



## CYCLING AND PEDESTRIAN ADVISORY COMMITTEE

THURSDAY, FEBRUARY 16, 2023

### ZOOM MEETING MINUTES

7:00 – 9:00 PM

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#### Members:

David Rawcliffe, Chair  
Peter Miasek, Vice Chair  
Steve Glassman, Vice Chair  
Anthony Ko  
Daniel Yeung  
Doug Wolfe  
Joska Zerczi  
Councillor Reid McAlpine, Ward 3  
David Simor, Markham Cycles

#### Guests:

Chris Chan  
Ron Albright, CIMA  
Lisa Cullen, CIMA

#### Staff:

Loy Cheah, Senior Manager, Transportation  
Fion Ho, TDM Coordinator, Transportation  
Alain Cachola, Infrastructure and Capital Works  
Nehal Azmy, Infrastructure and Capital Works  
John Britto, Committee Secretary (PT)

#### Agency:

PC Brownlee, YRP  
PC Carnegie, YRP  
Madison DeSilva, (Smart Commute)  
Reena Mistry - YRDSB  
Sonia Sanita, York Region Public Health  
Wincy Tsang, Smart Commute

#### Regrets:

Amit Arora  
Colin Cassar  
Diana Kakamousias, York Region  
Councillor Isa Lee, Ward 8  
Maurizio Martinez  
Niko Dimitrakopoulos, YRP

The Cycling & Pedestrian Advisory Committee (CPAC) convened at 7:05 PM on February 16, 2023, with David Rawcliffe presiding as Chair.

#### **1. DISCLOSURE OF CONFLICTS OF INTEREST**

None declared.

#### **2. APPROVAL/MODIFICATIONS TO AGENDA**

The agenda was approved as presented.

### **3. REVIEW OF MINUTES FROM: January 19, 2023**

**Moved by Steve Glassman  
Seconded by Doug Wolfe**

**That the Minutes of the January 19, 2023, Cycling & Pedestrian Advisory Committee meeting be approved, as presented.**

**CARRIED**

### **4. PERTINENT INFORMATION FROM GUEST SPEAKERS**

#### **4.1 Main Street Unionville Update**

Nehal Azmy, Senior Engineer, Infrastructure and Capital Works provided an overview of the Main Street Unionville Revitalization Project, with specific reference to the Project Area and Scope, Pavers Selection, Road Layout, Original Proposed Pavers and Recommended Pavers.

The project area encompasses new sidewalks, boulevard and road surfaces, as well as streetscape improvements on Main Street between the rail track and north side of Carlton Road, underground infrastructure improvements for watermains and storm sewers, new resurfacing and parking arrangements on the East Lane, and new streetlight system from Highway 7 to Carlton Road and on the East Lane.

Nehal advised that the preferred pavers size and colour selection have been made in consultation with city staff from Operations, Urban Design and Heritage Departments, and were presented to the Unionville Sub-Committee, the Executive Steering Committee, Heritage Committee and the Advisory Committee on Accessibility.

Lisa Cullen, Landscape Architect with CIMA, Canada, provided a mock-up lookalike of the road, sidewalk, boulevard, parking bay and curb surface areas. She further touched on the sizes and colours of the various paver options that can be used.

Responding to a question about markings indicating that bicycles are permitted on the roadways, Ron Albright, CIMA Canada advised that a section of the road is a designated cycle route, however, no signage is proposed within the stretch of the reconstruction renewal of Main Street.

Alain Cachola, Senior Manager, Infrastructure and Capital Works advised that in the current design of the project, consideration has not been given to install sharrows on the road. He further advised that the existing road from kerb to kerb is 7 m, which is being reduced to 6 m. There has been extensive consultation with the Heritage and Accessibility Committees, and the intent is to try to utilize the brick pavers shown in the presentation slides.

Responding to a question about future consultations, Alain Cachola, Senior Manager, Infrastructure and Capital Works advised that the CPAC and other Committees will be consulted at the 60% and 90% design stages of the project. He further advised that staff will be compiling comments received at the 30% design stage meeting and bringing them forward at future consultation meetings. The comments will be considered at these meetings, as well as those that were not considered earlier.

