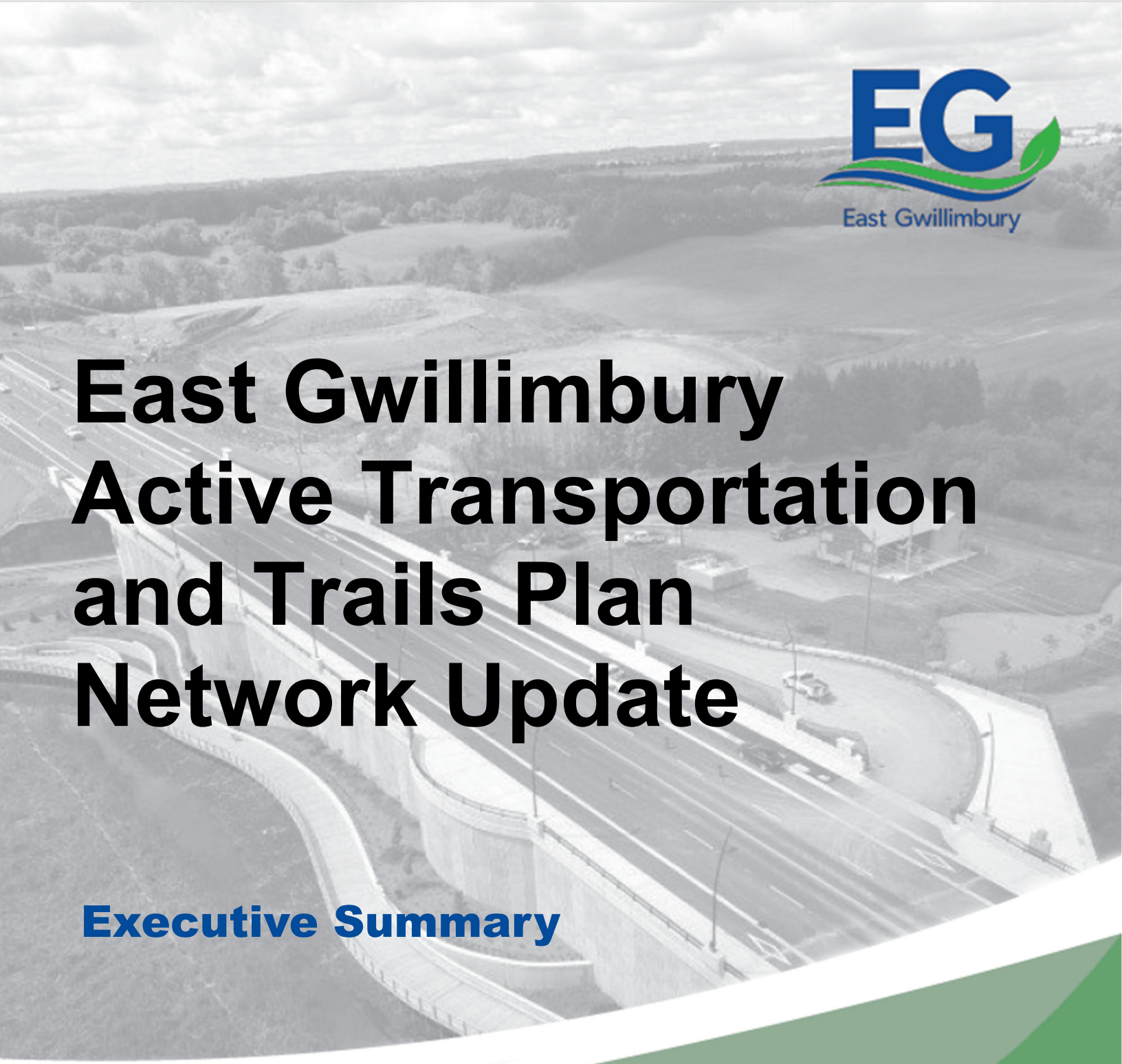

East Gwillimbury

East Gwillimbury Active Transportation and Trails Plan Network Update

Executive Summary

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May 2026

Chapter 1: Introduction

The Town of East Gwillimbury, located between Toronto and Ontario cottage country, is updating its Active Transportation and Trails Plan (ATTP) to enhance infrastructure, policies, and programming for active transportation. The plan aims to promote human-powered transportation, including walking, cycling, inline-skating, skateboarding, moving with mobility devices, and other non-motorized modes, including e-bikes and scooters. The update, initiated in 2021, is being conducted by WSP Canada Inc. and builds on the 2012 Active Transportation and Trails Master Plan (ATTMP), reflecting growth and incorporating lessons learned, best practices, and new legislation. The study approach is summarized in **Figure i**.

The vision for East Gwillimbury's active transportation network emphasizes promoting healthy lifestyles, sustainable land management, and environmentally friendly community design. Objectives include engaging with residents and partners, enhancing connections to existing facilities, identifying future corridors, developing implementation strategies, and implementing best practices in trail signage. The update aligns with federal, provincial, and regional policies supporting active transportation, focusing on safety, accessibility, efficiency, and environmental sustainability. The Town's Official Plan and Transportation Master Plan also emphasize active transportation, aiming to create well-connected, safe, and accessible infrastructure for pedestrians, cyclists, and transit users.

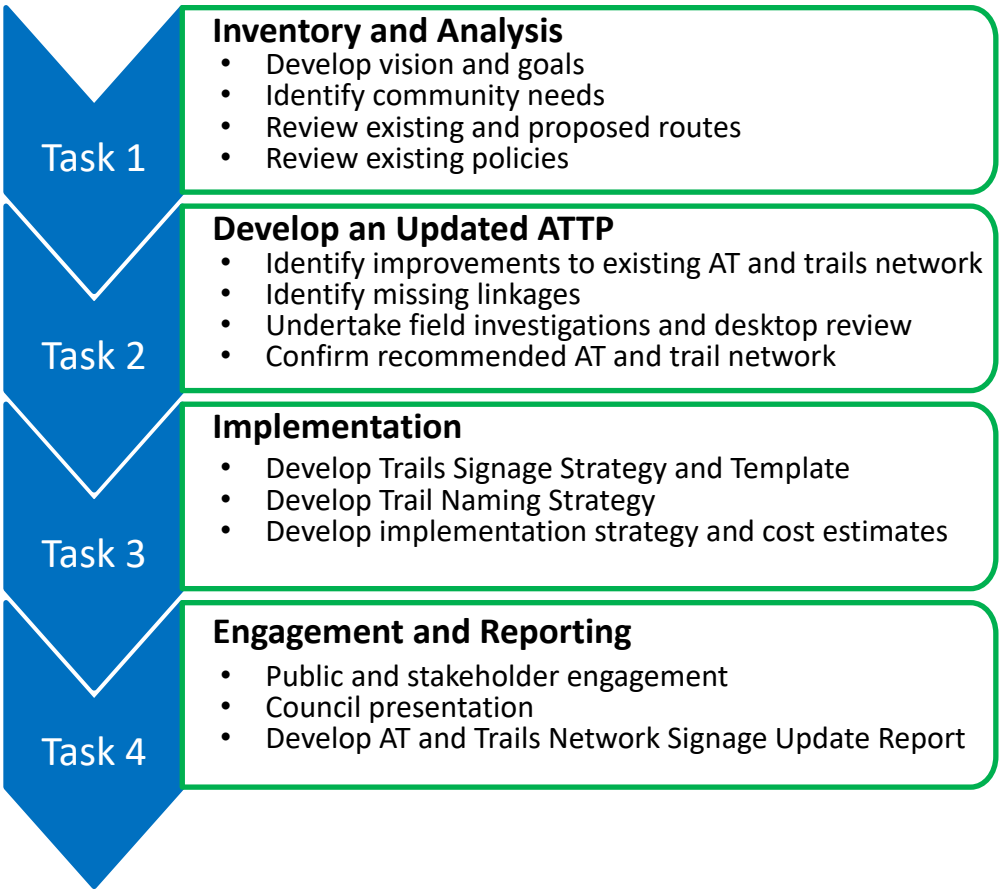

Figure i: ATTP Network Update Study Approach

Chapter 2: What You Told Us

The Active Transportation and Trails Plan (ATTP) update for the Town of East Gwillimbury involved extensive engagement with partners, including Town and Regional Staff, Council, residents, and the Active Transportation and Trails Committee. The consultation strategy included in-person Open Houses, a study webpage, and an online tool to collect feedback, resulting in valuable insights that shaped the plan's development. The public input highlighted the community's desire for safer and more connected trails, including creating loops in existing trails, adding bike lanes near schools, and improving connections to new developments and community centers. Residents also expressed safety concerns, suggesting improvements such as adding instructional signs and enhancing trail surfaces for all-weather use.

