Active Transportation Implementation Plan Summary

Information Report

Report Number: 2018-54
Department(s): Engineering Services
Author(s): Director, Engineering Services
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In accordance with the Procedure By-law, any member of Council may make a request to the Town Clerk that this Report be placed on an upcoming Committee of the Whole agenda for discussion.

Purpose

The purpose of this report is to summarize the Town’s Active Transportation Implementation Plan (ATIP) report relating to the Active Transportation (AT) network.

Background

In the spring of 2017, Staff issued a Request for Proposals to hire a consultant to create the Active Transportation Implementation Plan (ATIP). The successful consultant, WSP, was tasked with creating a document that would recommend the scheduling of construction for Newmarket’s active transportation routes. These routes were previously selected and identified in the Town’s Official Plan Amendment 11 (OPA 11, Spring 2015). The short-term (5-year) plans from the ATIP can be viewed in Table 1 for on-street cycling facilities, and Table 2 for off-road trails.

Discussion

The Town’s new ATIP, which is entitled “Explore Newmarket: Hiking, Biking, Rolling & Walking”, identifies opportunities for connectivity between existing infrastructure to further promote walking and cycling as an attractive and viable mode of transportation for both recreational and commuter purposes. The ATIP provides a multi-year strategy to help the Town implement a logical and inter-connected network of routes.

Key milestones in the development of the Town’s new ATIP were:
1. A PIC was held on June 27, 2017, at which the Town’s consultant presented a network of connected routes to build upon the OPA 11 network. Twenty-five residents participated and commented on the route system.

2. Residents responded to a very thorough on-line survey on Active Transportation, which was open for public input from July to September 2017. Approximately one hundred residents responded to the on-line survey. The feedback received identified the challenges and opportunities of AT from a public point of view.

3. With input from the public, different types of AT facilities were selected and the consultant identified priorities for construction.

4. The consultant provided preliminary designs to staff, featuring new technology in the design and construction of on-road facilities and off-road trails.

5. A wayfinding system, consisting of directional and destination signage, as well as trail head maps and mobile device support to assist users in choosing routes, were recommended by the consultant.

6. A realistic schedule was created for short, medium, and long-term priorities, as well as future phases of implementation beyond 10 years from today.

7. Preliminary annual construction cost estimates for the next 5 years were provided, and are shown in Tables 1 and 2.

8. The draft ATIP was presented at a large Transportation Congress held on April 27th, 2018, which was attended by 80 residents and stakeholders interested in AT and road safety. Attendees were asked to participate in a tabletop exercise using maps to plot out their individual active transportation route and new connection priorities. Results of the exercise aligned well with the priorities recommended in the draft ATIP.

In 2018, the Town was successful in receiving a grant of $290,660 through the “Ontario Municipal Commuter Cycling” (OMCC) program. This grant covers up to 80% of the construction costs of commuter-specific cycling routes. This grant, which has already been received by the Town, covers the first two years of a four-year proposed program. As a result, the Town was able to construct cycling facilities on Main Street North and Woodspring Avenue in 2018, and will continue with Harry Walker Parkway and Stackhouse Road in 2019. The routes that the Town had proposed for 2020 and beyond included Mulock Drive (from Harry Walker Parkway to Leslie Avenue, and from the Holland River to Yonge Street), and Western Trail (along the hydro corridor from Sandford Street to Davis Drive). However, due to the sudden cancellation of the program by the Province after the first installment was received, other sources of funding will be needed to construct these additional cycling routes.

Conclusion

The ATIP was done as a follow-up to the 2014 Active Transportation Study. It relied greatly on public consultation that provided input to help categorize and prioritize Newmarket’s extensive on-road AT network and off-road trails. The Plan has provided budget guidance and an implementation schedule to continue to build the Town’s AT network. The ATIP will enable the Town to continue to conform to Official Plan...
Amendment 11, and to enhance the connections that link our communities, open 
spaces and commercial areas. The full ATIP document is currently available on the 
Town’s website at: 
https://www.newmarket.ca/LivingHere/Documents/Newmarket%20Active%20Transporta
tion%20Plan%20Report.pdf

Business Plan and Strategic Plan Linkages

This report links to Newmarket’s Strategic Plan direction, Well Planned & Connected, by 
protecting vulnerable road users and improving travel within Newmarket.

This report also aligns with Council’s 2014-2018 Strategic Priority - Traffic Safety & 
Mitigation, by ensuring safe streets, reducing traffic congestion, and supporting major 
transit service enhancements.

Consultation

Extensive public consultation was undertaken in this study. Although the ATIP follows 
the principles of Ontario Traffic Manual #18, public feedback also factored significantly 
into the results.

Human Resource Considerations

Not applicable to this report.

Budget Impact

Operating Budget – Not applicable to this report.

