



Active Transportation and Traffic Safety Improvements

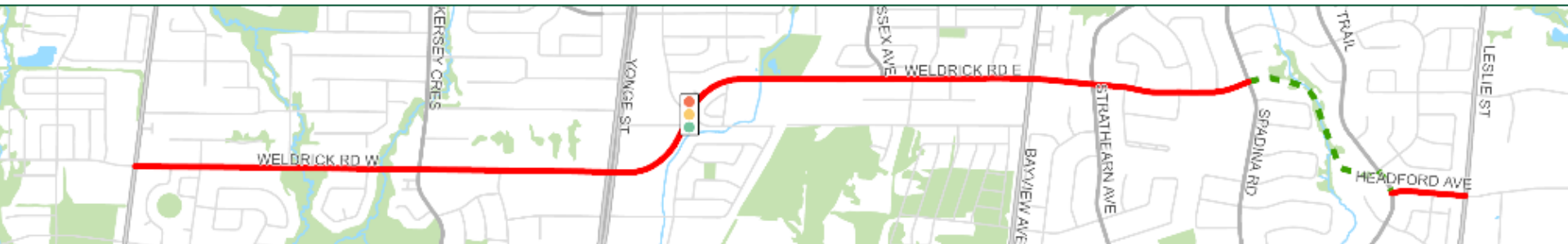
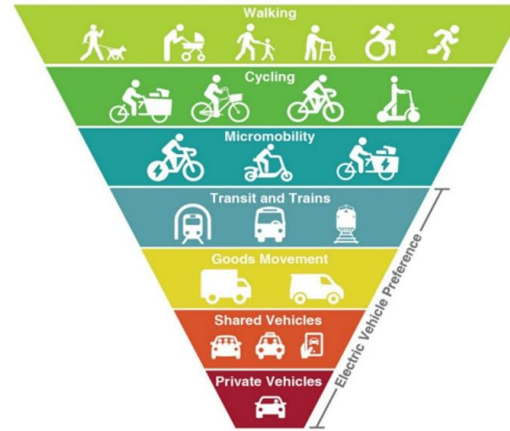
Weldrick Road and Headford Avenue

June 17, 2026



Project Overview and Transportation Master Plan (TMP)

- The Transportation Master Plan (TMP):
 - Identified Weldrick Road as a *Priority Transportation Route*.
 - Contains the **Mobility Hierarchy** which prioritizes Active Transportation over motor vehicles



Local Policy Context

- Richmond Hill's Council Approved **Traffic Safety and Operations Strategy (TSOS)**:
 - Supports safer streets for all users and identifies bike lanes as an effective traffic calming measure.
- Richmond Hills' **Micromobility Strategy (2025)**:
 - Recognizes growing use of bicycles, e-bikes, and e-scooters, and supports safe, connected facilities for active transportation users.

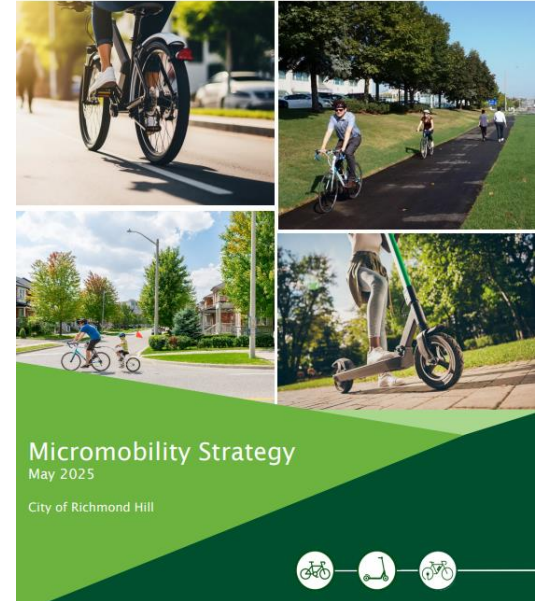


Photo: Stuckless Consulting Inc.

Richmond Hill

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Project Objectives



Enhance **multimodal transportation** options



Provide **continuous east-west connectivity** for pedestrians and cyclists of all ages and abilities



Enhance **bus stop connectivity** to active transportation facilities



Connect to existing and planned facilities and public transit stops along Yonge Street, Bayview Avenue, and Leslie Street



Improve **safety, accessibility, convenience, and user comfort** while providing direct connections to key destinations



Explore **traffic calming and pedestrian crossover** opportunities



Reduce congestion by supporting the shift to low-carbon, active transportation choices

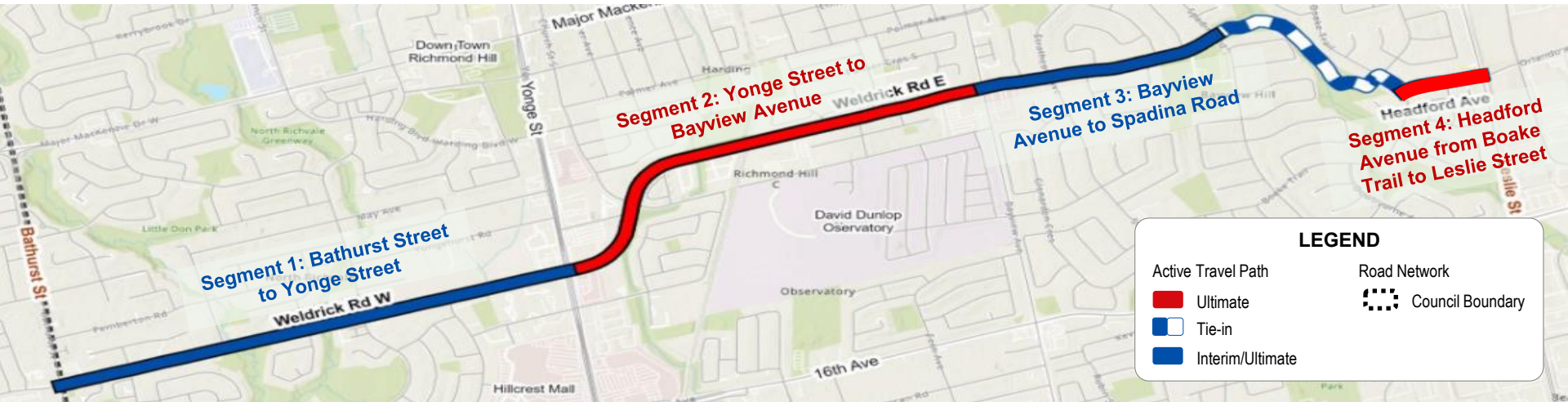
Study Area Overview

The Study Area is divided into four segments along Weldrick Road as design improvements will be constructed in both “**interim**” and “**ultimate**” timelines.



Interim: Short term solutions designed to address current needs until a more permanent solution is ready; generally faster to implement and costs less.

Ultimate: A permanent, long-term solution aimed to meet projected demand; takes longer to design and construct with higher costs.



Gaps in the Existing Corridor



On-Street Parking

Where it is currently **permitted**:

- Most sections between Bathurst Street to Yonge Street
- At a lay-by adjacent to Harding Park pedestrian crossover
- Along Headford Avenue

Where it is **restricted**:

- Yonge Street to Spadina Road



Active Transportation Facilities

- Bike signs and edgelines force cyclists to share the road with motorists – leading to potential conflicts



Traffic Safety

- Wide travel lanes encourage faster travelling vehicles
- Several high traffic areas are located in the corridor including schools and various commercial plazas

On-Street Parking Recommendations



It is recommended **not to add any additional on-street parking spaces as part of this study**, due to the following reasons:

- May reduce visibility between pedestrians and motorists
- Will reduce the width of active transit facilities, creating discomfort for cyclists and pedestrians
- Potential implications for street sweeping and snow removal
- Potential implications for transit or emergency services
- Sightlines for motorists are obstructed when approaching intersections that have parked vehicles
- On-street parking is not highly utilized along Weldrick due to the use of private driveways
- Based on City design standards, on-street parking is recommended only on one side of the road

Traffic Calming Considerations

Several Traffic Calming Measures will be considered as part of this project:



Bump Outs / Curb Extensions

Considered within ultimate alternatives, where on-street parking may impede visibility.



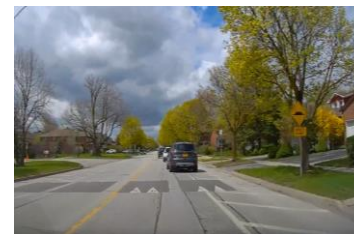
Raised / Landscaped Medians

Considered at crossing approaches and areas where speeding is frequent.



Flexible Bollards

Considered where its implementation may not significantly impact transit, emergency vehicles, or snow clearing operations.



Speed Cushions

Currently exists between Yonge and Bayview. May be considered along other segments of Weldrick and Headford.

Traffic Calming Considerations



Raised Crossings

May cause discomfort for transit users or snow operations. To be assessed in later design stages.



Neighbourhood Traffic Circles / Traffic Buttons

Typically limited to roads with less than 1,500 vehicles per day. Implementation is not recommended due to volume of vehicles along the study area.



On-Road “Sign” Pavement Markings

Considered in both interim and ultimate and may employed at key potential high-speed areas along Weldrick and Headford.



Speed Display Devices

Considered at key trip generators such as schools, significant curves, or crests approaching railway crossings.

