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## **Bicycle Lane 2020 Updates - Traffic and Parking Bylaws.docx Staff Report to Council**

Report Number: 2020-43

Department(s): Engineering

Author(s): R. Prudhomme, Director, Engineering Services

Meeting Date: June 22, 2020

### **Recommendations**

1. That the report entitled Bicycle Lane 2020 Updates – Traffic and Parking Bylaw Amendments dated June 22, 2020 be received; and,
2. That the Traffic Bylaw amendments noted in Appendix A be approved; and,
3. That the Parking Bylaw amendments noted in Appendix B be approved; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

### **Purpose**

This report is to amend both the Traffic Bylaw (2011-24) and the Parking Bylaw (2019-63) to the proposed installation of bicycle lanes on London Road, Alexander Road (Srigley Street to Davis Drive), and Bonshaw Avenue (Woodspring Avenue to Gilpin Drive).

### **Background**

As part of the Town's Council-approved Active Transportation Plan (Schedule D of the Town's Official Plan), the Town developed a 5-year Active Transportation Implementation Plan (ATIP) showing the sequence of installation of the annual bicycle lanes program. For 2020, the ATIP requires the installation of bicycle lanes on London

Road, Alexander Road (north of Srigley Street) and Bonshaw Avenue (west of Woodspring Avenue).

There are many benefits to bike lanes on these roads and throughout the Town's cycling network. They include reducing vehicle speeds on local roads, encouraging more use of active transportation in the form of cycling, reducing the production of greenhouse gas, improving the health of our residents, enhancing cycling connectivity throughout the Town (which is a Council and community priority), fulfilling the Town's Official Plan requirements (OPA #11, and OPA Schedule "D") and addressing one of Council's top Strategic Priorities (under the "Safe Transportation (Streets)" Strategic Pillar), among many others. And because bicycle lanes are funded mainly through development charges and provincial or regional grants from other agencies, the impact to taxes is negligible.

In this case, all three bicycle lane projects provide much needed network connectivity for the Town. The London Road bicycle route will link Yonge Street (and the existing bicycle lanes on Bonshaw Avenue) with the Main Street North bicycle lanes, and will also connect with the Holland River Trail (Tom Taylor Trail) system. The Bonshaw Avenue bicycle lanes offer only a very short proposed section, but which is vital to connect the bicycle lanes on Woodspring Avenue and Bonshaw Avenue with the Dave Kerwin Trail. The Alexander Road bicycle lanes are also over a relatively short section of the road, but they connect the East-West bikeway on Srigley Avenue to Davis Drive.

The new installation of bicycle lanes into the Town's transportation system requires that both the Traffic and Parking Bylaws be amended to include all streets or street sections that have a new bicycle lane. The amendment of the Traffic Bylaw is needed primarily to abide by Ontario's Highway Traffic Act, and to allow the proper and legal enforcement of the rules of the road. Amendments to the Town's Parking Bylaw are required to ensure cyclists' safety by creating "No Parking" zones to ensure that cyclists riding in the bicycle lanes do not have to veer into live traffic lanes to avoid parked vehicles.

It should be noted that within "No Parking" zones, the Town's Bylaws still allow service vehicles to stop in the bike lanes to pick up or drop off persons, deliveries and supplies. This would include, for example, delivery trucks, taxi cabs and other temporarily stopped vehicles.

Residents of London Road, Alexander Road and Bonshaw Avenue, who will front onto the new bicycle lanes, were contacted by direct mail-out dated February 5, 2020, to attend a Public Information Centre (PIC) on the new bike lanes and the Town's Transportation Programs in general. The PIC was held on February 27, 2020. At this PIC, residents were shown how the new bicycle lanes will impact on-street parking that currently exists in front of their homes, and where alternative parking can be found in close vicinity to the spaces that would no longer be available.

Further to the above, ads were placed on the Town's ERA newspaper page, the Town's website, and on social media.

The London Road, Alexander Road and Bonshaw Avenue residents were contacted a second time, again by direct mail-out dated June 4, 2020, to alert them of the pending on-street parking removal and to provide maps showing where alternative parking can be found within a 100-metre distance from the original parking spaces.

The residents will be contacted a third time, by direct mail-out prior to the hearing of this report, to advise them of the date at which this report will be before Council for approval and to describe how residents can provide a deputation, either for or against the Bylaw changes. A copy of this report will be sent along with the notices, prior to the meeting.

More on the consultation process for this project is included in the section towards the end of this report, entitled “Consultation”.

## **Discussion**

As noted above, the purpose of this report is to provide amendments to the Traffic Bylaw (2011-24), as amended, and the Parking Bylaw (2019-63), as amended.