Discussion was held on the potential use and maintenance of public alcoves and street furniture, bicycle parking, etc.

It was suggested that consideration of safety for pedestrians and cyclists during the construction phase be included in the design plan.

## **5. BUSINESS ARISING FROM LAST MEETING**

No update.

## **6. STANDING ITEMS & ONGOING PROJECTS**

### **6.1 City's Ongoing AT Project Updates**

No update

### **6.2 School Programs & Pilots**

Reena Mistry, York Region District School Board, provided an update on the Markham Active School Travel Pilot project held from May 2019 until June 2022.

This pilot project was funded by the Ministry of Education through Green Communities Canada, City of Markham, York Region, York Region District School Board and York Catholic District School Board. Nine schools were selected to participate using a process that included a review from both City and Board staff. The aim of the project was to improve school zone safety and encourage active school travel.

In the high-level summary provided, over the course of 3 years, the average rate of active school travel increased from 63% to 69%. From the data available, there is indication that during the first year the No Stopping signs and red line zones were implemented, drivers complied to signage, however, compliance decreased after the second year.

Data collection was done through surveys completed in class where the teacher asked the students which mode of transit they used to arrive at school, through traffic observations done at Tier 5 schools, and family and admin surveys.

The top five AST tools found to be most effective included the Walking Wednesday Program, School Zone Road Stencils, Painted Red Lines in No Stopping Zones, Sidewalk Stencils and Additional crosswalks.

Observations indicate that more investigation is required into stopping/parking tools around school zones (e.g., physical barriers or islands may further inhibit curb stopping in these zones), more education is required to explain to the community why this tool is being implemented and its potential impact it can have for the community.

The top traffic safety concerns identified in school zones were Intersection and running stop signs issues, street congestion, speeding and poor driver behaviour, and issues with crossing guards.

Various items that would encourage children to walk to school were illustrated through the family surveys. Suggestions/feedback received were: more programs and staff and student engagement, and more communication. One per cent of those surveyed strongly indicated that the kiss-n-ride / street should not be closed. Eighty-five per cent of those surveyed indicated that the AST program should be continued in 2022/2023.

School staff surveys indicated that forty-six per cent noticed major changes, thirty-eight per cent noticed minor changes and just over seven per cent noticed no changes. Most effective AST tools included: walking Wednesday program, cycling pop-ups and walking, biking campaigns, school zone road stencils, No Stopping signs adjacent to schools. Biggest challenges or barriers faced with AST for students/families living close enough to walk/cycle to school were illustrated.

School staff surveyed indicated that 100 per cent would recommend the program to other schools and 100 per cent would want to continue the program in the next year.

Key findings from the School Street pilot program indicate:

- School Streets improved perceptions of safety in front of John McCrae PS for students, parents and guardians;
- School Streets got kids out of cars;
- School Streets had minimal impact on local vehicular traffic and congestion;
- Community liked and would support more School Streets programs.

A delegation was made by a resident to the Policy and By-law Committee of the YRDSB in September 2022, requested to:

- Conduct a safety week campaign at each school;
- Encourage Active School Travel (AST) participation at School Council; and
- Encourage both Boards to grow their AST teams.

This prompted initiation of a safety week campaign in January 2023, as part of the AST pilot. The first round has just completed and another round has been planned for the spring of this year – positive feedback has been received. The goal is to encourage every school to complete this program three or four times every year.

It is proposed to expand the Markham AST program to three additional schools for the 2023/2024 school year which will include the following tools:

- Education/communication
- Wayfinding signage and sidewalk stencils
- School zone road stencils
- Enhanced ladder crossing
- Cycle pop-ups.

Next steps in the program include:

Further investigate Family Connection Program

Research and review other tools and programs to reinforce No Stopping zones

Consider conducting another School Streets pilot – modified version

Explore the opportunity to create a City-wide AST program plan

Continue to knowledge share (OTC, webinars and other jurisdictions).

