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Active Transportation Implementation Plan – Interim Report Information Report to Council

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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 outline the progress and successes of the on-road Active Transportation Network, and provide some cost estimation for the 2021 budget, and future budgets. The report will outline the progress to date and the future plans. Also, the report will note some of the issues encountered and mitigation measures used to address these issues.

Background

The Active Transportation Network was contemplated in the Town's 2006 Official Plan. Specific roads in the Town were designated as on-street bike routes, and since 2010, the Town has implemented bike lanes. In 2015, the Secondary Plan process developed OPA#11, which updated the Active Transportation Network. In 2018, the Town developed an Active Transportation Implementation Plan (ATIP) which guided the installation of the plan for the short and longer terms. The first ATIP project, the 2017 East-west bike route, took advantage of Provincial funding through a successful Ontario Municipal Cycling Infrastructure Program grant application. Appendix 'A' outlines the implementation of the on-road Active Transportation Network.

Discussion

In 2019, Town Council received the Active Transportation Summary Report (Report #2018-54 dated March 15, 2019), which outline both the proposed on-road and trail routes in a 5-year plan (2019-2023) based on the ATIP. To date, the roadway bike lanes planned for 2019 and 2020 are largely completed. Appendix B illustrates the existing and future planned bike lanes planned, based on the ATIP.

2021 ATIP

In accordance with the ATIP, Lorne Avenue, Clearmeadow Boulevard and William Roe Boulevard on-road bike routes are planned for construction in 2021.

The Lorne Avenue bike lanes (Davis Drive to Eagle Street) are planned to be implemented in conjunction with a road reconstruction project. This would provide connections to: Davis Drive, the East-West bike route, Lion's Park, and Stuart Scott Public School. Lorne Avenue bike lane construction (Eagle Street to Cane Parkway) will be considered when Cane Parkway will be reconstructed in a few years.

The Clearmeadow Boulevard and William Roe Boulevard routes provide a long east-west network link. This link would connect the bike lanes on Bathurst Street, Clearmeadow Public School, the cycle tracks on Yonge Street, St. Paul's CES, and the Holland River trail at Cane Parkway. It could potentially provide internal connections to Mulock property as well.

Both routes provide excellent connections and the design of these routes will have to consider impacts at the schools and on-street parking.

2022 ATIP

The 2022 ATIP routes are planned to be implemented primarily on Ward 1 roads – Stonehaven Avenue, Kingsmere Avenue, Nellie Little Crescent, and Fernbank Road.

These routes connect to the Leslie Street bike lanes, Stonehaven PS, Notre Dame CES, the Magna Centre lands, and the future Mulock Multi-Use Path (MUP).

These routes provide excellent internal connections to the Magna Centre lands, and the design of these routes will need to consider the school operations, on-street parking, and the two roundabouts.

2023 ATIP

The 2023 ATIP routes are planned to be implemented primarily on Ward 3 roads – Huron Heights Drive, Waratah Avenue, Leslie Valley Drive, and Ringwell Drive.

These routes would connect the Davis Drive sharrows and would be an extension of the Alexander Drive bike lanes. The routes would also connect Huron Heights HS, Charles Van Zant Park, Elizabeth Seton CES and the industrial areas.

These routes provide excellent internal connections but the design of these routes will need to consider the school operations, on-street parking and older road designs.

Mulock Multi-Use Path (MUP)

Added by Town Council in 2019, the Mulock MUP will provide a major east-west connection. The Mulock MUP would connect the Harry Walker Parkway bike lanes, the Leslie Street bike lanes, the Magna Centre lands, Newmarket HS, the future Mulock GO station, the Holland River trails, the Yonge Street cycle tracks, the Mulock property, and the Bathurst Street bike lanes.

Currently, an RFP has been tendered for the Mulock MUP Feasibility Study, which will provide the preferred route(s) and preliminary construction cost estimates. At present, the goal is to complete the feasibility study by mid-2021. Detailed design is planned to be complete by the end of 2021 for construction commencement in 2022.

Lessons Learned

During the implementation of the ATIP, four important issues are of note.

On-street Parking. One of the perceived biggest issues in communities receiving bike lanes is the loss of their on-street parking, typically immediately in front of the residents' home. Realistically, the loss of on-street parking equates to the loss of 3-hour on-street parking. To help mitigate this issue, the Town illustrated at the PIC for the 2020 ATIP program, the amount of parking each household had fronting their property. Also, staff showed how much on-street parking there was within 100 metres of their home, and where it was located, including any available parking lots. As well, the benefits of bike lanes, such as speed reduction, were presented as trade-offs to balance the removal of 3-hour on-street parking.

