

**Welcome to Open House #2**

**Musselman's Lake Community  
Ninth Line Visioning**

**November 4, 2025**



# Land Acknowledgement

The Town of Whitchurch-Stouffville acknowledges this land is the treaty territory of the Williams Nations. It is also the traditional territory of other Anishinaabeg peoples, the Huron-Wendat, and the Haudenosaunee. We also recognize the contributions of all Indigenous peoples to this place and commit to a continued dialogue and greater respect for the land we have come to share.

This recognition of the contributions and historic importance of Indigenous peoples must also be clearly and overtly connected to our collective commitment to make the promise and the challenge of Truth and Reconciliation real in our community.

# Agenda

- Project Background
- Project Team
- What we heard from the Community
- Existing Constraints
- What Can We Do?
- Next Steps
- Feedback

# Project Background

## Partnership



The Town of Stouffville and York Region collaborated on a study focused on the future of Ninth Line through the Musselman's Lake area.

## Focus



Community engagement and long-term planning.

## History



- Initial discussions began in 2018 (paused during COVID-19 pandemic)
- Town and Region resumed efforts to improve Ninth Line (2025)
- Open House #1 (June 2025)
- Online Opinion Survey (Summer 2025)

## Current Status



Work continues to explore options for Ninth Line for all travellers.

## Goal



Gather feedback from community members to guide planning and improvements



# Project Team

## **Curtis Roach**

Project Manager, Capital Projects – Town

## **Thomas MacPherson**

Manager, Transportation Long Term  
Planning – York Region


## **Mandy Paglia**

Manager, Capital Projects – Town

# What we heard from the Community


## - Survey response demographics


**154**   
Total  
respondents


**97%**   
Travel by car


**76%**   
Running errands

**49%**   
Walk

**74%**   
Commuting

**77%**   
Respondents from  
the community

**28%**   
Cycle

**61%**   
Leisure activity

# What we heard from the Community - Concerns

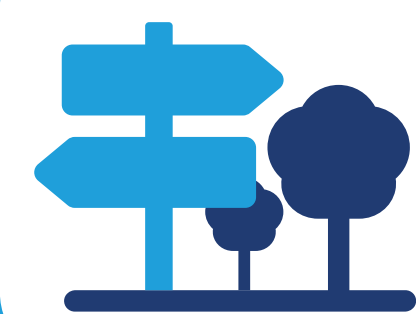
“  
**78%** of respondents feel  
‘extremely unsafe’  
walking on local roads”

Blind corners, narrow lanes,  
lack of sidewalks, and  
speeding vehicles top the  
list of concerns”



