



# Welcome

## What is an Active Transportation Master Plan?

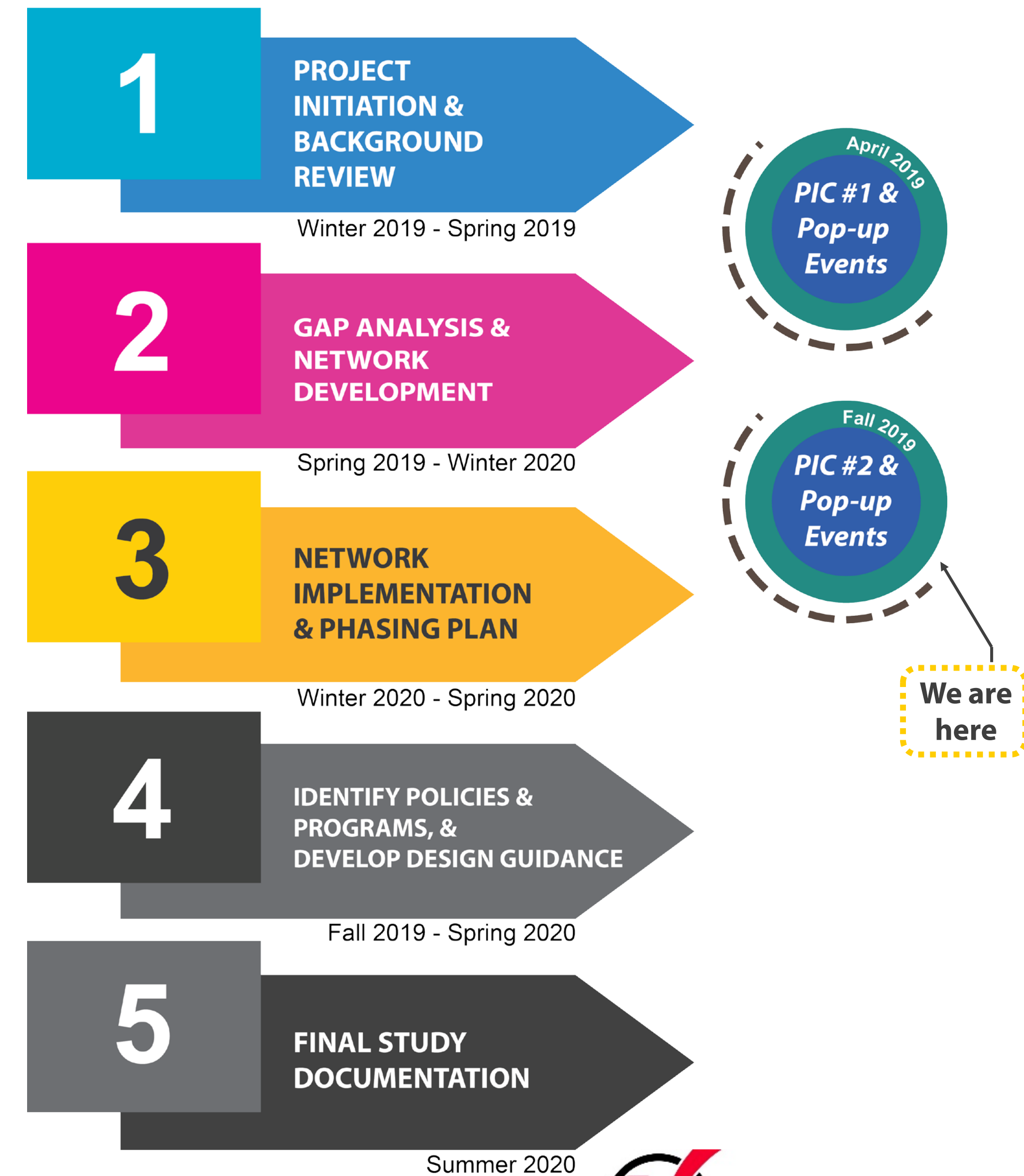
An Active Transportation Master Plan (ATMP) is a long-term plan intended to improve walking, cycling, and other modes of active transportation. The main objective of the ATMP will be to make active transportation a more attractive option in Markham.

Public Information  
Centre #2

October 28<sup>th</sup> 2019



## Study Process

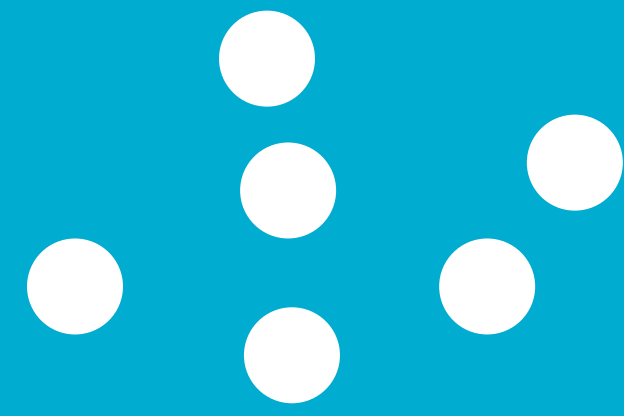




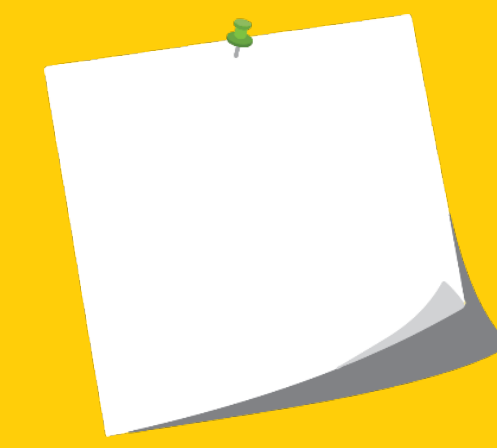
# How to Participate



Information is provided on the display boards. Review them to learn about the different topics this study covers.



