



# 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.

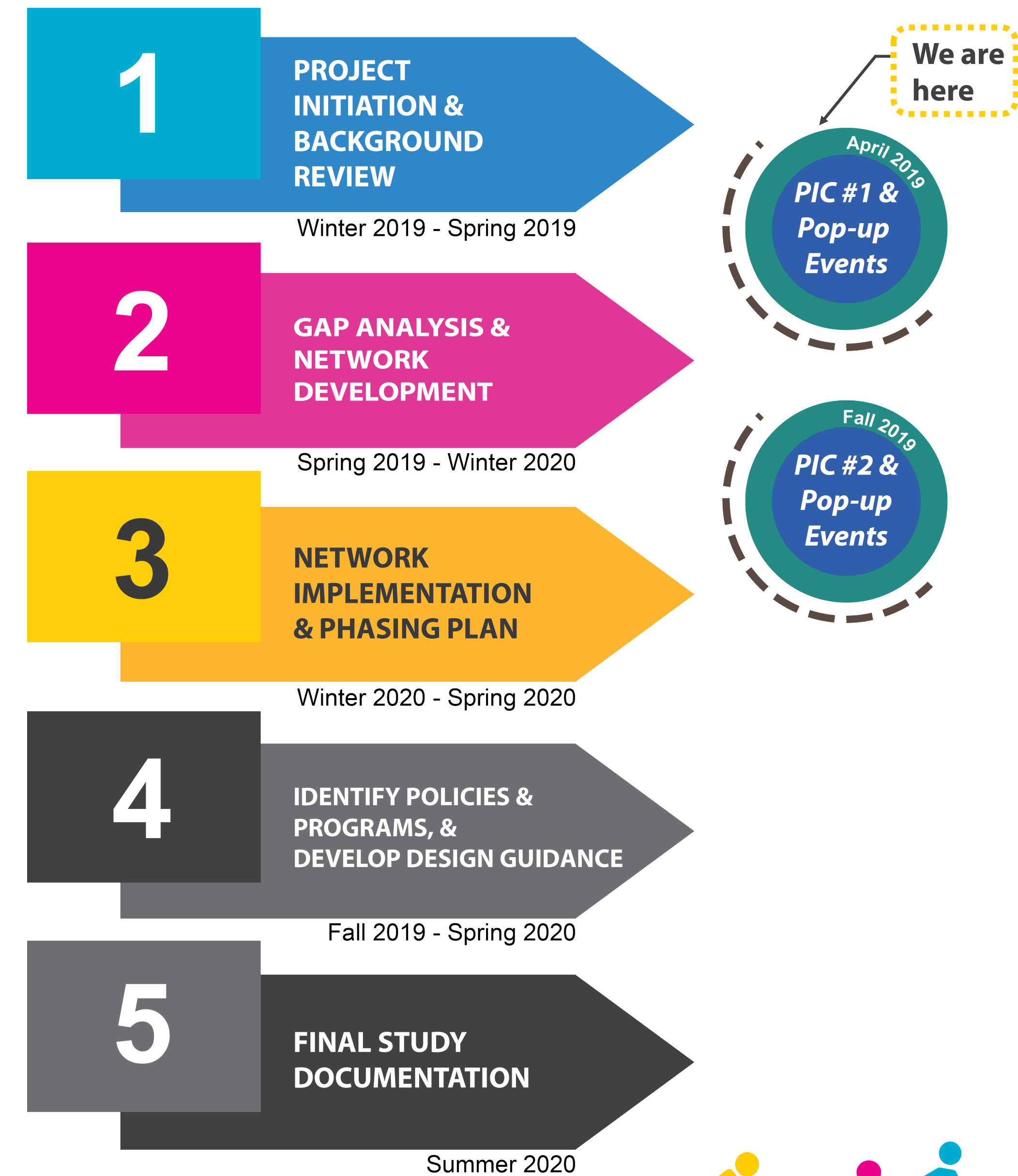
Public Information  
Centre #1

April 2019



**MARKHAM**  
ACTIVE TRANSPORTATION  
• MASTER PLAN •

## Study Process

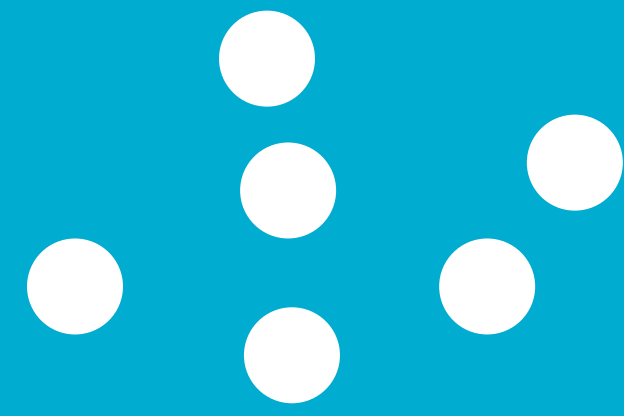




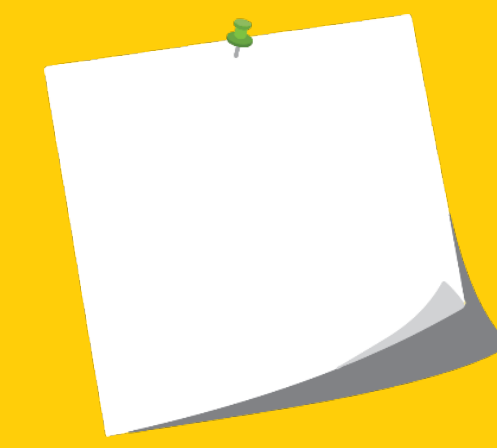
# How to Participate



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.



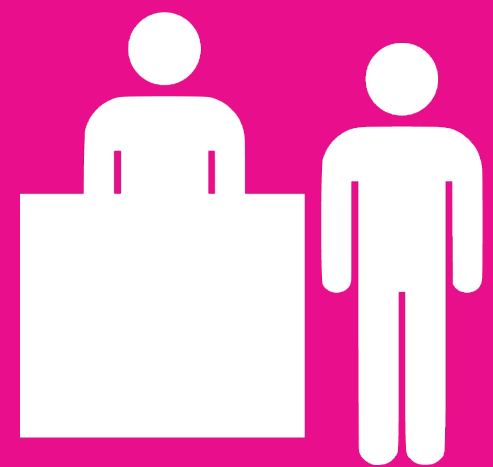
Maps are available for comment. Sticky notes are provided so you may share ideas about specific locations.



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



Share your email address at the news about walking and sign-in table to receive 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





# Supportive Policies

There is support for active transportation in a variety of policy documents and plans across all jurisdictions, including:

## Province of Ontario

- ✓ Provincial Policy Statement (2014)
- ✓ Growth Plan for the Greater Golden Horseshoe (2017)
- ✓ #CycleON: Ontario's Cycling Strategy (2018)
- ✓ Metrolinx 2041 Regional Transportation Plan (2018)
- ✓ GO Rail Station Access Plan (2016)

## York Region

- ✓ Vision 2051
- ✓ Regional Official Plan (2016)
- ✓ Regional Transportation Master Plan (2016)
- ✓ 10-Year Roads & Transit Capital Construction Program (2019)
- ✓ Designing for Active Transportation: School Sites Design Guidelines (2017)
- ✓ Active Transportation Wayfinding Guidelines (2018)
- ✓ Pedestrian and Cycling Planning and Design Guidelines (expected 2019)