Lack of pedestrian  
facilities, in general

Ninth Line & Lakeshore  
Road intersection



Coultice Park  
pedestrian access



Truck traffic and  
non-resident traffic



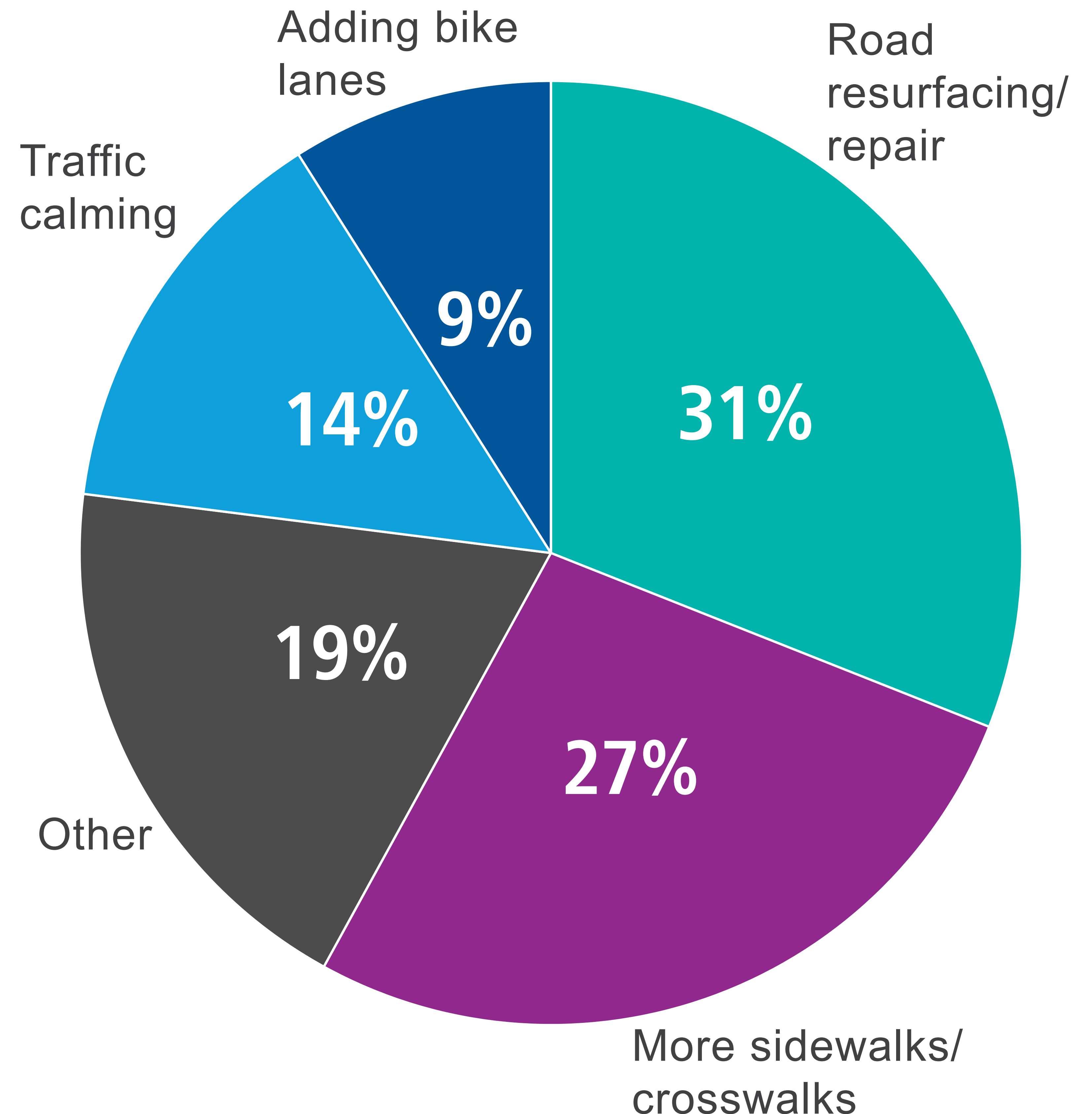
Ninth Line from Lakeshore Road to Cedarvale, generally

# What we heard from the Community - Priorities

Residents very strongly support infrastructure improvements like sidewalks, surface repairs, traffic calming measures, and bike lanes.

There's a strong desire to preserve the area's livability while managing growing traffic pressures.

"Other" measures include: road widening, wildlife and natural environment protection, erosion control, safe school routes, diverting non-local traffic.

