



Development and Infrastructure Services - ENGINEERING SERVICES
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May 6, 2014

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT
ENGINEERING SERVICES 2014-33**

TO: Committee of the Whole

SUBJECT: Woodspring Avenue – North of Bonshaw Avenue – Bicycle Lanes
File No.: T.30

ORIGIN: Director, Engineering Services

RECOMMENDATIONS

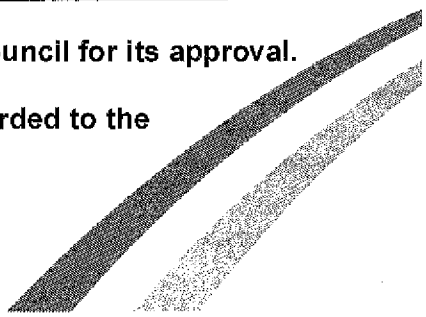
THAT Development & Infrastructure Services Report - ES 2014-33, dated May 6, 2014 regarding "Woodspring Avenue – North of Bonshaw Avenue – Bicycle Lanes" be received and the following recommendation(s) be adopted:

1. THAT Schedule XI (Bike Lanes) of the Traffic Bylaw 2011-24, as amended, be amended by deleting the following:
 1. Woodspring Avenue from Bathurst Street to Bonshaw Avenue;
2. AND THAT Schedule XI (Bike Lanes) of the Traffic Bylaw 2011-24, as amended, be amended by adding the following:
 1. Woodspring Avenue from Bathurst Street to Town limit;
3. AND THAT Schedule X (No Parking) of the Parking Bylaw 1993-62, as amended, be amended by deleting the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Woodspring Avenue	East	Bonshaw to the northern terminus	7:00am to 9:00am 4:00pm to 6:00pm

4. AND THAT Schedule X (No Parking) of the Parking Bylaw 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Woodspring Avenue	Both	Bonshaw Avenue north to Town limit	Anytime

5. AND THAT the necessary Bylaw be prepared and submitted to Council for its approval.
 6. AND THAT a copy of this report with the Council Extract be forwarded to the Town of East Gwillimbury.
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COMMENTS

Woodspring Avenue has been the subject of many monitoring reports by the Northwest Quadrant Developers' Group. The latest monitoring report, which was dated August 24, 2012 confirmed that Woodspring Avenue is operating within its design capacity. Accelerating the implementation of the all-way stop control at the Woodspring/Aspenwood intersection, as supported by Council in 2013, resulted in a much needed improvement to the right-of-way control at the intersection.

Some time ago, the Town had installed bicycle lanes on Woodspring Avenue (from Bonshaw to just east of Bathurst) and along Bonshaw Avenue (from Woodspring to Yonge). Prior to the installation of the bike lanes, the Town had experienced speeding and traffic flow issues along these portions of Woodspring Avenue. However, the implementation of the bicycle lanes resulted in reduced speeding and improved traffic flows.

In a recent meeting of Newmarket and East Gwillimbury staff, it was discovered that our neighbours to the north have been dealing with traffic flow conditions, particularly at their Woodspring/Harvest Hills intersection, that are very similar to the ones that Newmarket had experienced at our Woodspring/Bonshaw and Woodspring/Ford Wilson intersections prior to the installation of bike lanes. In reviewing our respective traffic concerns, Staff members from both Towns concluded that a coordinated effort to extend new bicycle lanes along Woodspring Avenue from Bonshaw Avenue through both Towns to Green Lane would be advantageous. The results would be improved overall traffic operations in both municipalities, reduced speeding, more active transportation options through better cycling connectivity and infrastructure continuity between our Towns. This solution also supports Newmarket Town Council's Active Transportation Plan.

The bicycle lane design would be the same as the one that was implemented south of Bonshaw Avenue. As well, the parking restrictions on Woodspring Avenue would need to be amended to reflect No Parking within the bicycle lanes.

Over the years, the Town has been receiving requests to extend the bicycle lanes north of Bonshaw Avenue. In order to ensure that the implementation of the new bicycles lanes would be well received by the entire community being affected, a mail-out was sent to residents/stakeholders on April 17, 2014 soliciting their feedback. Letters were sent to residents of Woodspring Ave from Bonshaw Avenue north to the Town limit. All comments received to date have been in support of the initiative.

Adding the bicycle lane would be acceptable as the final piece in the monitoring plan for Woodspring Avenue. The area land developers would coordinate with Town staff to design and implement the bicycle lane as part of the traffic assumption requirements for Woodspring Avenue. The area land developers have agreed to fund the implementation of the bicycle lanes as part of the road assumption requirement.

This initiative appears to be a win-win scenario for both Towns, for the developers and for the community. Therefore, it is recommended that the bicycle lane and no parking implementation proceed this summer, prior to the start of the new school year.

PUBLIC CONSULTATION

As noted above, the Town has received many requests for the extension of the bicycle lanes north of Bonshaw Avenue on Woodspring Avenue. A letter was sent out April 17, 2014 to the community soliciting comments, and to date, the comments have been positive.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

- Well-planned and connected...strategically planning for the future to improve information access and enhance travel to, from and within Newmarket.

HUMAN RESOURCE CONSIDERATIONS

No impact on current staffing levels.

IMPACT ON BUDGET

Operating Budget (Current and Future)

There will be a future impact on the Operating Budget for annual line painting and sign maintenance of approximately \$1,000.00 per year.


Capital Budget

There will be no impact to the Capital Budget as this work will be to the cost of the Northwest Developers Group.


CONTACT

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Area of Study