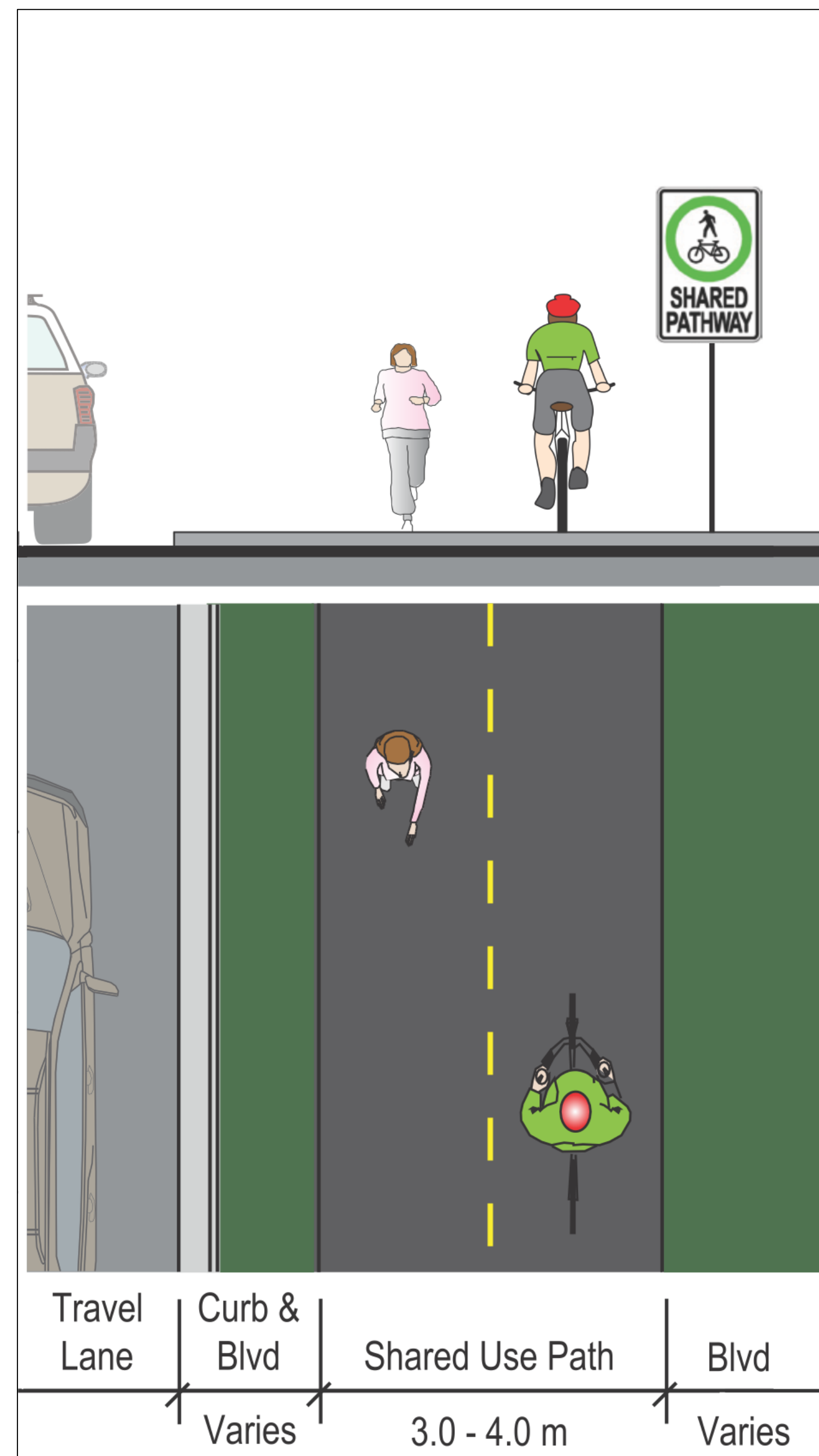
Future Viva bus stops

Existing multi-use recreational trail

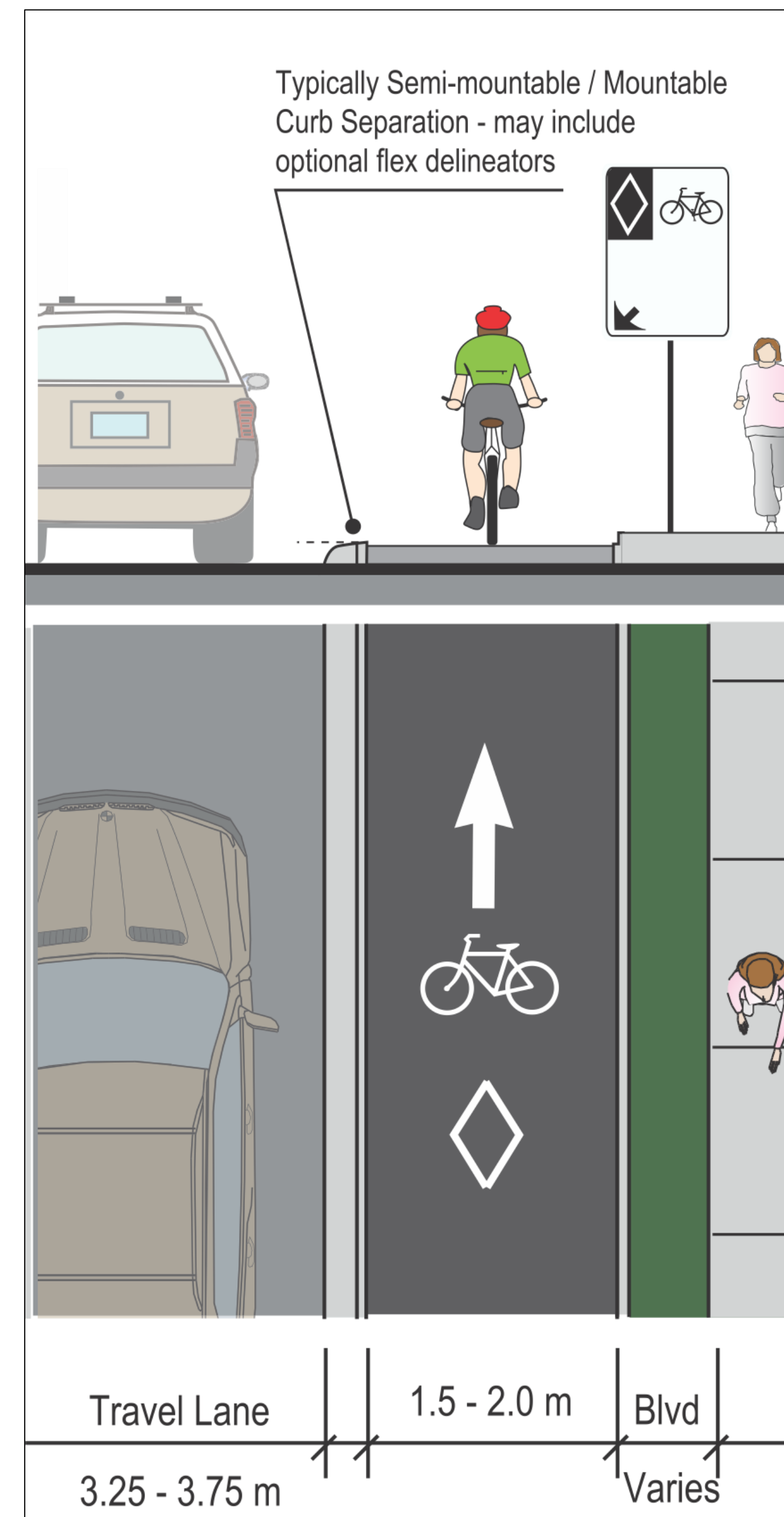
Existing pathway

Options being considered