Proposed Evaluation Criteria

Alternatives were developed based on their ability to meet the below criteria



Technical Considerations

Traffic Operations
Impacts to Utilities
Snow Clearing Capabilities
Waste Collection



Socio-Economic Environment

Accessibility for all ages and abilities
Connectivity to existing trails



Safety

Protection of vulnerable users
Traffic Calming Measures
Facility Operating Widths



Economic Environment

Construction and Operating Costs



Environmental Sustainability

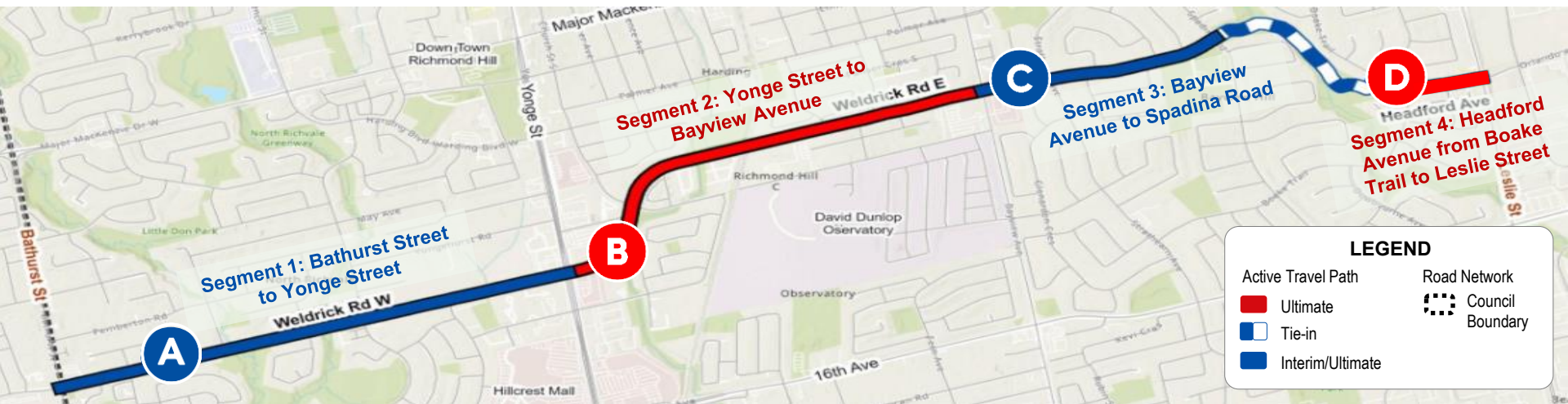
Tree Impacts
Boulevard Planting
Landscape Opportunities

Exploring Design Options for Weldrick Road

For this Study, Weldrick Road is separated into four segments to account for variations in roadway characteristics and design scope:

- A. **Segment 1:** From Bathurst Street to Yonge Street
- B. **Segment 2:** From Yonge Street to Bayview Avenue
- C. **Segment 3:** From Bayview Avenue to Spadina Road
- D. **Segment 4:** Headford Avenue from Boake Trail to Leslie Street

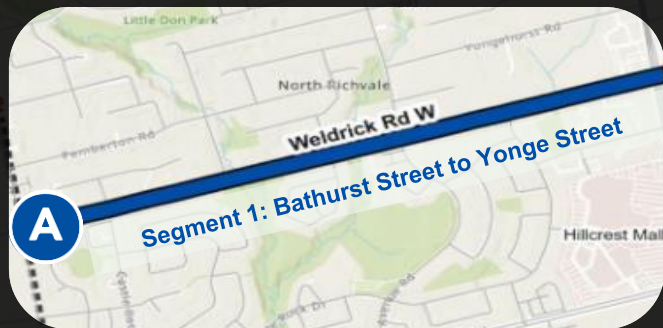
**Note the City's intent is to remain within the existing right-of-way; however, this study may identify potential future property requirements*



Proposed Interim and Ultimate Options

A

Segment 1 – Bathurst Street to Yonge Street



B

Segment 2: Yonge Street to Bayview Avenue

C

Segment 3: Bayview Avenue to Spadina Road

D

Segment 4: Headford Ave from Boake Trail to Leslie Street

LEGEND

Active Travel Path

Ultimate

Tie-in

Interim/Ultimate

Road Network

Council Boundary

ARCADIS

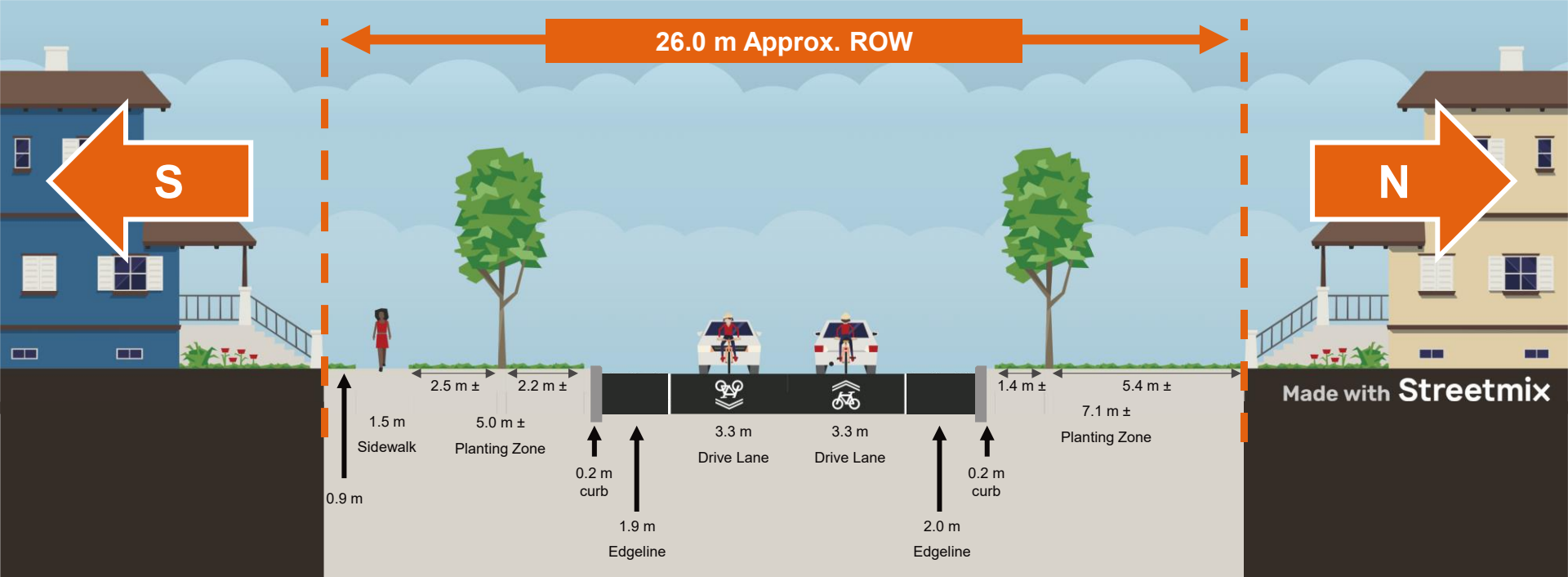


Segment 1 – Bathurst Street to Yonge Street

Existing Conditions

- Posted Speed varying between 40km/h and 50km/h
- Sidewalks are only present on one side of the right of way, on the south side
- Wide travel lanes encourage fast driving vehicles. Cyclists must ride along the edge of the road, which may create conflicts with motorists who park on the side of the road
- On-street parking permitted in the majority of the segment, although parking utilization is low





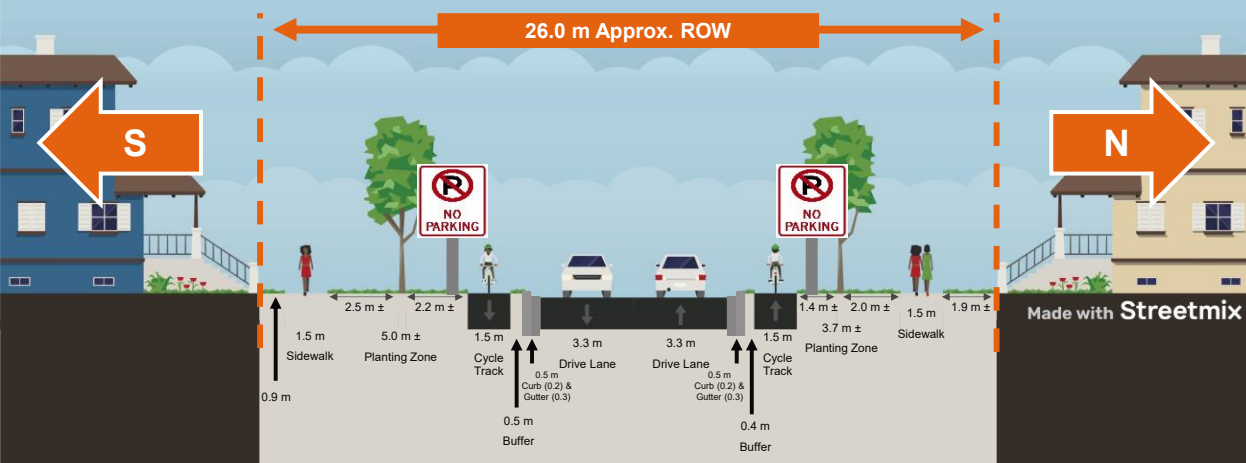
Segment 1, Interim Option 2 – Signed Route with Edgeline

Advantages

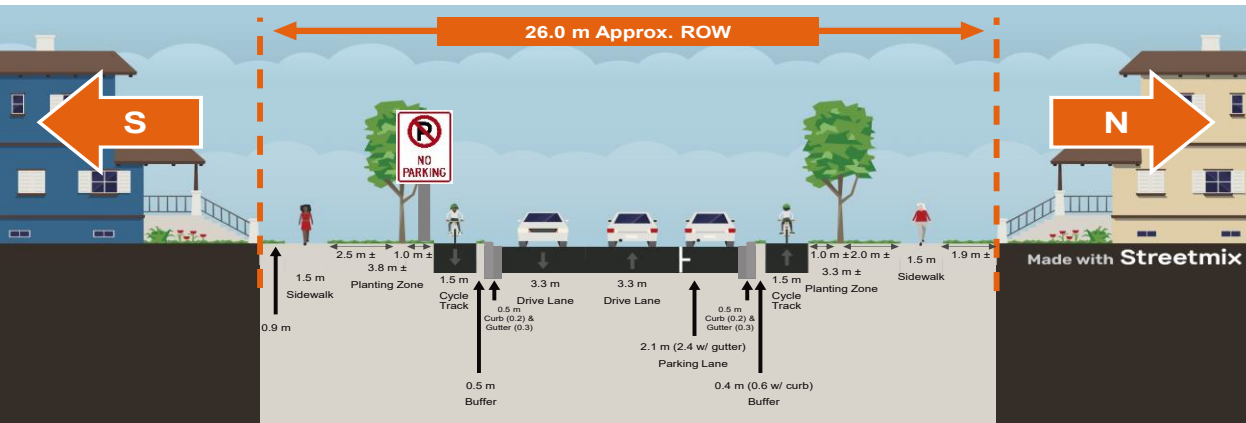
- Affirmation of cyclist presence
- On-street parking maintained
- Construction speed/cost
- Existing curb alignment Maintained

