



DEVELOPMENT AND INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
TOWN OF NEWMARKET
395 Mulock Drive
P.O. Box 328
Newmarket, ON L3Y 4X7

www.newmarket.ca
info@newmarket.ca
905.895.5193

April 20, 2017

**DEVELOPMENT AND INFRASTRUCTURE SERVICES - ENGINEERING SERVICES
INFORMATION REPORT ES 2017-15**

TO: Mayor Van Bynen and Members of Council

SUBJECT: **2017 Newmarket East-West Bikeway PIC Report**

ORIGIN: Director, Engineering Services

PREAMBLE

In accordance with the Procedure By-law, any Member of Council may make a request through the Town Clerk that this Information Report be placed on an upcoming Committee of the Whole Agenda for discussion.

BACKGROUND/COMMENTS

In June, 2016, Marshall Macklin Monaghan (WSP) was retained to provide design and construction services for the 2017 Newmarket East-West Bikeway (the Bikeway). Fifty percent of the funding for the proposed Bikeway was provided by the Province of Ontario as a grant under the Ontario Municipal Cycling Infrastructure Program (OMCIP). The Town of Newmarket received confirmation that it qualified to receive up to \$325,000.00 in grant monies to fund the design and construction of the proposed Bikeway. The construction must be substantially completed in 2017 in order for the Town to receive the OMCIP grant from the Ontario Ministry of Transport (MTO). Should the Town be unable to adhere to the agreed-upon OMCIP timetable, Provincial project funding would be at risk.

PUBLIC CONSULTATION

A Public Information Centre (PIC) was held at the Newmarket Community Centre Lions Hall on March 9, 2017, from 5:30 p.m. to 8:30 p.m. Twenty-nine (29) stakeholders attended the PIC. Mayor Van Bynen, Regional Councillor Taylor and Ward Councillors Kerwin, Kwapis and Bisanz also attended, and four members of Town staff were present.

The PIC was advertised to the public as per the Town's policy. In addition to individual mailings to each resident, the PIC notice was included in the Town page in the Newmarket Era, and it was posted on the Town website.

One of the major tasks in WSP's contract was to undertake an extensive consultation process with all affected stakeholders. WSP provided coloured, rolled drawings (laid flat on tables for easy viewing), display boards with artists' renderings, and a visual fly-over animation presentation at the PIC. Approximately 30 stakeholders attended. Some of the PIC materials are available at the following web link: <http://www.newmarket.ca/towngovernment/Pages/News-Description.aspx?NewsID=257>. The extensive PIC display materials provided a good opportunity for attendees to view, understand and discuss the existing roadway geometry along the Bikeway route with WSP and Town staff. Attendees learned of the need to connect our neighbourhoods with cycling facilities, commencing with the Bikeway, which provides an important east-west "spine" route. Attendees were encouraged to write their comments on sticky notes to attach to the drawings, and were also encouraged to provide detailed written comments on the comment sheets provided. Thirty-one (31) sticky notes were posted by attendees. These were mostly requests for bike racks, bike parking and enhanced pavement markings to be included in the project.

Eleven (11) comment sheets were forwarded by attendees. Of the 11 comments received, eight attendees fully supported the creation of the Bikeway. One attendee was not in favour of the construction of cycling infrastructure in general. Three residents from Millard Street expressed concern over removing on-street parking. Specifically, these residents felt that on-street parking should be allowed for the benefit of seniors and to provide parking during Haskett Park sports activities.

Staff has liaised, by email, with five residents who had asked questions in order to provide them with the required information. These residents were generally supportive of the Bikeway.