Sticker dots are available at the sign-in desk. Several boards invite you to participate by placing dots on improvements or programs you like.



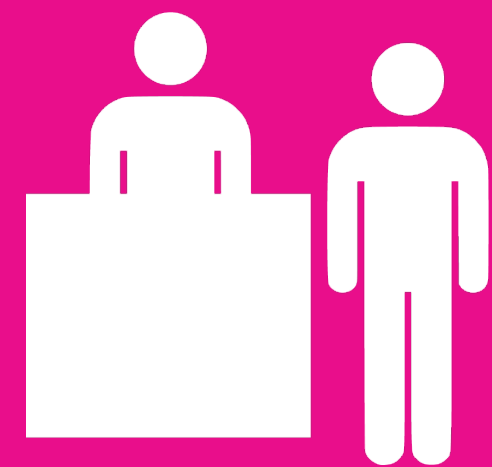
Maps are available for comment. Sticky notes are provided so you may share ideas about specific locations.



Comment forms, available at the sign-in desk, may be used to provide your feedback in more detail.



Please talk with staff at any of the boards to discuss your ideas, experiences or concerns in more detail.



Look for us at community destinations across Markham for more opportunities to participate!



Share your email address at the sign-in table to receive news about walking and cycling programs in the City of Markham.



We invite you to continue your participation through our digital platform by logging on to [yourvoicemarkham.com](http://yourvoicemarkham.com) [/WalkingAndCycling](https://www.facebook.com/WalkingAndCycling)



# What We've Heard



## PIC #1:

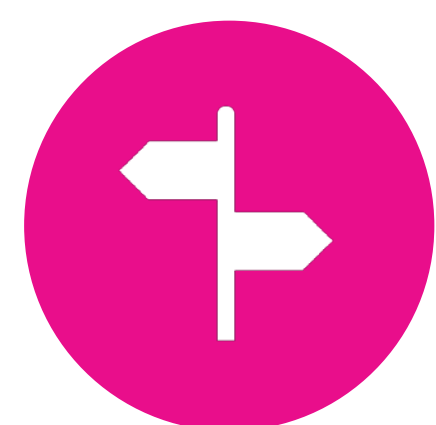
- ✓ April 25, 2019: Markham Civic Centre
- ✓ Why We Cycle Movie Screening



## 6 Pop-Up Events:

- ✓ May 26: Thornhill Community Centre
- ✓ May 26: Markville Mall
- ✓ May 28: Aaniin Community Centre
- ✓ June 1: Unionville Festival
- ✓ June 2: Cornell Community Centre
- ✓ June 2: Angus Glen Community Centre

## What We Heard



There is a desire from residents to have the **active transportation network connected to key destinations**, such as schools, shopping centres and community centres.



**Active transportation improvements along major routes** are desired/needed. Specific corridors highlighted multiple times by residents as needing improvements include McCowan Road, Kennedy Road and Highway 7.



The community places a high priority on **safety**, especially concerning the **year-round maintenance** of active transportation infrastructure. Other safety issues include the **use of bicycles on sidewalks**, and ensuring there are **safe crossing points**, especially along major streets.

## How it Will Be Incorporated

**Gap Analysis & Network Development:** Key destinations and connectivity are important considerations in the development of the preferred cycling and pedestrian networks. See *Cycling Impact Analysis* boards for additional information.

**Network Implementation & Phasing Plan:** Improvements to major City roads are included in the *Draft Cycling Network* and include higher order (separated) cycling facilities. Improvements to Regional roads will be coordinated with York Region through network phasing and prioritization.

**Identify Policies & Programs & Develop Design Guidance:** Policies that address maintenance issues will be developed in the next stage of the study. Strategies for improving etiquette between bicycle and pedestrian infrastructure will be identified in the master plan, including additional signage and pavement markings.



# What We've Heard

## Walkable Communities

### Top Priorities

- ✓ Neighbourhoods are connected to destinations by sidewalks, trails and paths (18 votes)
- ✓ There are frequent and safe places to cross streets (e.g. crosswalks, traffic lights, pedestrian crossings) (14 votes)
- ✓ Sidewalks are well maintained in all seasons (13 votes)
- ✓ Sidewalks are separated from cycling facilities (11 votes)
- ✓ Drivers obey pedestrian crossings and signals (9 votes)

## Bicycle-Friendly Communities

### Top Priorities

- ✓ Accommodate cycling in all roadway planning, design, construction and maintenance work (14 votes)
- ✓ Maintain bikeways and routes year-round (11 votes)
- ✓ Provide bike lanes or cycle tracks on City streets (9 votes)
- ✓ Target enforcement of motorists who speed, run red lights or park in cycling facilities (7 votes)
- ✓ Support Safe Routes to School programs (7 votes)
- ✓ Provide bicycle safety programs for children in schools (7 votes)
- ✓ Campaign for motorists to share the road with cyclists (7 votes)



