

Summary of Public and Stakeholders' Comments Draft Pedestrian and Cycling Master Plan Report

The following is a summary of the comments related to the draft Pedestrian and Cycling Master Plan document received from various members of the public and stakeholders during the last round of public consultation. The comments received, actions, and responses taken to address them are further detailed in Appendix D – Consultation Record of the PCMP report.

Comments from the Final Public Consultation Centre (PCC)

- Encouraged York Region to implement the plan as soon as possible and give certain sections greater priority;
- Showed interest in participating in the Natural Heritage Trails Concept Study;
- Provided suggestions for the use of rail and utility corridors;
- Encouraged consistency with local municipal Master Plans;
- Asked for clarification about the cycling route map and events/TDM measures that can be organised;
- Suggested greater short term cycling facilities linking York University;
- Noted that the proposed Lake to Lake corridor is the most important piece to the plan and development of the link would have a positive affect on tourists and residents;
- Suggested trail connections from the Holland River trail to Lake Simcoe, other connections through the Regional Forests with amenities, and linkage of routes between places of interest;
- Emphasised the importance of bike route signage and education for motorist and cyclist who share the road;
- Expressed support for the concept of the Terry Fox Bikeway;
- Recommended that multi-use trails be designed with adequate widths to avoid user conflicts;
- Provided advice on specific cycling network phasing and priorities to connect to Toronto and beyond;
- Noted the need to promote the pedestrian and cycling facilities for tourists, visitors, and vacationers;
- Encouraged the use of trip-end facilities, police patrols, signage, route mapping, and implementation of bike racks on YRT buses;
- Requested clarification on the Region's Municipal Partnership Program as it relates to traffic calming;
- Expressed concern regarding the designation of bike routes and use of bike lanes on some major arterials with high speed and volume, and suggested more multi-use trails and wider sidewalks;

Steering and Technical Advisory Committee (TAC) Member Comments

The following summarises some of the comments received from the Steering Committee and TAC members:

- Guidance and clarifications on outreach and educational programs currently being undertaken in the Region;
- Reference to the Region's adopted Sustainability Strategy;
- Improvements to specific wording related to environmental, climate change, health, and air quality impacts, and its programs;
- Improvements to specific pictures and graphics in the documents, and readability of the information presented;
- Updates on Departmental name changes;
- Revisions to the pedestrian and cycling network phasing plans to be better coordinated with the 10-Year Road Construction Program;
- Consideration of the Child and Youth Friendly Planning Guidelines;
- Combine recommendations and provide clarification where there appears to be redundancy;
- Clarifications and corrections on specific pedestrian and cycling connections which currently exist in the network;
- Suggestions on the inclusion of specific locations and route types for links and segments within each local municipal jurisdiction;
- Consideration of Smart Commute involvement and inclusion of other outreach programs;
- Recommendations and clarifications on additional design elements and standards, trip-end amenities (e.g., bicycle parking, waste receptacles, lighting) and facility treatments;
- Improvements on how to address route development, mapping, signage, and route markings;
- Suggestions on additional and clarification of safety and accessibility criteria used in the evaluation of route selection;
- Clarification on the roles and responsibilities of local municipalities, Municipal Partnership Program, network development costs, and collaboration required;
- Support for the use of rail and utility corridors in the network;
- Consideration of partnership, financial framework, timely implementation of such network concepts as the Lake to Lake Route and Terry Fox Bikeway;
- Updates and clarifications on transit, major attractions/destinations, and local mapping layers and connections;
- Clarification on the need for local municipalities to request development/management groups to provide private trip-end facilities and services to its customers;
- Recognition of the local staff resources and contribution of the local municipal infrastructure required to complement the Region's network;
- Consideration of funding for sidewalks to support transit routes and use;
- Requests for the deletion of specific local municipal roads in the cycling network due to high daily traffic volumes and safety concerns;

- Consideration of urban design and “gateway” features, and inter-regional connectivity including crossing of 400 series highways; and
- Requests further consultation with conservation authorities during the detailed design stage for specific environmentally sensitive routes such as Pine Valley Road and Teston Road.

Public Advisory Committee (PAC) Comments

The following summarises some of the comments received from PAC members:

- Suggested consideration for allowing the use of hybrid and electric bicycles and small engine motor scooters on the network;
- Sought clarification on lane markings, conflicts between cyclists and bus stops, and elements of the design guidelines;
- Suggested greater linkages between York Region and other regions to advocate tourism and other goals;
- Referenced recent articles for cyclists and suggested legislation improvements, gas tax or other funding opportunities, and outreach programs;
- Identified opportunities for involvement of car sharing companies, Smart Commute Initiative, bike maps in bus shelters, and other TDM measures;
- Requested clarification or deletion of some pictures and graphics;
- Suggested the need for children’s cycling programs in schools, a cycling license, and children riding on sidewalks;
- Noted some short-comings of the Highway Traffic Act and police enforcement considerations related to cycling and equipment;
- Advocated for off-street and trail facilities separated from motorised traffic;
- Expressed interest in participating in the development of off-road trail corridors and being involved in the Region’s Natural Heritage Trails Concept Study;
- Identified safety and design issues with on-street facilities and proposed the focus of the system be tailored to off-road multi-use pathways within the road allowance; and
- Requested wording linkages between the PCMP and the Region’s Natural Heritage Trails Concept Study.