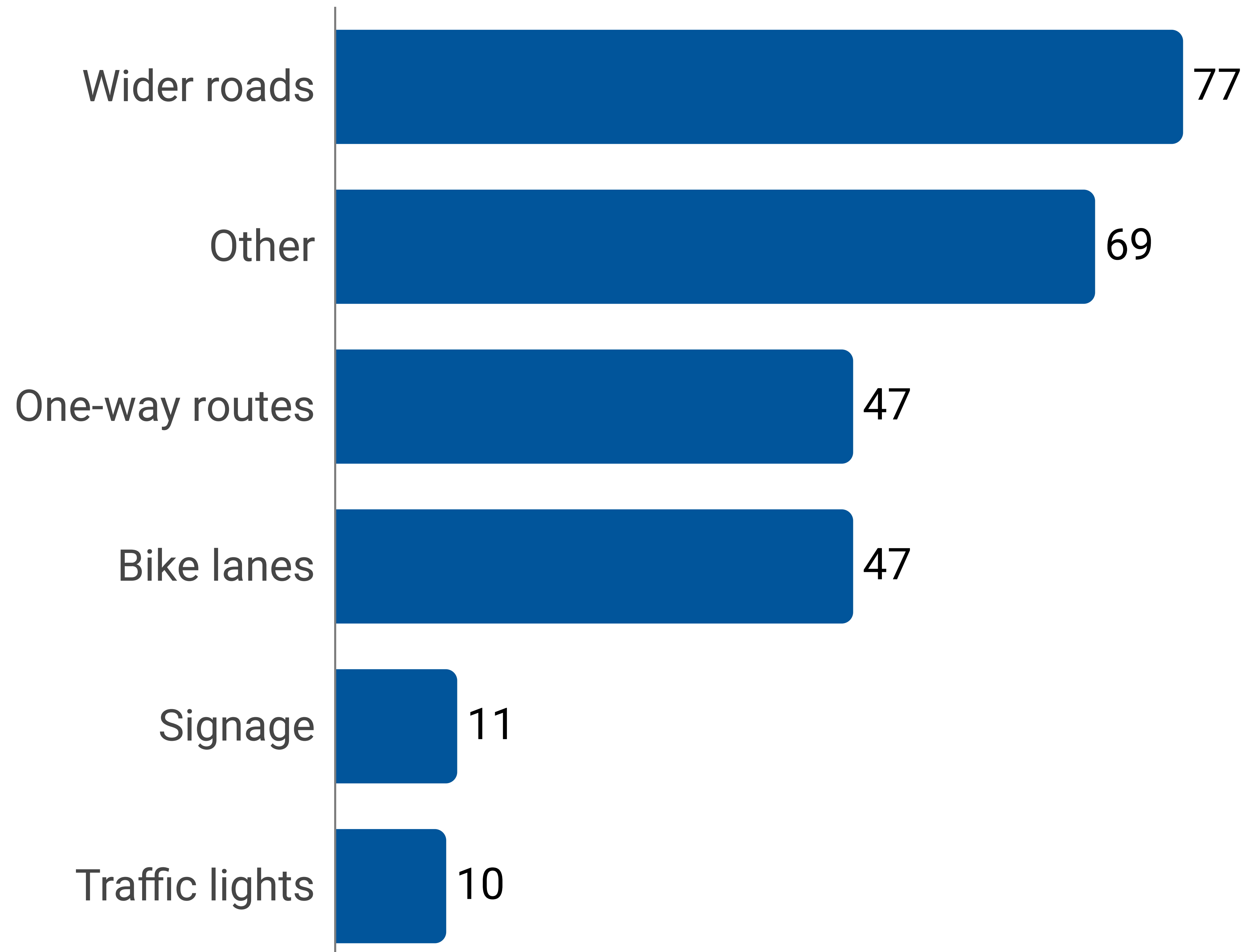


# What we heard from the Community

## - What Changes Would you Like to See?

Residents very strongly prefer wider roads, bike lanes, and one-way routing.

“Other” were personal lists of desired changes generally falling under “traffic calming measures” and “active transportation infrastructure.”