Disadvantages

- Requires additional traffic calming measures
- Lack of physical separation



Segment 1, Ultimate Option 1a – Raised Cycle Track



Segment 1, Ultimate Option 1b – Raised Cycle Track with On-Street Parking

Advantages

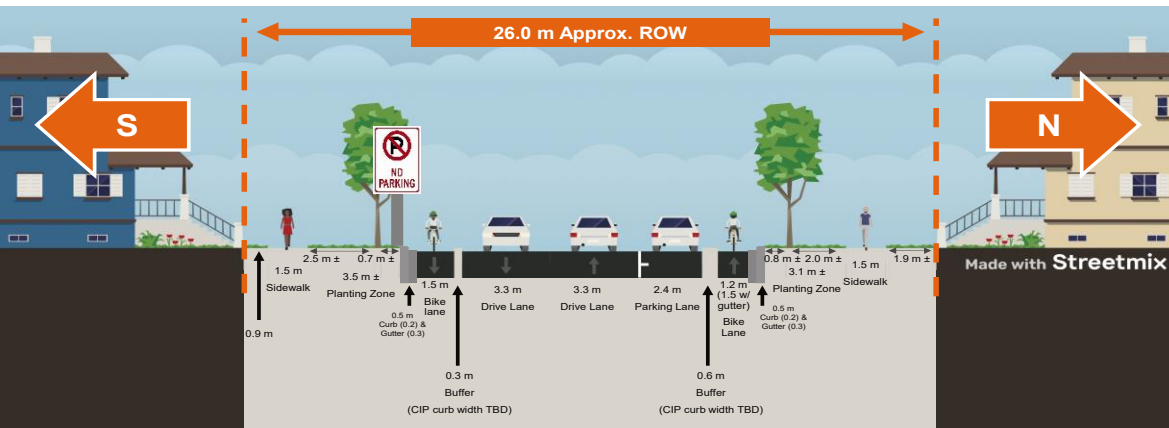
- Enhanced vertical separation
- Increased horizontal separation
- Promotes traffic calming
- Minimized tree / utility impacts
- Consistent barrier

Disadvantages

- Loss of on-street parking on minimum of one side
- Construction speed/cost
- Cycling facility width
- Curb realignment required on both sides



Segment 1, Ultimate Option 2a – Protected Bike Lane with Cast in Place Curbs



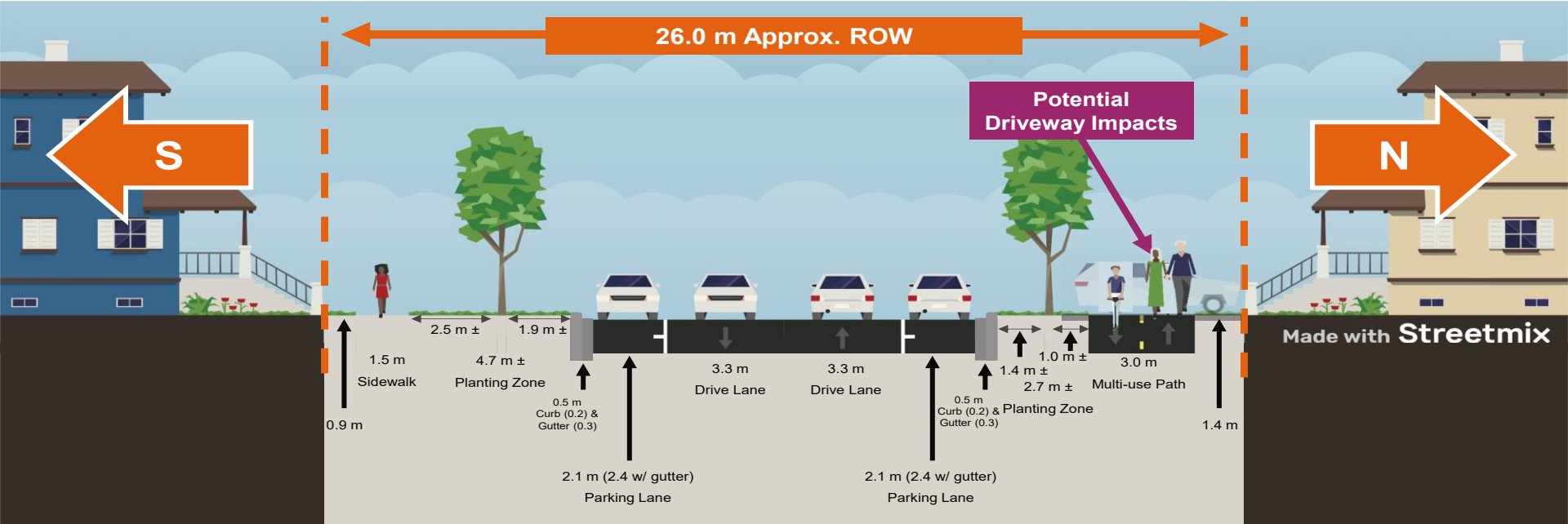
Segment 1 Ultimate Option 2b – Protected Bike Lane with Cast in Place Curbs and On-Street Parking

Advantages

- Increased horizontal separation
- Promotes traffic calming
- Minimized tree/utility impacts

Disadvantages

- Loss of on-street parking on minimum of one side
- Barrier protection inconsistencies
- Cycling facility width
- Slight curb realignment required on south side, with realignment required on both sides with on-street parking



Segment 1, Ultimate Option 3 – Multi-Use Path + On Street Parking

Advantages

- On-street parking maintained
- Increased horizontal and vertical separation
- Cyclists overtaking opportunities

Disadvantages

- Reduced cyclist and pedestrian comfort
- Access constraints
- MUP and driveway conflicts
- Significant north side driveway impacts
- Curb realignment required on south side
- Utility and tree conflicts

Preliminary Evaluation

A. Segment 1 – Bathurst Street to Yonge Street

Interim Alternatives

Design Options	Design Highlights
One-way Protected Bike Lane	☑ Promotes traffic calming ☑ Physical buffer provides cyclist safety ☒ Loss of on-street parking
Signed Route with Edgeline and Sharrows	☑ On-street parking maintained ☒ Lack of physical buffer ☒ Require additional traffic calming

Ultimate Alternatives

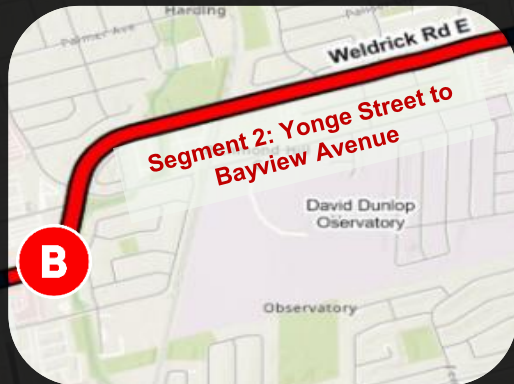
Design Options	Design Highlights
Raised Cycle Track	☑ Promotes traffic calming ☑ Physical buffer provides cyclist safety ☑ Maintain parking on one side ☒ Increased costs
Protected Bike Lane with Cast-in-Place Curbs	☑ Promotes traffic calming ☑ Maintain parking on one side ☒ Cycling facility width ☒ Breaks in physical buffer for driveways
Multi-use Path with On-Street Parking Maintained	☑ Maintain parking on both sides ☒ Potential pedestrian and cyclist conflicts ☒ Significant north side driveway conflicts

*Evaluations are not final and are subject to further evaluation following this PIC

Proposed Ultimate Options

B

Segment 2 – Yonge Street to Bayview Avenue



C

Segment 3: Bayview Avenue to Spadina Road

D

Segment 4: Headford Ave from Boake Trail to Leslie Street

LEGEND

Active Travel Path

Ultimate

Tie-in

Interim/Ultimate

Road Network

Council Boundary

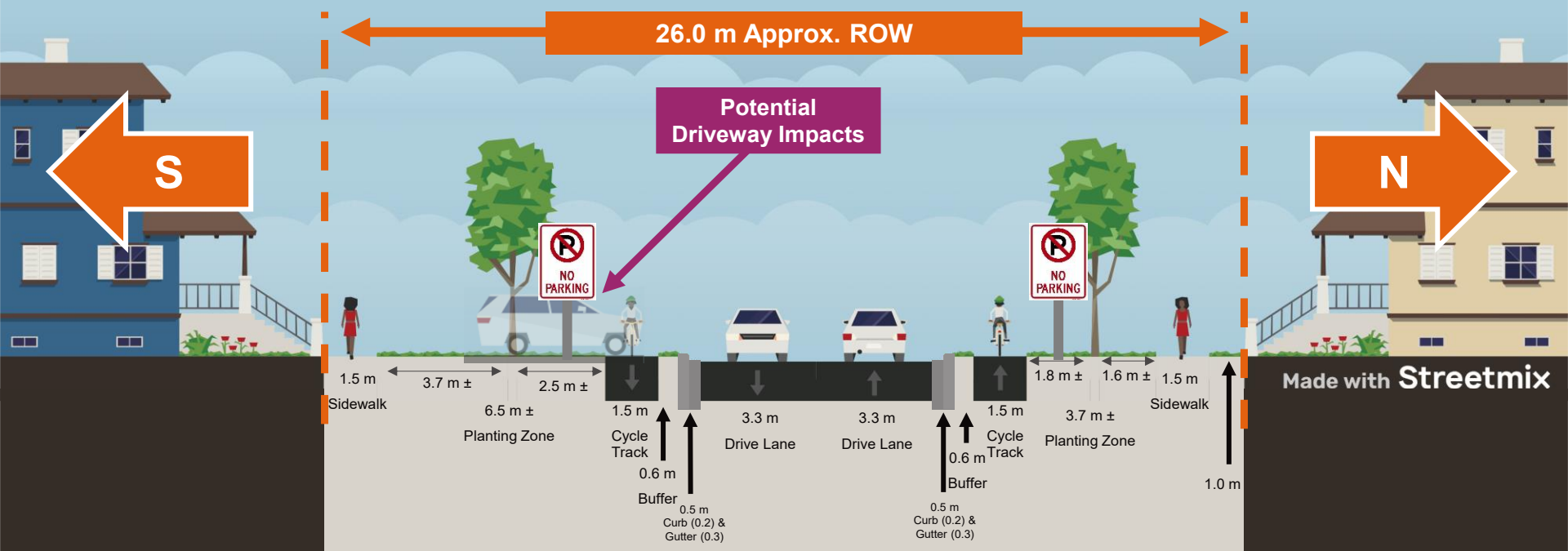


Segment 2 – Yonge Street to Bayview Avenue

Existing Conditions

- Posted Speed of 40km/h
- No official cyclist facility, forcing them to share the road with motorists or share the sidewalk with pedestrians
- Sidewalks are present on both sides of the road
- Wide travel lanes encourage fast driving vehicles
- Signed as 'no parking' through most of the segment