The consultation process led to recommendations for short-term, medium-term, and long-term implementation, prioritizing trail routes leading to new community centers and nearby towns. Residents also emphasized the importance of integrating e-bikes safely onto the trails and maintaining winter access. The feedback received underscored the community's commitment to active transportation and helped ensure that the updated ATTP reflects the values and interests of East Gwillimbury residents.





Chapter 3: Updating the Network

The network development approach for updating the Town of East Gwillimbury's active transportation and trails network involves a systematic process combining technical assessments and interested groups consultation. Consistent with the Ontario Traffic Manual Book 18: Cycling Facilities (2021) approach, the process includes steps such as identifying existing conditions and routes, establishing route selection criteria, identifying candidate routes, conducting fieldwork to verify routes, and confirming the preferred active transportation and trails network. The process also includes engagement with Town staff, partners, and the public to refine and confirm routes.

The existing conditions review involved gathering digital spatial data to develop a Geographic Information System (GIS) database, which was continually updated throughout the process. This data included existing and proposed routes from previous planning documents, feedback from partners, and input from the East Gwillimbury Transportation Master Plan Project Team. Route selection criteria were developed based on best practices and guidelines, aligning with the ATTP vision and objectives, and considering various planning documents and strategic goals. Candidate routes were then identified, reviewed, and refined with input from partners and the public, considering factors like connections to transit facilities and key destinations.

The proposed active transportation and trail network, totaling over 750 km, includes existing and proposed routes aimed at enhancing safety, accessibility, and connectivity. The network features various facility types, such as off-road multi-use trails, in-boulevard multi-use paths, cycle tracks, bike lanes, paved shoulders, signed routes, and sidewalks. These facilities cater to a range of users, including pedestrians, cyclists, and people using mobility devices, and are designed to promote active transportation and outdoor activities. The network development approach emphasizes the integration of active transportation routes with existing trails and destinations, contributing to a more sustainable and accessible transportation system in East Gwillimbury.

NOTE: Desire Lines are currently conceptual configurations that may have not been thoroughly field investigated due to their routing being in lands under private ownership or other forms of public ownership and/or along corridors that are currently inaccessible. Desire Lines that are currently on lands that are under private or other forms of public ownership should not be trespassed along until the Town has reached an agreement via negotiation of sale or easement with the land owner.

Proposed Bradford Bypass and adjacent multi-use trail

QUEENSVILLE SECONDARY PLAN AREA
Refer to Queensville Community Trails Master Plan for detailed road and route configuration.

HOLLAND LANDING SECONDARY PLAN AREA
Refer to Holland Landing Trails Master Plan for detailed road and route configuration.

SHARON SECONDARY PLAN AREA
Refer to Sharon Village Active Transportation System for detailed road and route configuration.

Holland Landing Prairie Provincial Nature Reserve

FIGURE 3-8A

2026-04-17

Recommended Pedestrian Network - Town-Wide

East Gwillimbury Active Transportation & Trails Plan

Local Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Walkway / Neighbourhood Connector
- Footpath
- Sidewalk

Proposed
- Off -Road Multi-Use Trail
- Boulevard Multi-Use Path
- Walkway
- Desire Line
- Sidewalk

Regional Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path

Proposed
- Regional Facility[1]

Connections
- Key AT Crossing
- Potential AT Connection

Named Trails
- Lake to Lake Cycling Route (Nokiidaa Trail)

Base Features
- Highway / Expressway
- Arterial / Collector Road
- Local Road
- Proposed Roads
- Proposed Highway 400 to Highway 404 Extension Link (Bradford Bypass)
- Utility Line
- Rail Line
- Watercourse
- Waterbody
- Wetland
- Wooded Area
- York Regional Forest
- Park
- Town / Village / Hamlet
- Municipal Boundary

Destinations
- School
- Community Centre / Civic Hall
- Pedestrian Crossover
- Library
- Shopping Mall / Plaza
- Major Local Centre
- Minor Local Centre

N

0 1 2 KM

Notes:

1. Includes routes under the jurisdiction of York Region. Refer to the York Region Transportation Master Plan (2022) for detailed information regarding proposed facilities.
2. The thinner solid and dashed lines form the Town's ATTP network.
3. The thicker solid and dashed lines present routes that form the existing York Region Pedestrian and Cycling Master Plan and Transportation Master Plan.
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East Gwillimbury