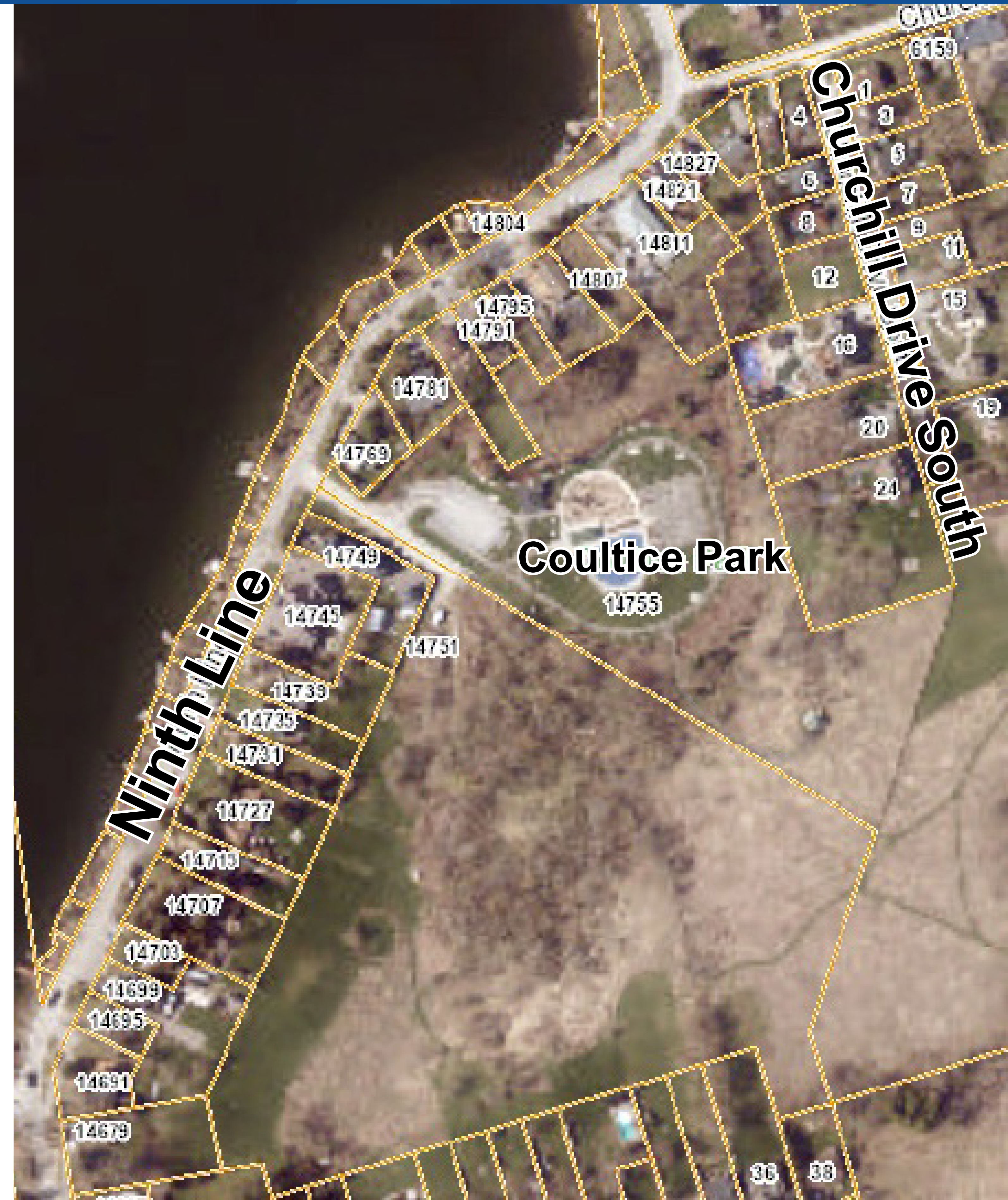


# Existing Constraints

- Typical Regional traffic calming controls
- Physical:
  - ROW: Ninth Line roadway all the way at west edge of ROW
  - East side of Ninth Line ROW occupied by private driveways
- Limited North-South Routes (vis-à-vis one-way routing)
- Additional consultation may be required if the addition of sidewalk eliminates motor vehicle lanes
- Planned rehabilitation of Ninth Line

