

Submitted by: David Rawcliffe
06/05/2020

City of Markham
The Covid-19 Summer of 2020
An idea

Preface

It would be pleasant to have **something** in Markham throughout the **Covid summer** of 2020 which would give citizens some guidance both for exercising outdoors and helping local businesses.

The idea for a temporary self-guided Trail, given below, does this without anything more than some temporary signage ... clockwise and counter clockwise. There needs to be no adjustment to roads or sidewalks.

It could encourage:

- Supporting local businesses
- Exploring both the heritage & natural aspects of Markham
- Exercising with physical distancing

The park trails, sidewalks and cycling facilities are already there; this self-guided trail would use these facilities to give Markham citizens destinations and a logical route.

The Idea

a **“VILLAGES & VALLEY”** Self-guided Loop Trail.

It could work for both walkers and cyclists. It could give guidance both for exercising outdoors and helping local businesses. **See map below.**

The cost

20 signs @ \$ 200 each = \$ 4,000

The Route - Going clockwise ...

The Northern part of the Loop Trail would ...

go north on Unionville Main Street (*local businesses and a heritage walk*),
turn right (east) along Carlton Road (*side trips north & south on Rouge Valley Trail*)
continue ahead (east) on Raymerville Drive (*side trip to north into Raymer woodlot*)
turn right (south) onto Snider Drive
turn left (east) onto Bullock Drive
turn right (south) onto Markham Main Street (*local businesses and a heritage walk*).

The Southern part of the Loop Trail would ...

continue south on Markham Main Street ... and south of Hwy 7 on an MUP ... turn right
(west) into the Milne Dam Conservation Park (*lots of side trails to explore*) cross
McCowan Ave onto the Rouge Trail and so back to Unionville Main Street.

Signs could also be placed counter-clockwise.

Statistics

Northern Loop	5.5 km	walking 1 hr 15 mins	cycling 20 min.
<i>Shared roadway for cyclists / sidewalk for pedestrians</i>			
Southern Loop	6.5 km	walking 1 hr 30 mins	cycling 30 min.
<i>Multi use pathways (MUP) (on boulevard and off road)</i>			
Total	12 km	walking 2 hr 45 mins.	cycling 50 min.

Self - Guiding

If the Trail and its route were on the City of Markham's website (*or via a QR on the temporary signs?*) there could be links (*see below*) to websites which advertise local businesses, heritage walking tours and natural places.

This information could then be seen on a 'smart device' giving the walker or cyclist more comprehensive local information.

e.g.

The Villages - Local businesses through the
BIAs <https://unionvilleinfo.com>

<https://www.mainstreetmarkham.com>

The Villages - Heritage Walking

Tours <http://www.e->

[clipse.ca/previews/CANMARK/Unionville/UBIA Walking Tour 2014 web.pdf](http://www.e-clipse.ca/previews/CANMARK/Unionville/UBIA_Walking_Tour_2014_web.pdf)

<https://www.markham.ca/wps/portal/home/about/markham-heritage/tours/markham-village-heritage-tour/1-markham-village-heritage-tour>

The Valley

<https://www.markham.ca/wps/portal/home/neighbourhood-services/walking-and-cycling/projects-and-initiatives/01-rouge-valley-trail>

Anyhow, it is just an idea to get some discussion going. The idea has been floated with some other CPAC members and has sparked interest.

