



**CYCLING AND PEDESTRIAN ADVISORY COMMITTEE
THURSDAY, OCTOBER 20, 2022
ZOOM MEETING MINUTES
7:00 – 9:00 PM**

Committee:

David Rawcliffe, Chair
Peter Miasek, Vice Chair
Steve Glassman, Vice Chair
Elisabeth Tan
Doug Wolfe
Joska Zerczi
Councillor Reid McAlpine, Ward 3
Deputy Mayor Don Hamilton

Guests:

Alfred Sung
Sonia Sanita, Healthy Built Environment
Specialist, Public Health

Staff:

Fion Ho, TDM Coordinator, Transportation
Loy Cheah, Senior Manager, Transportation
Anna Lee, Clerks

Agency:

Regrets:

Zain Khan
Gerry Shaw
Mauricio Martinez
Mark Battaglia
Paul Salvo
Daniel Yeung
Amit Arora
Colin Cassar
Anthony Ko
Niko Dimitrakopoulos, YRP
David Simor, Markham Cycles / TCAT
Diana Kakamousias, York Region
Councillor Isa Lee, Ward 8
Gerald Carnegie, YRP
Reena Mistry, YRDSB YRCSB

The Cycling & Pedestrian Advisory Committee (CPAC) convened at 7:10PM with David Rawcliffe in the Chair.

1. DISCLOSURE OF CONFLICTS OF INTEREST

There were no disclosures of conflicts of interest.

2. APPROVAL/MODIFICATIONS TO AGENDA

Approval of modification to Agenda to discuss 5.3 Jane's Walk before 5.2 Share AT Facilities and Passing Lane Motion.

3. REVIEW OF MINUTES FROM: September 15, 2022

Moved by Steve Glassman

Seconded by Joska Zerczi

That the Minutes from the September 15, 2022, Cycling & Pedestrian Advisory Committee be approved.

CARRIED

4. PERTINENT INFORMATION FROM GUEST SPEAKERS

There was no update.

5. BUSINESS ARISING FROM LAST MEETING

5.1 Cycling Without Age

Peter Miasek introduced Alfred Sung, who presented the Cycling Without Age program to the committee. Cycling Without Age is a movement started in 2012 as a solution for seniors with limited mobility to be able to enjoy bicycle rides. Trishaws are used to have cyclists take seniors for rides around their communities. Alfred Sung is working as a project lead to start a Markham branch of Cycling Without Age.

A demo day was held in Unionville with a capacity limit of 100 attendants. The response was overwhelming, and people were supportive of starting a local chapter in Markham. A link with the demo day photos as well as the Hamilton promotional videos links will be shared with the committee members. Advice and support from this committee will be appreciated as this project comes to fruition. A recommendation to the city for involvement can be given by the committee, as well as on engaging senior homes and other institutions that work with seniors. A promotion video from the Hamilton Cycling Without Age chapter was shared with the committee members. The video highlighted the benefits of the program, as well as the volunteers behind the movement in the local Hamilton chapter (<https://cyclingwithoutage.ca/hamilton-burlington/>).

There are almost 40 chapters in Canada with partnerships with care homes and community groups. Trishaws are purchased and local resident volunteers are trained to give rides to seniors. Fundraising to purchase trishaws and training riders will be the first step to opening a local chapter. Alfred is prepared to lead the initiative and ideally transition to an institution or individual with knowledge, networks and resources to take the project to the next level. There are different types of trishaws. Most Canadian chapters use the hybrid bicycle which operates with battery. Trishaws come with a sophisticated suspension brake and other safety features and are designed and shipped mostly from Lapland. The cost of a trishaw is about \$20,000, with a few variations, with the most expensive model being one that is tailor made for wheelchair users with movable platforms. There is a Canadian made model from Calgary that costs about \$9,000 including shipping.