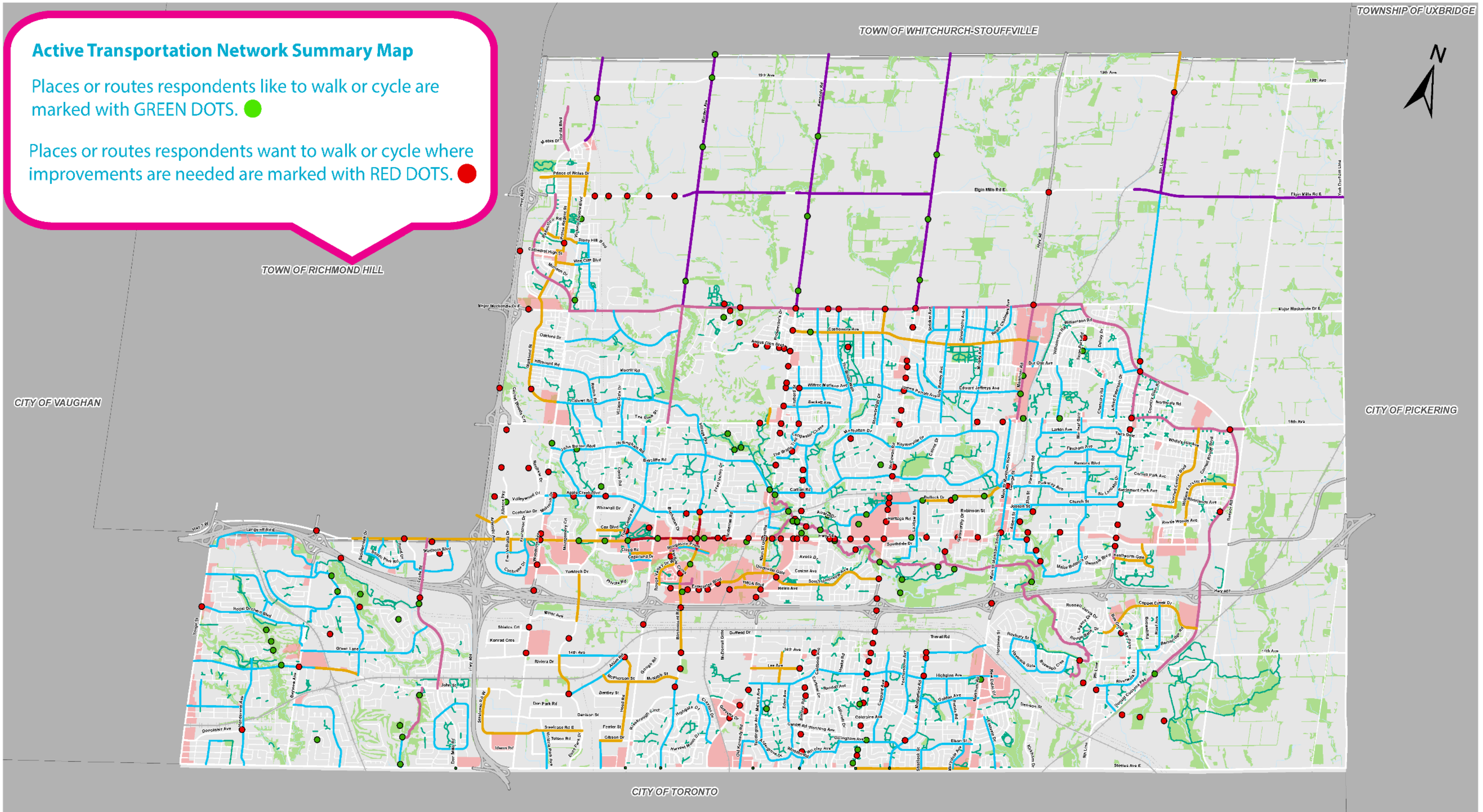


# What We've Heard

## Active Transportation Network Summary Map

Places or routes respondents like to walk or cycle are marked with GREEN DOTS. ●

Places or routes respondents want to walk or cycle where improvements are needed are marked with RED DOTS. ●





# Vision Statement

Help build the vision statement for the Active Transportation Master Plan by adding dots next to key words you like, or by adding your own suggestions...



## How would you like to feel when you walk or cycle in Markham?

Comfortable	<input type="checkbox"/>
Encouraged	<input type="checkbox"/>
Safe	<input type="checkbox"/>
Sense of Community	<input type="checkbox"/>
Welcome	<input type="checkbox"/>

 Add your own....

## What factors should the walking and cycling networks consider to achieve this?

Accessibility	<input type="checkbox"/>
Access to Key Destinations	<input type="checkbox"/>
Convenience & Connectivity	<input type="checkbox"/>
Efficiency	<input type="checkbox"/>
Equity	<input type="checkbox"/>

 Add your own....

## What categories of interventions will help to achieve this?

Education	<input type="checkbox"/>
Infrastructure & Design	<input type="checkbox"/>
Maintenance & Operations	<input type="checkbox"/>
Policy	<input type="checkbox"/>
Programming & Outreach	<input type="checkbox"/>

 Add your own....