cheers,

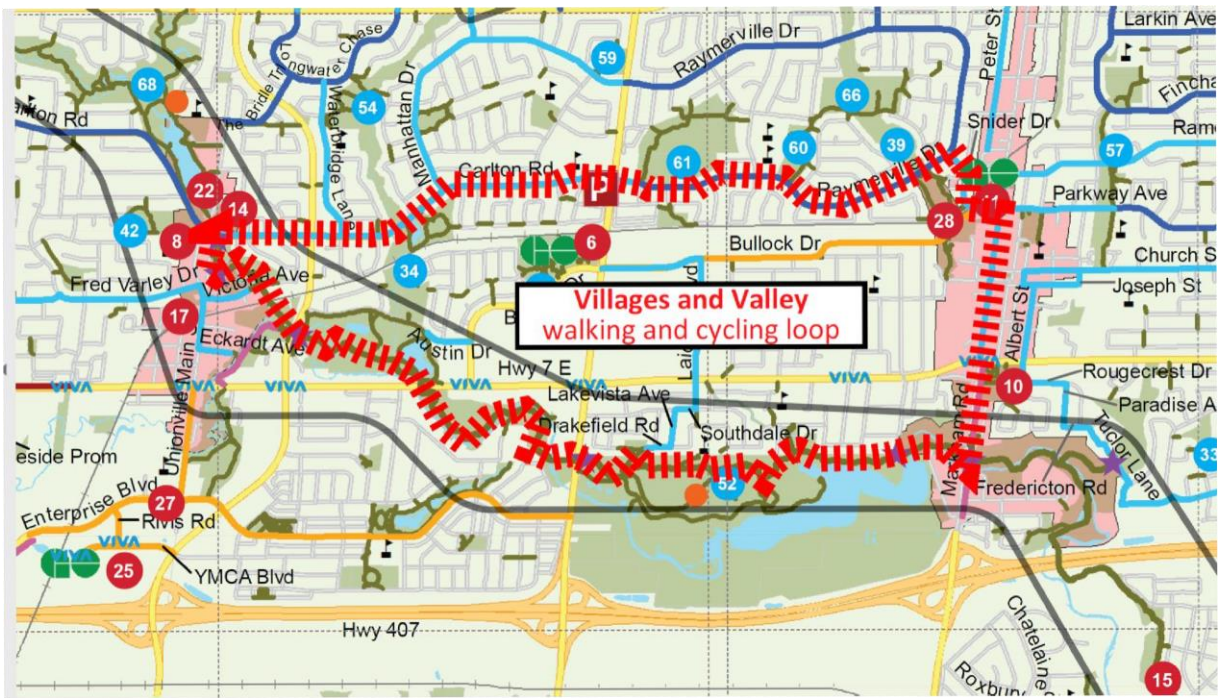
David Rawcliffe

P.S.

AND ... ALSO ... FOR THORNHILL ... we could add ...

<https://www.thornhillhistoric.org/old/walktour/walktour.html>

... and I do have 2 possible walks for Thornhill



Subject: Deputation regarding DSC Meeting, June 8, 2020 Agenda Item 9.2
(Traffic Operations in response to Covid)

From: Peter Miasek

Sent: Friday, June 5, 2020 3:05 PM

To: Clerks Public

Cc: Steve Glassman ; David Rawcliffe

Subject: Deputation regarding DSC Meeting, June 8, 2020 Agenda Item 9.2 (Traffic Operations in response to Covid)

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

To Clerks: Please accept this written deputation for DSC meeting June 8, 2020 regarding agenda Item 9.2. I would also like to speak verbally to this item. Thank You.

Peter Miasek Markham, Ontario

I'm speaking as a private citizen not representing any group in this deputation. I'd like to address two points in this deputation – first the temporary bike lanes idea and second the local traffic only restriction for Unionville Main St.

1. Bike Lanes – Low-cost Permanent, not Temporary!

I am very pleased that Council authorized this study. Active Transportation is important for Markham's image as a city that welcomes knowledge workers and to create a complete sustainable community. If we want to attract these types of businesses and workers, we need a city that is walkable and bikeable. It is also important that our residents have more recreational opportunities that are consistent with physical distancing. You can see every day that walking and cycling trips are up in Markham.

Our neighbouring cities in the GTA are recognizing this. Brampton got a tremendous amount of positive publicity with a temporary bike lane on Vodden Street, created with barrels. I listened in to a recent panel on Covid response held with our Mayor Scarpitti plus the Mayors of Mississauga and Brampton. Almost the first thing mentioned by Brampton Mayor Brown was the temporary bike lanes. And Mississauga has also put in temporary bike lanes using barrels.

Toronto announced their ActiveTO Plan in May, where they are committing \$6.5 million for 25 km of new bike infrastructure, But they are taking a different approach – this is permanent infrastructure using paint, curbs, bollards and other low-cost interventions. And they want this in place by July.

So we need to do something just to catch up!

The staff report is very informative. The 21 candidate streets are excellent. It is also good news that staff was able to find \$115K from existing budgets. But what is absolutely jaw-dropping is the cost - \$105K for 5 months of barrel rental. Much higher than any of us expected.

I believe a comparable amount of money, which almost 10-fold lower per capita than Toronto, should be invested in accelerating our permanent infrastructure. We have a draG Active Transportation Master Plan nearly completed – it has dozens of locations to install low cost buffered bike lanes or roads with urban shoulders (edge lines). Let's pull out some good projects and accelerate them.

