

**CYCLING AND PEDESTRIAN  
ADVISORY COMMITTEE**

**THURSDAY, FEBRUARY 10, 2011  
CIVIC CENTRE – CANADA ROOM**

**MINUTES**

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**Attendance**

Committee:

David Rawcliffe, Vice-Chair  
Gordon Walter  
Arup Mukherjee  
Rachael Woodroffe  
Carole Robertson  
Peter Miasek  
Adam Poon  
Christopher Sauer

Regrets:

Wincy Tsang, Smart Commute 404-7  
Megan Johnson-Lui, York Catholic District School Board

Guests:

Bill Goulding

Staff:

Alain Cachola, Manager of Capital Works  
Laura Gold, Committee Clerk

Agency Members:

Pauline Gillen, York Region Health  
Jennifer Wong, York Region Health  
Sgt. Courtney Chang, York Region Police  
Silvana Farrace-Perry, York Region Health  
Yvonne Kaczor Liszkiwqicz

The Cycling and Pedestrian Advisory Committee convened at 7:06 p.m. with Mr. David Rawcliffe presiding as Chair.

**1. APPROVAL OF THE AGENDA**

Moved by Peter Miasek  
Seconded by Gordon Walter

That the Cycling and Pedestrian Advisory Committee approve the agenda as presented.

CARRIED.

**1. MINUTES OF THE MARKHAM CYCLING AND PEDESTRIAN ADVISORY COMMITTEE MEETING HELD ON DECEMBER 2, 2010**

Moved by Rachel Woodroffe  
Seconded by Adam Poon

That the minutes of the Cycling and Pedestrian Advisory Committee meeting held on January 13, 2011 be adopted.

CARRIED

**2. 2011 SIDEWALK PROGRAM**

Mr. Alain Cachola, Manager of Capital Works, provided a presentation entitled “2011 Sidewalk Program Update”. An overview of Markham’s sidewalk program was provided. The goals included: promoting the safety of pedestrian access; promoting well constructed and attractive sidewalks and streetscapes; and a connection to future sidewalks or pathways. Sidewalks are constructed in the following areas: where it is necessary to provide adequate and safe routes; where pedestrian traffic is not adequately accommodated by existing sidewalks; where no sidewalks currently exist on an urban road; and where there is a health and safety issue, which requires adequate sidewalks be installed. The next steps included updating the five (5) year sidewalk program to reflect cycling and pathway routes.

Discussion

It was reported that sidewalks and bike lanes were being installed on both sides of Birchmount Avenue. The project was designed prior to requests for multiuse pathways, noting it may be too late to change the design of the sidewalks. Going forward multiuse pathways are being designed in accordance with the Pathways and Trails Master Plan.

Members were advised that as part of the 5 year sidewalk program update, Markham will conduct a safety audit to assess where new sidewalks need to be installed. A consultant is being hired to assess which communities have the greatest need for sidewalks to be installed.

Members questioned how Markham would handle a multiuse pathway that borders another municipality. It was reported that trails and sidewalk plans can be discussed with the bordering municipality, noting that challenges can arise.

There was a discussion regarding missing links in sidewalks. This sometimes occurs when a field is anticipated to be developed, noting action needs to be taken if there is a health and safety

concern. Some older streets were reported to have sidewalks that end halfway up the road. Members were requested to provide Staff with streets with missing sidewalk links in their community.

A Member questioned why the Ministry of Transportation had an objection to the midblock crossing, a bridge that goes over highway 404. Staff were requested to investigate the reason for the Ministry's objection and report back at the next meeting.

### **3. PROFESSIONAL TRAIL BUILDERS ASSOCIATION PRESENTATION**

Mr. Bill Goulding of the Professional Trail Builders Association provided a presentation on pathways and trails. A review of various trail types was provided. A three (3) meter multiuse trail was said to be able to accommodate a large number of trail users, and could have a higher impact on the environment, was more costly to construct, and could lead to user conflicts if adequate signage were not installed due to users traveling at different speeds. Linear pathways without meanders provide a lower quality user experience and less opportunity for technical progression if other more challenging pathways are not available, since users cannot progress to more challenging trails.

A one point eight (1.8) meter multiuse trail was suggested to have less environmental impact, as they can be designed to follow the natural contours of the environment, which allows the trail to drain itself. Loops can be added to the main pathway, which helps reduce user conflict and congestion issues, adds more interesting diversions and technical progression for more advanced trail users. Trails can be designed with the same difficulty levels used in the downhill ski industry – green—easy, blue – intermediate, and black - difficult. Liability concerns can be accommodated by having a pre-qualifying loop trail incorporated into the system as it gets progressively more challenging.

A five year study conducted by the Municipality of Whistler found that a crushed granite surface provides a natural trail surface that is more accessible to all. It was noted that it is considerably more expensive to build trails on flat surfaces, as apposed to when there is a slope there are natural ways to drain the water, since drainage systems including culverts may need to be incorporated into the design.

#### **4. HIGHWAY 7 CYCLING FACILITIES – ON/OFF ROAD BIKE PATHS**

Ms. Yvonne Kaczor Liskiewicz, York Region, reviewed the approach York Region has taken with respect to Markham's bike facilities and its associated concerns. Advising that in May of 2010 the Region held a Workshop on cycling safety, which provided Regional and local Councils with a better understanding of cycling facilities.

It was noted that the Region is working with Rapid Co to investigate possibilities for improving the safety of Highway Seven (7). A consultant has been hired to evaluate the different options for improving the safety of the road for cyclist along Highway Seven (7) and along other Regional roads. One option is to escalate the bike lanes to improve the safety of the road for cyclist.

Members inquired when the Region would have a preferred option for improving the safety of Regional Roads for cyclist. Ms. Kaczor Liskiewicz, was requested to provide the consultant's timelines at the next meeting. It was also requested that the consultant come to a future committee meeting to present the preferred options.

#### **5. OUTREACH AND REWARDS PROGRAM**

A brief brainstorming session was held regarding the outreach and rewards program. The following ideas were noted:

- Have a program similar to the positive ticket program where children are rewarded with a ticket for wearing their helmet;
- distribute buttons to cyclist advertising wearing your helmet;
- Partner with private businesses (e.g. bicycle stores and grocery stores) to advertise outreach and reward program;
- provide a bicycle as a prize;
- Promote biking through the schools; and,
- Reward students that walk to school.

It was noted that the Committee needs to decide the programs target groups, as adults and children need to be rewarded differently. It was recommended that a Sub-Committee be formulated to bring back recommendations to the Committee. This item was deferred to the April meeting.

**5. TOOGOOD POND TO BOB HUNTER PARK – PATHWAY EA -UPDATE**

Members were advised that a liaison committee has been formulated to resolve issues regarding a proposed pathway from Toogood Pond to Bob Hunter Park. Gordon Walter and Christopher Sauer advised that they attend the liaison Committee meetings. A meeting was anticipated to be held in five or six week's time.

**6. COUNCILLOR APPOINTMENTS**

A Councillor representative was requested to be appointed to the Committee.

**7. OTHER BUSINESS**

It was requested that the implementation of Business Plan be discussed at next meeting.

**8. NEXT MEETING DATE**

The next meeting of the Cycling & Pedestrian Committee will be held on March 10, 2011 meeting. The April meeting date will be confirmed at the next meeting.

It was noted that Region of York is partnering with CAN-BIKE to train students to be cycling instructors. Posters were distributed to Members to promote the project.

**9. ADJOURNMENT**

The Cycling & Pedestrian Committee meeting adjourned at 9:02 p.m.