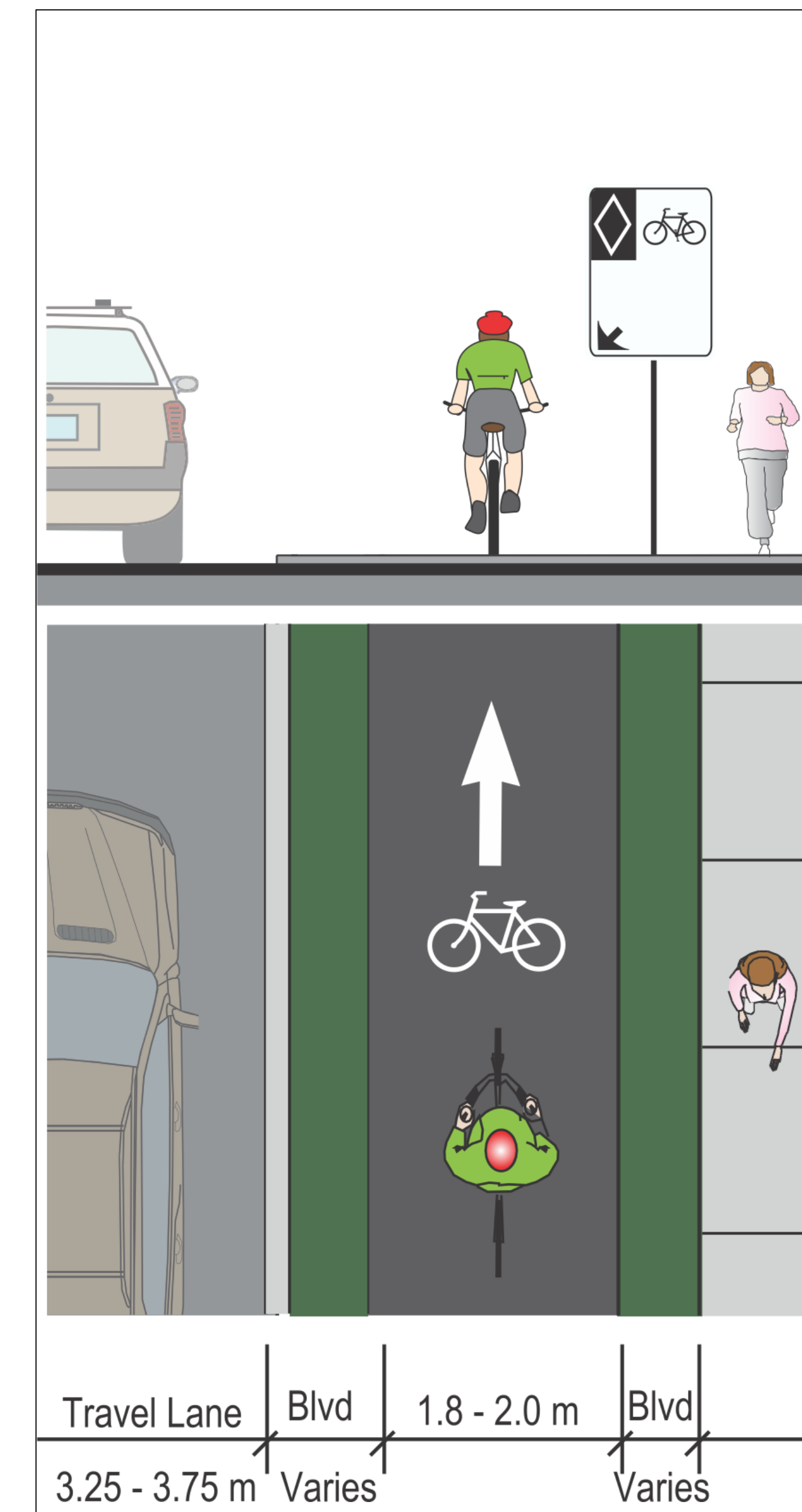
In-boulevard multi-use pathway



One-way cycle track adjacent to curb



One-way cycle track adjacent to sidewalk



Draft Design Concept

The photo on the right illustrates the preferred design for a cycling facility along Clark Avenue.

The design of the cycling facility could look different in some locations. Examples of possible designs include:



Additional Design Considerations

INTERSECTION CROSSING ENHANCEMENTS

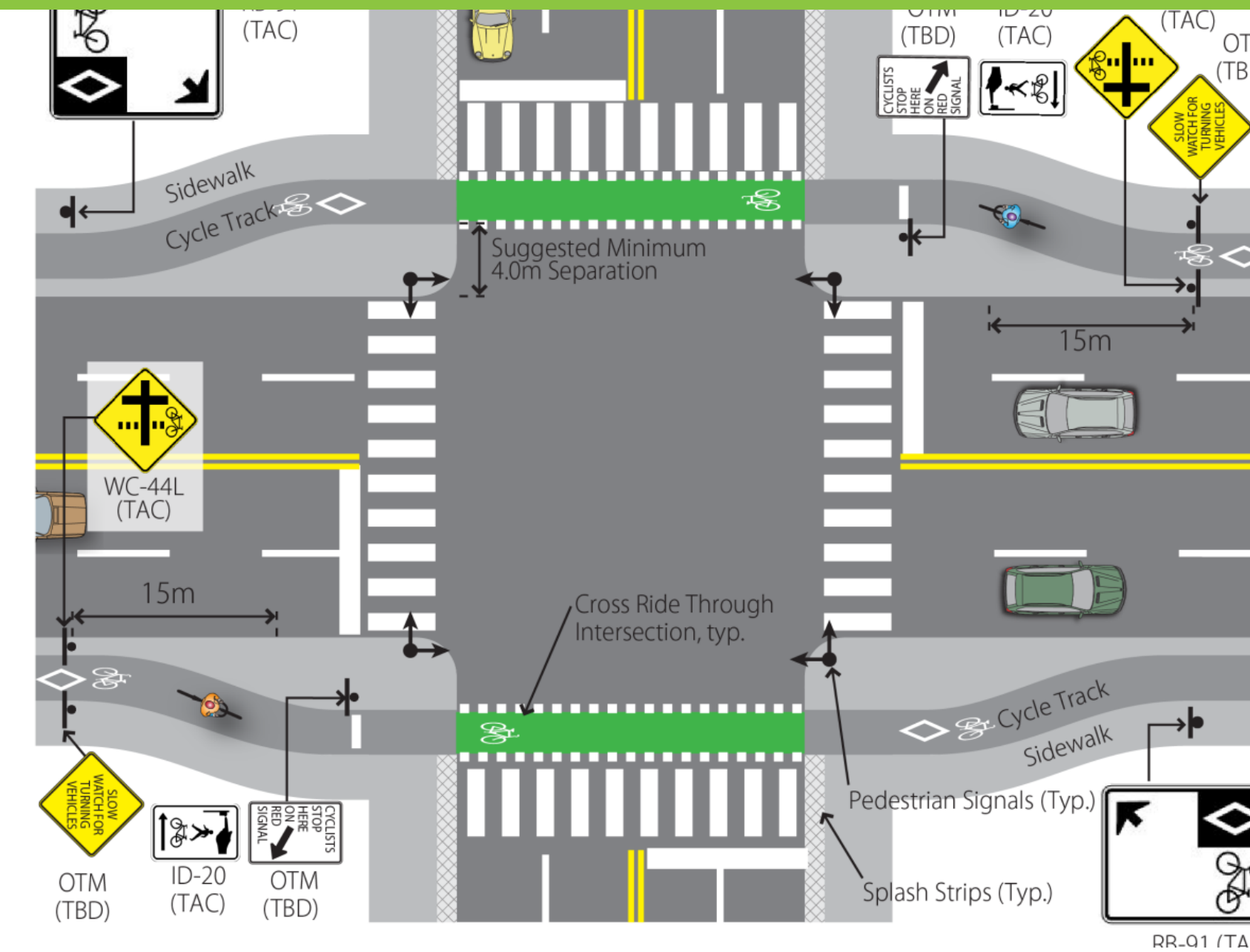
There can be locations along a cycling route or corridor where additional design treatments are needed to address barriers, crossings and transitions for cyclists and pedestrians. The following are examples of potential treatments that can be applied to increase the sense of comfort and safety for cyclists, pedestrians and those with visual impairments and mobility needs:

Raised cycle track transition to a conventional bike lane on the approach to an Intersection



Share your thoughts

Cycle track carried through intersection with green pavement marking



Share your thoughts

Cross-rides (no colour treatment)



Share your thoughts

Intersection with tactile walking surface indicators



Share your thoughts

Additional Design Considerations

TRANSIT STOPS

Cyclists and pedestrians often share the road with transit vehicles and users. Below are some examples of design considerations that can help mitigate conflicts between transit users, cyclists and pedestrians.

Cycle track passing through bus stop



[Share your thoughts](#)

DRIVEWAYS

Driveways and parking lot entrances / exits can present conflicts between drivers, cyclists and pedestrians. Below are examples of treatments that can help mitigate risk between vehicles entering and exiting driveways and cyclists and pedestrians.

High visibility treatment for cycle tracks at driveways



[Share your thoughts](#)

Multi-use pathway at transit stop



[Share your thoughts](#)

Multi-use pathway carried across a commercial plaza driveway



[Share your thoughts](#)

Next steps

1. Summarize input received today
2. Assess potential impacts to trees and light poles along the corridor (conduct field work with City staff)
3. Meet with agency stakeholders in August
4. Confirm preferred design solution
5. Proceed with detailed design
6. Tender and construct cycling facility in Spring 2020

Stay involved



For more information visit:
www.vaughan.ca/cycling



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