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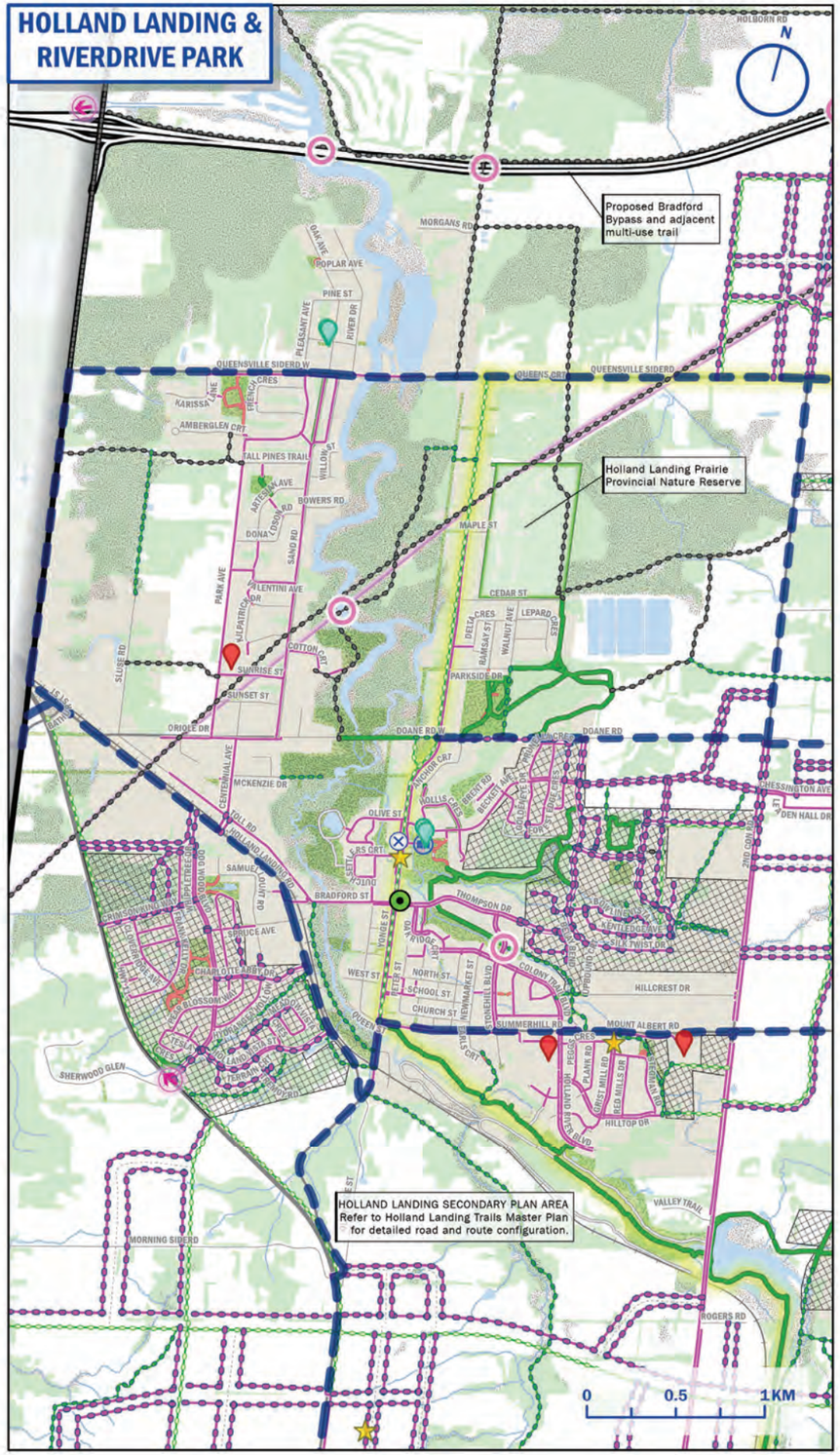
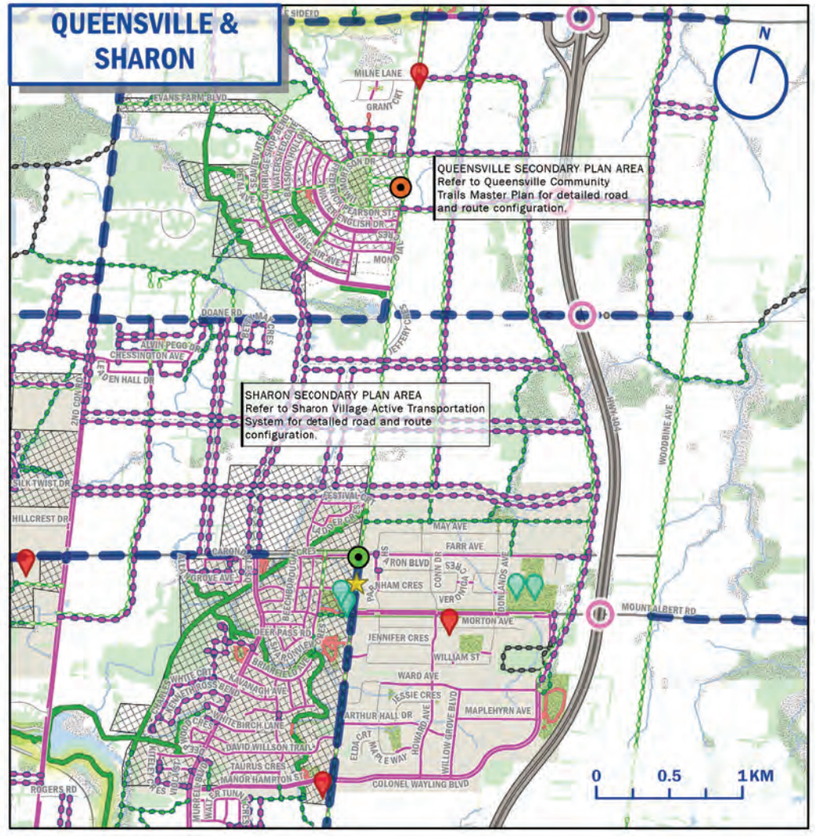
FIGURE 3-8B

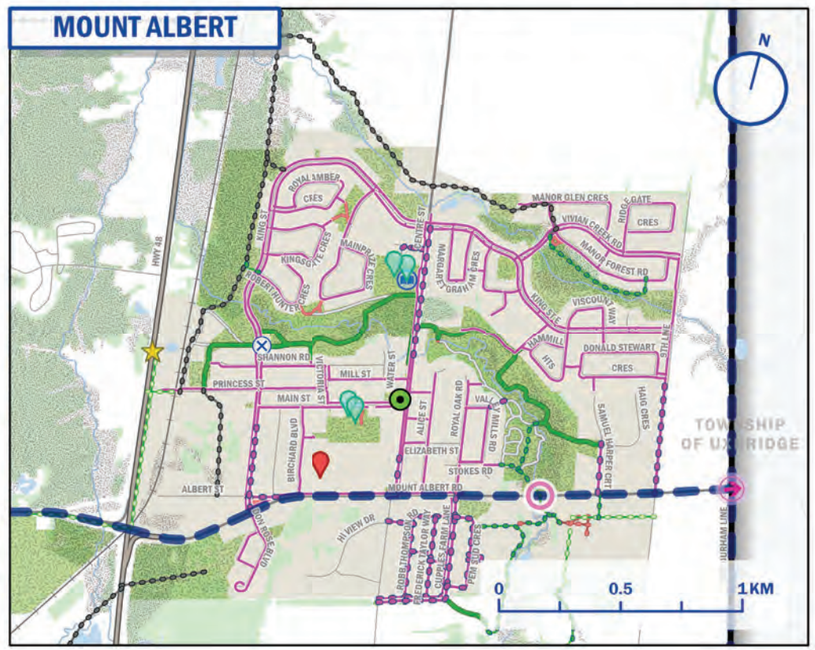
2026-05-05

Recommended Pedestrian Network - Urban Areas

East Gwillimbury Active Transportation & Trails Plan







Local Trail Network

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- Sidewalk

Proposed
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- Boulevard Multi-Use Path
- Walkway
- Desire Line
- Sidewalk

Regional Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path

Proposed
- Regional Facility[1]

Connections
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East Gwillimbury