New Horizons for Seniors Program (NHSP) is a federal grant that supports community-based projects that are designed by seniors for seniors. This program funds projects that empower seniors in their communities and contribute to improving their health and well-being. Cycling

Without Age Canada (the national chapter) will apply for this fund on behalf of the Markham chapter. The national chapter is experienced in applying for these types of grants and assisted the Montreal chapter in receiving \$5,000 from this grant. Local businesses and the City of Markham can also be engaged to support the purchase of trishaws for the Markham chapter. Liability insurance and operation costs (training, storage, etc.) will also be needed to run this program. The programs would work with institutions such as senior homes to be able work with seniors who would enjoy and benefit from this program.

A status report on fundraising and progress will be given in the upcoming months.

5.3 Jane's Walk 2023

Steve Glassman provided an update on Jane's Walk 2023. Paul Salvo has given ample notice that he no longer had the capacity to coordinate Jane's Walk, going forward. Jane's Walk is an annual event that is easy and enjoyable to organize. We will continue to bring this up during meetings as a reminder until someone steps up to lead Jane's Walk. Please reach out if you are interested or have any questions. This is a great community event and very relevant to this committee to organize. Jane's Walk is traditionally held May 6th-7th in Markham, Thornhill and Unionville.

5.2 Share AT Facilities and Passing Lane Motion

Joska Zerczi provided an update on Share AT Facilities and Passing Lanes. Motion requesting an investigation of opportunities to create separate facilities for pedestrians and active transportation users as part of the development of the ATMP Capital Plan.

Motion

WHEREAS pedestrian-cyclist conflicts on certain trails and pathways are an increasing issue in Markham, particularly with the advent of micromobility and growing population, it is therefore moved that staff investigate, as part of the development of the capital plan through the ATMP Capital Plan, opportunities to separate pedestrians from other active transportation users.

AND it is also moved that Markham staff discuss this issue with Rouge National Urban Park staff with regards to trails in the Rouge National Urban Park.

Moved by Joska Zerczi
Seconded by Peter Miasek

CARRIED

6. STANDING ITEMS & ON-GOING PROJECTS

6.1 City's Ongoing AT Project Updates

Staff provided an update on the following City's ongoing AT Projects:

John St. MUP: Leslie Street to Highway 404 has been completed and Highway 404 to Woodbine Avenue is to be completed by year end. Rodick Road to Woodbine Avenue is under construction.

Copper Creek Pedestrian Crossovers (PXOs): Design is now complete and construction tender has been awarded with completion targeted for year end, subject to weather conditions.

Markham Road MUP Cross-Rides: A site inspection is scheduled for end of October.

Royal Orchard Blvd Edgelines: As part of Storm & Sanitary Sewer Project, road asphalt topcoat will be replaced to include revised pavement markings and buffered edgelines. Phase 1 is Bayview to Pomona, Summer 2023 completion, and phase 2: Pomona to Yonge, scheduled for 2024. The traffic calming edgelines will be replaced with proper straight edgelines with enough space to provide buffer. These are not formalized bike lanes as parking opportunities disappear; will see over time if there is support to convert these to bike lanes in the future. Approaching intersections is problematic with these designs and a review is being done to see if there is a solution. Formalized bicycle lanes and cycling facilities have intersection crossing pavements markings however not existing and older facilities. Over time, these older bicycle lanes will be reviewed and upgraded to current design standards.

ATMP: Draft Final Report under public review and comments until November 13th on the website (www.yourvoicemarkham.ca/walkingandcycling). Congratulations to the authors on addressing all the issues. Detailed design will begin by December 2022 with construction in 2024-2025 for 1-2 years. A notice of study completion after the EA assessment and notice in local paper were avenues used to communicate to the public that this was available.

Rouge Valley Trail: Phase 4B (Design) RFP is under review by staff with anticipated start by December 2022 and completion by 2024. Phase 4B (Construction) 2024/2025 (Start) to 2025/2026 (Complete). Crossing at Kennedy/Austin Dr. – still working with MTO for land acquisition. Anticipate construction to start in Q3 2023. Loy Cheah will follow up on the Rouge Valley Trail wayfinding signs plan for more details.