## City of Markham

- ✓ Strategic Plan (2015-2019)
- ✓ **Official Plan (2014)**
- ✓ Cycling Master Plan (2010)
- ✓ Pathways and Trails Master Plan (2009)
- ✓ Greenprint Community Sustainability Plan (2011)
- ✓ Public Realm Strategy (2014)
- ✓ Built Form, Height and Massing Study (2010)
- ✓ Accessibility Design Guidelines (2011)
- ✓ Multi-use Path Signage and Pavement Marking Guidelines (2016)
- ✓ Signage and Pavement Marking Guidelines for On-Road Cycling Facilities (2019)
- ✓ Various Secondary Plans

## Markham's Official Plan

It is the policy of Council to support walking and cycling throughout Markham as **competitive mobility choices for everyday activities** such as work, school, shopping, business and leisure by:

- creating a **more pedestrian-friendly environment** that is interconnected by a network of **safe, direct, comfortable and convenient pedestrian routes** that are suitable for year-round walking;
- designing, constructing and integrating new streets and retrofitting existing streets, where appropriate, to **focus on the needs of pedestrians, cyclists and persons with disabilities** and ensuring safety, accessibility, convenience, and comfort of all street users are considered;
- promoting a **safe and comprehensive network** of signed bike routes, bike lanes, cycling trails and multi-use paths **for cyclists of all ages and abilities**; and,
- partnering with the Region and organizations in the local cycling community to **support on-going promotional, and educational programs for pedestrians and cyclists**.