The changes to the Traffic Bylaw, Schedule XI, aimed at including the bicycle lanes for proper enforcement, and those to the Parking Bylaw, Schedule IV, to create “No Parking” zones are for the addition of:

1. London Road
2. Alexander Road (from Srigley Street to Davis Drive)
3. Bonshaw Avenue (from Woodspring Avenue to Gilpin Drive)

The Bicycle Lane 2020 program is part of a larger initiative to implement the Town’s Active Transportation plan as noted in the Official Plan, Schedule D. The Active Transportation plan was the subject of an extensive review and public consultation process, conducted during the Official Plan Amendment (OPA) #11 exercise. Under OPA#11, the Active Transportation Implementation Plan was generated in 2017, again with a great deal of public input. The ATIP was done to provide a phased-in plan to establish the active transportation network through the Town. Council approved the Active Transportation Implementation Plan at the Committee of the Whole meeting of April 8, 2019 (Section 5.7), as presented in a Staff Information Report to Council (Report No. 2018-59, entitled “Active Transportation Implementation Plan Summary – Information Report”) that was requested to be placed on the Committee Agenda by a member of Council. The approval of the ATIP was ratified by Town Council at the Council meeting held on April 15, 2019.

The bicycle lane lines will be painted this summer or fall. Schedules are more difficult to define because of the Covid-19 requirements, which slow down the progress of the work. The pavement markings will be similar to those that presently exist on Bonshaw Avenue and Srigley Street, with white curb side lines and bicycle symbols, along with Provincial standard bicycle lane signage and “No Parking” signs. Typically, these types of projects would be done prior to the commencement of the school year in September,

but given the current Emergency Orders, timing for implementation cannot be specified with greater accuracy.

## **Conclusion**

It is recommended that the Traffic Bylaw amendments, as noted in Appendix A, and the Parking Bylaw amendments, as noted in Appendix B, be approved.

## **Business Plan and Strategic Plan Linkages**

The 2020 Bicycle Lane program is part of the Active Transportation Implementation Plan. The ATIP addresses the Council Strategic Pillar entitled “Safe Transportation (Streets)”. More specifically, the project addresses the following priorities under the “Safe Transportation (Streets)” Strategic Pillar:

- ii) Continue to implement the traffic mitigation strategy and Active Transportation Plan and explore/advance an off-road Mullock multi-use path;
- v) Develop a ‘complete street’ design and construction/reconstruction methodology to support ongoing safe street initiatives and continue to explore design options related to speed reduction, where appropriate.

## **Consultation**

On February 27, 2020, the Town held a Public Information Centre (PIC) highlighting the bicycle lanes being installed on London Road, Alexander Road and Bonshaw Avenue as part of the 2020 Active Transportation Implementation Plan (ATIP) program, and the effect that the bicycle lanes would have on parking. Other Transportation projects and programs were also presented at the PIC. Advertising and notification for this PIC began in early February 2020, with the standard notification practices used by Town staff – the Town newspaper page, the Town web site, and social media. As well, a letter of notification for the upcoming PIC was mailed February 5<sup>th</sup>, 2020 to each household on London Road, Alexander Road and Bonshaw Avenue that would front the three new bicycle lane routes.

Based on previous bicycle lane projects in the Town, staff anticipated that the loss of the on-street parking would be an issue with a few residents and also expected that many more would not quite see the benefits of bicycle lanes. It was worthwhile to provide additional communication with the concerned residents on these matters, so special PIC boards were created to address the issue of parking and the benefits of bicycle lanes.

Appendix C illustrates the benefits/issues PIC board. The board stated that the addition of bicycle lanes provide street-wide and community-wide benefits with the only one issue being the loss of on-street parking.

Appendix D and E illustrate the existing on-street parking available on London Road and Alexander Road. Both these streets have an average of 4.5 parking spaces for each home based on the driveway sizes and garages. Most homes have double-width driveways and

double garages, which already provide considerable parking. The presentation boards illustrate the loss of temporary parking per block due to bicycle lanes, and indicates alternative on-street parking within an easy walking distance of homes (100 metres or less).

A full display of the PIC presentation boards can be found on the Town's website at:

<https://www.newmarket.ca/LivingHere/Pages/Roads%20and%20Traffic/Traffic%20Management/2020-Transportation-Programs.aspx>

In addition to the above, a second letter, dated June 4, 2020, was mailed to the community to remind them of the effects of the bicycle lanes on parking and to ask for their input once again.

In a third mailing, a copy of this report will be forwarded to the community prior to the Committee of the Whole meeting so that residents may tune in to the meeting or provide a deputation if they so wish.

## **Human Resource Considerations**

None.

## **Budget Impact**

The budget for the 2020 ATIP line painting and signage will be funded through Development Charge sources, but this funding source may be replaced by the Province's Ontario Municipal Commuter Cycling (OMCC) grant which funded the 2018 (Main North and Woodspring) and 2019 (Harry Walker) projects. Pending the outcome of discussions with the Province, the project funding source may change from Development Charges to OMCC. There is no tax impact on residents.

## **Attachments**

Appendix A – Proposed Traffic Bylaw Amendments

Appendix B – Proposed Parking Bylaw Amendments

Appendix C – Impacts of Bicycle Lanes

Appendix D – London Road Parking

Appendix E – Alexander Road Parking

## **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](mailto:MKryzanowski@newmarket.ca)