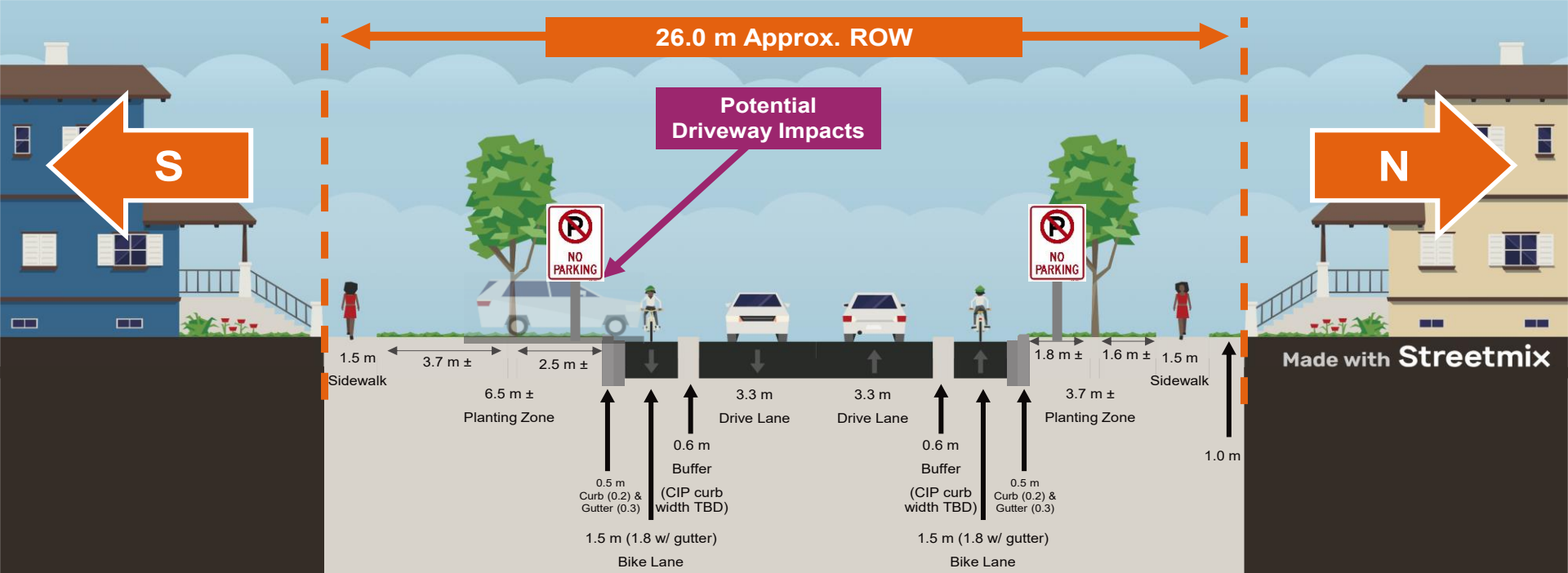
Segment 2, Ultimate Option 1 – Raised Cycle Track

Advantages

- Enhanced vertical separation
- Increased horizontal separation
- Promotes traffic calming
- Minimized tree/utility impacts
- Consistent barrier

Disadvantages

- Construction speed/cost
- Cycling facility width
- South side potential driveway impacts
- Potential tree/utility impacts
- Curb realignment required on both sides



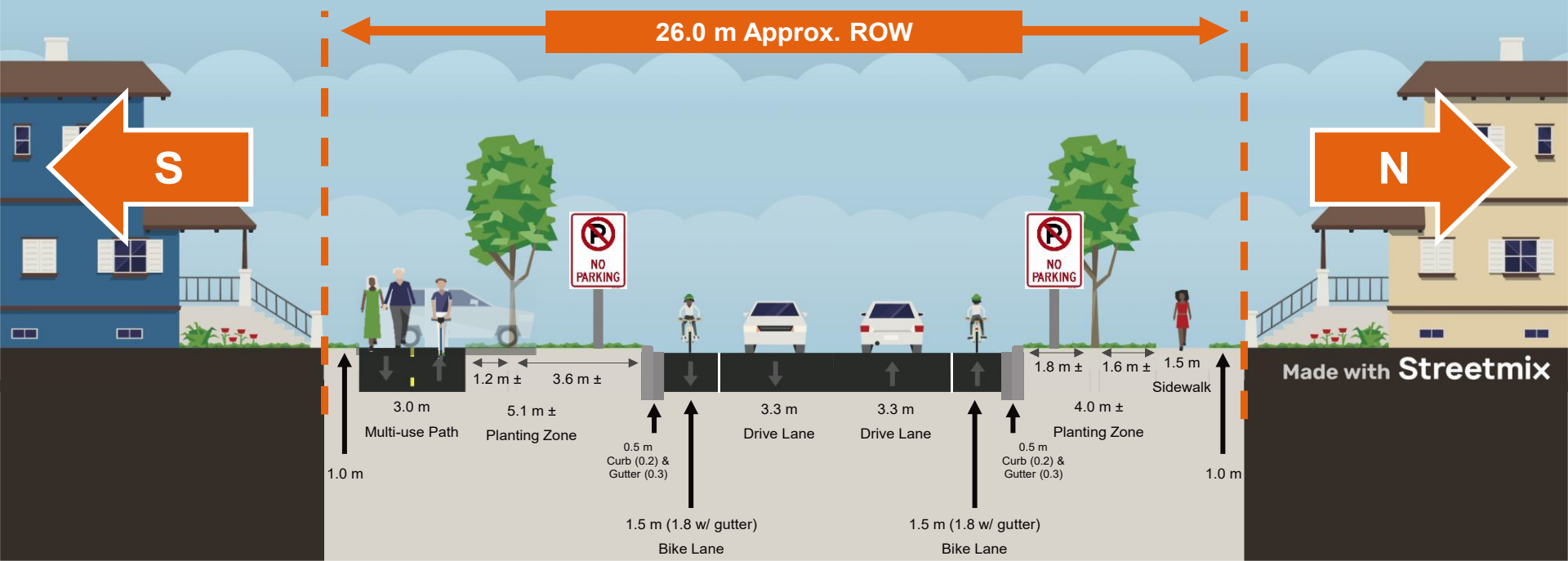
Segment 2, Ultimate Option 2 – Protected Bike Lane with Cast in Place Curbs

Advantages

- Increased horizontal separation
- Cyclist overtaking opportunities
- Promotes traffic calming
- Minimized tree/utility impacts

Disadvantages

- Barrier protection inconsistencies
- South side potential driveway impacts
- Potential tree/utility impacts
- Curb realignment required on south side



Segment 2, Ultimate Option 3 – Multi-Use Path and Striped Bike Lane

Advantages

- Increased horizontal separation
- Cyclist overtaking opportunities
- Two cycling facilities for various skill levels
- Existing curb alignment maintained

Disadvantages

- Significant south side driveway impacts
- Utility and tree conflicts
- Reduced cyclist and pedestrian comfort
- Bi-directional facility and driveway conflicts
- Access constraints

Preliminary Evaluation

B. Segment 2 – Yonge Street to Bayview Avenue

Ultimate Alternatives	
Design Options	Design Highlights
Raised Cycle Track	☑ Promotes traffic calming ☑ Consistent barrier for cyclists ☑ Increased comfort for cyclists ☒ Potential southside driveway impacts
Protected Bike Lane with Cast in Place Curbs	☑ Promotes traffic calming ☑ Cyclist overtaking opportunities ☒ Potential southside driveway Impacts ☒ Cast-in-place curb Inconsistencies from driveways
Multi-Use Path and Striped Bike Lane	☑ Designed for various cyclist skill levels ☒ Potential pedestrian and cyclist conflicts ☒ Civil works required ☒ Potential southside driveway Impacts

*Evaluations are not final and are subject to further evaluation following this PIC