- Section 7.1.4.2





# Building Momentum

The City and its residents have been laying the foundation for a budding active transportation culture in Markham for many years. The Active Transportation Master Plan will build on this momentum. Examples of these initiatives are described below:

## Cycling and Pedestrian Advisory Committee

Markham's Cycling and Pedestrian Advisory Committee (CPAC) is made up of members of the public and other organizations. CPAC helps:

- Advise staff and Council on the design, development and delivery of cycling and pedestrian policies, programs and facilities to promote and enhance cycling and walking in Markham
- Work with local neighbourhoods to collect and distribute information related to cycling and walking and to increase public awareness of cycling and walking as environmentally friendly forms of transportation
- Assist in integrating bicycle and pedestrian facilities into significant development proposals



### Markham Cycling Day

Markham Cycling Day is York Region's largest public cycling event. It features the Tour de Markham and cycling races for children. Held annually in September, riders receive a free lunch, giveaways, raffle prizes, and local entertainment. Attendance has been growing and reached over 1000 residents and visitors in 2018. For more info: [www.markham.ca/cyclingday](http://www.markham.ca/cyclingday)



### Jane's Walk

Organized by CPAC, Jane's Walk offers free citizen-led walking tours and conversations within Markham every year. Two new walks have been announced for 2019 in Thornhill (May 4) and Old Markham Village (May 5). For more info: [www.facebook.com/JanesWalkMarkham](http://www.facebook.com/JanesWalkMarkham)

### Walkability in Cornell

Newer communities like Cornell are designed to be more compact with extensive active transportation facilities. Cornell's built form and land use makes it supportive of walking and cycling.

### North Markham Future Urban Area

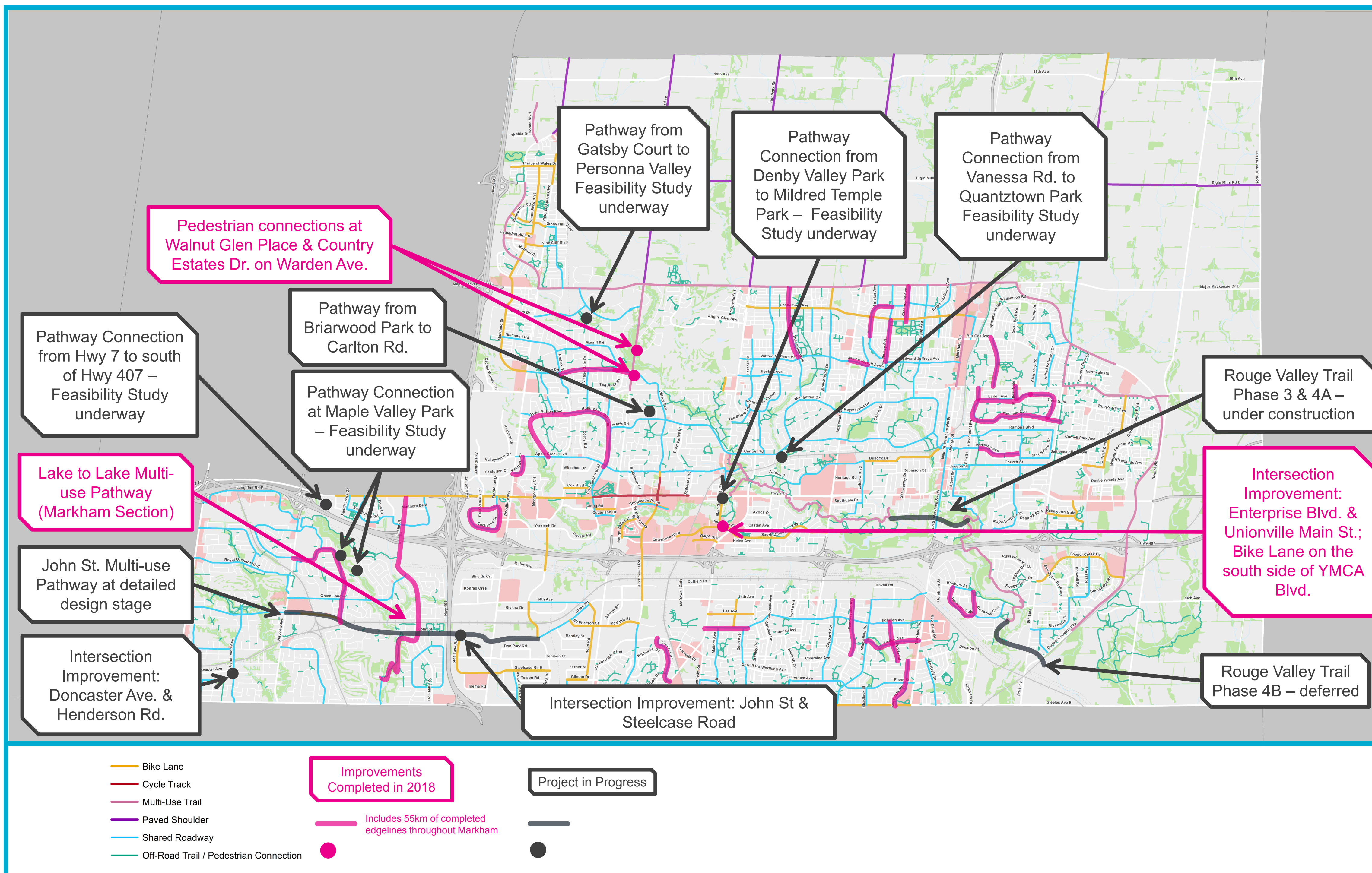
A transportation network is under development that will provide an extensive path and trail network within the North Markham Future Urban Area. The network will provide safe and convenient travel options to future residents of the area.