ON-STREET PARKING AND BIKE LANES

With respect to the installation of new cycling infrastructure on Town streets which currently have limited or no parking restrictions, both our Town Transportation Services staff and our cycling infrastructure expert consultant, WSP, confirm:

1. With respect to requests for parking during Haskett Park sports activities or other events, Staff would like to inform residents and Council that Public Works Services will be paving and painting lines for parking stalls in both Haskett Park parking lots, contingent on budget availability. In the past, parking stalls were not identified, and drivers parked their vehicles far away from each other and in a disorderly fashion, thereby greatly limiting the yield of parking spaces. Paving and painting lines for parking should address, in large part, the parking challenges at Haskett Park and nearby residences by providing the maximum yield for parking spaces within the parking lot.
2. Most bicycle collisions occur at locations on the road where cyclists are turning at intersections or where motorists are entering or exiting the roadway from lanes and

driveways. However, the highest incidence of roadway bicycle crashes, *where vehicles and bicycles are oriented in the same direction*, is “dooring”, where car doors are accidentally opened into the path of a cyclist, causing serious injury to the cyclist. (City of Toronto study, 2012).

3. It is deemed unsafe to provide on-street parking on a bike route, unless the road is of sufficient width to accommodate a 2.7m wide parking lane, a 1.3m wide buffer zone to address dooring challenges and the 1.5m bike lanes. **To provide sufficient space for parking on one side and also have room for two buffered bike lanes, the road width must be at least 13 m.** Staff has confirmed that all of the roads on the proposed bikeway route are significantly less than 13m wide, and generally measure between 8.5m and 9.7m in width. Therefore, for safety reasons, parking will have to come from other sources, such as parking at a local park (Haskett Park parking lots), or asking a neighbour who has extra space available to lend some parking space on occasion when needed, or using the garage to park vehicles, or parking a distance away on a side street that has parking available if the resident or visitor is able to walk for a short distance. These are the same options that were presented to the Committee of the Whole in report ES2015-63, dated November 30, 2015, regarding parking on Woodspring Avenue as a result of the installation of bike lanes on that street.
4. Staff has pro-actively considered allowing on-street parking between the hours of 9:00 p.m. and 6:00 a.m. on those portions of the Bikeway route where some parking is currently allowed. The provision of on-street parking during evening hours (overnight parking is currently prohibited) would be difficult to enforce for many logistical reasons (e.g., availability of bylaw officers to enforce, how to sign the route properly, no parking in winter means that there would need to be seasonal removal and reinstallation of signs, etc.). There are also two major safety concerns that would arise from night parking on the lanes. The first is having cyclists move from secured bike lanes into live traffic lanes to go around parked vehicles. The second is the risk of “dooring” and injury to the cyclist and/or driver.

CONSIDERATIONS

One option to explore is to allow homeowners who live on Town streets that are, or will be, designated as active transportation routes to widen their driveways beyond the current zoning limits to help provide more parking space on their properties. Should Council consider this option, staff would need to further review and report on any potential zoning amendments which would enable homeowners to construct driveways that exceed the current allowable widths under certain conditions.

NEXT STEPS FOR THE 2017 BIKEWAY

1. Tender documents will be reviewed in April; out for tender in Q2, 2017.
2. Substantial completion is expected in Q4, 2017, barring any unforeseen difficulties.
3. Deficiency rectification and start of the warranty period are scheduled for Q1, 2018.

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.

CONSULTATION

Extensive public consultation was undertaken with respect to implementing the 2017 Newmarket East-West Bikeway. Staff continue to respond to questions from all affected stakeholders. The materials that were presented at the PIC can be viewed at the following web link:

<http://www.newmarket.ca/towngovernment/Pages/News-Description.aspx?NewsID=257>

HUMAN RESOURCE CONSIDERATIONS

No impact on current staffing levels.

BUDGET IMPACT

Operating Budget (Current and Future)

No impact on current Operating Budget.

Capital Budget

The design and construction of the 2017 Newmarket East-West Bikeway is included in the approved 2017 Capital Budget.

CONTACT

For more information on this report, contact Mark Kryzanowski, Manager, Transportation Services at 905-953-5300, press "2", then extension 2508, or MKryzanowski@Newmarket.ca.



Bill Gould,
Senior Transportation Coordinator



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