Markham Centre Trail: Markham Centre Trail Master Plan Study: PIC#2 is planned for Nov/Dec 2022 with completion targeted for Spring 2023. Staff will share with the committee as soon as there is an update. Phase 1 is in use and mostly completed with minor landscaping work remaining. Phase 2 construction has commenced and is anticipated to complete by year end. Phase 3 design anticipated to start November 2022 until Fall 2023 with construction to follow, subject to budget approval.

Loy Cheah will provide intersection and crossing traffic control policies update to the committee once staff presented the report to Council, hopefully early in the new year. It was originally this year, but decision was made that it would be better to present this in the new year to the newly elected Council so that they may become familiar of the process and procedure used to request approval for these traffic control measures.

6.2 School Programs & Pilots

There was no update.

6.3 Reports to Council

There was no update.

6.4 EA Updates

There was no update.

6.5 Markham Cycling Day

City staff provided an update on Markham Cycling Day. Markham Cycling Day was held on September 25th at the Pan Am centre with an overall reduced event scope due to being at a new location and layout, as well as site restrictions. Two Tour de Markham Rides were offered, 30K and 13K, with two rest stop locations at Milne Park and Berczy Park. The children's races were held on Main Street Unionville, South of Enterprise with a full road closure, and the Pan Am south parking lot. Councillor Reid McAlpine and Deputy Mayor Don Hamilton attended the event, and the presenting sponsor was York University. There was a live band and free ice-cream for all participants.

There were over 550 registrants (the event was sold out), however, due to the rainy weather, there were less participants – 90 participants for the Tour de Markham and 78 children participated in the children's race. There was less time to reach out for sponsorships this year and hopefully will have more sponsors next year with more lead time. The total sponsorships this year was \$11,500. Thank you to this year's sponsors: York University, Minto, York Region and Xiffixi. Overall, there was \$2,000 remaining in the budget for this event after expenses.

For the 2023 Markham Cycling Day event, the event will be held in June (bike month) with site options being the Civic Centre, Pan Am Centre and the Remington Parking Lot. There will be a new 60KM Tour de Markham option. Committee will begin reaching out to potential sponsors for next year's event, as well as consider charging a nominal fee to cover some costs. More support from third parties, City Staff, summer students and CPAC members will be needed. A very big thank you to the subcommittee members, the committee and Fion Ho for putting together a successful event.

6.6 York Region Projects

There was no update.

6.7 Subcommittee Updates

Bicycle Parking Subcommittee

Peter Miasek and Joska Zerczi met a couple of weeks ago and asked about the status of studies regarding bicycle parking. There has not been much progress, but schools are somewhat active in making bicycle parking available for students. An important part of this initiative is to provide a standard solution that can be used by the city and businesses to provide bicycle parking. The city can provide a standard solution to organizations seeking bicycle parking solutions. Global Industrial has partnered with the city and has some options for bicycle parking.

Bicycle parking should be a safe place to shelter bicycles, secure, attractive and utile for cyclists. The price for a 10-bicycle parking shelter is about \$20,000-\$30,000 and a 30-bicycle parking shelter is about \$50,000-\$60,000, not including installation costs, which can be done by the supplier or the city. The subcommittee's next step would be to reach out to possible sponsors for this initiative. The bicycle parking shelters can also be used for advertising to create revenue for this project, as well. The city could run a pilot of installing some of these bicycle parking

shelters in strategic locations. The result would be to have businesses and the city install these throughout the city in deliberate locations.

This initiative is cited in the ATMP to have bicycle parking installed throughout the city. The subcommittee will conduct more research and return to the committee with recommendations to advice Council. Subcommittee will also eventually reach out to businesses for their opinions on bicycle parking options. In the meantime, please share any advice and ideas with the subcommittee by reaching out to the members. This is a great way to get involved in the ATMP implementation.