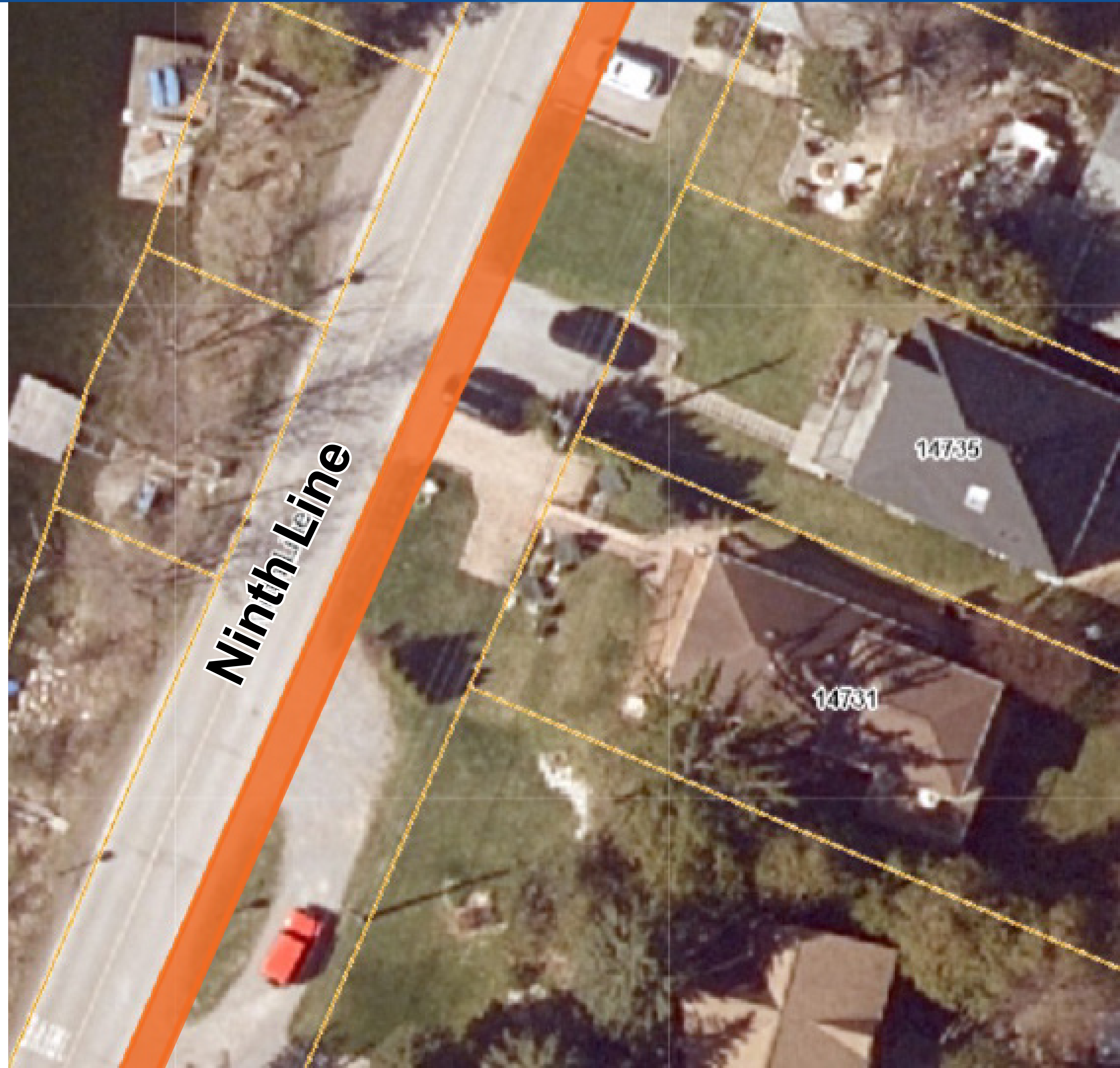
# Existing Constraints

- Physical controls (e.g. gate) placed to control roadway access (public roadway)
- Re-direct non-local traffic (public roadway)
- Guiderail on lake side of Ninth Line (limits access to private properties)
- Widening of Ninth Line (ROW constraints), especially as shown at right without reducing driveway depth