# Building Momentum

The City continues to grow and improve its active transportation network. The map below illustrates improvements that have been recently completed or are currently underway.



## Rouge Valley Trail



The Rouge Valley Trail is a 15km landmark trail that follows the Rouge River, Toogood Pond, and connects to Bob Hunter Memorial Park. The trail is a major walking and cycling route providing connections through many communities, key destinations and parks.





# Walkable Communities

Suggest additional strategies on the 'Your Ideas' board!

A variety of walking improvements could be considered as part of the Active Transportation Master Plan.

Place a “dot” next to your top 5 priorities for the Active Transportation Master Plan:

Connectivity:	
▶ Neighbourhoods are connected to destinations by sidewalks, trails and paths	
▶ Sidewalks are wide enough for 2 or 3 people to walk side-by-side	
▶ Sidewalks are well maintained in all seasons	
▶ Persons with wheelchairs and strollers can easily navigate sidewalks and intersections	
▶ Sidewalks are clear of obstacles such as bushes and garbage	
▶ Recreational trails are continuous and barrier-free at roadway crossings	
▶ Transit stops are easy to access from all directions	
▶ There are frequent and safe places to cross streets (e.g. crosswalks, traffic lights, pedestrian crossovers)	

Amenities and Landscaping:	
▶ Attractive landscaping is provided (e.g. trees and flowers) offering shade or protection from the wind	
▶ There are benches and other places to rest along walking routes	
▶ There are interesting things to see while walking (e.g. public art, varied architecture, buildings closer to the sidewalk, etc.)	
▶ Shops and businesses are well-maintained and accessible	

Security and Safety:	
▶ Sidewalks are separated from the roadway by a landscaped or paved buffer	
▶ Sidewalks are separated from cycling facilities	
▶ Wait times to cross intersections are not too long and enough time is provided to finish crossing the street	
▶ The distances to cross streets are shortened by curb extensions or pedestrian refuge islands	
▶ Drivers obey pedestrian crossings and signals	
▶ Drivers obey the posted speed limit in the area	
▶ Paths and sidewalks are well-lit	
▶ Street signs are legible	





# Cycling Facilities

Various types of cycling facilities may be 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

