

2021 05 12 Regional AT Infrastructure Correspondence between Lisa Stoke and Staff

From: Lisa Stokes
Sent: May 12, 2021 9:34 PM
To: Tatla, Manvir
Cc: Cadete, Nelson
Subject: Re: Mayfield Road Multi-Use Path Questions

Manvir,

Thank you for your reply.

While it is disappointing that it will be five years until this section is redone, I appreciate your offer to look into short term improvements.

In addition to the Walmart driveway, I think the section west of the Heart Lake intersection to where the multi-use path starts at the HLCA driveway would benefit from the knockdown sticks along the edge line between the shoulder and right hand car lane to protect cyclists who ride against traffic, rather than crossing and using the shoulder/lane on the north side. I think it would be the responsible, safe thing to do given that it represents a gap in the multi-use path. It is unnecessary on the north side as cyclists travelling there are confident road cyclists accustomed to using shoulders and riding with traffic.

I also appreciate that you will reach out to the MOT. I reached out to the MOT Minister via my MPP about the Bovaird crossing in 2014 or 2015 and they did a good job creating a protected crossing there when it was renovated a couple years ago.

Lisa

On May 6, 2021, at 23:44, Tatla, Manvir wrote:

Good evening Lisa,

Thank you for your email and providing the pictures, it is much appreciated.

With respect to maintenance of the Mayfield MUP, you are correct that the City would be responsible.

In reviewing the gaps identified below, I noticed all fall within the section of Mayfield between Hurontario and Dixie.

There is an upcoming capital project and I believe the items raised may ultimately be addressed through this project.

Current approximate timelines are design commencement later this year with construction about five (5) years later.

The project planning duration is related to the time needed for design, property acquisition(s) and utility relocations.

In the meantime, we will look to make short-term improvements along here (including the Walmart driveway markings you identified – called ‘elephant’s feet’ – for example).

I will also reach out to the Ministry of Transportation for opportunities to replace the sidewalk with an MUP through any future plans they might have for the 410 interchange.

Please feel free to reach out by email or phone if you have any questions.

Thanks again,
Manvir

From: Lisa Stokes
Sent: May 3, 2021 10:22 PM
To: Tatla, Manvir
Cc: Cadete, Nelson
Subject: Mayfield Road Multi-Use Path Questions

Manvir and Nelson,

I am following up with more detail with respect to my question about gaps in the Mayfield MUP at the April BCAC meeting.

Additionally, I would like to confirm **whether the City or Region is responsible for spring sweeping** of the Mayfield MUP? I think City, but want to confirm before sending in a request.

These were my questions about gaps not addressed in the presentation:

Mayfield Road Gaps not addressed:

Hurontario to Etobicoke Creek Trail - missing
Inder Heights to Kennedy - poor quality
Heart Lake driveway to Heart Lake Road - missing (short term fix could be knock down sticks between shoulder and driving lane)
Heart Lake Road to 410 - missing
Ace to Dixie - Missing

I recently cycled Mayfield from Airport to Hurontario. I took lots of pictures, which I will share with you.

The newest section from the Walmart driveway east of Bramalea to Airport is of very high quality - good width, signage, markings, with crossride at Torbram, with few interruptions and good markings at those interruptions. It's nice to see the crossover from Walmart to Mayfield Secondary School. I have two observations/suggestions for this section. First, add markings at the Walmart driveways similar to the markings at all the driveways east of there (is there a name for those thick white dashed lines?). Secondly, it's unfortunate the MUP was squeezed for an extra wide right turn lane at Airport, and a walk your bike sign erected to compensate.

Airport to Torbram - <https://photos.app.goo.gl/BLN84hrKtabGNzJg7>
Torbram to Bramalea - <https://photos.app.goo.gl/6zLV553K8BgsbAsm9>

The path turns into a sidewalk before getting to Dixie Road.

Bramlea to Dixie - <https://photos.app.goo.gl/73c8HocSLQtTA8qG6>

The sidewalk continues from Dixie to Ace. There is a dangerous lip at the southwest corner of Ace (pictured). Then there is a MUP to the 410 off ramp. Then sidewalk / varying widths of asphalt over the ramps to Heart Lake. It

looks like it hasn't been swept in years, and I met a cyclist while there last weekend who rides it regularly, who told me it hasn't. He also told me today that he got a flat after I left him.

Dixie to Heart Lake - <https://photos.app.goo.gl/WXG4JhYWQZebMUoE7>

The sidewalk continues for a short way west of Heart Lake, then turns into a shoulder. Cyclists shouldn't ride here against traffic, but do as they don't want to cross and ride on the shoulder on the north side, then get back to the south side where the path starts again just west of the Heart Lake Conservation Area driveway where there is no safe way to cross.

Heart Lake to Kennedy - <https://photos.app.goo.gl/ALbAPWTyZBsm2mn78>

The path is of poor quality, deterioration of asphalt and maintenance-wise, from Kennedy to the Etobicoke Creek Trail. At that point it turns into a sidewalk the rest of the way to Hurontario.

Kennedy to Hurontario - <https://photos.app.goo.gl/RG4S8nxSgDVHL2Hn6>

Given the good to excellent quality of the path from east of Dixie to Airport, and the plans for west of Hurontario, and east of Airport, it would be very unfortunate if there are no nearterm plans to address the above issues.

Thanks,

Lisa Stokes