One idea that intrigues me a lot is the "Villages to Valley Loop". – connecting Unionville and Markham villages by bike lanes on Carleton, Raymerville, Snider and Bullock with a return route on the existing Rouge Valley Trail. This would be a great recreational route and would also act as an economic stimulant for both villages. The on-road portion is already an established bike route, and has edge lines for most of it except Carleton between Kennedy and McCowan. Phase One would be signage on the whole loop and sharrows (painted arrows on the pavement) between Kennedy and McCowan. Phase Two would be a road diet on that part of Carleton to allow an edge line or buffered bike lane. Markham already has a generic conceptual design for a road diet like this. I'd also like to see candlestick flexible bollards installed along the edge line or buffered bike lane, to calm traffic and improve perception of safety. Total cost for both phases would likely be about \$100K.

2. Unionville Main Street – Quiet Street!

Putting signage for local traffic only on this street is a great idea that I fully support. But I think it should be expanded to a concept called a Quiet Street. This is being undertaken all across Canada, including about 40 streets in the City of Toronto. It involves signage, barricades and potentially mid-block barriers to slow traffic down and make the street more welcoming to walkers, cyclists and rollers. We should also be looking for other Quiet Street opportunities in our other villages, like Thornhill or Markham.

So, in conclusion, I urge Council to

- a. Commit to an acceleration of some of the low-cost projects in the Master Plan, such as the two phases of the Villages to Valley Loop, with a goal of something in place by July.
- b. Convert Unionville Main St. to a Quiet Street and look for similar opportunities in Markham's other villages.

Subject: DSC Meeting on June 8th item 9.2 TRAFFIC OPERATIONAL CHANGES IN RESPONSE TO COVID-19 (5.10)

From: Elisabeth Tan

Date: June 5, 2020 at 5:36:51 PM EDT

Subject: DSC Meeting on June 8th item 9.2 TRAFFIC OPERATIONAL CHANGES IN RESPONSE TO COVID-19 (5.10)

To: Councillor, Reid McAlpine - Markham, Councillor, Karen Rea - Markham, Regional Councillor, Jim Jones - Markham, Councillor, Alan Ho - Markham, Councillor, Amanda Collucci – Markham, Regional Councillor, Joe Li - Markham, Regional Councillor, Jack Heath – Markham, Deputy Mayor, Don Hamilton – Markham, Councillor, Isa Lee - Markham, Councillor, Keith Irish - Markham, Councillor, Khalid Usman – Markham, Mayor Scarpitti, Councillor, Andrew Keyes - Markham, Taylor, Andy, Kitteringham, Kimberley, Cheah, Loy, Lee, Brian, Prasad, Arvin, Librecz, Brenda

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Dear All,

Please, add my email to item 9.2 Traffic Operational Changes in Response to COVID-19 Communication, DSC meeting, June 8th, 2020..

Cities around the globe are turning their streets over to pedestrians and cyclists.

Item 9.2 Traffic Operational Changes in Response to COVID-19 report is Markham's attempt to do the same. But only 4 km of road diet on Bullock and Enterprise is not going to help our residents and businesses. The high cost spent on rental of large barrels for 5 months seems like a waste of money.

Why can't the City purchase flexi posts and use them to accelerate the permanent cycling infrastructure, that the upcoming Active Transportation Master Plan recommends?

Brampton, Toronto, Vancouver and many other cities are doing this. They are accelerating their proposed safe bike network before the summer starts.

We also can use those posts for traffic calming later on, if the choice of some streets are only temporary?

To help our local businesses, we can make our "Main Streets" with the many great restaurants "Slow Streets" (only local traffic are allowed and walkers and cyclists can enjoy the more accessible streets for Active Transportation with physical distancing). There will be more room for patios, since physical distancing will be here to stay for a long time.

Why is Main Street Markham not recommended for a Slow-Street?

Many more people will be working from home post-Covid-19 and even students will have a different educational experience later on.

Unfortunately, post- COVID-19 we are almost certain to experience other pandemics and pollution is part of the problem. Being pro-active will prepare us for our future.

Please, re-think the way people are moving about and how owners are running their businesses. We can improve our health and economy, but we can not do this by going back to the pre-Covid-19 time.

A great article: <https://www.theguardian.com/world/2020/apr/11/world-cities-turn-their-streets-over-to-walkers-and-cyclists>

Thank you,

Elisabeth Tan

Submitted by: Steve Glassman
Date: 06/05/2020

Deputation regarding Development Services Committee Meeting, June 8, 2020,
Agenda Item 9.2 (Traffic Operational Changes in Response to Covid)

My name is Steve Glassman. I have lived in Markham for about 20 years. I am a member of council's advisory committee on pedestrian and cycling activities, CPAC, but I am responding here as a private citizen.

