

Notes from
CYCLING AND PEDESTRIAN ADVISORY COMMITTEE
Unofficial meeting of the Committee

March 20, 2025, 7:00 p.m. to 9:00 p.m., Virtual meeting

Chair: Peter Miasek

Notes: Steve Glassman

Attending:

Members:

Peter Miasek, Chair
Steve Glassman, Vice Chair
Andrew Dang, Vice Chair
Joska Zerczi
Anthony Ko
Amit Arora
Joseph Lisi
Doug Wolfe
Kim Adeney – AAC
Councillor Ritch Lau, Ward 2
Kevin Lee, Markham Cycles (CICS)
PC Shawna Leitch, YRP

Staff and guests:

Eric Chan (Senior Manager, Transportation)
Alberto Lim (Engineering)
Marina Riad (Engineering)
Chad Cota (Aquifor Beech)
Sachet Siwakoti (Aquifor Beech)

Regrets:

Brenda Kazan
Cliff Chan – MEAC
Daniel Yeung
Councillor Reid McAlpine, Ward 3

Sonia Sanita, York Region Public Health
Diana Kakamousias, York Region Transportation
Reena Mistry/Kathryn Shaw-Edmond, YRDSB
PC Patricia Graham, YRP
Sara R (SCMRH)
Wincy Tsang, Smart Commute
Fion Ho - staff

1. OPENING Remarks

The chair read the Indigenous Land Acknowledgement. The minutes of the last formal meeting, February 20th were approved (informally) without changes. Added to the agenda was item 4.5, Reesor Road Safety, and then the meeting proceeded.

2. ACTION ITEMS FROM EARLIER MEETINGS

2.1 Markham Centre Trail (MCT) near Apple Creek

Councillor Lau's issue, first discussed in January, relates to the concerns of about 30 homeowners along a proposed new section of the trail near Apple Creek. Concerns about privacy (location of the trails near their backyard fence lines), disruption to nature and wildlife, and cost are some of the residents' issues.

At this meeting, Alberto Lim outlined that the Environmental Assessment Report was filed February 2024 and 3 public consultations were held. The detailed design work is being done by the consulting firm Aquafor Beech, and is now at the 30% stage. The project is currently scheduled for 90% design by July, tendering in September and construction in 2026/27. Representatives of Aquafor had a slide presentation and talk. CPAC's focus was on the three alternative pathways near Apple Creek heading north to Apple Creek Blvd, where the path should join the existing northern trail.

The three alternatives were A: the EA preferred route beside the fence lines of residents; B: an existing pathway which veers to the west and C: a pathway using the existing access to the storm water pond. Pros and cons were given. Pathway C has the most terrestrial impacts, is the most costly (extra bridge, TRCA permits) and has steep terrain. The existing pathway B has an endpoint on the boulevard that is a bit far from the connection to the north. As Pathway A is the most direct connection to the pathway across the Blvd, the consultants were still advocating for its adoption. They showed both cedar tree and wooden fence treatments which could provide privacy for the back yards of the homes near the proposed trail.

Discussion followed about the pros and cons, with members voicing their opinions and personal preferences on the alternatives. Also, there was discussion about the safety hazard for pedestrians and cyclists crossing Apple Creek Blvd. The consultants acknowledged that they are investigating a signalized pedestrian crossing for the trail users.

There is a PIC on April 8th at Canada Room. Notices are now being sent to residents. CPAC members have been encouraged to attend to support Councilor Lau and to support the completion of this section of the MCT. Additional design details will be provided (surface of crushed limestone, minimum width of 2.0 m, offset distance to fence line).

2.2 Micromobility pilot project

Eric reported that Scooty has submitted its final report to Economic Development, which will issue a final report soon. There has also been discussion within the City about potentially extending the OVIN pilot by 3 months, and this may involve Scooty.

2.3 Winter Mobility Pathway motion

Peter reported that the motion finalized at our last meeting will be discussed at the next DSC meeting on April 8th.

2.4 Bill 212 and Federal Infrastructure Funding

At the last meeting, it was decided that CPAC will write a letter to the Minister of Transportation regarding proceeding with the planned traffic calming measures. The letter is ready, and now that a new cabinet has been sworn in, the letter will be sent to the newly reappointed minister, and also to the new Minister of Red Tape Reduction.

3. SUBCOMMITTEE REPORTS

3.1 Markham Cycling Day (June 15, 2025)

As reported by Anthony, this subcommittee is quite active (Fion-chair, Anthony, Peter, Joska, Joseph). The new location has been finalized at Markham Road. There will be the 15/30/and 60Km bike tours, using route guides at critical intersections, along with better directional signs on the paths, as this is less resource intensive than having bike marshals with each group. There will be a 5 km family rides as kids races have been cut back to ages 5 and under, due to limited space.

Joseph is helping to arrange the return of the popular burger offering and some entertainment is being planned. The group is now looking at publicity, including promoting Cycling Day through the schools. Joseph will be contacting Kathryn Shaw-Edmonds in this regard.

3.2 Jane's Walk

Andrew indicated that he will convene the subcommittee in March.

3.3 Vision Zero – stakeholder meetings

Peter reported that both the Markham and the York Region VZ groups have been making solid progress. Markham held a stakeholder meeting February 25th where good countermeasures for vulnerable road users were input into the plan. Next, there will be a PIC on March 25th. York Region

has its next stakeholder meeting April 16. Several CPAC members are attending an April 3 Ontario Road Safety Forum.

