



Town of Newmarket
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Prioritizing Cycling Infrastructure on Mulock Drive Staff Report to Council

Report Number: 2019-99

Department(s): Engineering Services

Author(s): M. Kryzanowski, Manager, Transportation Services

Meeting Date: November 4, 2019

Recommendations

1. That the report entitled Prioritizing Cycling Infrastructure on Mulock Drive dated November 4, 2019 be received; and,
2. That the 5-year Active Transportation Implementation Plan now includes the Mulock MUP as a priority; and,
3. That Staff proceed with a Feasibility Study and Design for the Mulock Drive multi-use path (MUP); and,
4. That funding sources be sought from York Region, or from provincial and federal grant programs for the study, design and construction of the Mulock MUP; and,
5. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

The purpose of this report is to discuss the prioritization of the design and construction of the Mulock Drive multi-use path (MUP) as part of the workplan from the Town's Active Transportation Implementation Plan (ATIP).

Background

At the regular meeting on April 15, 2019, Town Council adopted the following:

That staff be directed to prepare a report on prioritizing cycling infrastructure on Mulock Drive to enhance the work of the Secondary Plan that is underway and to better connect the community to the Mulock Farm Park (item 9.4.20).

During that meeting, the ATIP was presented to Town Council for endorsement. The ATIP was developed by an Engineering Consultant hired by the Town, and it was the subject of public consultation with Newmarket residents and cycling groups. The Plan includes both on-street cycling infrastructure and off-road trail construction that were prioritized based on connectivity through the Town's network, and feedback received from residents and cyclists. No regional roads were included in the ATIP at that time.

Since the ATIP was finalized, there have been significant changes at the Town, such as the Town's purchase and proposed development of the Mulock Farm estate, an announcement for a Mulock GO station, and a Mulock GO Station Secondary Plan being prepared by the Town. The recent purchase of the Mulock Farm property creates some urgency for the Town to look at prioritizing Mulock Drive for the development of an active transportation route in the form of a MUP. As well, Mulock Drive is increasingly becoming a more widely used corridor for all modes of travel.

Engineering staff has submitted a request as part of the 2020 capital budget to undertake a feasibility study to determine the type and width of MUP to be used, where the MUP should be located on Mulock Drive (north side, south side or combination), what the alignment should be and what the estimated cost would be. The feasibility study would include field and survey work and design activities.

A feasibility study is needed before proceeding to the design because of the number of constraints along the Mulock Drive corridor and boulevards in this location, such as the Holland River crossing, the Regional Road arterial intersections, numerous driveways, underground and surface utilities, existing sidewalks, trees, space constraints and other obstacles and challenges such as bus shelters and other street furniture.

Discussion

The Mulock Drive Multi Use Path (MUP) would connect the existing bike lanes on Harry Walker Parkway to the bike lanes on Bathurst Street. The MUP would offer a major local and regional connection, serving Newmarket High School, the Magna Centre and the future Mulock GO station. It would cross the tracks and the Holland River, connect to the future Yonge Street cycling facility being built as part of the vivaNext Yonge bus rapid way project, and serve the Mulock Estate.

The MUP will likely consist of a two-way, 3.0 metre wide path on the boulevard, isolated from vehicular traffic. Staff will seek opportunities for funding through York Region and provincial / federal infrastructure grants to lower the Town's costs.

It is difficult to estimate the cost of construction for the MUP along Mulock Drive which is why the Feasibility Study is so important. Once the Feasibility Study is completed, staff

can return to Council before a preliminary design is obtained and a cost estimate calculated.

Conclusion

Both the Mulock MUP and the ATIP networks are important parts of the overall active transportation plan for the Town. It is recommended that the ATIP 5-year plan (currently completing the first year) proceed as recommended by the consultant and by the stakeholders who participated in the public consultations. As well, it is recommended that Staff pursue funding/approval for the feasibility study and detailed design. Multiple funding sources in the form of grants, York Region funding, or any other source, should be explored to fund some or all of the study, design and construction of the Mulock MUP.

Business Plan and Strategic Plan Linkages

Both the ATIP program and the Mulock MUP project conform to Council's Strategic Priority of Safe Transportation. Under the theme of Safe Transportation, item #2 states:

Continue to implement the traffic mitigation strategy and Active Transportation Plan and explore / advance an off-road Mulock multi-use path.

Consultation

No external consultation was undertaken in the preparation of this report, although extensive consultation was undertaken to determine the priorities of the ATIP.

Human Resource Considerations

None.

Budget Impact

The Feasibility Study and Design cost will be requested in the 2020 budget.

Attachments

None.

Approval

Rachel Prudhomme, Director, Engineering Services

Peter Noehammer, Commissioner, Development & Infrastructure Services

Contact

For more information or questions regarding this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-895-5193 extension 2508 or MKryzanowski@newmarket.ca.