Staff report I have read the staff report on the temporary expansion of the cycling network with interest. The staff report is thorough in identifying potential temporary bike paths for families, cyclists and commuters. The process staff followed was thoughtful and responsible in terms of both safety and finances. Given the cost, the staff used great discretion in recommending just two streets, totalling 4km. The end result accomplishes little with many tax dollars. Accordingly, I agree with my colleagues David Rawcliffe and Peter Miasek who will be speaking on this issue also, that this staff recommendation be put aside.

ATMP now! A 10 year Active Transportation Master Plan is in its final stages with consultants-the plan will be presented to council this fall. We are hearing that in the post-pandemic world we will see some fundamental shifts in transportation, caused by greater work at home options, split shifts, and possibly school and other sectors moving away from rush hour-oriented schedules. Bicycling, and e-bikes, may increase in our urban/suburban world sooner than anyone would have predicted. Although I've had choices, I have discovered cycling to be a viable option for commuting to work and school, for short errands and for recreation. Others are making these discoveries also. The new future should see Markham embracing AT rather discounting active transportation as something happening in other communities. I am more convinced than ever that we need to allocate funds to construct some permanent changes to our roadways. In the short term, we should spend no more than the amount in the staff report. It should be spent on rapidly deployed measures like edge painting, signage changes, placement of planters or other measures to slow speeds on some selected routes. We can rely on staff and the draft of the AMTP to select and implement quickly. I support the *Villages and Valleys* project as presented by David Rawcliffe, as a good project- we would get good short- and long-term benefits along the 11 km route for modest dollars. This contributes to making Markham a friendly place for active citizens and families.

Improving cycling in Markham Within CPAC and transportation planning, we use the term "gap" to identify discontinuities in the cycling network. To an experienced road cyclist, these gaps are simply danger zones. To families now exploring cycling as a utilitarian and recreational activity, paths with gaps mean there *is not a safe route* to cycle. Given the high cost to provide temporary bike lanes, it seems impractical to cater to these citizens clamoring for more bike pathways in the short term. If staff can find lower cost methods, the calculus may change. Otherwise, lets simply accelerate the

building of the permanent bicycle network, including a focus on the short ‘gaps’ that can be filled to improve safe AT participation.

Street sharing As we are seeing in municipalities around the globe, road laneways or parking spaces have been repurposed for social distancing. With little to no cost, accommodation is being made for customer queuing, and as economies open, for restaurant patio spaces. Indeed, pedestrians can be seen throughout our city walking on roads to follow the safe distancing guidelines. I specifically point to Main Street, Markham, from Hwy 7 north to the rail station, as an obvious candidate for street sharing. With ample off-street parking, it is almost inconceivable that this would not be a matter of course action that must be taken. I strongly appeal to council to agree with page 4 of the staff report- to authorize staff to implement temporary measures when feasible and requested by local businesses.

Quiet Streets The concept of quiet streets has been implemented in the GTA. I understand this is a low cost reaction to the demand for safe streets for pedestrians during the COVID-19 pandemic. There are many neighbourhood streets where restricting traffic to ‘local only’ and/or slowing down the speed (as low as 30KM!) would also be a natural action that our city should take this summer.

In my area, I am familiar with the legal left turn from Yonge St to Colborne to avoid the stop light at John St. I’ve walked on Colborne this spring and have seen small groups of pedestrians on the street being forced aside by cars taking this short cut, and felt it would be perfectly within the character of old Thornhill to designate Colborne as a quiet street. Low cost- possibly one temporary construction type sign at Yonge, and pedestrians can enjoy the historic district and continue their walk through to the popular Pomona Mills Park and trail.

I suggest that half a dozen “quiet streets” – primarily 2 lane roads- should be identified and implemented rapidly, so that anyone driving through Markham understands that we are a city that takes its neighbourhoods seriously.

In conclusion, I support **low cost/rapid implementation measures**:

1. The *Villages and Valleys* project is a permanent project that would be low budget and should be implemented in June.
2. Quick build aspects of the ATMP should be identified and implemented on an accelerated basis.
3. Staff should be authorized to implement temporary street sharing measures to support safe walking and to support local businesses, with a focus on Markham Main Street.
4. Half a dozen “quiet streets” should be created as visible, tangible evidence of a city wide COVID response.

Respectfully submitted,

Steven Glassman