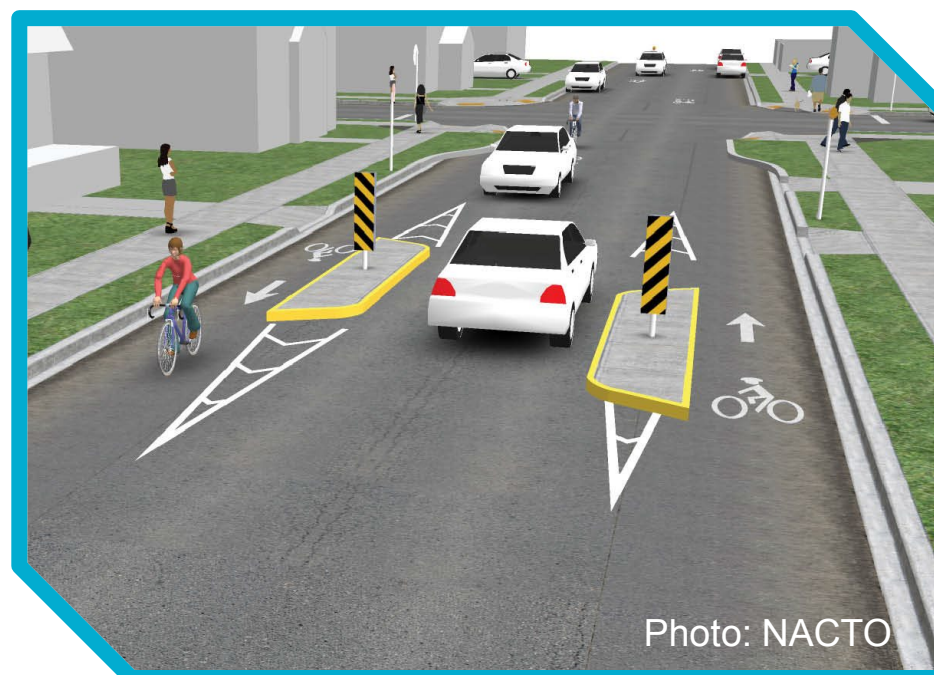


Photo: NACTO

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.

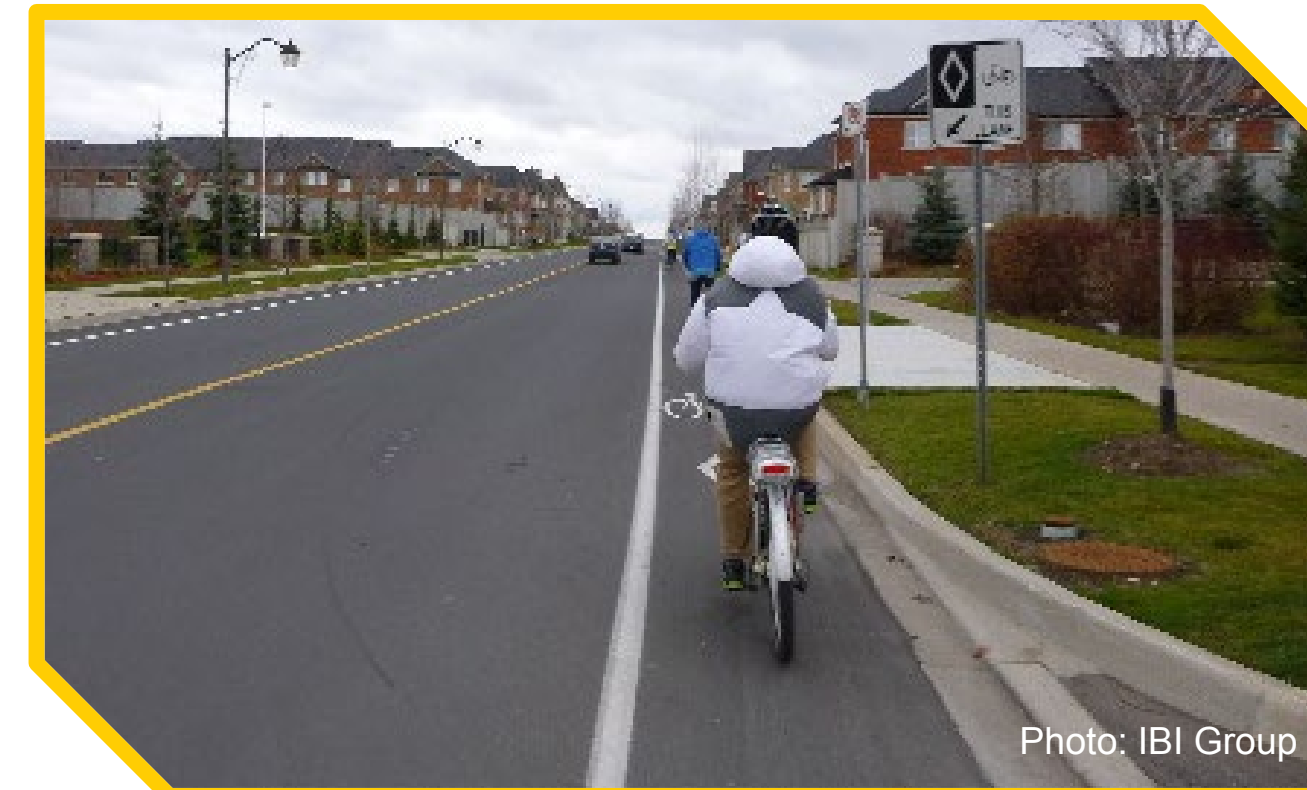


Photo: IBI Group

## 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





# Intersection Treatments

Various types of intersection treatments and designs may be recommended for use in the City of Markham as part of this study.