A request was made for financial support in the amount of \$10,000 from the CPAC budget to support YRDSB's AST program.

Responding to a question on whether a staff report would be forthcoming to a future Development Services Committee, Reena advised that she is in the process of finalizing a report on the AST Pilot which will be provided to the Transportation Department for including in a staff report to Council that will cover the program since 2018, with recommendations on a plan for expansion and continuation of the AST program. Staff is also thinking of larger plans in terms of building upon that to cover safety as an overall theme for school zones across the City.

Suggestions were made to contact organizations that promote road safety viz. CAA or insurance companies, for financial support.

Reena advised that YRDSB is working with Parachute-Aviva in supporting two schools in York Region, however not in Markham.

Suggestions were made to pilot the AST program in at least one school in each Ward of the City. Suggestions were also made to enhance snow clearing on walkways that lead to schools, which would encourage more children to walk to school in winter like they do in the summer months. Suggestions were also made to enhance publicising the AST program through local newspapers. There was a suggestion to include high schools in the AST program, as well.

### **6.3 Reports to Council**

No update.

### **6.4 EA Updates**

No update.

## **6.5 Markham Cycling Day**

Fion Ho, TDM Coordinator advised that staff are working on the 2023 Markham Cycling Day event, potentially to be held in the month of June. CPAC members are encouraged to volunteer to join the subcommittee – a virtual meeting has been scheduled for 10:00 a.m. on Tuesday, 21<sup>st</sup> February.

## **6.6 York Region Projects**

Fion Ho, TDM Coordinator advised that a virtual information session on Traveller Safety for the Future has been scheduled from 7:30 to 8:30 p.m. on Tuesday, 28<sup>th</sup> February. For more information and to register, members were encouraged to visit the York Region website at: [york.ca/TravellerSafetyPlan](http://york.ca/TravellerSafetyPlan).

Loy Cheah, Senior Manager, Transportation advised that the York Region Traveller Safety Plan study includes what Markham City staff are undertaking in terms of the Road Safety Strategy Study. He further advised that residents and stakeholders would benefit from attending this session.

## **6.7 Subcommittee Updates**

### Bike Parking

Joska Zerczi provided an update on bike racks on Main Street Unionville. He is waiting for a report from a supplier and will set up a meeting soon thereafter.

### Protected Intersections

Peter Miasek advised that this subcommittee is working with York Region to develop good active transportation facilities on roads that are being widened, especially on McCowan Road between Highway 7 and 14<sup>th</sup> Avenue – a detailed design is currently being prepared. The subcommittee has met with the design team over the past eight months. Staff from the Engineering Department are working on the challenges getting over Highway 407 and the other segments from north of 14<sup>th</sup> Ave and Hwy 7. Due to the 2020 fatal accident on the 407 onramp at Warden Ave, it has been decided not to have any active transportation crossing over the 407, except at signalized intersections. It was suggested that interchange onramps could be redesigned from free flowing to a 90° turn with a signal, similar to what is currently being designed at the corner of 16<sup>th</sup> Ave and the 404. This is desired because a MUP can be put on one side and pedestrians can cross the onramp. However, the 407 ETR have refused to redesign their onramps to a 90° turn. They insist they have to continue with a free-flowing onramp.

Peter advised that York Region could advance this recommendation to the Ministry of Transportation Ontario (MTO) but are not inclined to do this. In view of this, the 407 ETR crossing will be a centre MUP protected by heavy duty barriers, similar to what is at the Hwy 7 and 400 crossing.

The subcommittee is meeting next week to continue discussions on the segment between Hwy 7 and 14<sup>th</sup> Ave.

Jane's Walk

David Rawcliffe, Chair encouraged members to volunteer to join the various CPAC subcommittees to further the mandate of the committee.

**6.8 Road Safety subcommittee**

Steve Glassman advised that the subcommittee met recently. Some follow-up work needs to be done, and an update will be provided to CPAC at the next meeting, with some proposals for the Committee to consider and vote on.