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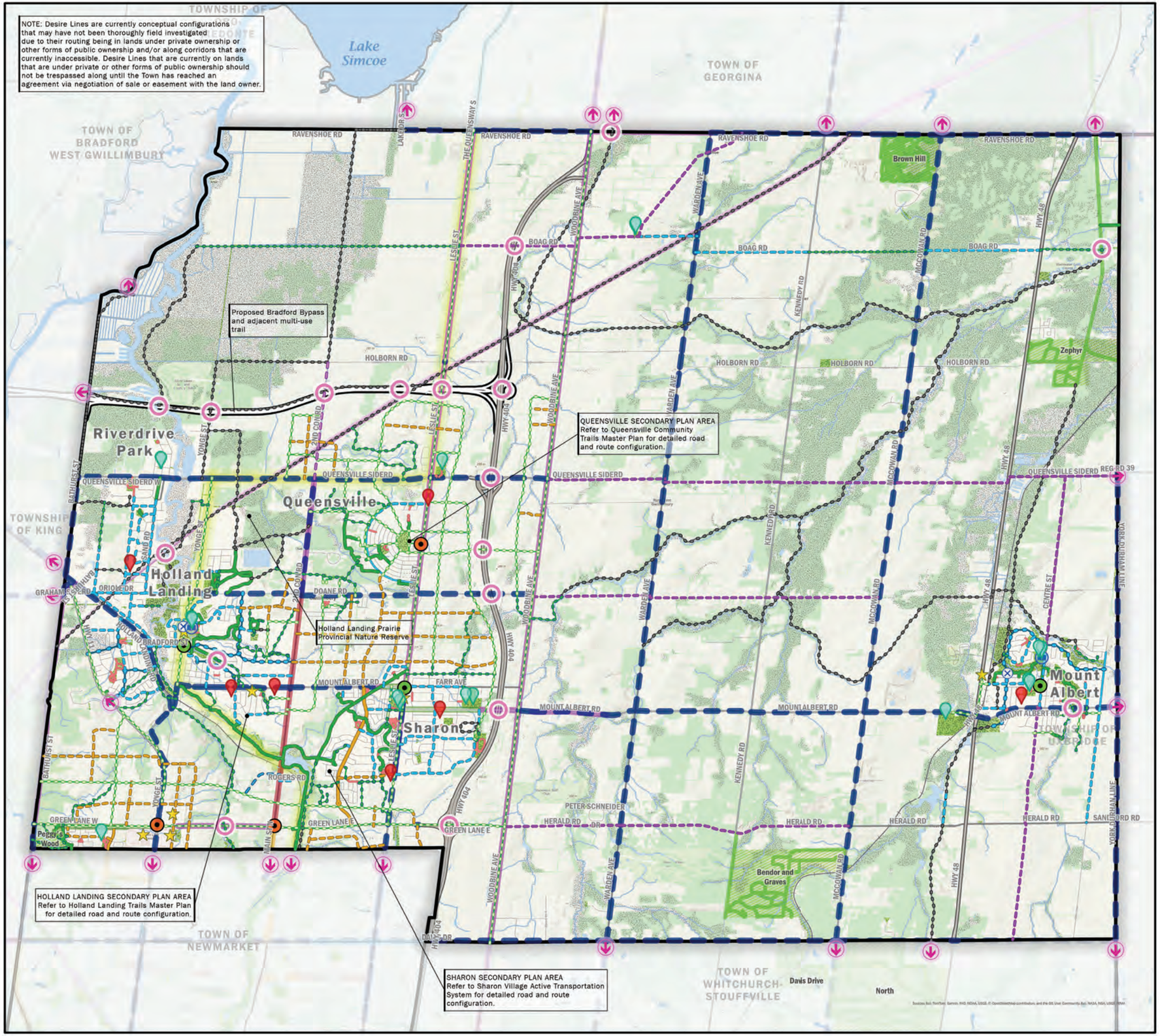
FIGURE 3-9A

2026-04-16

Recommended Cycling Network - Town-Wide

East Gwillimbury Active Transportation & Trails Plan



Local Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Bike Lane
- Signed Route
- Walkway / Neighbourhood Connector

Proposed
- Off -Road Multi-Use Trail
- Boulevard Multi-Use Path
- Cycle Track
- Bike Lane
- Paved Shoulder
- Signed Route
- Signed Route with Urban Shoulder
- Desire Line
- Walkway

Regional Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Cycle Track
- Protected Bike Lane
- Bike Lane
- Paved Shoulder
- Signed Route

Proposed
- Regional Facility[1]

Connections
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Named Trails
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East Gwillimbury

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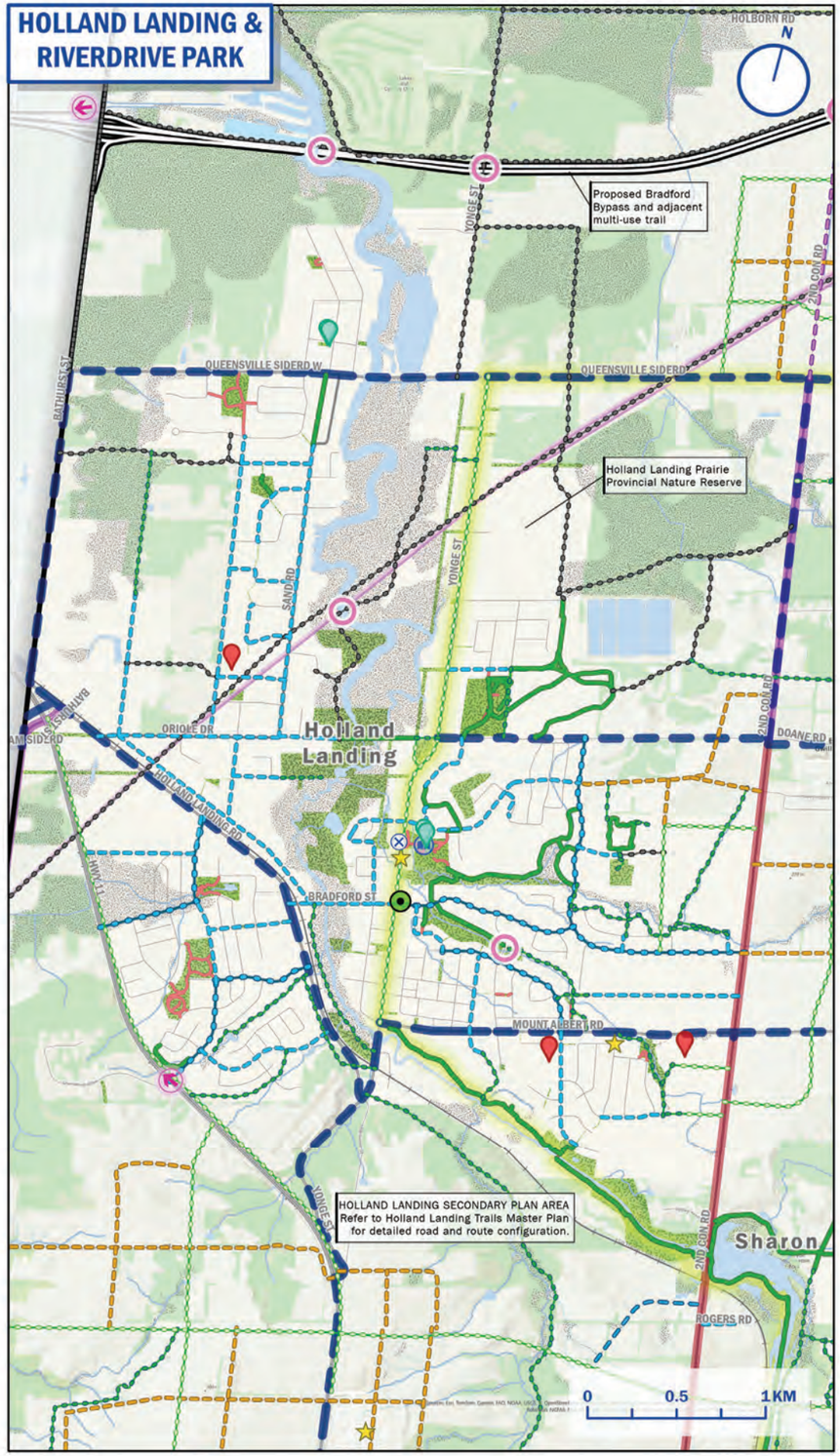
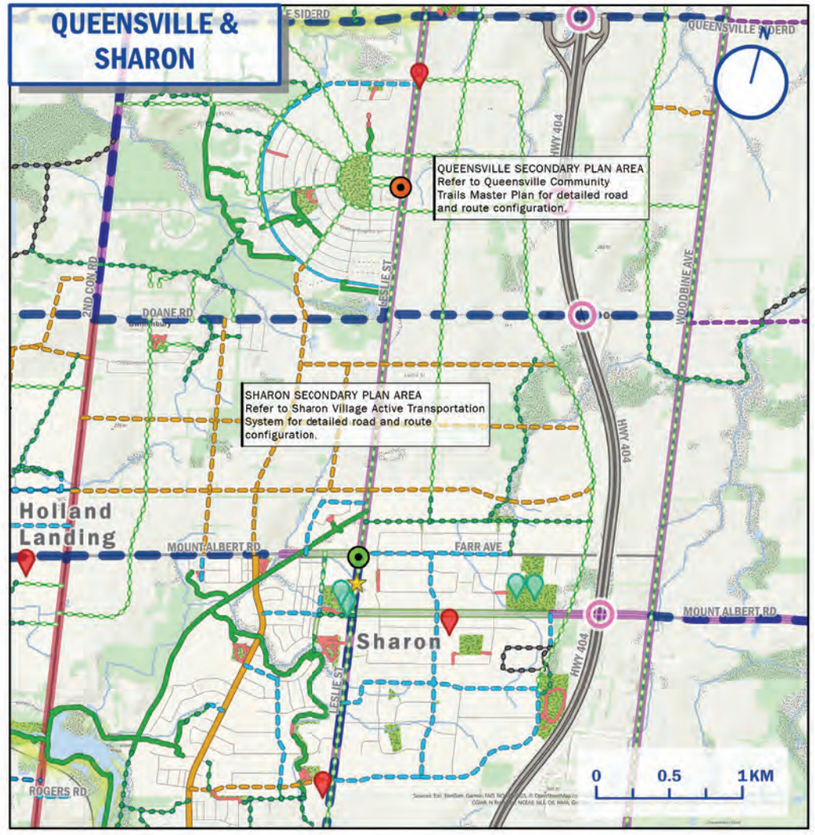
FIGURE 3-9B