## Crossrides

Crossrides are intersection markings that allow cyclists to legally ride through an intersection without dismounting. Crossrides consist of pavement markings with elephant's feet (white square markings) and bicycle symbols.



## Pedestrian Crossovers

Through recent changes to legislation, new types of pedestrian crossovers can help pedestrians to cross the road, even at locations that are not signalized. These crossovers are marked by specific signs and pavement markings. In some cases, but not always, they may also have pedestrian-activated flashing lights. The crossovers alert drivers that they must stop and yield to pedestrians intending to cross the road, and wait for them to complete their crossing before proceeding.



## Bicycle Signals

Separate traffic signal heads for cyclists can be provided for cycling facilities, depending on the location and signal phasing requirements. The signals are recognizable from other traffic signals by the bike symbol.



## Protected Intersections

Protected intersections are unique intersections designed to improve the comfort of cyclists and pedestrians. They provide offset crossings with corner islands that are intended to slow turning drivers, shorten crossing distances, and provide space for cyclists and pedestrians to wait ahead of cars. Optional features include median refuge islands, and cyclist and pedestrian-friendly traffic signal phasing.





# Bicycle-Friendly Communities

Suggest additional strategies on the 'Your Ideas' board!

A Bicycle-Friendly Community encourages its residents to use bicycles for fun, fitness and transportation.

Place a "dot" next to your top 5 priorities for the Active Transportation Master Plan:

Engineering:	
▶ Accommodate cycling in all roadway planning, design, construction and maintenance work	
▶ Provide bike lanes or cycle tracks on City streets	
▶ Provide signed routes or bicycle priority streets along lower volume, lower speed streets	
▶ Provide multi-use paths	
▶ Provide bike racks at City facilities and commercial destinations	
▶ Provide wayfinding signage to major destinations	
▶ Maintain bikeways and routes year-round	
▶ Provide showers and change rooms at City facilities and encourage employers to do the same	
▶ Incorporate intersection enhancements that improve cycling comfort and safety	

Evaluation and Planning:	
▶ Count bicycle trips along cycling corridors	
▶ Monitor cyclist fatalities and serious injuries and devise strategies to address them	
▶ Provide a point of contact for cyclists to submit ideas/concerns	
▶ Update the ATMP every 5 years and provide funds to implement it	

Enforcement:	
▶ Expand programs that involve public employees using bikes (e.g. by-law, enforcement officers, police, EMS personnel)	
▶ Target enforcement of motorists who speed, run red lights, or park in cycling facilities	
▶ Use automatic enforcement and ticketing such as photo radar and red light cameras	

Encouragement	
▶ Promote Bike Month	
▶ Promote Bike to Work Day	
▶ Promote annual bike tours or rides to the general public	
▶ Support Safe Routes to School programs	
▶ Support community cycling clubs and advocacy organizations	
▶ Centre a youth recreation or intervention program around cycling	

Education:	
▶ Campaign for motorists to share the road with cyclists	
▶ Provide adult cycling education	
▶ Provide bicycle safety programs for children in schools	
▶ Make bicycle safety materials publicly available	





# Your Ideas



**What are your ideas for improving active transportation in Markham?**




**M A R K H A M**  
**ACTIVE TRANSPORTATION**  
**• M A S T E R P L A N •**





# Next Steps

## After this meeting, we will:

-  Review comments and suggestions from the public and other stakeholders
-  Develop draft cycling and pedestrian networks
-  Identify supporting policies and strategies
-  Present draft networks and preliminary recommendations at the second Public Information Centre in Fall 2019

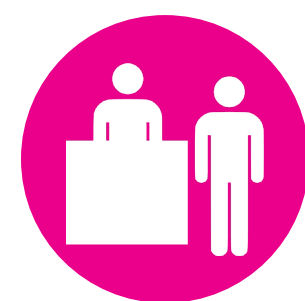
## Stay Connected!



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!**