Communication. The standard notification process used in previous years for ATIP streets created some surprise and confusion among some residents who are unaware of the bike lane program. To improve communications, the Town is proposing some advance notice, via boulevard signs and initial mailings, prior to design commencement. Appendix C illustrates the standard communication process, and includes the improvements. This Information Report is also meant to bring greater awareness of the ATIP and upcoming bike lane projects.

Costs. The on-street bike lane network has a relatively low impact to the Town's budget. Typically, the on-street bike lane network is funded through Development Charges (DCs). In 2017, 50% of the funding for the East-West bike route was provided through the Ontario Municipal Cycling Infrastructure Program (OMCIP). 80% of the 2018 and 2019 ATIP program was provided by the Ontario Municipal Commuter Cycling grant. In addition, the 2017 East-West project, which was designed and administered by a consultant, provided lessons learned for staff to assist them in designing and administering construction of future bike lane projects. Annual cost savings of \$50,000 to \$60,000 annually are now realized due to in-house expertise gained.

The numbers. There are two interesting set of numbers that have come from the monitoring of the bike lanes installations. Appendix D illustrates the bikes counted at our two permanent count stations on the East-West bikeway on Srigley Avenue and on the Eagle MUP. The graphic indicates a growing trend of usage year over year. The other interesting set of numbers is the impact on vehicle speeds on streets with bike lanes. Although there is no consistent change in speeds, the results indicate anywhere from a slight increase to a 7.5 km/h decrease on the operating speeds. In general, an overall average drop in speeds of 2.0 km/h can be interpolated for any bike lane with the present data set. The Town will continue to monitor the bike lanes, and have extent the monitoring to intersecting local streets to determine if the reduction extends away from the bike lanes.

With the planned completion of the ATIP in 2023, it is anticipated that the Active Transportation Network will be reviewed to determine additional needs to connect the network, and any additional route requirements.

Conclusion

The ATIP's on-road bike lanes are planned to be implemented according to the proposed timeframes. As well, additional communication efforts will be implemented for the upcoming future projects, starting with the 2021 ATIP program. Staff will continue to seek additional grant and funding sources to build the Active Transportation Network.

Business Plan and Strategic Plan Linkages

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 Mulock 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

No consultation was undertaken in the preparation of this report. Appendix C illustrates the planned consultation process moving forward.

Human Resource Considerations

None.

Budget Impact

Each year, a budget is based on the design and submitted for approval by Town Council. It is anticipated that the funding sources will be from the Development Charges, offset by grant funding sources. The following outlines the budget estimates for the ATIP.

2021 - \$326,000. This includes Clearmeadow Boulevard, William Roe Boulevard, and the Mulock MUP Feasibility Study. This does not include the Lorne Avenue bike lanes, which are included in the planned road reconstruction project. As well, the estimate does not include the detailed design costs of the Mulock MUP.

2022 - \$150,750. This includes the above noted roads in Ward 1. This estimate does not include the construction of the Mulock MUP.

2023 - \$142,500. This includes the above noted roads in Ward 3.