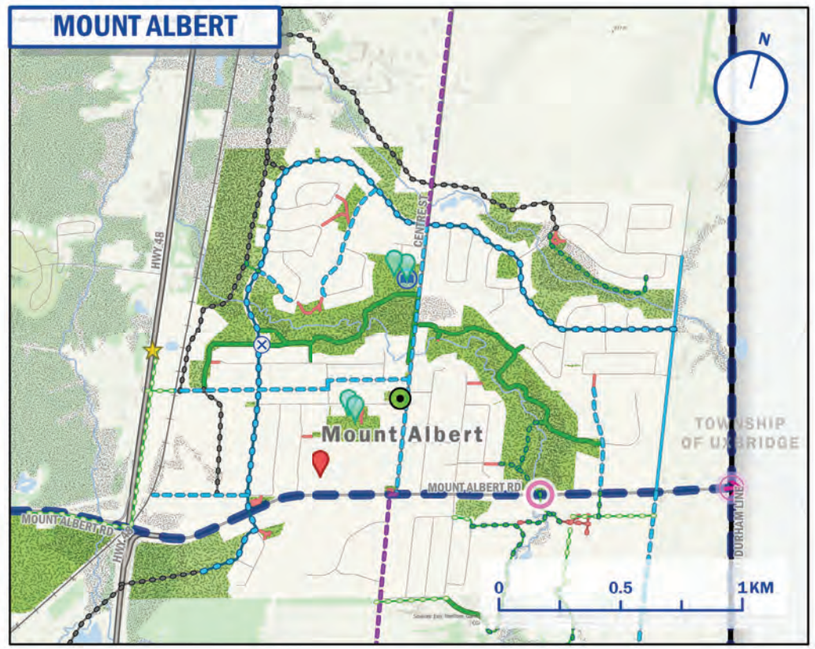
2026-04-16

Recommended Cycling Network - Urban Areas

East Gwillimbury Active Transportation & Trails Plan







Local Trail Network

Existing
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- Walkway / Neighbourhood Connector

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Regional Trail Network

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East Gwillimbury

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Chapter 4: Trail Signage Strategy

Trail signage serves as the public image and identity of a route, conveying essential information and guiding users safely. Effective signage systems for cycling and pedestrian routes help users navigate the network, identify landmarks, and understand their responsibilities. Best practices in trail signage, including those from the Transportation Association of Canada, Ontario Traffic Manual, and York Region Sustainable Mobility Wayfinding Guidelines, emphasize consistency, visibility, and user-friendliness. Wayfinding sign design principles focus on factors shown in **Figure ii**.

A "Family of Signs" approach, as seen in York Region's signage for the Lake to Lake Route, involves creating a unified design theme across different sign types. This consistent branding enhances the trail system's identity and user experience. When installing signs, factors like durability, lateral clearance, and vertical clearance are crucial for ensuring long-term visibility and safety. East Gwillimbury's signage strategy, aligned with York Region's guidelines, aims to create a cohesive and effective signage system for trails like the Nokiidaa Trail, enhancing wayfinding and user experience throughout the network.

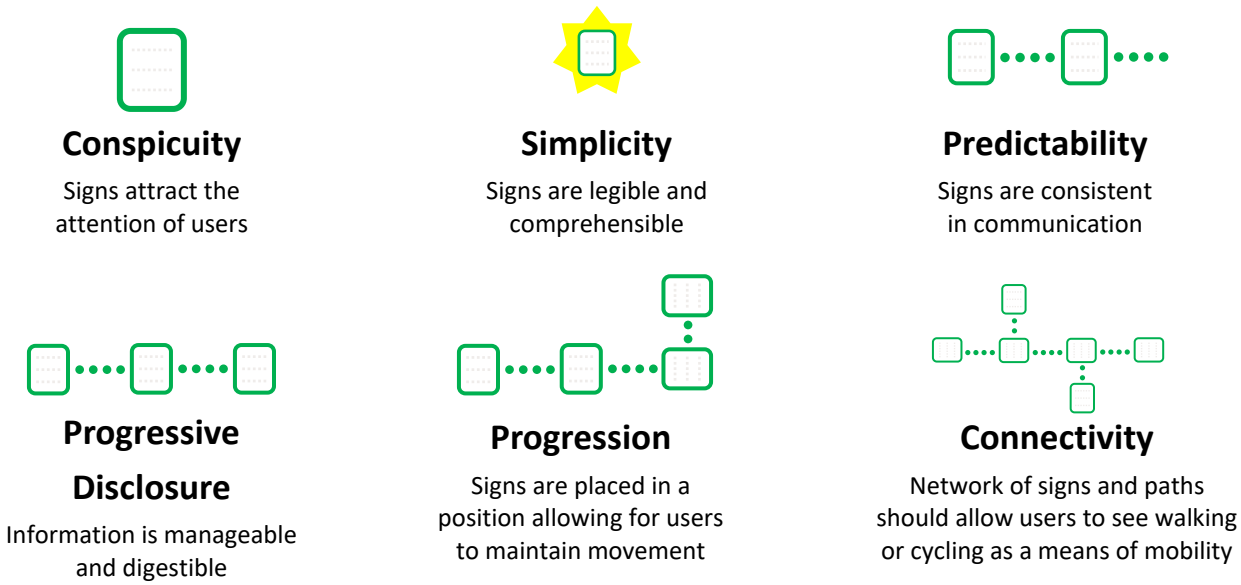

Figure ii: Sign Design Principles

Chapter 5: Implementation Strategy

The implementation strategy for East Gwillimbury's active transportation networks requires strategic allocation of financial resources and collaboration with key partners. This chapter specifically focuses on facilities within the Town of East Gwillimbury, excluding those proposed by the Region. The plan emphasizes creating a culture of walking, cycling, and micro-mobility to support long-term success. Three implementation horizons have been identified: short-term (0-5 years), focusing on low-cost, quick-win projects aligned with existing capital plans; medium-term (6-10 years), involving projects aligned with medium-term capital plans and requiring additional studies; and long-term (10-20+ years), including projects requiring discussions with regional authorities and land acquisition. Phasing for the pedestrian and cycling network are shown in the following maps. Referring to **Table i**, the estimated cost for implementing the network over 20+ years is approximately $76 million. It is important to integrate these recommendations into future municipal plans and policies to ensure consistency and support for active transportation initiatives. Ongoing collaboration with the Town, Region, and other partners will be essential for successful implementation.