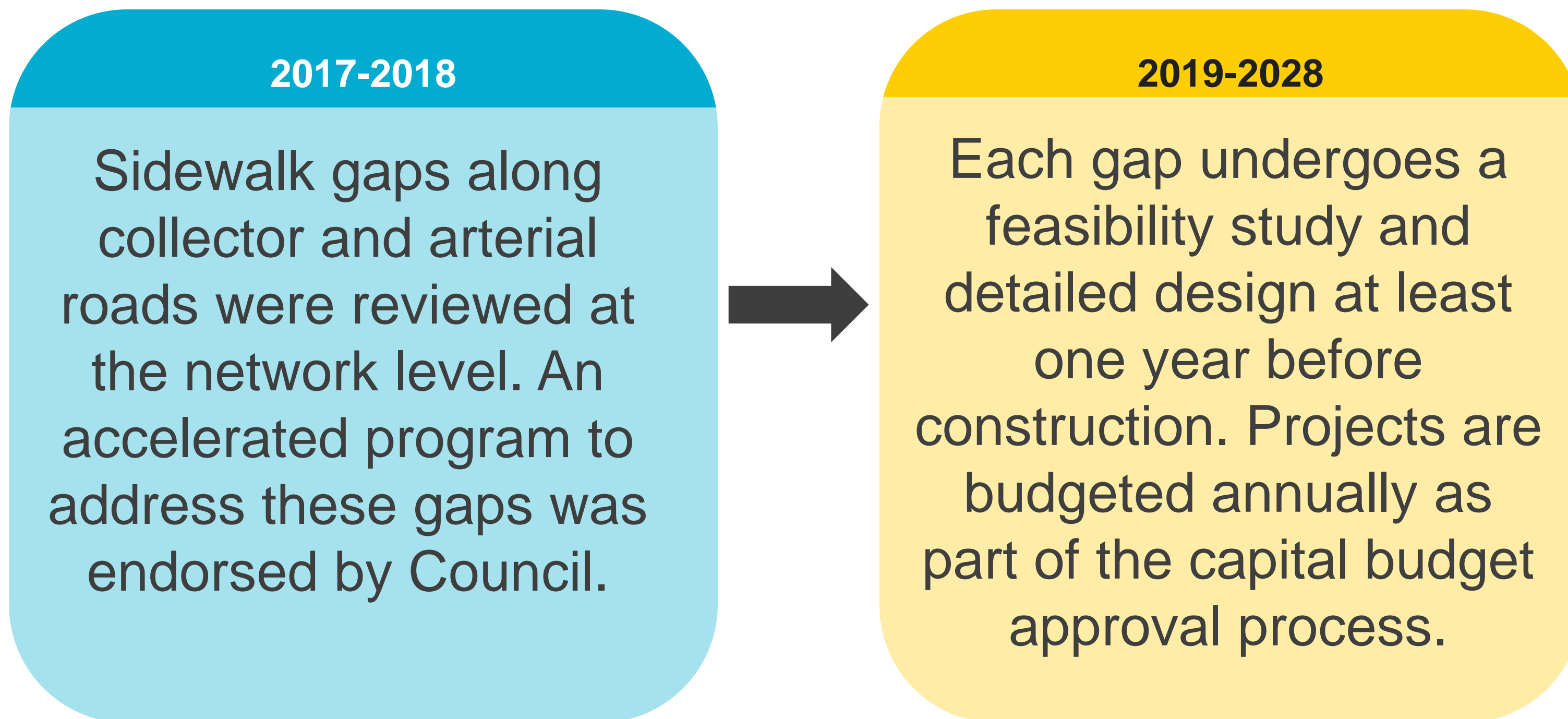




# Pedestrian Network

## Existing Sidewalk Gap Program

The City currently has an existing capital program to fill the gaps in the sidewalk network on all arterial and collector streets.



**There are 107 km of sidewalk gaps on arterial and collector roads, of which 21 km are deferred to a future phase beyond 2028 as they are outside of the City urban boundary or have major constructability issues. The remaining gaps will be constructed through the City's annual capital programs (65 km) or through land development projects (21 km). The 65 km gaps being constructed by the City have been programmed into a 10-year capital plan.**






## Pedestrian Priority Areas

Through the ATMP, the City is identifying Pedestrian Priority Areas, which will be a focus for a series of potential improvements, including:

- ✓ Reviewing and addressing local road sidewalk gaps
- ✓ Considering midblock crossing needs
- ✓ Targeting intersection and safety improvements
- ✓ Specialized programming and outreach

### Priority Area Review

The following preliminary criteria were used to evaluate neighbourhoods within the City of Markham and identify potential Pedestrian Priority Areas:

-  Existing walking activity
-  Sidewalks gaps along arterial and collector roads
-  Income distribution
-  Intersection and midblock pedestrian collisions along City of Markham roads
-  Major transit hubs



# Pedestrian Priority Areas (Draft)

The following draft areas have been identified as part of this review:

## Pedestrian Priority Area

Berczy

Bullock

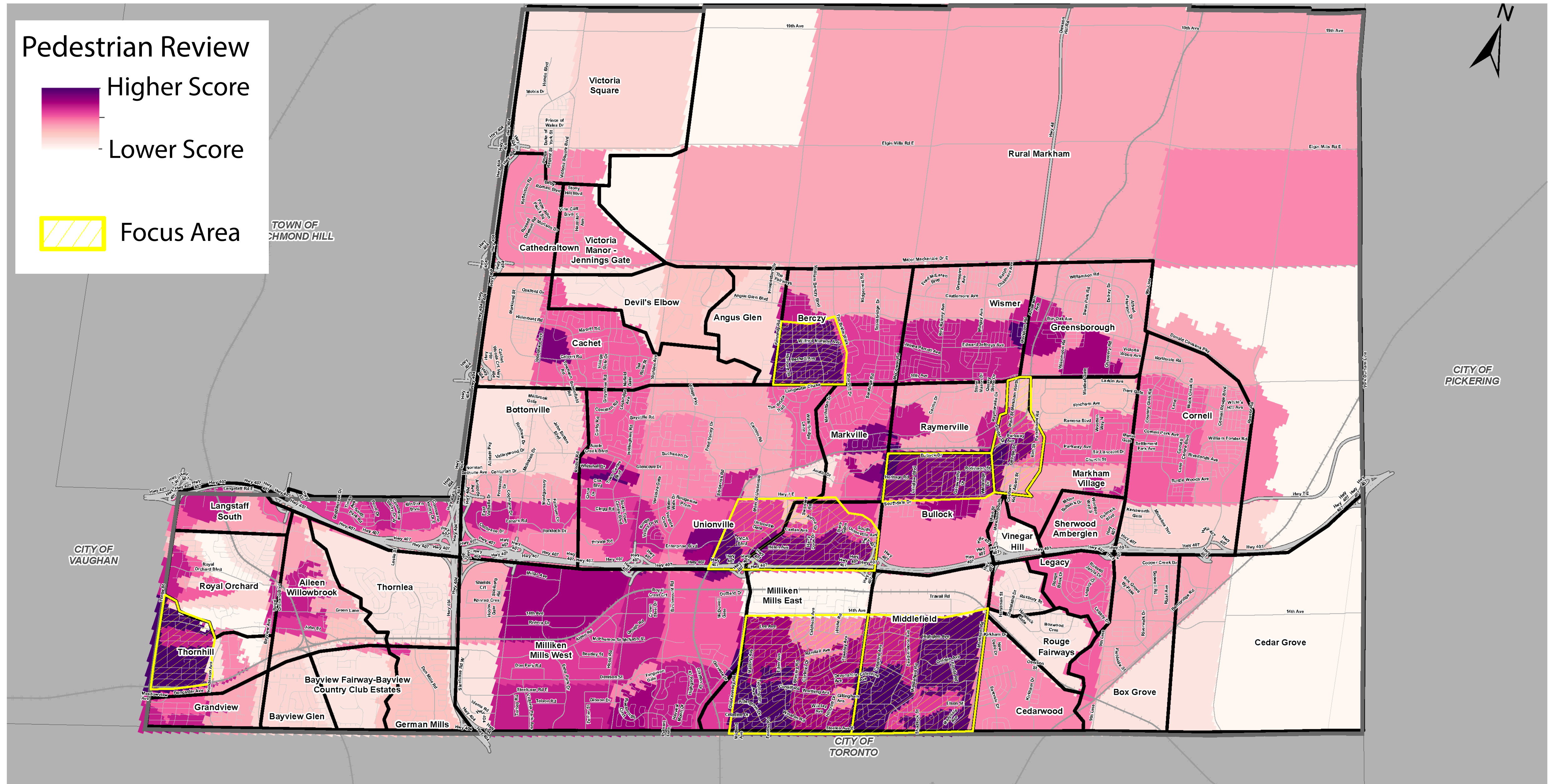
Middlefield

Milliken

Old Markham Village

Thornhill

Unionville



Are there other areas of the City you think should be pedestrian priority areas? **Why?**