Proposed Interim and Ultimate Options



Segment 3 – Bayview Avenue to Spadina Road



Segment 3: Bayview Avenue to Spadina Road



Segment 4: Headford Ave from Boake Trail to Leslie Street

LEGEND

Active Travel Path

Ultimate

Tie-in

Interim/Ultimate

Road Network

Council Boundary

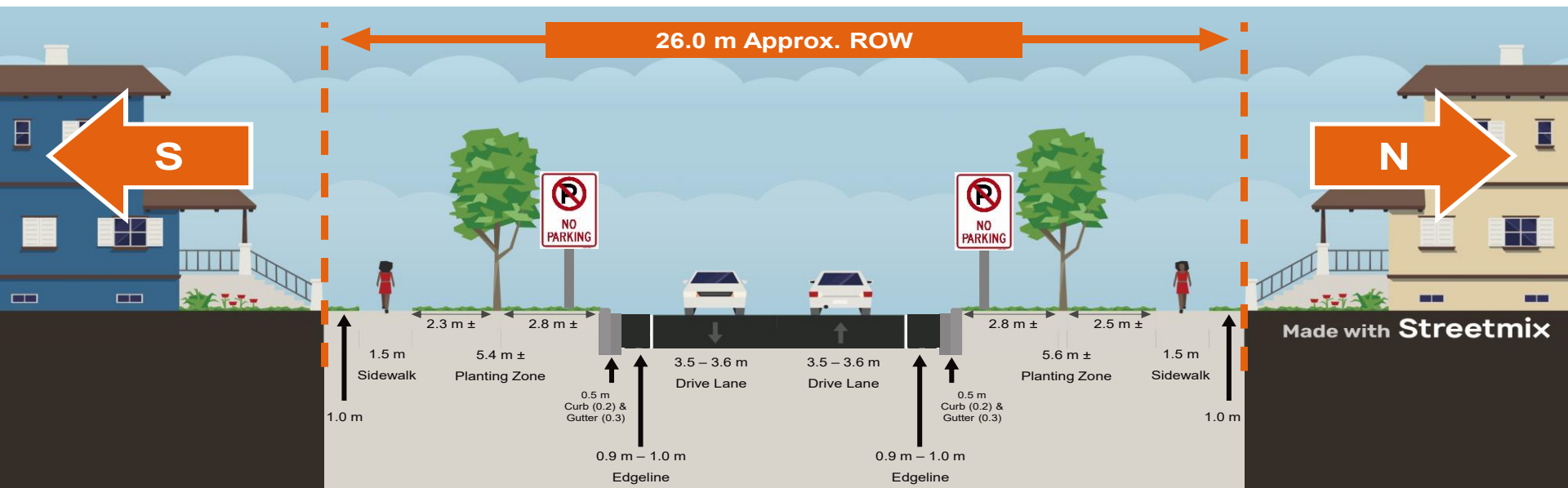
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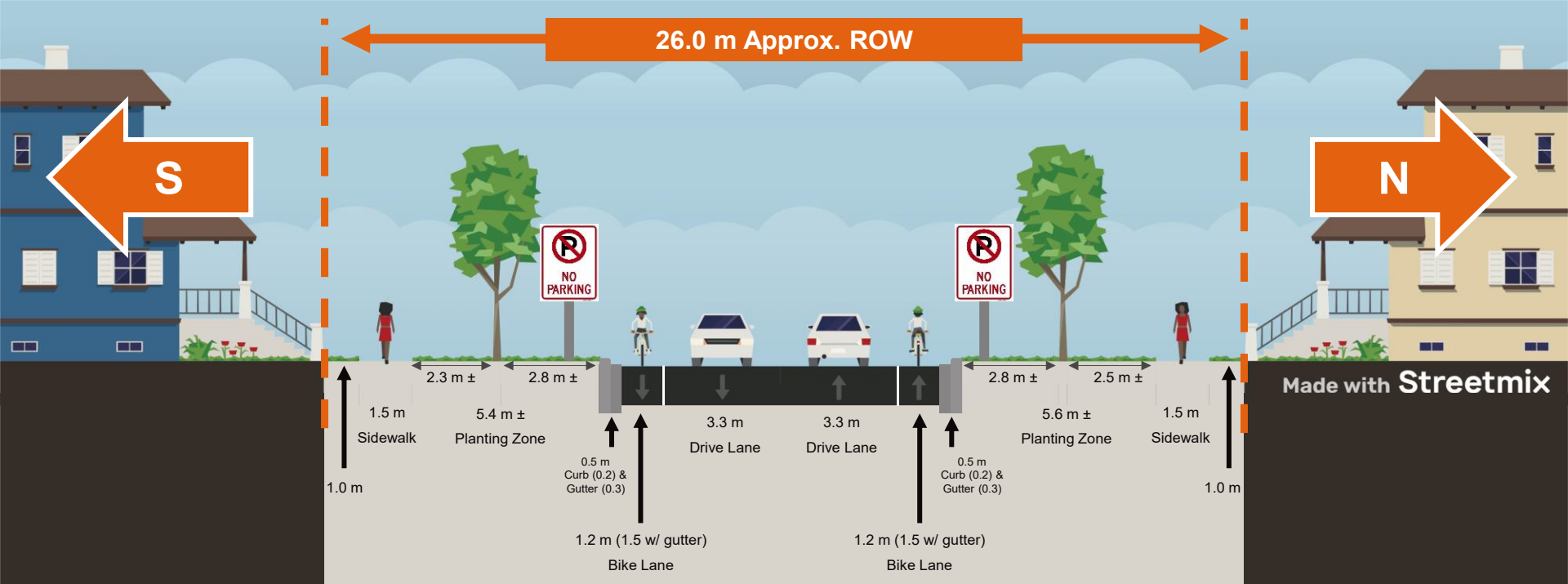


Segment 3 – Bayview Avenue to Spadina Road

Existing Conditions

- Posted Speed of 40km/h
- Sidewalks present on both sides of the road
- Wide travel lanes encourage fast driving vehicles
- Signed as 'no parking' through most of the segment
- Several driveways located along the segment





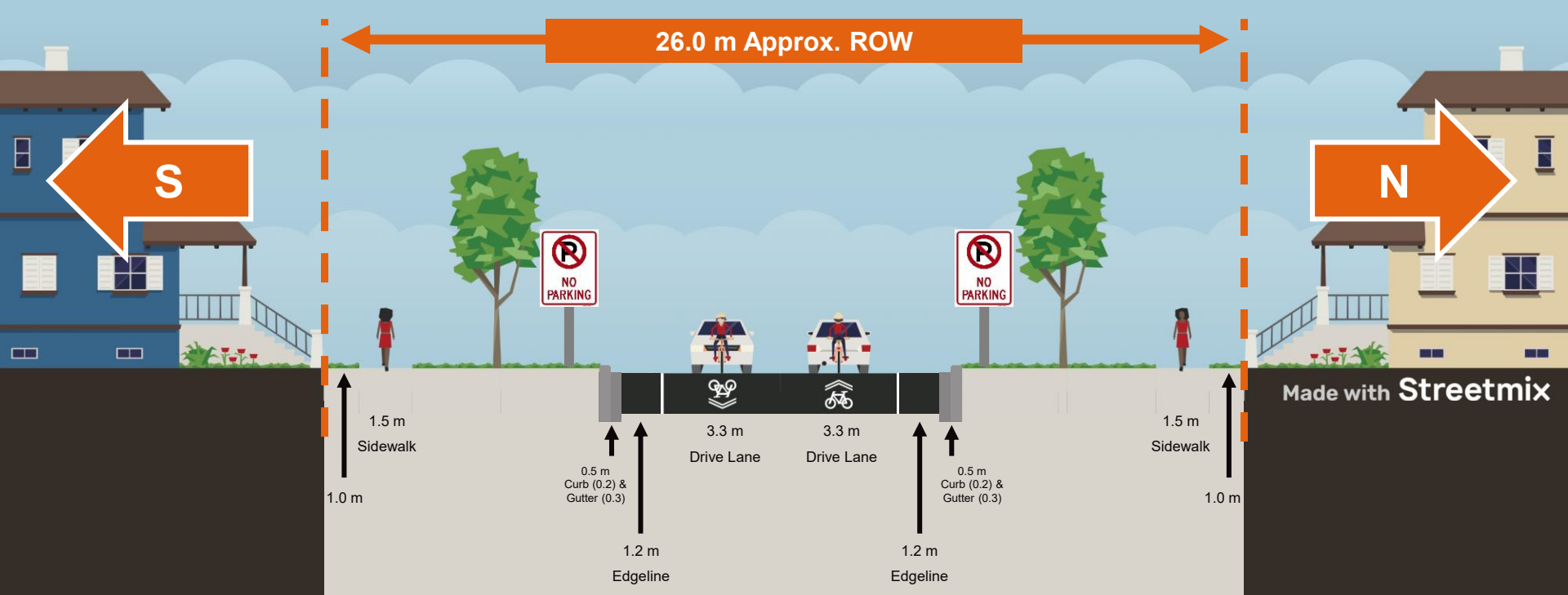
Segment 3, Interim Option 1 – Striped Bike Lane

Advantages

- Officialization of cycling facility
- Construction speed/cost
- Promotes traffic calming
- Existing curb alignment maintained

Disadvantages

- Cycling facility width
- Lack of physical separation or buffers



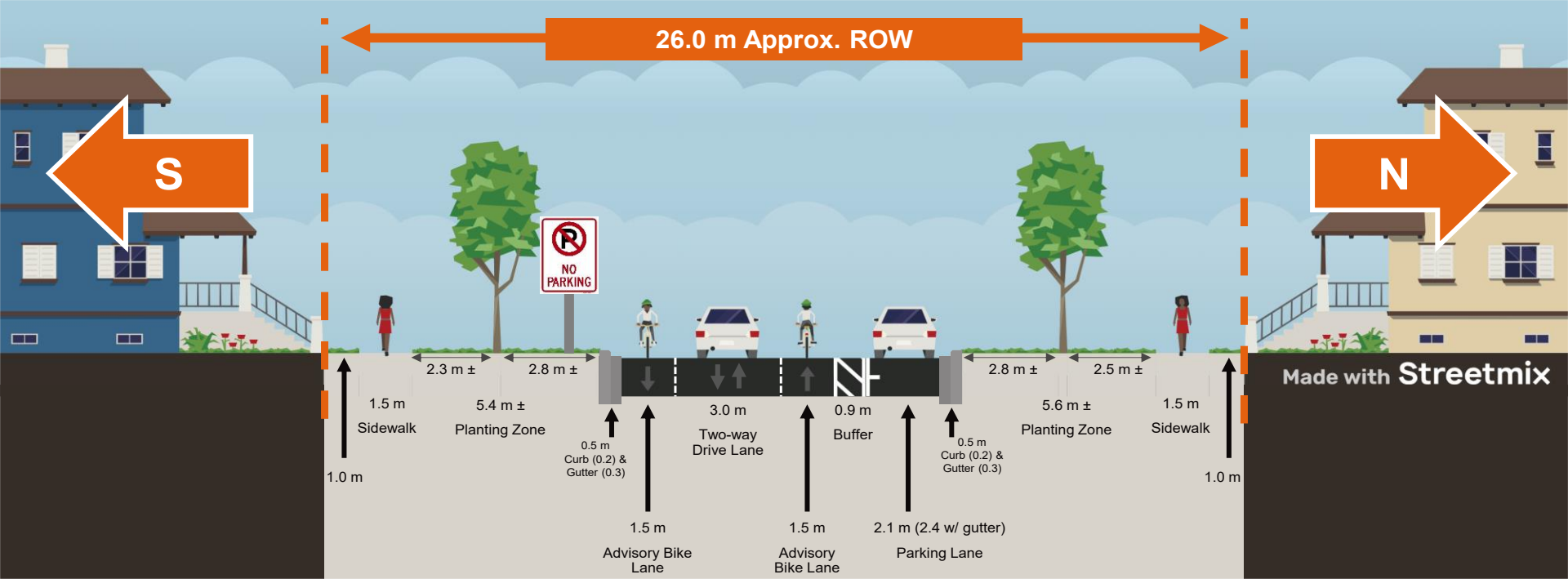
Segment 3, Interim Option 2 – Expanded Edgeline and Sharrows