Table i: Summary of Proposed High-Level Costing for the Recommended Network

Facility Type	Short-Term 0 to 5 years		Medium-Term 6 to 10 years		Long-Term 10 to 20+ years		Total	
	KM	$	KM	$	KM	$	KM	$
Multi-Use Trail	14.8	$7,772,750	10.0	$5,260,622	9.4	$4,928,258	**34.2**	$17,961,629
Multi-Use Path	17.1	$8,961,779	7.2	$3,763,038	34.8	$18,292,252	**59.1**	$31,017,068
Cycle Track	0.0	$0	0.0	$0	0.0	$0	**0.0**	$0
Bike Lane	4.3	$172,764	13.1	$531,853	17.8	$722,230	**35.1**	$1,426,848
Paved Shoulder	0.0	$0	7.9	$2,830,472	24.6	$7,397,174	**32.4**	$10,227,646
Signed Route	21.9	$36,798	4.4	$7,474	6.6	$11,161	**33.0**	$55,434
Signed Route with Urban Shoulder	9.4	$2,826,282	0.0	$0	0.0	$0	**9.4**	$2,826,282
Sidewalk	2.6	$1,032,221	0.4	$184,311	27.1	$11,373,148	**30.1**	$12,589,680
Walkway	0.1	$56,016	0.5	$193,794	0.8	$344,663	**1.5**	$594,473
Desire Line	0.2	$0	1.3	$0	97.0	$0	**98.5**	$0
Total	**70.4**	**$20,858,611**	**44.8**	**$12,771,563**	**218.2**	**$43,068,885**	**333.3**	**$76,699,060**

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Proposed Bradford Bypass and adjacent multi-use trail

QUEENSVILLE SECONDARY PLAN AREA
Refer to Queensville Community Trails Master Plan for detailed road and route configuration.

HOLLAND LANDING SECONDARY PLAN AREA
Refer to Holland Landing Trails Master Plan for detailed road and route configuration.

SHARON SECONDARY PLAN AREA
Refer to Sharon Village Active Transportation System for detailed road and route configuration.

Holland Landing Prairie Provincial Nature Reserve

FIGURE 5-1A

2026-04-17

Phasing for Pedestrian Network - Town-Wide

East Gwillimbury Active Transportation & Trails Plan

Local Trail Network

Existing
- Off-Road Multi-Use Trail
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Regional Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path

Proposed
- Regional Facility[1]

Connections
- Key AT Crossing
- Potential AT Connection

Phasing
- Short-Term (0 to 5 years)
- Medium-Term (6 to 10 years)
- Long-Term (11 to 20+ years)

Base Features
- Highway / Expressway
- Arterial / Collector Road
- Local Road
- Proposed Roads
- Proposed Highway 400 to Highway 404 Extension Link (Bradford Bypass)
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N