**6.9 Open Street subcommittee**

Responding to a question, Loy Cheah, Senior Manager, Transportation advised that staff are preparing a report to Council providing recommendation indicating that the objectives of the program have been met and that the program does not need to continue because the original conditions that precipitated the program do not exist anymore. Staff are recommending that Council end the program. That's why no budget request has been made for this year.

**6.10 Markham Cycles**

No update.

**6.11 Budget for AT related items & CPAC Budget**

Loy Cheah, Senior Manager, Transportation reviewed the list of line items that have been approved by the Budget Committee, and are currently awaiting approval by Council, either by end-February or early March. He stated that the CPAC budget has a total ask of \$28,000.

Responding to a question with respect to the Active Transportation Master Plan that included a priority cycling network and a five-year project list which approved by Council in May 2022, Loy Cheah, Senior Manager, Transportation advised that staff has has been notified that \$1.3 million funding upto 60% has been granted for seven City AT projects from the Federal Active Transportation Fund. In terms of the overall program implementation, additional staff will need to be appointed before work can be commenced, approval for which is in place for these additional staffing positions. Loy further advised that he will email the Committee the list of these projects. The seven projects need to be completed by the end of 2025.

Responding to a further question, Loy advised that a formal request for the construction budget will need Council approval for the additional seven projects.

Responding to a question on line item 23108, Loy Cheah, Senior Manager, Transportation advised that the \$342,400 projected budget is for the two components of the Rouge Valley Trail improvement project.

Loy Cheah, Senior Manager, Transportation reviewed the \$28,000 proposed annual CPAC budget for 2023 – some suggestions that were put forward by the Committee in the January meeting. This includes \$10,000 requested by the YRDSB for their

School Streets Pilot and Active Travel School programs and \$4,500 for new maps. These line items will be presented to the CPAC for further consideration.

Loy Cheah, Senior Manager, Transportation advised that staff is not sure how much sponsorship funding will be received this year for the Markham Cycling Day event, hence the budget includes \$5,000 for this event, in case there is a shortfall in the sponsorship.

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

Peter Miasek advised that the November 2022 motion by the CPAC on micro-mobility was presented to Council in January, and was amended to request staff to include micro-mobility strategies in the City's Transportation Strategic Plan Update, and that staff bring forward a report on this matter in the Spring of 2023, and that the staff report also include an overview on opportunities for the City to participate in the Provincial pilot program on micro-mobility. Loy Cheah, Senior Manager, Transportation advised that these recommendations will be tabled at the next Development Services Committee meeting for adoption.

#### **6.13 Discussion Topics for 2023**

Chris Chan, guest attendee, spoke about the growing tension between pedestrians, cyclists and motorists. He advised that he was almost hit by a vehicle while riding his e-scooter, also by cyclists and drivers not following traffic rules. He sought feedback from the Committee on how the public could be educated on the safe and effective use of the road rules and regulations to minimize accidents.

Loy Cheah, Senior Manager, Transportation advised that e-scooters are not legally permitted in the City of Markham, so staff cannot make any official statement/s on promoting their use. Engineering and Transportation staff work in collaboration with the Corporate Communications Department on road safety educational campaigns every year promoting the safe and effective use of the roads, respecting pedestrians and cyclists.

### **7. INFO ITEM/NEW BUSINESS/ ANNOUNCEMENTS**

#### **7.1 Trails connection in northern areas of Markham**

Consideration of this matter was deferred to the March meeting.

#### **7.2 Other Discussion Item**

Joska Zerczi advised that he attended a workshop organized by Chris Rickett, Director, Economic Growth, Culture and Entrepreneurship Development Services Commission. The workshop was on developing a strategy to help guide the City's economic and cultural landscape for the next 5 years. More information can be found at [yourvoicemarkham.ca](https://yourvoicemarkham.ca).



**8. AGENDA ITEMS FOR THE NEXT MEETING**

No update.

**9. ADJOURNMENT**

The Cycling & Pedestrian Advisory Committee adjourned at 9:00 P.M.