Advantages

- Minimum cost implication
- Existing curb alignment maintained

Disadvantages

- Likely requires additional traffic calming
- Lack of physical separation or buffers



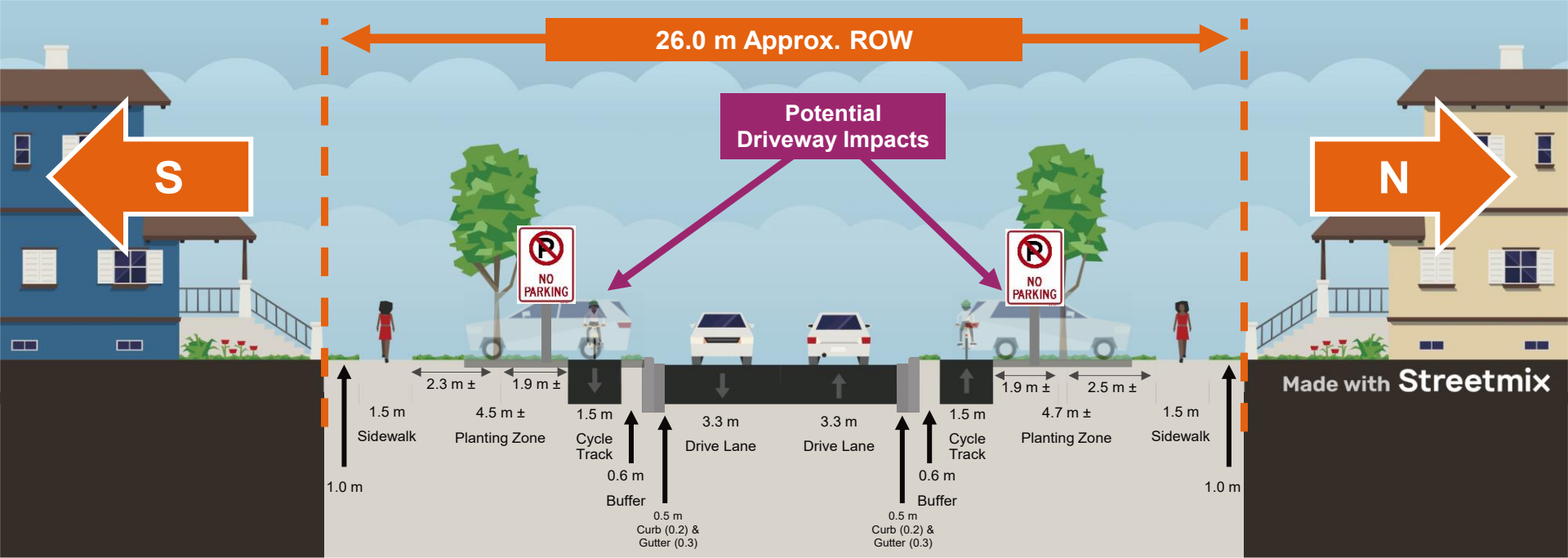
Segment 3, Interim Option 3 – Advisory Bike Lane + Parking

Advantages

- On-street parking implemented
- Construction speed/cost
- Existing curb alignment maintained

Disadvantages

- Bill 60 implications going from two lanes to one shared two-way drive lane
- Road user unfamiliarity with advisory bike lanes
- Lack of physical separation



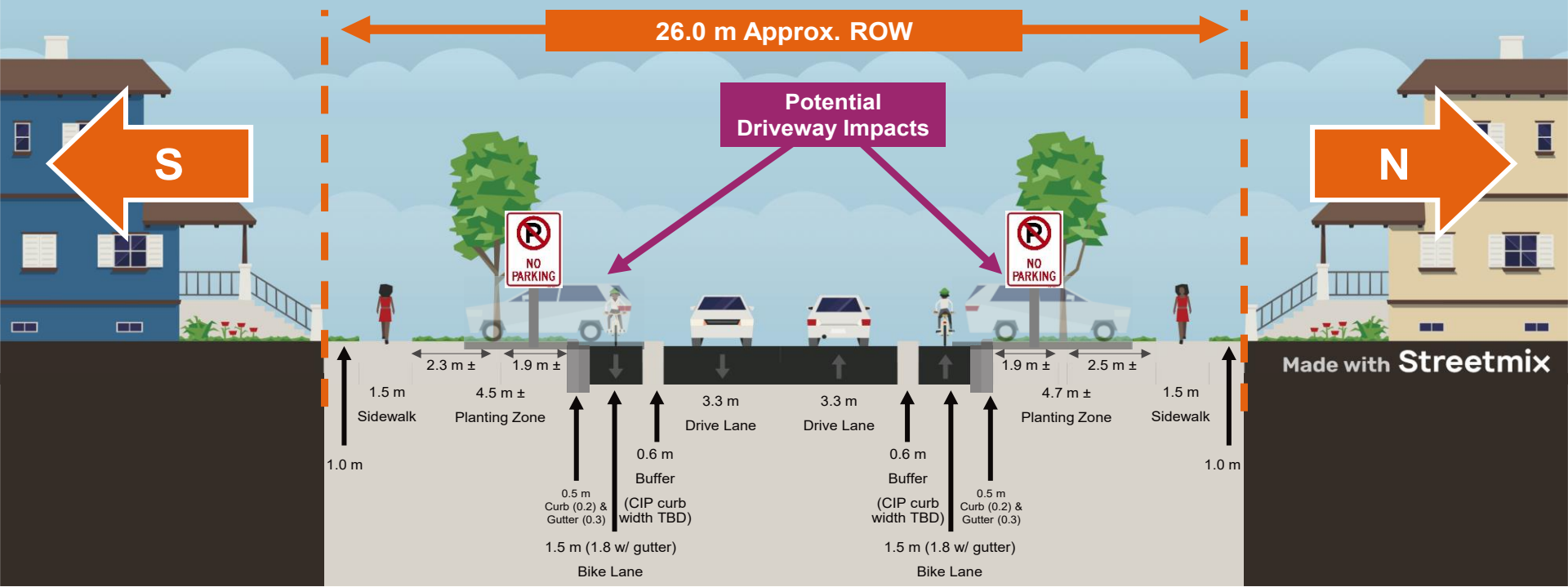
Segment 3, Ultimate Option 1 – One-way Raised Cycle Track

Advantages

- Enhanced vertical separation
- Increased horizontal separation
- Promotes traffic calming
- Consistent barrier

Disadvantages

- Construction speed/cost
- Cycling facility width
- Potential driveway impacts
- Potential tree/utility impacts
- Curb realignment required on both sides



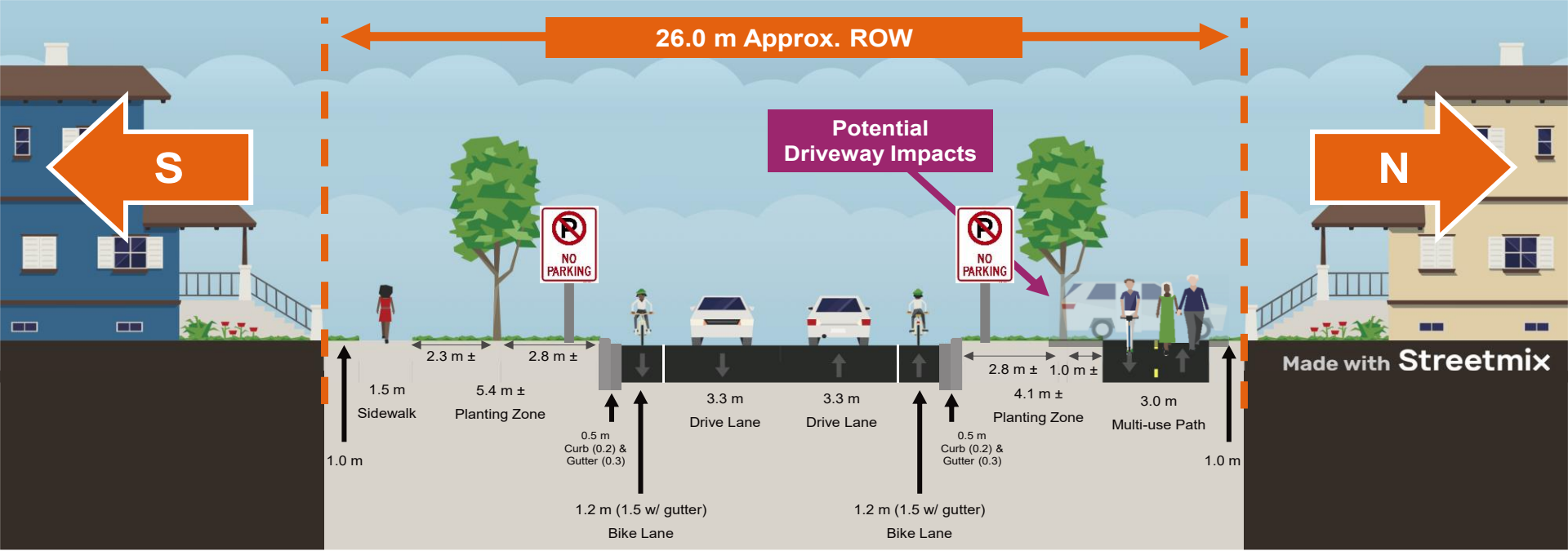
Segment 3, Ultimate Option 2 – Protected Bike Lane with Cast in Place Curbs

Advantages

- Increased horizontal/vertical separation
- Cyclist overtaking opportunities
- Promotes traffic calming

