



**CYCLING AND PEDESTRIAN ADVISORY COMMITTEE
THURSDAY, AUGUST 6, 2020
ZOOM MEETING
MINUTES**

Attendance

Committee:

David Rawcliffe, Chair
Peter Miasek, Vice Chair
Steve Glassman, Vice Chair
Amit Arora
Jozsef Zerczi
Gordon Lawson
Anthony Ko
Elisabeth Tan
Doug Wolfe
Daniel Yeung
Colin Cassar
Deputy Mayor, Don Hamilton

Staff:

Fion Ho, TDM Coordinator, Transportation
Loy Cheah, Senior Manager, Transportation
Laura Gold, Committee Clerk

Regrets:

Barry Martin, Accessibility Advisory
Committee
Paul Salvo
Councillor Ward 3, Reid McAlpine
Councillor Ward 8, Isa Lee
Reena Mistry, YRDSB and YRCDSB
Diana Kakamousias, York Region

The Cycling & Pedestrian Committee convened at 7:06 PM with David Rawcliffe in the Chair.

1. Disclosure of Conflict of Interest

There was no disclosure of conflict of interest.

2. Approval/Modification of the Agenda

There were no changes or modifications to the agenda.

3. Review of Minutes from the July 16, 2020 Meeting

Moved by Peter Miasek
Seconded by Steve Glassman

That the Minutes from the July 16, 2020 Cycling & Pedestrian Advisory Committee be received as presented.

Carried

4. Active Transportation Safety

4.1 and 4.2 Potential Pilots & Quick Action Table – Staff Assessment and Open Discussion on the Quick Action Table

Staff provided an overview of the Potential Pilots & Quick Action Table. Members of the Committee provided the following feedback:

Reducing Speed Limits on Key Local Roads or Neighbourhoods (No. 1 on the List)

- The majority of Members supported the proposal for reducing speed limits on key local roads or neighbourhoods, but some felt residents would not comply with lower speed limits;
- Suggested any speed reduction on local roads should be considered citywide;
- Suggested reducing the speed limit on key local roads as a pilot project.

Installing Candlestick Bollards on Edge Lines in Strategic Locations (No. 5 on the List)

- The majority of Members supported installing candlestick bollards on edge lines in strategic locations;
- Suggested putting planters or candlesticks in school zones;
- Suggested putting planters or candlesticks in strategic locations (not continuous) on Carlton Road.

Install Raised Intersections or Speed Bumps (No. 18 on the list)

- Some of the Members supported installing raised intersection speed bumps.

Signal Light Changes (No. 23 on the List)

- The majority of Members supported signal light changes, for example pedestrian head starts, and no right on a red light;
- Recommended that there should be no right turns on a red traffic signal in targeted intersections in Markham;
- Supported piloting the pedestrian head start in Markham;
- Suggested having traffic signals for cyclists.

Other

- Recommended focusing on education to calm traffic and make the roads safer for vulnerable users;
- Suggested that the Vision Zero Plan needs to be further studied;
- Suggested installing mirrors at intersections with blind spots;
- Concerned with the amount of time it takes to study each idea.

After reviewing Staff's assessment of the Potential Pilots & Quick Action Table, Committee agreed that staff should further study the following safety measures:

1. Reduce speed limit to 30 kph on key local roads or neighbourhoods (No. 1 on list);
2. Install candlestick bollards on edge lines in strategic locations where parking is not present (No. 5 on list);
3. Signal light changes, for example pedestrian head start, and no right turn on a red (No. 23 on list).

The Committee agreed that a Working Group should be formed to help staff study the three prioritized safety measures.

Staff understood the Committee's frustration in regards to the amount of time it takes to study each safety measure, but noted it was important to conduct the study to manage the City's risk.

Moved by Peter Miasek

Seconded by Elizabeth Tan

Whereas the Cycling & Pedestrian Advisory Committee studied the list vetted by staff on ideas to improve active transportation safety in Markham; and,

That Cycling & Pedestrian Advisory Committee recommends that staff further study the following ideas:

1. Reduce speed limit to 30 kph on key local roads or neighbourhoods (No. 1 on list); and,
2. Install candlestick bollards on edge lines in strategic locations where parking is not present (No. 5 on list); and,
3. Signal light changes, for example pedestrian head start, and no right turn on a red (No. 23 on list).

Carried

Moved by Peter Miasek

Seconded by Jozsef Zerczi

Whereas the Cycling & Pedestrian Committee recommend that staff further study the three priority safety measures listed above to improve active transportation safety; and,

That a Working Group be set-up to study the three recommendations.

Carried

4.3 Open Street Event

Loy Cheah, Senior Manager, Transportation reported that staff will be bringing forward a report to Council in the fall in regards to the turnout and lessons learned from the 2020 Open Street Event.

Committee requested that the event be extended until October, but moved to a City park so that Enterprise Blvd is not required to be closed. Staff advised that this would need to be collaborated

with staff, including the City's Corporate Communication Department to ensure the extension of the event and the new location can be communicated to the public.

It was noted that the items used at the bike repair booth should be saved for next year.

4.4 Update on Safety Education & Awareness Campaign

The Committee requested a copy of the list of communication messages being used in the Safety Education & Awareness Campaign, and noted that the campaign should target both cyclist and drivers.

Loy Cheah advised that City is focusing on messaging that complements the York Regional Police, and York Region Transportation Services safety awareness educational campaigns rather than duplicating their campaigns.

Staff advised that the City is experiencing an issue with cyclist speeds going down the hill too quickly on a portion of the Lake to Lake Trail south of John Street. Many measures have been taken to try and reduce the speed of the cyclist.

4.5 Status of Urban Loops

Loy Cheah presented an update on the status of the urban loops.

Signage

There is a cost to installing way finding signage in key locations along the urban loops, typically at \$150 per sign and there are many signs to erect. For example, 74 wayfinding signs is needed in a preliminary design for the Villages to Valley loop.

The cost could be reduced by installing the signs on existing posts. To assist with this task, Committee was asked if it could check for existing posts that could be used to post the wayfinding signs in the Rouge Valley Trail part of the Villages to Valley loop. Staff would check the remainder of the street locations where the signs are to be erected.

Peter Miasek and David Rawcliffe agreed to assist with this task.

Budget

There is not enough funds in the budget to post the wayfinding signs along all the loops. Given the budget constraints, Committee suggested posting the maps of the urban loops on Active Markham, as a way of educating the public about the loops if there is not enough funds to erect all the signs.

Re-Alignment of the Loops

The Committee did not object to the re-alignment of the Thornhill and Milliken urban loops.

5. Any Other Business

5.1 Upcoming CPAC Meetings

The Clerk advised that the Council Procedural By-Law was updated at the August 5, 2020 Council meeting to permit for Council, Standing Committees, and Committees of Council, including Advisory Boards and Committees (ABCs) to meet electronically in non emergency situation at the City Clerk's discretion.

The Committee Clerk was asked to inquire if the Committee could meet in September.

5. Adjournment

The Committee adjourned at 9:10 PM.