Protected Intersection Subcommittee

Peter Miasek provided an update on protected intersections. The subcommittee has been very active and involved in the ongoing projects. The CPAC subcommittee has had 4 meetings, since August, with York Region on the 14th Ave and Highway 7 McCowan EA and are making good progress through consensus. The 407ETR will no longer accept uncontrolled active transportation crossings at Highway 407 ramps for McCowan Rd. A separate crossing or signal crossing will be required for pedestrians and cyclists. The two options being considered are to cross at median at the nearest crossing signal or a realigned onramp, an MUP is not viable, it would be a separated facility. The second possibility may not be feasible as the MTO concession agreement does not include this option. There is a meeting next week on the non-407 portion of the intersection. The Kennedy Road protected intersection has been deferred as York Region paused on the detailed design due to feedback from the community. Peter Miasek will update the committee with the start and completion dates for the YMCA to Highway 7. The McCowan EA will become the new template for future designs.

Diana Kakamousias is to speak with the 16th Avenue and Kennedy Road road project manager on the AT design of the project and follow up with Peter Miasek on if it is an interim or ultimate solution.

6.8 Road Safety

City staff provided an update on Road Safety. York region tendered the project to a consultant and held a kickoff meeting to officially start project at the end of this month. Markham also has a budget to develop a road safety plan and it is expected that as the York Region consultation progresses, additional work related to the program within the City of Markham could be required. The budget is preserved for possibilities of further analysis or consultation work and is still available.

6.9 Open Streets

Slow Street on Main Street Unionville, between Fred Varley Drive and Carlton Road, occurred between May 18th and October 10th. Traffic calming measures, restricted access and on-street parking were part of this project. There were extended patios and temporary pedestrian routes to coincide with the Slow Street.

Open Street on Middlefield Road, between Highglen Avenue and Denison Road, were held between July 31st to September 6th. Temporary road closures occurred every Sunday and statutory holidays for a total of 8 occurrences. There were a limited level of programmed

activity during the closures. Drop-in zumba classes were hosted by the Recreation Department for a total of 5 sessions held in August with a total of 80 participants. Markham Cycles had a booth August 1st and September 5th, offering basic bike repair and distributing cycling information. The Markham Cycles booth had a total of 57 visitors and 51 bike repairs. Markham Arts Council had a booth for a total of 8 sessions from 10AM-4PM with live music, yoga, a book bazaar, henna and balloon twisting activities. The numbers were similar as the previous year (2021) even though there are now more events happening during the summer and there were less occurrences of Open Street in total. There was a remaining budget due to the reduced scope of the project, as well as the York University and York Region sponsorships.

Open Streets program discussion for next year (2023) needs to be held to make decisions on the program. Initial thought is to take this year's event report to Council to provide information on this year's event and provide suggestions, Council is to then discuss and provide direction to the Staff on path forward for upcoming years. With the involvement of the Economic Development group this year and interest in the program, may explore the possibility of the Open Street concept becoming more of an event than a simple active transportation program. Further discussion is required before presenting the report to Council in the new year. Open Streets program was originally due to COVID lockdowns, and it is worthwhile to review the program to ensure it is still a sustainable program with the reopening of events.

6.10 Markham Cycles

There was no update.

6.11 2022 Budget Process and AT related items

There was no update.

6.12 E-bike / E-scooter (Micro Mobility Framework)

There was no update.

6.13 Discussion Topics for 2022-2023

Committee members are encouraged to bring forward new ideas and share with the committee anything current or interesting matters that are pedestrian/cycling related. Committee is also to explore inviting guest speakers to meetings to present related issues.

7. INFO ITEM/NEW BUSINESS/ ANNOUNCEMENTS

7.1 Any Other Business

8. AGENDA ITEMS FOR THE NEXT MEETING

There was no update.

9. ADJOURNMENT

The Cycling & Pedestrian Advisory Committee adjourned at 9PM.