Capital Budget:

On-street cycling facilities are growth-related and they are funded through Development 
Charges. Currently, the Development Charges budget balance for “TDM and Bike 
Lanes Provision” is $894,770.00. The total proposed capital expenditure for bike lanes 
from 2019 to 2023 is $804,250.00. Each bike lane project will be part of an annual 
budget review, which will include public consultation and a Council report.

The off-road trail projects planned from 2019 to 2023 are estimated at $6.1 million over 
five years, and are similarly funded through Development Charges.

Table 1 and Table 2 show the breakdown of the routes and the annual expenditures 
that are planned for the construction of the ATIP network from 2019 to 2023.

Attachments

Table 1: Bike Lane Construction, 2019 - 2023
Table 2: Trail and Multi-Use Path Construction, 2019 - 2023
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Table 1: Bike Lane Construction, 2019 - 2023
Table 2: Trail and Multi-Use Path Construction, 2019 - 2023

Contact

For more information on this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-953-5300, extension 2508 or mkryzanowski@newmarket.ca

Approval

Mark Kryzanowski, BES, MCIP, RPP
Manager, Transportation Services

Rachel Prudhomme, M.Sc., P.Eng.
Director, Engineering Services

Peter Noehammer, P.Eng
Commissioner, Development and Infrastructure Services
<table>
<thead>
<tr>
<th>Location</th>
<th>From:</th>
<th>To:</th>
<th>Estimated Cost</th>
<th>Year of Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry Walker Parkway</td>
<td>Mulock Drive</td>
<td>North Town limit</td>
<td>$170,000.00</td>
<td>2019</td>
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<tr>
<td>Stackhouse Road</td>
<td>Leslie Street</td>
<td>Harry Walker Parkway South</td>
<td>$12,000.00</td>
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<tr>
<td>Ringwell Drive</td>
<td>Leslie Street</td>
<td>Harry Walker Parkway North</td>
<td>$30,000.00</td>
<td>2020</td>
</tr>
<tr>
<td>London Road</td>
<td>Yonge Street</td>
<td>Main Street North</td>
<td>$95,000.00</td>
<td>2020</td>
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<tr>
<td>Bonshaw Avenue</td>
<td>Woodspring Avenue</td>
<td>Gilpin Drive</td>
<td>$9,000.00</td>
<td>2020</td>
</tr>
<tr>
<td>Alexander Road</td>
<td>Srigley Street</td>
<td>Davis Drive</td>
<td>$27,000.00</td>
<td>2020</td>
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<tr>
<td>Clearmeadow Boulevard</td>
<td>Bathurst Street</td>
<td>Yonge Street</td>
<td>$76,500.00</td>
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<tr>
<td>William Roe Blvd</td>
<td>Yonge Street</td>
<td>Cane Parkway</td>
<td>$49,500.00</td>
<td>2021</td>
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<td>Lorne Avenue</td>
<td>Cane Parkway</td>
<td>Davis Drive</td>
<td>$72,000.00</td>
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<tr>
<td>Stonehaven Avenue</td>
<td>Leslie Street</td>
<td>Bayview Avenue</td>
<td>$94,500.00</td>
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<td>Kingsmere Avenue</td>
<td>Stonehaven Avenue</td>
<td>Nellie Little Crescent</td>
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<td>Kingsmere Avenue</td>
<td>Fernbank Road</td>
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<td>Mulock Drive</td>
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<tr>
<td>Huron Heights Drive</td>
<td>Davis Drive</td>
<td>Wayne Drive</td>
<td>$42,750.00</td>
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<td>Waratah Avenue</td>
<td>Wayne Drive</td>
<td>Leslie Valley Drive</td>
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<td>Waratah Avenue</td>
<td>Leslie Street</td>
<td>$24,750.00</td>
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Note: Design work for these projects is to be advanced in the prior year.
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<thead>
<tr>
<th>Location</th>
<th>From:</th>
<th>To:</th>
<th>Estimated Cost</th>
<th>Year of Construction</th>
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</thead>
<tbody>
<tr>
<td>Bathurst Street/ Davis Drive MUP</td>
<td></td>
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<td>$600,000.00</td>
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<td>Kingsmere Trail Connection</td>
<td>Kingsmere Ave</td>
<td>New National Homes Trail</td>
<td>$100,000.00</td>
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<td>Tom Taylor Trail - Tannery Extension</td>
<td>Davis Drive</td>
<td>GO Parking Lot</td>
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<td>Haskett Trail</td>
<td>Davis Drive</td>
<td>South of Millard Avenue</td>
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<td>Northwest Quadrant Phase V</td>
<td>Woodland Hills Phase VII</td>
<td>- Woodland Hills Phase VI - Existing Trail - Woodspring Avenue</td>
<td>$1,200,000.00</td>
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<td>Quaker Trail Connection</td>
<td>Quaker Trail</td>
<td>New National Homes Trail</td>
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<td>Yonge Street North</td>
<td>Davis Drive</td>
<td>Town of East Gwillimbury</td>
<td>$200,000.00</td>
<td>2023</td>
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</tbody>
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