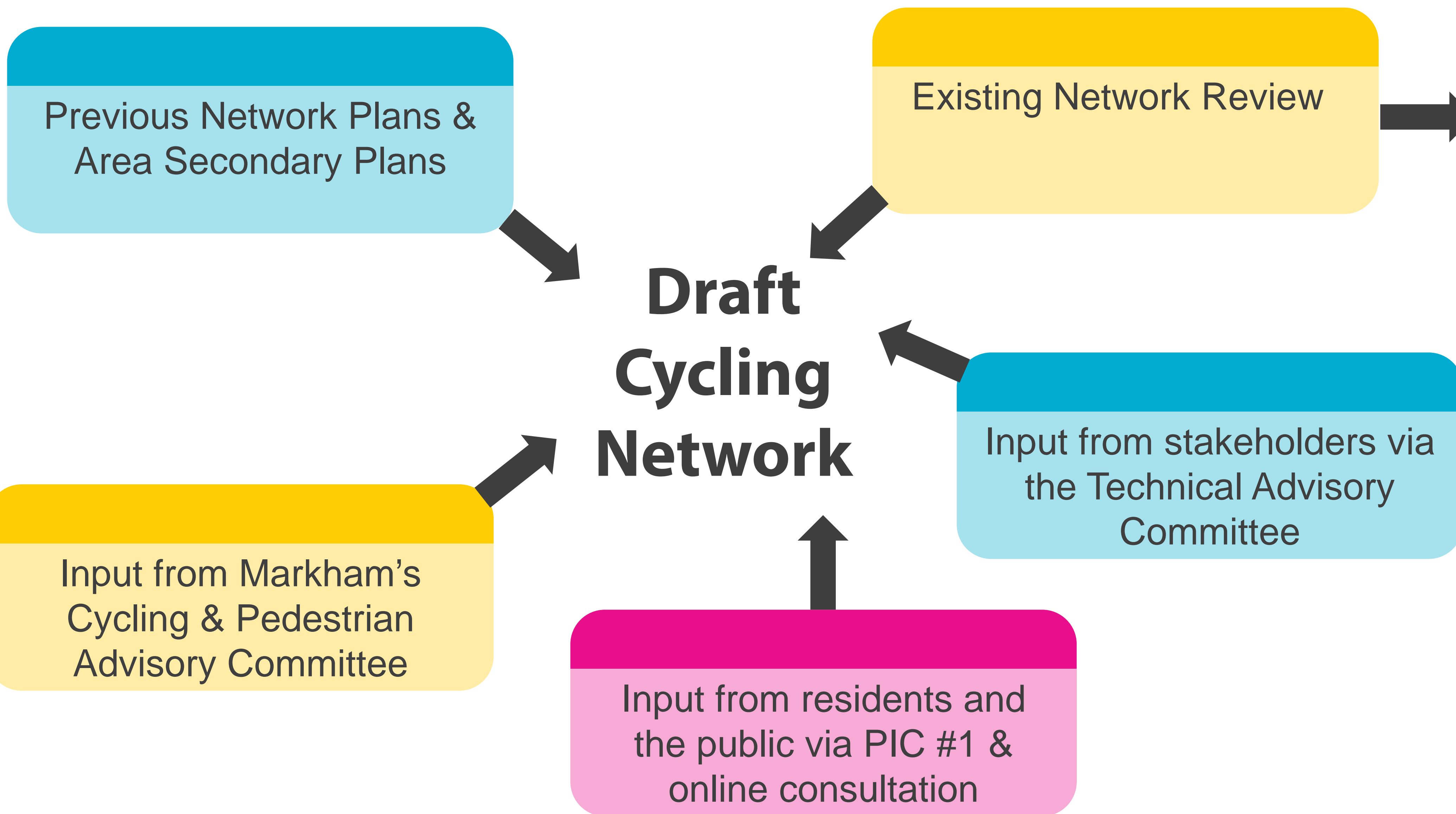




# Cycling Network Development

## Proposed Network

Through the ATMP, new cycling facilities are being identified along corridors across the City. The process to develop the network includes a variety of steps, summarized below:



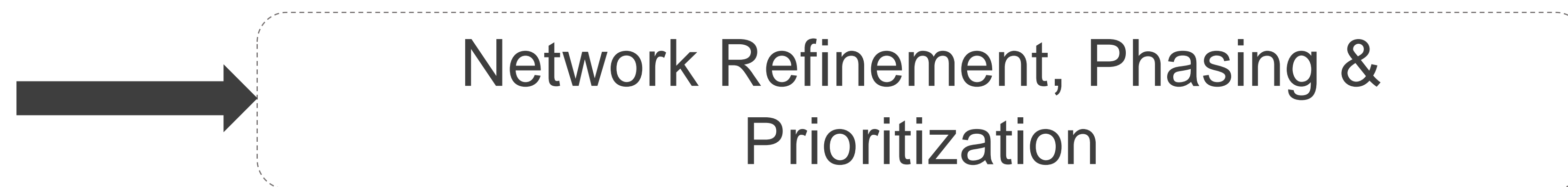
## Upgrades to Existing Facilities

The City currently has an existing cycling network made up of a variety of facility types. As part of the ATMP, opportunities to upgrade existing facilities are being reviewed, particularly along existing signed routes.

Upgrades may include:

- ✓ Adding bike lanes or buffered bike lanes along existing corridors that are too busy for shared routes through lane narrowing or road diets
- ✓ Intersection improvements to improve safety or connectivity
- ✓ Adding facilities on one or both sides of the street to improve continuity e.g. where a multi-use path changes sides frequently

**Next phase of the study:**





# Cycling Facilities

Various types of cycling facilities are recommended for use in the City of Markham as part of this study.

**Shared** Shared facilities are most appropriate along low-volume, low-speed roads

## Signed Route



Photo: IBI Group

A signed route consists of a shared general-purpose travel lane designated as a cycling route by bicycle route signs or "share-the-road" signs. Many signed routes in Markham include a painted edgeline.