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East Gwillimbury

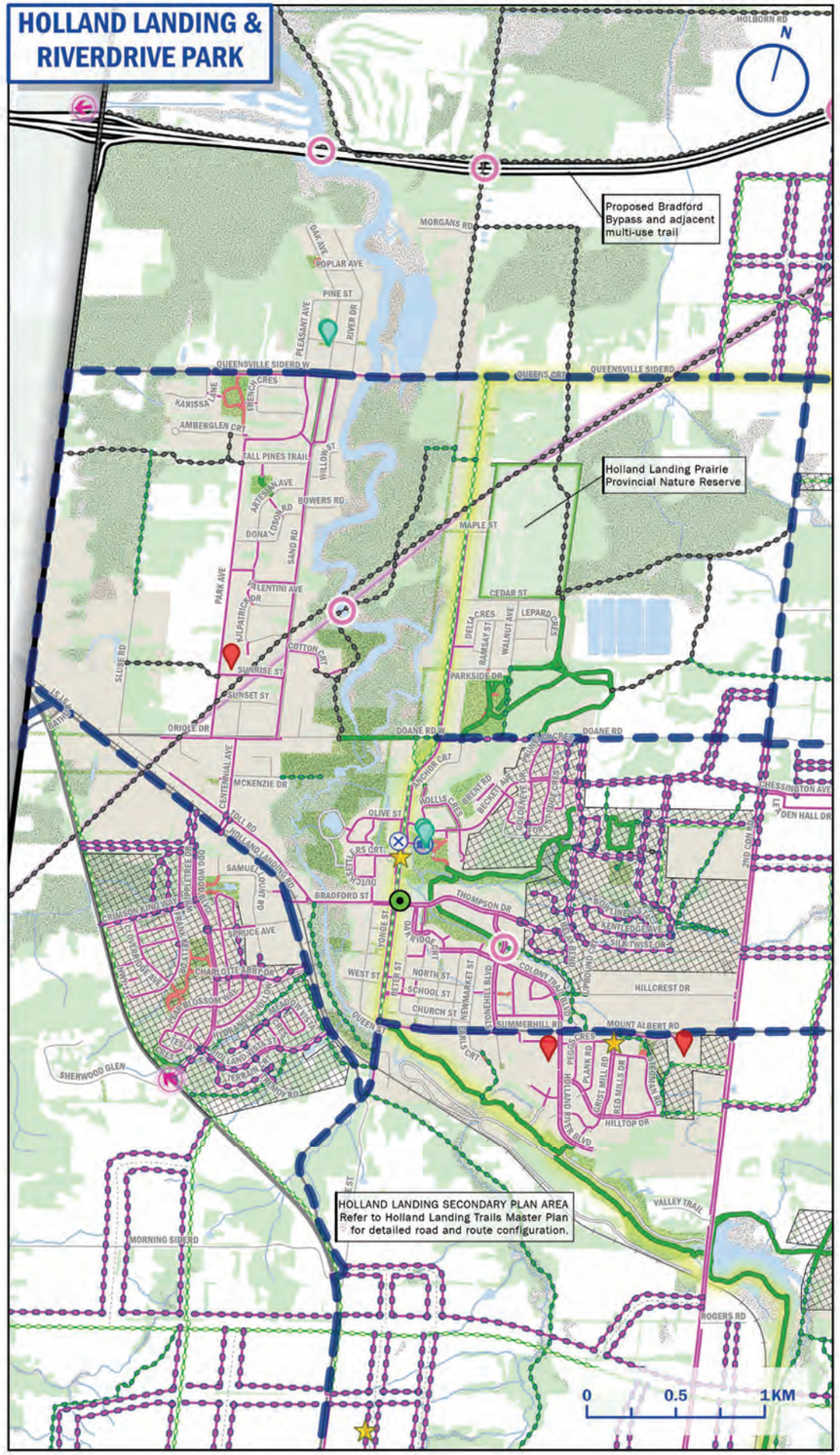
mbtw wai wsp

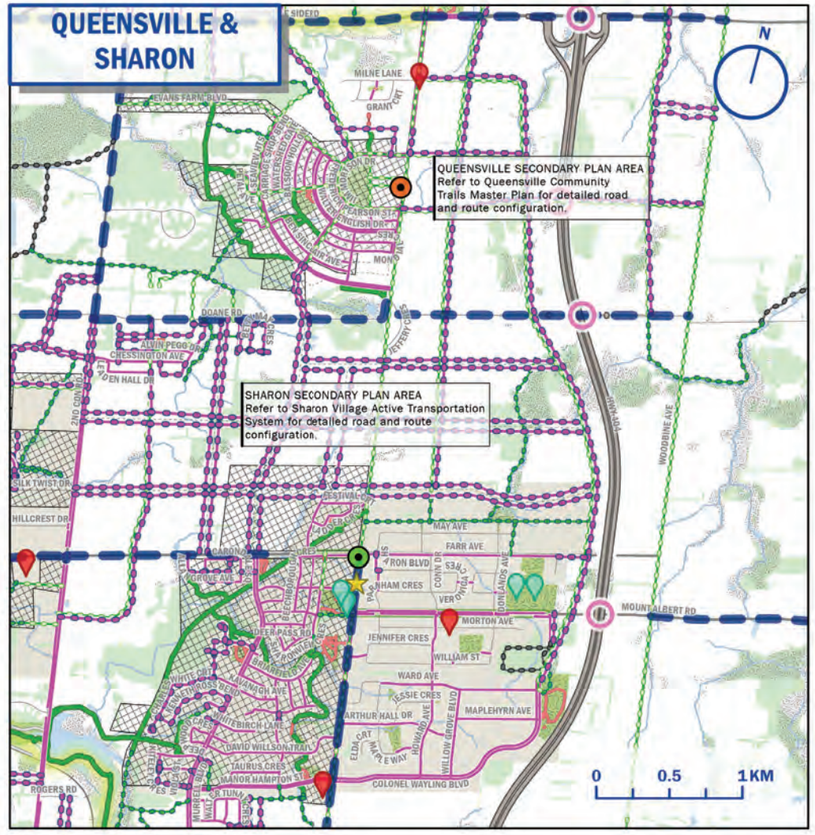
FIGURE 5-1B

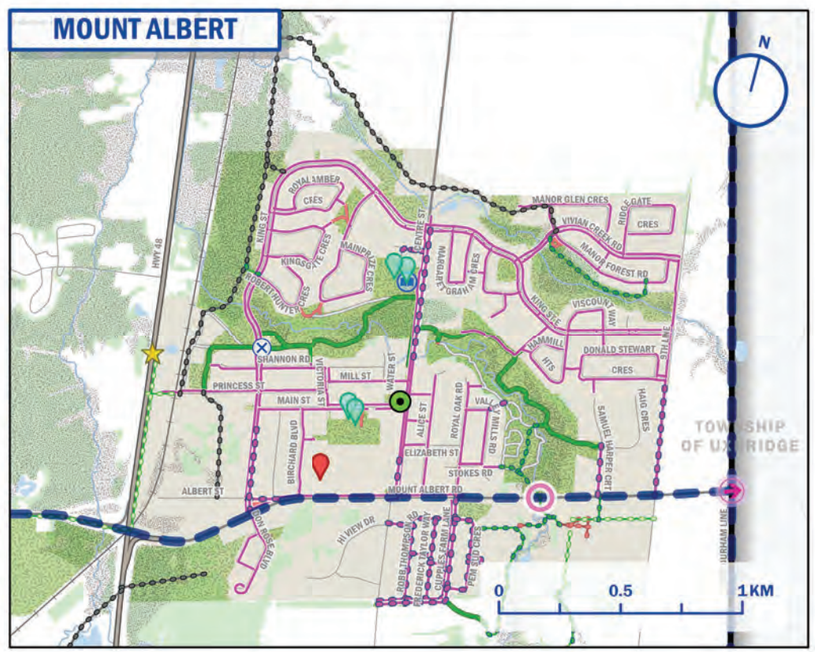
2026-04-17

Phasing for Pedestrian Network - Urban Areas

East Gwillimbury Active Transportation & Trails Plan







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East Gwillimbury

mbtw wai wsp

FIGURE 5-2A

2026-04-17

Phasing for Cycling Network - Town-Wide

East Gwillimbury Active Transportation & Trails Plan

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Lake Simcoe

TOWN OF GEORGINA

TOWN OF BRADFORD WEST GWILLIMBURY

TOWNSHIP OF KING

TOWN OF NEWMARKET

TOWN OF WHITCHURCH-STOUFFVILLE

TOWNSHIP OF UXBRIDGE

Riverdrive Park

Queensville

RAVENSHOE RD
BOAG RD
COLE RD
HOLBORN RD
HORNES RD
BRIDLE PATH
MOUNT ALBERT RD
MILL RD
HERALD RD
GARFIELD WRIGHT BLVD
DAVIS DR
GREEN LANE W
GREEN LANE E
QUEENSVILLE SIDERD W
QUEENSVILLE SIDERD E
MORNING SIDERD
DOANE RD
EVANS FARM BLVD
MILNE LANE
FARR AVE
MAPLEHYRN AVE
WARD AVE
COLONEL WAYLING BLVD
WILLIAM GRANT WAY
HILLCREST DR
SCHOOL ST
NORTH ST
SPRUCE AVE
EDGE AVE
MAWAVE
SUNRISE ST
SUNSET ST
ORIOLE DR
CEDAR ST
CRESS
SOUTH RD
CATERING RD
MANOR RIDGE TRAIL
8TH CON RD
YORK ST
JOHN SIMPSON
PELOSI WAY
KENNEDY RD
WARDEN AVE
MCCOWAN RD
WOODBINE AVE
9TH LINE
CENTRE ST
PRINCESS ST
ALBERT ST
HIVIEW DR
CRIPPLES
KIRBY RD
GOUNDRY
HAIG DRIVE
MAPLE AVE
ELLIOTT ST
MAIN ST
MARTHA ST
OLIVE ST
LOUISE ST
PARK AVE
SAND RD
SLUISE RD
HOLLAND LANDING
TOWN OF GEORGINA

Local Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Bike Lane
- Signed Route
- Walkway / Neighbourhood Connector

Proposed
- Off -Road Multi-Use Trail
- Boulevard Multi-Use Path
- Cycle Track
- Bike Lane
- Paved Shoulder
- Signed Route
- Signed Route with Urban Shoulder
- Walkway
- Desire Line

Regional Trail Network

Existing
- Off-Road Multi-Use Trail
- Boulevard Multi-Use Path
- Cycle Track
- Protected Bike Lane
- Bike Lane
- Paved Shoulder
- Signed Route

Proposed
- Regional Facility[1]

Connections
- Key AT Crossing
- Potential AT Connection

Phasing
- Short-Term (0 to 5 years)
- Medium-Term (6 to 11 years)
- Long-Term (11 to 20+ years)

Base Features
- Highway / Expressway
- Arterial / Collector Road
- Local Road
- Proposed Roads
- Proposed Bradford Bypass
- Utility Line
- Rail Line
- Watercourse
- Waterbody
- Wetland
- Wooded Area
- Park
- Town / Village / Hamlet
- Municipal Boundary

Destinations
- School
- Community Centre / Civic Hall
- Pedestrian Crossover
- Library
- Shopping Mall / Plaza
- Major Local Centre
- Minor Local Centre

N

0 1 2 KM

Notes:

1. Includes routes under the jurisdiction of York Region. Refer to the York Region Transportation Master Plan (2022) for detailed information regarding proposed facilities.
2. The thinner solid and dashed lines form the Town's ATTP network.
3. The thicker solid and dashed lines present routes that form the existing York Region Pedestrian and Cycling Master Plan and Transportation Master Plan.
4. This figure does include the proposed on and off-road active transportation and trails routes that are identified in the Holland Landing, Queensville and Sharon Secondary Plans. However, these routes are subject to change as the secondary planning process for these areas is ongoing.
5. The data used to assemble this map was taken from GIS information provided to the Study Team by the Town of East Gwillimbury and the Region of York.