# Existing Constraints

- A sample 2.0 meter widening is shown at right (orange highlighted area)
- Would require full-depth construction
- Town is **NOT** recommending this approach



# What Can We Do?

01

**Conduct investigation and detailed design**



02

**Improve Ninth Line and Lakeshore Road intersection**



03

**Coordinate with York Region Traffic Safety team to review reduction of posted speed limit**



04

**Reconstruction of Ninth Line**



# What Can We Do?



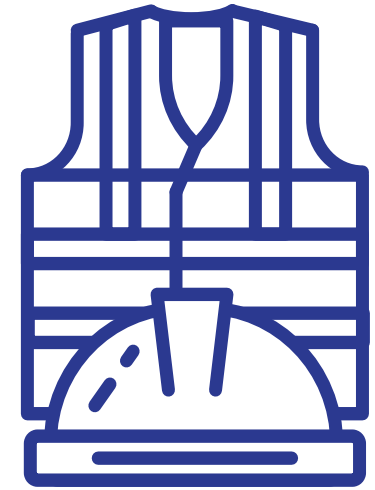
**Improve Ninth Line and Lakeshore Road intersection**



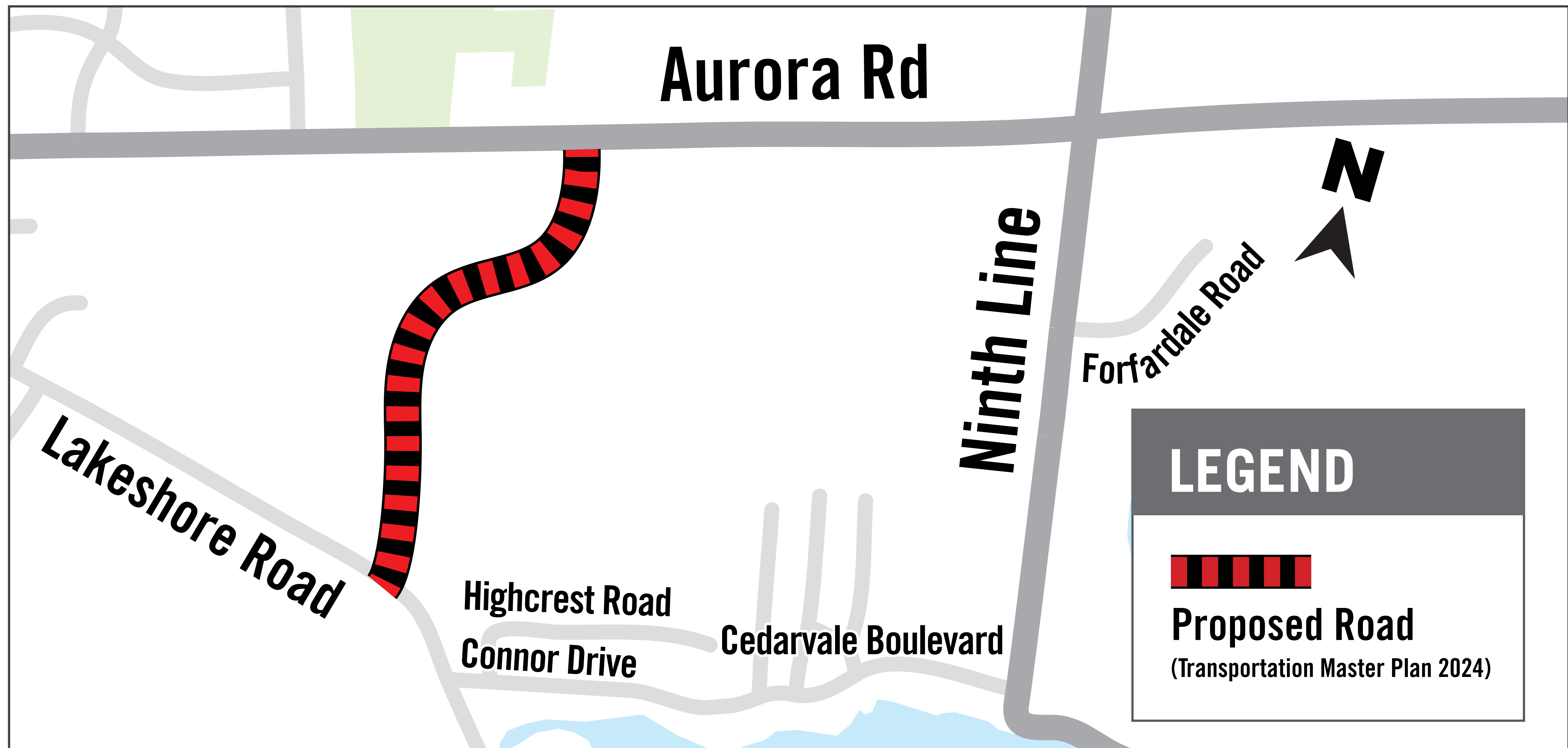
**Three-way stop**



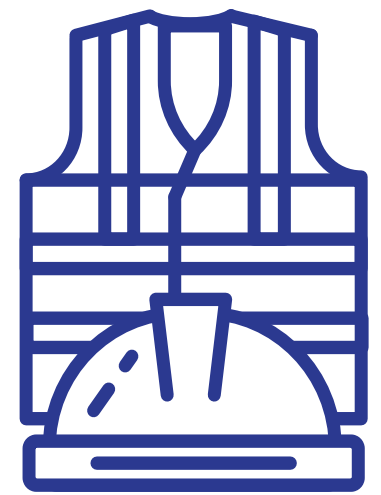
# What Can We Do?



One-way but only once new road from Aurora Road to Lakeshore Road is completed



# What Can We Do?



Traffic circles to accommodate one-way at Cedarvale Boulevard/  