Attachments

Appendix A – History of the On-Road Bicycle network

Appendix B – Bike Lane Map – Existing and Future Planned Routes from the ATIP

Appendix C – Communication Process

Appendix D – Bike Lane Counts

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

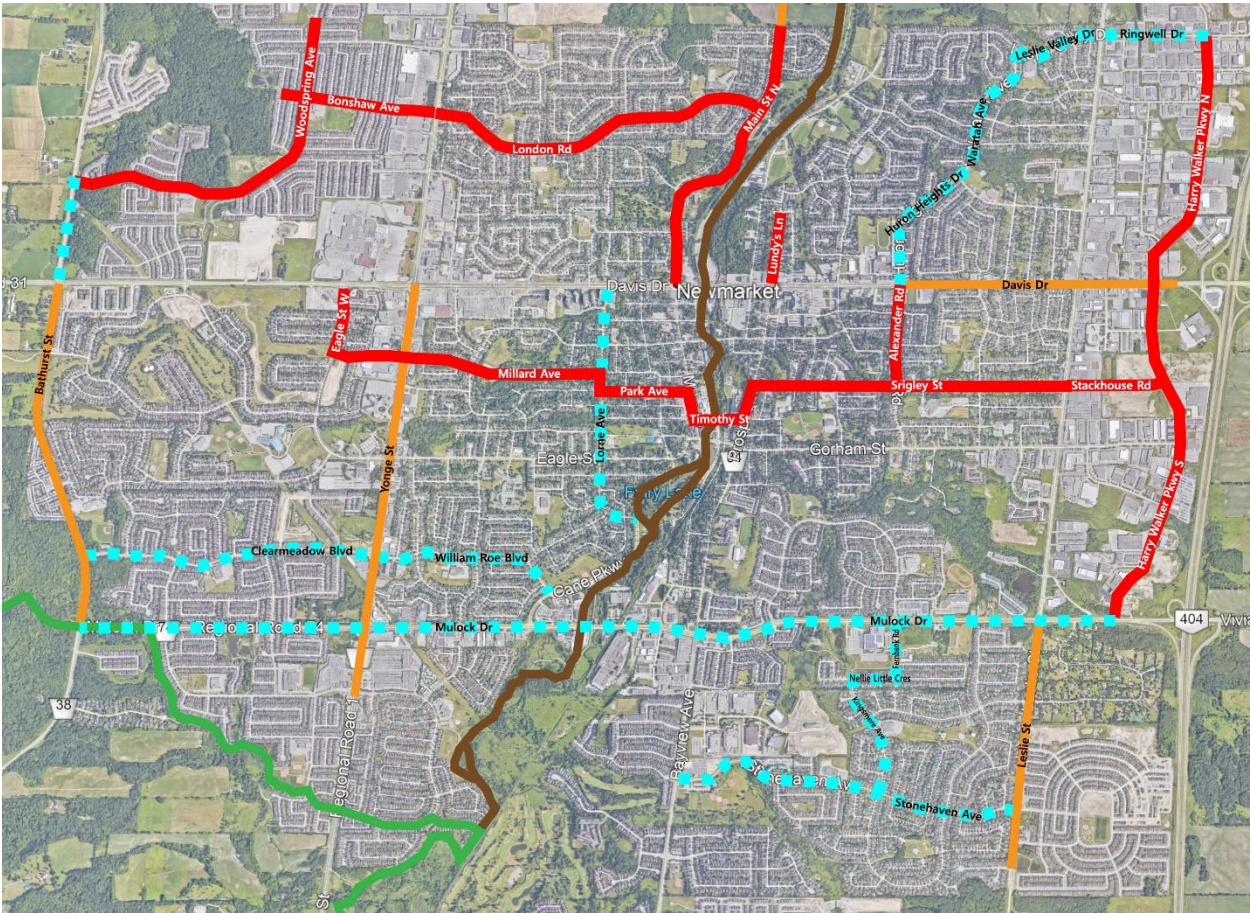
Approval






Peter Noehammer, Commissioner, Development & Infrastructure Services

Appendix A – History of the On-Road Bicycle network

1. 2006 Official Plan – Schedule D – On-road Active Transportation Network
2. 2010 – First bike lanes on Woodspring Avenue and Bonshaw Avenue
3. 2015 – Secondary Plan and OPA#11 Plan adopted – Update of Schedule D
4. 2015 – Bike lanes extended on Woodspring Avenue to Green Lane
5. 2016 – Transportation Business Unit formed – one primary goal is to construct the Active Transportation Network
6. 2017 – East-West bike way constructed – Srigley Street, Prospect Street, Timothy Street, Main Street, Park Avenue, Lorne Avenue, Millard Avenue, Eagle Street West – under OMCIIP grant
7. 2018 – Active Transportation Implementation Plan adopted
8. 2018 – Bike lanes on Main Street North and west end of Woodspring Avenue – OMCC grant
9. 2019 – Bike lanes on Harry Walker Parkway and Stackhouse Road – OMCC grant
10. 2020 – Bike lanes on London Road, north part of Alexander Road, west end of Bonshaw Avenue – OMCC grant
11. 2020 – Feasibility Study commences for Mulock MUP

Appendix B - Bike Lane Map – Existing and Future Planned Routes from the ATIP



-  Existing On-street Bike Facilities – TOWN
-  Existing On-street Bike Facilities – York Region
-  Existing Holland River Trail – TOWN
-  Existing Provincial Trail system
-  Future On-street Bike Facilities - TOWN

Appendix C – Communication Process

Fall – year prior

1. NEW – install boulevard signs indicating that ‘this street’ is being considered for bike lanes next year
2. NEW – mail out to all households indicating that their street is being considered for bike lanes and direction to staff and web site for information.
3. NEW – creation of web site with available information

Implementation Year

- Budget approved

1. Mail out notice for Public Information Centre
2. Public Information Centre
3. Replies to Comment Sheets
4. Installation of Project signs on boulevard
5. On-going responses to any resident inquiries
6. Mail-out notification of Parking and Traffic Bylaw changes – if required
7. Committee of the Whole Reports on Traffic and Parking bylaw changes – if required
8. Mail-out construction notification
9. Mail-out follow-up notification – if required

Appendix D – Bike Lane Counts