Disadvantages

- Barrier protection inconsistencies
- Potential driveway impacts
- Potential tree/utility impacts
- Curb realignment required on both sides



Segment 3, Ultimate Option 3 – Multi-Use Path with Striped Bike Lane

Advantages

- Increased horizontal/vertical separation
- Cyclist overtaking opportunities
- Design for various skill levels
- Existing curb alignment maintained

Disadvantages

- Reduced cyclist and pedestrian comfort
- Significant north side driveway impacts
- Bi-directional facility and driveway conflicts
- Access constraints
- Utility and tree conflicts

Preliminary Evaluation

C. Segment 3 – Bayview Avenue to Spadina Road

Interim Alternatives

Design Options	Design Highlights
Striped Bike Lane	✓ Promotes traffic calming ✓ Lower construction time/cost ✗ Lack of physical buffers
Expanded Edgeline and Sharrows	✓ Minimum costs ✗ Require additional traffic calming ✗ Lack of physical buffers
Advisory Bike Lane with Parking	✓ On-street parking implemented ✗ Consolidating two lanes ✗ Unfamiliarity with advisory bike lanes

Ultimate Alternatives

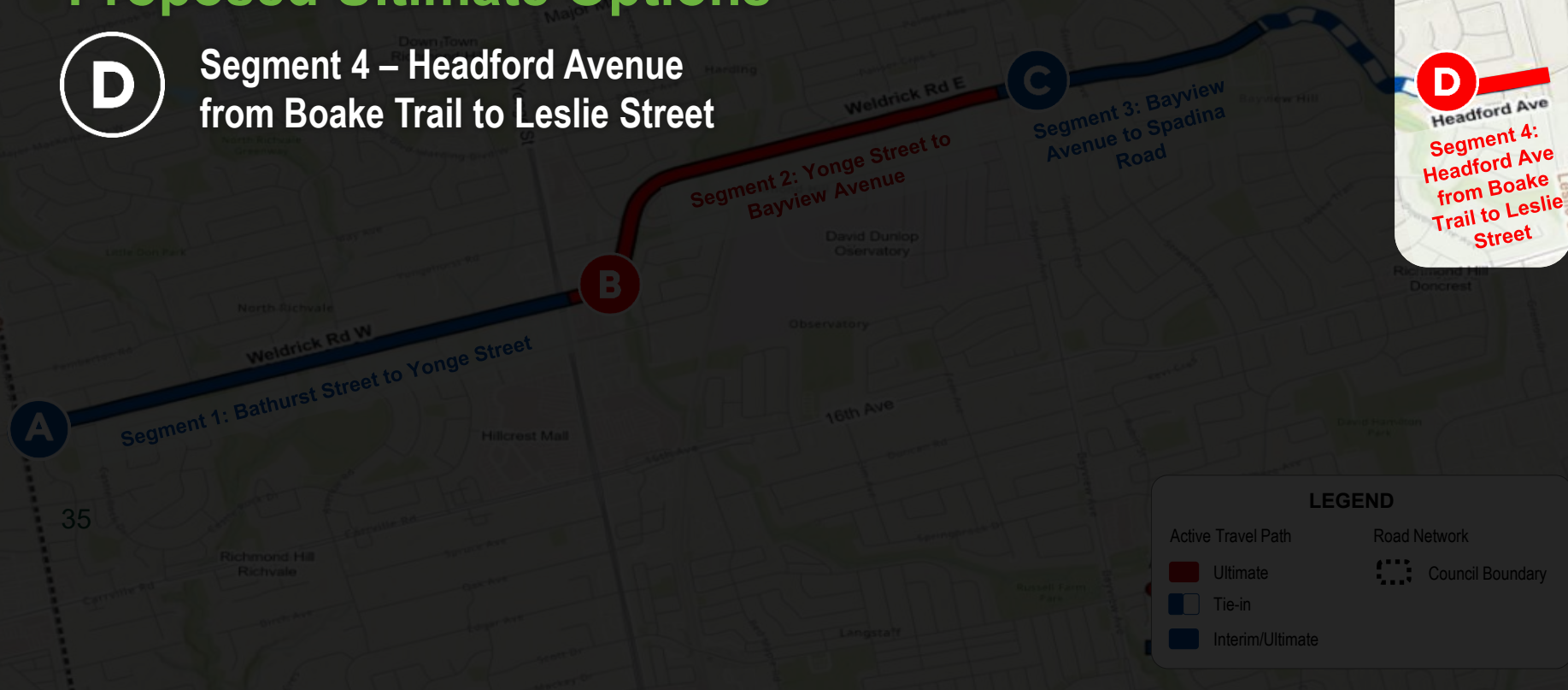
Design Options	Design Highlights
One Way Raised Cycle Track	✓ Promotes traffic calming ✗ Potential driveway impacts ✗ Increased constriction time/costs
One Way On-Street Protected Bike Lane	✓ Promotes traffic calming ✓ Cyclist overtaking opportunities ✗ Potential driveway impacts
Multi-Use Path with Striped Bike Lane	✓ Cyclist overtaking opportunities ✗ Increased chance of pedestrian/cyclist conflict ✗ Significant north side driveway impacts

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Proposed Ultimate Options

D

Segment 4 – Headford Avenue
from Boake Trail to Leslie Street



D
Segment 4:
Headford Ave
from Boake
Trail to Leslie
Street

LEGEND

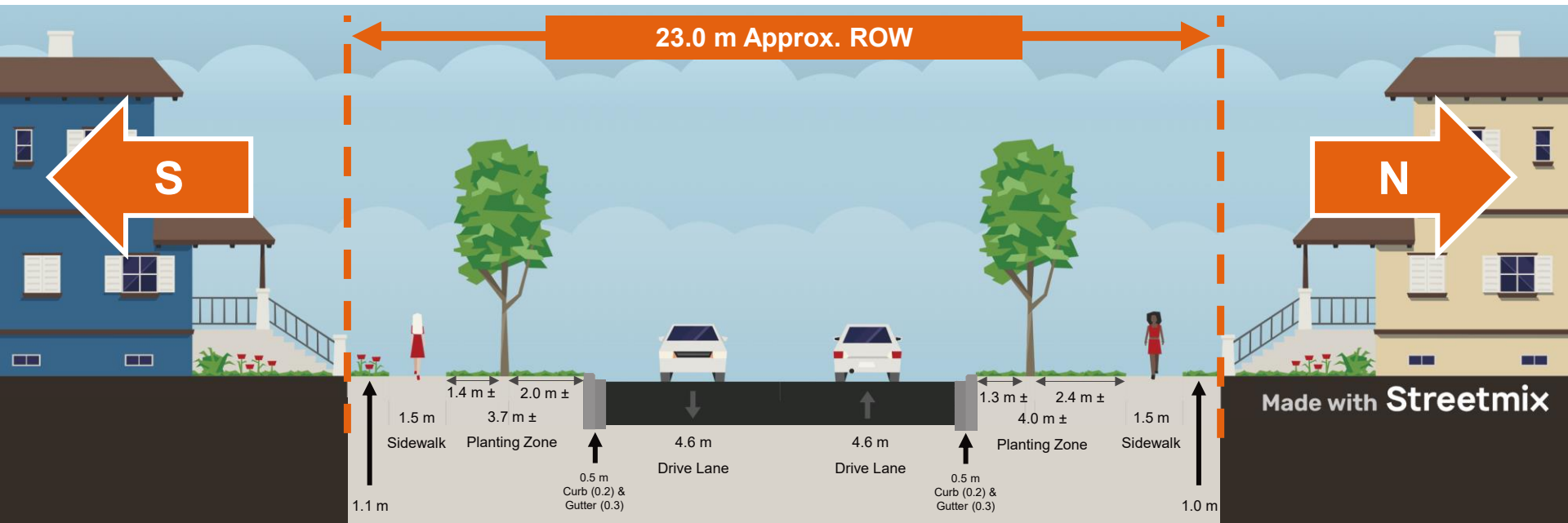
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| Active Travel Path | Road Network |
| Ultimate | Council Boundary |
| Tie-in | |
| Interim/Ultimate | |

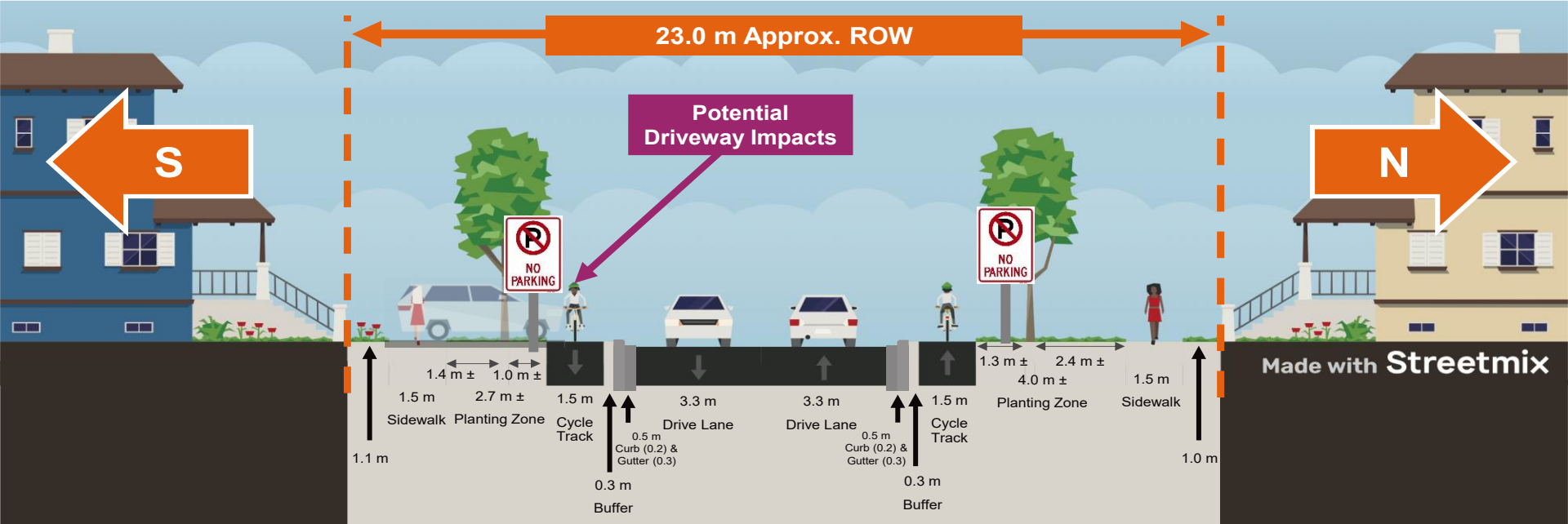


Segment 4 – Headford Avenue from Boake Trail to Leslie Street

Existing Conditions

- Posted speed of 50km/h
- Sidewalks present on both sides of the road
- Wide travel lanes encourage fast driving vehicles
- Several driveways located along the segment