Ninth Line and Restnook Lane/Ninth Line intersections



# Next Steps

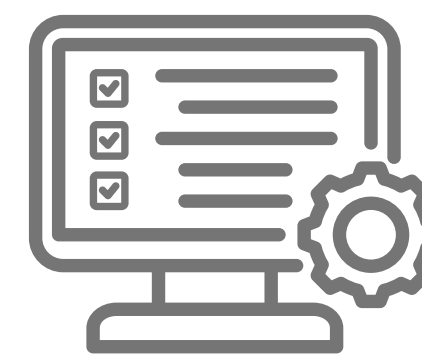


Proceed with traffic safety study, feasibility study, preliminary design (by end 2026)

**2026**

Procure design Consultant

Open House #3 at 60% design (end 2026)



Detailed design



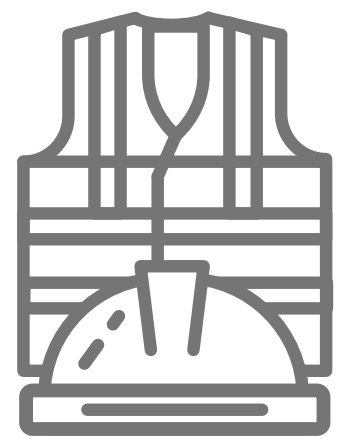
Present refined design options:

**2027**

York Region road rehab project (summer)



Open House #4 at 90% design (spring 2027)



**2028**

Construction/ implementation of design

# Feedback



## What do you think?

Your thoughts and ideas are crucial. Travellers and community members are welcome to share them, through the project page: [townofws.ca/ninthlinevision](https://townofws.ca/ninthlinevision) or by contacting our project team directly.

*Thank You!!*