## Bicycle Boulevards

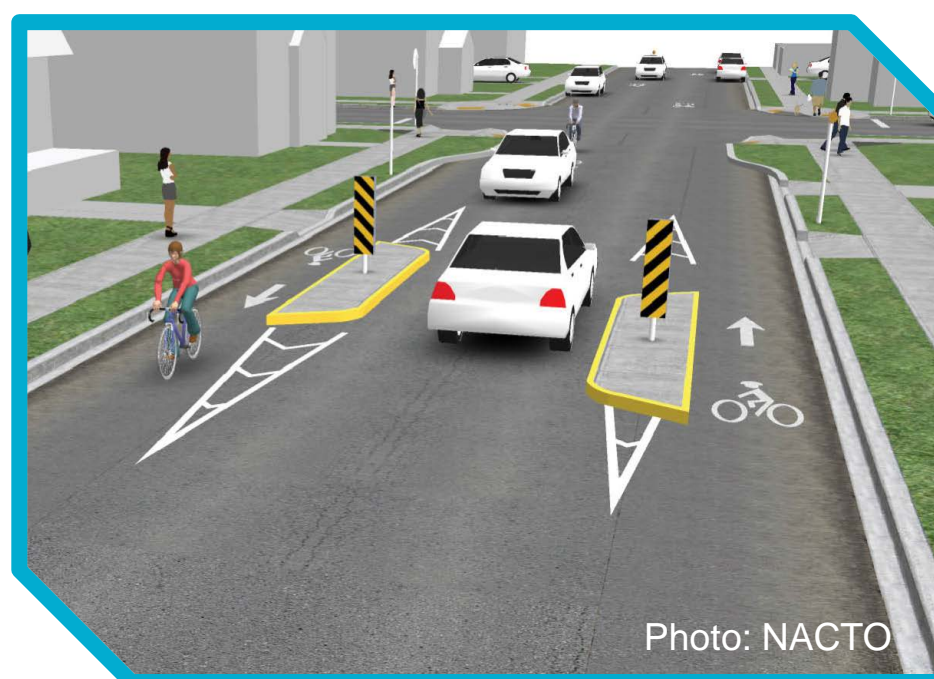


Photo: NACTO

There are routes that are optimized for bicycles, and incorporate a variety of traffic calming features. Bicycle boulevards are also referred to as neighbourhood greenways or bicycle priority streets.

## Advisory Bike Lanes



Photo: Town of Newmarket

Advisory bike lanes provide space on narrow streets with a dashed edgeline with bicycle markings and signage, and require cars to operate two-way within a single lane by merging into the bike lane to pass oncoming cars.

**Dedicated** Typically provided along roads with moderate speeds and volumes

## Bike Lanes

Bike lanes consist of dedicated lanes on an urban roadway delineated by a painted line and designated for use exclusively by cyclists with reserved bike lane signage.



Photo: IBI Group

## Buffered Bike Lanes

This is a bike lane with a painted "buffer" area. Buffers help to create additional clearance between the bicycle lane and adjacent travel lane, or between bike lanes and on-street parking.



Photo: IBI Group

**Separated** Typically provided along roads with higher speeds and volumes

## Protected Bike Lanes

Also referred to as separated bike lanes, protected bike lanes incorporate some form of physical protection between cyclists and moving cars (e.g. bollards, curbs, or parked cars).



Photo: York Region



Photo: City of Markham

## Cycle Tracks

Cycle tracks are enhanced cycling facilities located in the roadway boulevard, typically adjacent to, or behind, the roadway curb.

## Multi-Use Paths & Trails

Located off-road, these are either in the boulevard of a roadway or through green space. Both pedestrians and cyclists can use these facilities. Pavement markings and signage can help to clarify how users should share the trail.