East Gwillimbury

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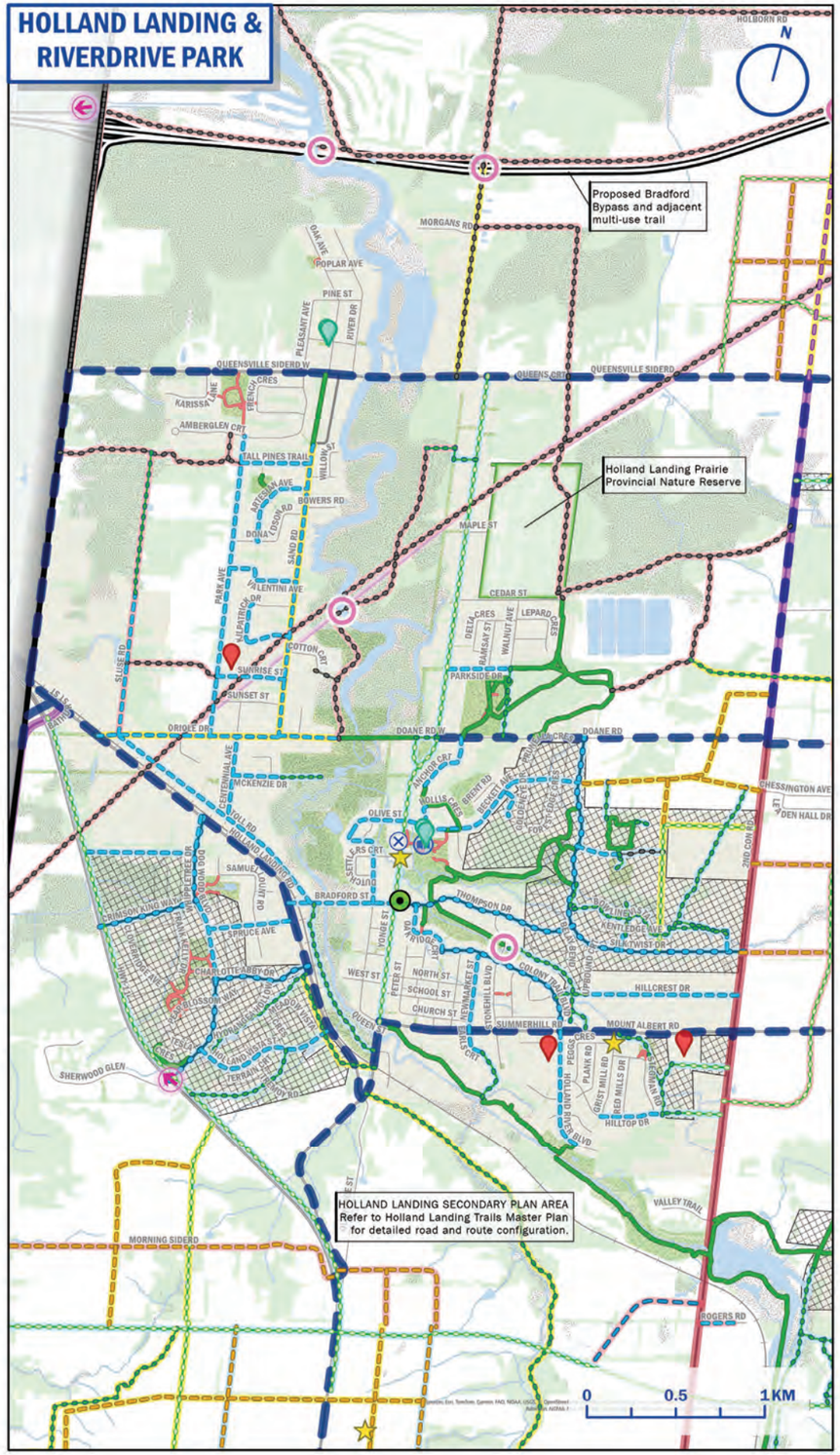
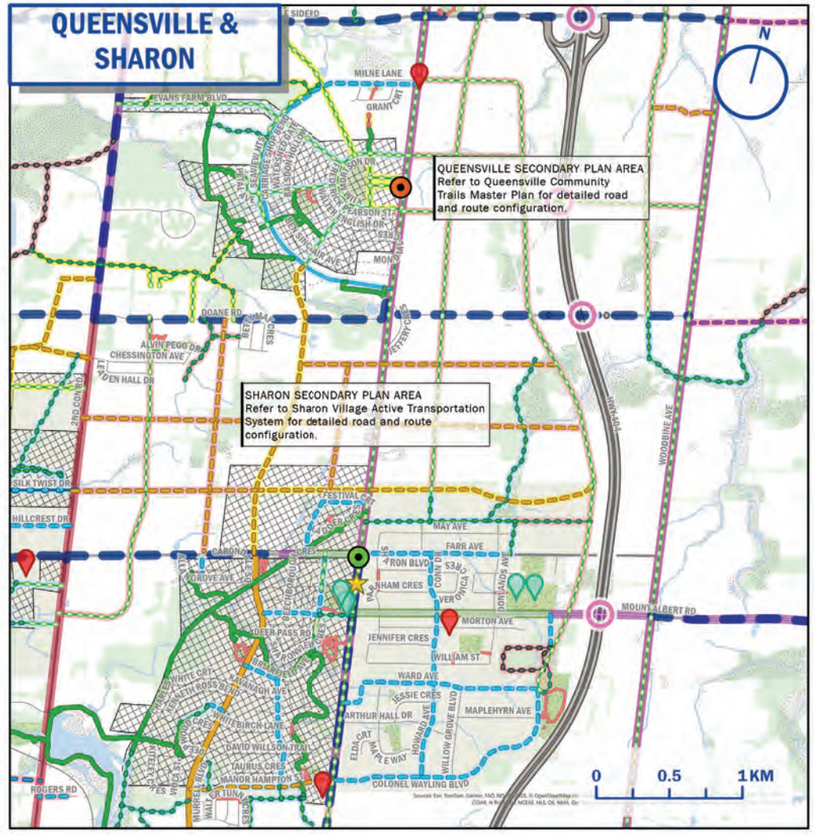
FIGURE 5-2B

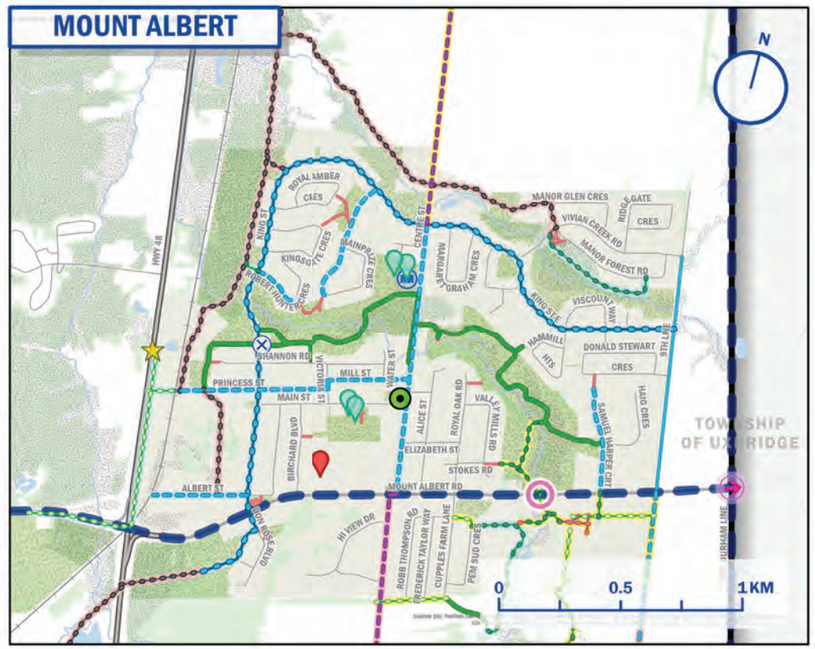
2026-04-17

Phasing for Cycling Network - Urban Areas

East Gwillimbury Active Transportation & Trails Plan







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East Gwillimbury

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Chapter: 6 Where Do We Go From Here?

The Active Transportation and Trails Plan for East Gwillimbury, along with its network update, aims to guide the development of pedestrian, cycling, and micromobility infrastructure. To move forward, the Town should adopt the Network Update Report as a policy document, issue public notices, distribute copies to relevant departments and partners, request Regional consideration for proposed routes, allocate budget for implementation, engage in ongoing consultation, and consider performance evaluation for monitoring progress.