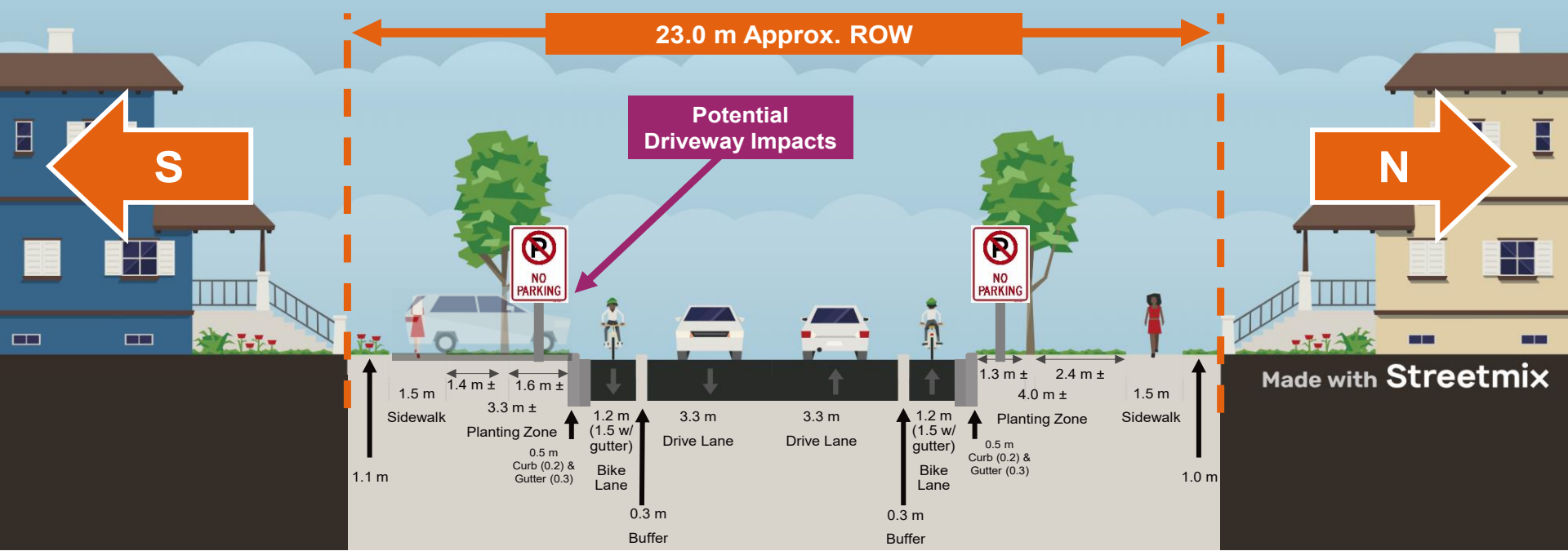
Segment 4, Ultimate Option 1 – Cycle Track

Advantages

- Enhanced vertical separation
- Increased horizontal separation
- Promotes traffic calming
- Consistent barrier

Disadvantages

- Loss of on-street parking
- Construction speed/cost
- Cycling facility width
- Potential south side driveway impacts
- Potential tree/utility impacts
- Curb realignment required on both sides



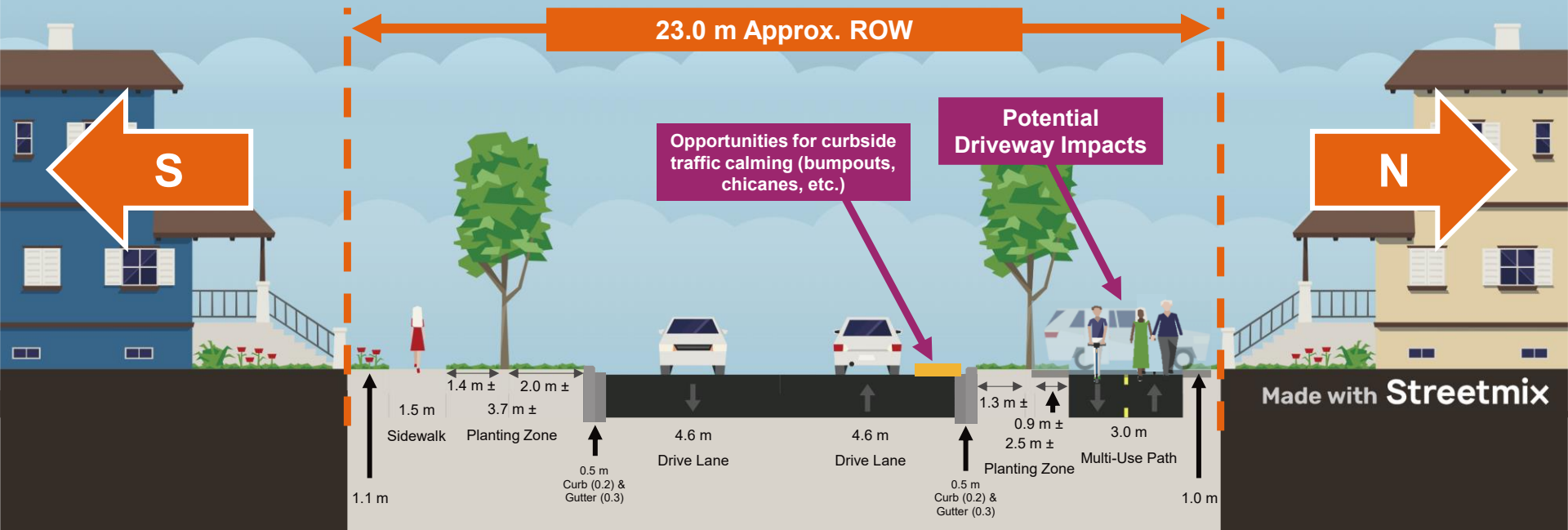
Segment 4, Ultimate Option 2 – Protected Bike Lane with Cast in Place Curbs

Advantages

- Increased horizontal/vertical separation
- Cyclist overtaking opportunities
- Promotes traffic calming

Disadvantages

- Loss of on-street parking
- Barrier protection inconsistencies
- Potential southside driveway impacts
- Potential tree/utility impacts
- Curb realignment required on both sides



Segment 4, Ultimate Option 3 – Multi-Use Path

Advantages

- Consistency with Orlando facility
- On-street parking maintained
- Increased horizontal/vertical separation
- Opportunity for curbside traffic calming
- Existing curb alignment maintained

Disadvantages

- Civil works required
- Reduced cyclist and pedestrian comfort
- Bi-directional facility and driveway conflicts
- North side driveway impacts

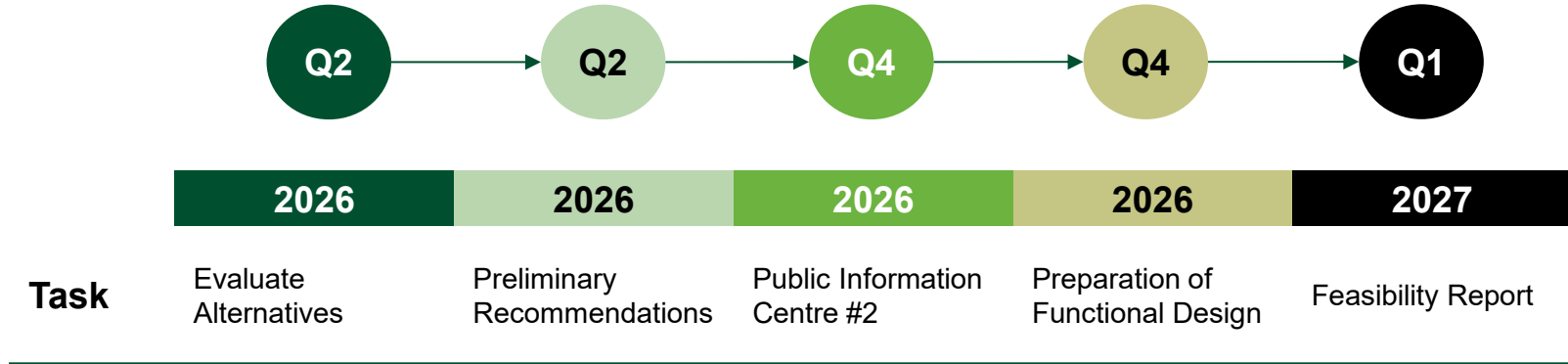
Preliminary Evaluation

D. Segment 4 – Headford Avenue

Ultimate Alternatives	
Design Options	Design Highlights
Cycle Track	☒ Promotes traffic calming ☒ Consistent cycling barrier ☒ Potential southside driveway impacts ☒ Loss of on-street parking
Protected Bike Lane with Cast in Place Curbs	☒ Promote traffic calming ☒ Cyclist overtaking opportunities ☒ Loss of on-street parking ☒ Potential southside driveway impacts
Multi-Use Path	☒ Consistent with Orlando Ave facility ☒ On-street parking maintained ☒ Cyclist overtaking opportunities ☒ Potential northside driveway impacts

*Evaluations are not final and are subject to further evaluation following this PIC

Timeline and Next Steps



Our next PIC in the Fall will ask for your input on the preliminary recommendations. We look forward to speaking with you then.

For more information about this project or other Environmental Assessment and Feasibility Studies in Richmond Hill, **scan the QR code** or **visit the City's website** at:
www.richmondhill.ca/en/learn-more/environmental-assessment-studies.aspx

We Want to Hear From You!

For more information, or if you wish to provide comments, please email the below contacts by **July 8th**.

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