Photo: IBI Group



Photo: City of Markham








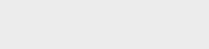


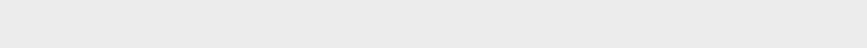

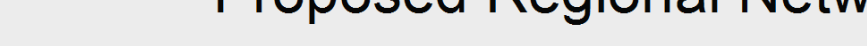



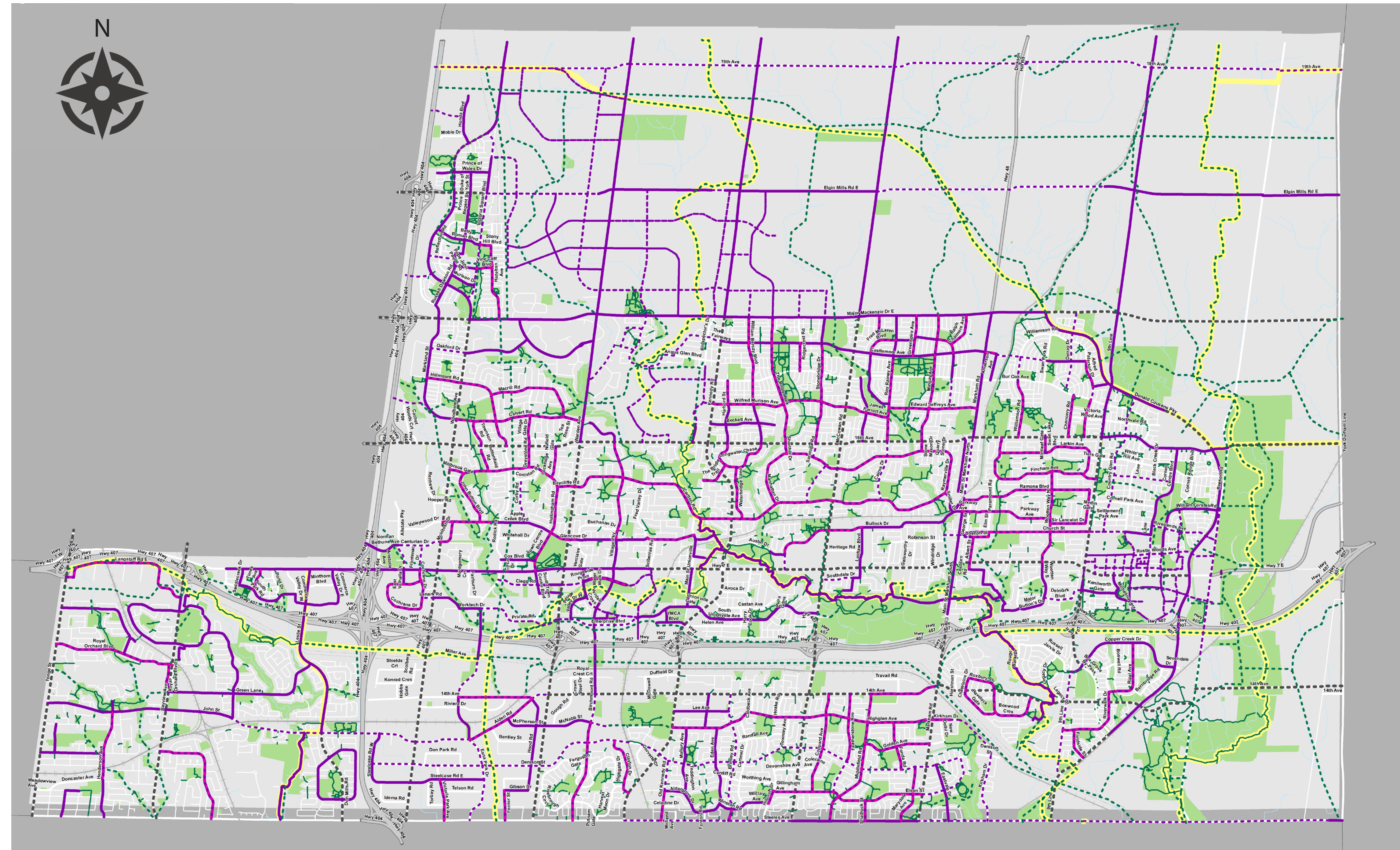


# Cycling Network – Proposed Network (Draft)

The draft cycling network is shown here, and includes over 350km of proposed new infrastructure.

Larger and more detailed versions of this map are available for comment on the tables.

- |  |  |
|--|--|
| <b>Existing Cycling Network</b>  |  Highway / Freeway          |
|  Existing Cycling Facility       |  Rail Line                  |
| <b>Proposed Cycling Network</b>  |  Provincial Highway         |
|  Cycling Facility                |  Arterial or Collector Road |
|  Off-Road Multi-use Path         |  Local Road                 |
|  Upgrade Existing Facility       |  Watercourse                |
|  Proposed Regional Network       |  Parks                      |
|  TRCA Trails Strategy Trail Link |  Waterbody                  |





# Big Moves

Considering the following statements and ideas, indicate your **support for each possible “big move”...**

## Identify a priority network of all ages and abilities (AAA) cycling facilities

Indicate your support for this idea:

I don't think this is important      I'm not sure about this      I think this is really important

 **Where would you like to see this investment?**

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## Overcome major barriers through new active transportation connections across watercourses, freeways or rail lines

Indicate your support for this idea:

I don't think this is important      I'm not sure about this      I think this is really important

 **Where would you like to see these crossings?**

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## Address first-last mile needs to connect to GO Stations and future subway stations

Indicate your support for this idea:

I don't think this is important      I'm not sure about this      I think this is really important

 **Which stations should be a priority?**

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# Big Moves

Considering the following statements and ideas, indicate your **anticipated support for each potential “big move”...**

## Build out a Regionally-significant trail network (e.g. Lake-to-Lake Trail, South York Greenway, etc.)

Indicate your support for this idea:

 I don't think this is important       I'm not sure about this       I think this is really important

 **Which links are most critical to you?**

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## Focus on gateway connections to Toronto, Richmond Hill, Vaughan and other municipalities

Indicate your support for this idea:

 I don't think this is important       I'm not sure about this       I think this is really important

 **Which streets are key access points?**

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## Emphasize Markham Centre with high quality pedestrian and cycling facilities

Indicate your support for this idea:

 I don't think this is important       I'm not sure about this       I think this is really important

 **What types of interventions are needed here?**

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What are your ideas for Big Moves?

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# Active Transportation Programming

The following are examples of the programs and initiatives being considered as part of the ATMP. **Which initiatives are you most interested in? Place a “dot” next to the ideas you like most:**

Support and expand the role of Markham Cycles Hub

Explore implementation of a public bike share system

Consider using a mobile app to combat bike theft

Create an active travel Wayfinding Strategy and undertake a pilot project

Expand the Active School Travel Planning program to additional schools

Develop a communications strategy about the importance of addressing sidewalk gaps

Develop a communications strategy for Complete Streets and Lane Reconfiguration (Road Diet) projects

Safe Walking & Cycling Education Campaigns

Explore the feasibility of an Open Streets Day or Event

“Highway Hopper” – work with YRT to offer free rides to cyclists across highways (e.g. 404, 407)




**Add your own ideas for programming & outreach....**





# Next Steps

## After this meeting, we will:

-  Review comments and suggestions from the public and other stakeholders
-  Finalize cycling and pedestrian networks, identifying network phasing and costs
-  Identify supporting policies and strategies
-  Prepare supporting design guidance for active transportation facilities

## Stay Connected!



Stay up to date by visiting the study website at:  
**[yourvoicemarkham.com/WalkingAndCycling](http://yourvoicemarkham.com/WalkingAndCycling)**



Send us an email at **[atmp@markham.ca](mailto:atmp@markham.ca)**



Look for us at festivals and major destinations across Markham for more opportunities to participate!



### Contact the project managers:

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**Thank you for attending and providing valuable feedback!**