4. NEW BUSINESS

4.1 eBike and eScooter survey by Councillor Rea

Peter summarized Councillor Rae's (Ward 4) survey, which had been previously shared with CPAC. He reminded the committee of the key results of this small survey (n= 77), which showed a surprisingly high level of ownership of micromobility devices, and a majority opinion that these devices should not be on the same pathways as pedestrian - sidewalks, trails or MUPs.

4.2 Richmond Hill micromobility strategy

Peter and Eric attended a March 4th PIC in Richmond Hill which discussed about what micromobility devices should be allowed, and where. Peter noted that RH is proposing to permit e-scooters on multi-use paths, paved multi-use trails, cycle tracks, paved shoulders, bike lanes and shared roads if speeds 50 kph or less. E-bikes (both pedal-assist and throttle-assist would be permitted where bicycles are permitted. Enforcement should be with a gently hand, proportionate to the risks to public safety. Staff is also recommending piloting a shared e-bike/e-scooter offer with private vendors.

Eric noted that the RH public survey showed a polarized population. People who have ridden an e-bike or e-scooter are overwhelming positive while non riders are negative. Eric indicated that Markham will be carrying out a survey also.

The slides can be viewed [here](#).

An earlier report which the CPAC innovation subcommittee completed and is available on Google Docs provides some background and references to rules imposed in other jurisdictions.

4.3 Transportation Association of Canada (TAC)

Eric, who is a member of TAC, reported that their next national meeting, taking place in Quebec City, has a paper on CPAC's involvement in the redesign of McCowan Road, as a case study of effective citizen/ advisory participation in transportation planning. Submitted by Doug McKay of York Region. Kudos to Peter, Elisabeth Tan, Joska.

4.4 Experiences in London (UK) and Paris

Eric was kind in sharing his thoughts and observations from a recent personal trip to Europe. Eric remarked on the progress that has been made in short periods of time- famously in Paris, as well as great changes in the City of London. Some pictures were shared to show the prevalence of streets with cycle paths in both directions along with single one way auto traffic.

Eric mused on how CPAC could be a leading force for change, in Markham, to accelerate and push the envelope forward. Two ideas include:

- Unconventional facilities (e.g. see Advisory Bike Lanes below)
- Use of financial incentives within Transportation Demand Management ideas

He will pursue these thoughts and share them in due course.

4.5 Reesor Road Safety

Joska brought up the issue of cycling on Reesor Road between 14th and 16th, as one of the Cycling Day routes includes this stretch of roadway. Reesor is signposted at 60 km/hr. and is narrow. Joska made contact with the city. The initial response was that Reesor is not on the 5-year Active Transportation Master Plan. They conceded that some signage warning drivers of cyclists on this route may be possible.

For Markham Cycling Day, the subcommittee will be looking at large warning signage, possibly even borrowing digital speed display signs from another location for the event, and of course the use of brightly garbed route guides to warn auto traffic of our riders.

Longer term, Joska thought Reesor would be an ideal stretch to introduce Markham to “*Advisory Bike Lanes*.” Joska demonstrated with pictures and a video what they look like in Ottawa and in the Netherlands. Advisory Bike Lanes have a pronounced demarcation on both shoulders for cyclists, and a single shared lane for auto travel in both directions. Cars can go on the cycle lane when there are two cars passing in opposite directions, unless a cyclist is in the bike lane.

Although Reesor seems like an ideal road for this, it can be quite dangerous until drivers understand the rules for Advisory Lanes. A substantial educational program would be needed for this feature to be installed.

4.6 2025 CPAC expenditures

This item was deferred to next meeting. See table below for initial set of ideas.

CPAC Expenditure Ideas for 2025 (Available = \$28,000)

Item	Comments
Programming	
Markham Cycling Day support	Historically \$3K to 5K
Jane's Walk	Historically <\$1k
Active School Travel	
Mobile Signs – trail etiquette	\$4300
Bicycle Friendly Community support	
Material	
Cycling and Trail Map	??
Bike Racks for Parks	
Supporting Other Groups	
Markham Cycles	
Cycling without Age	
Miscellaneous	Under \$1,000
TOTAL	\$28,000

Adjournment

The meeting adjourned at 9:04 PM. The next meeting will be an unofficial meeting, April 17th at 7PM, held via ZOOM

Addendum to Meeting Notes – Key Actions to be Tracked

March 20, 2025

1. Eric to pursue idea of broadening CPAC mandate (Eric)
2. Budget review to be priority at April meeting (Peter)
3. Report on DSC reaction regarding Winter pathway motion (Reid)
4. Members to attend April 8 PIC on Apple Creek (all)

February 20, 2025

1. Encourage Economic Development to complete report on OVIN pilot (Eric)

2. Prepare letter for province on traffic calming projects (Joska, Peter)

January 16, 2025

1. Write Salia Kalali re new RVT signage project (Peter)
2. Bring back CPAC rename idea when ready (Eric)

December 19, 2024

1. Prepare bike rack proposal for January/February 2025 including location recommendations and type of installation. See Nov 21 minutes. (Joska + committee)
2. Jane's Walk subcommittee to meet and focus on the May 2025 events, obtaining commitments from walk leaders, and then to begin working on publicity in the late winter/early spring (Andrew + Committee)
3. Write YRT re shuttle buses to GO station (Peter + Joska)

October 17, 2024

1. Check gravel soft spots on RVT in spring (Joska)

June 20, 2024

1. Discuss Cycling Without Age storage at Crosby CC (Reid)
2. Assess continuous sidewalk as part of Road Safety Plan (staff)
3. Find out more information about bike rentals in condos (Reid)