



Town of Newmarket
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Active Transportation Implementation Plan Summary Information Report

Report Number: 2018-54

Department(s): Engineering Services

Author(s): Director, Engineering Services

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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 summarize the Town's Active Transportation Implementation Plan (ATIP) report relating to the Active Transportation (AT) network.

Background

In the spring of 2017, Staff issued a Request for Proposals to hire a consultant to create the Active Transportation Implementation Plan (ATIP). The successful consultant, WSP, was tasked with creating a document that would recommend the scheduling of construction for Newmarket's active transportation routes. These routes were previously selected and identified in the Town's Official Plan Amendment 11 (OPA 11, Spring 2015). The short-term (5-year) plans from the ATIP can be viewed in Table 1 for on-street cycling facilities, and Table 2 for off-road trails.

Discussion

The Town's new ATIP, which is entitled "Explore Newmarket: Hiking, Biking, Rolling & Walking", identifies opportunities for connectivity between existing infrastructure to further promote walking and cycling as an attractive and viable mode of transportation for both recreational and commuter purposes. The ATIP provides a multi-year strategy to help the Town implement a logical and inter-connected network of routes.

Key milestones in the development of the Town's new ATIP were:

1. A PIC was held on June 27, 2017, at which the Town's consultant presented a network of connected routes to build upon the OPA 11 network. Twenty-five residents participated and commented on the route system.
2. Residents responded to a very thorough on-line survey on Active Transportation, which was open for public input from July to September 2017. Approximately one hundred residents responded to the on-line survey. The feedback received identified the challenges and opportunities of AT from a public point of view.
3. With input from the public, different types of AT facilities were selected and the consultant identified priorities for construction.
4. The consultant provided preliminary designs to staff, featuring new technology in the design and construction of on-road facilities and off-road trails.
5. A wayfinding system, consisting of directional and destination signage, as well as trail head maps and mobile device support to assist users in choosing routes, were recommended by the consultant.
6. A realistic schedule was created for short, medium, and long-term priorities, as well as future phases of implementation beyond 10 years from today.
7. Preliminary annual construction cost estimates for the next 5 years were provided, and are shown in Tables 1 and 2.
8. The draft ATIP was presented at a large Transportation Congress held on April 27th, 2018, which was attended by 80 residents and stakeholders interested in AT and road safety. Attendees were asked to participate in a tabletop exercise using maps to plot out their individual active transportation route and new connection priorities. Results of the exercise aligned well with the priorities recommended in the draft ATIP.

In 2018, the Town was successful in receiving a grant of \$290,660 through the "Ontario Municipal Commuter Cycling" (OMCC) program. This grant covers up to 80% of the construction costs of commuter-specific cycling routes. This grant, which has already been received by the Town, covers the first two years of a four-year proposed program. As a result, the Town was able to construct cycling facilities on Main Street North and Woodspring Avenue in 2018, and will continue with Harry Walker Parkway and Stackhouse Road in 2019. The routes that the Town had proposed for 2020 and beyond included Mulock Drive (from Harry Walker Parkway to Leslie Avenue, and from the Holland River to Yonge Street), and Western Trail (along the hydro corridor from Sandford Street to Davis Drive). However, due to the sudden cancellation of the program by the Province after the first installment was received, other sources of funding will be needed to construct these additional cycling routes.

Conclusion

The ATIP was done as a follow-up to the 2014 Active Transportation Study. It relied greatly on public consultation that provided input to help categorize and prioritize Newmarket's extensive on-road AT network and off-road trails. The Plan has provided budget guidance and an implementation schedule to continue to build the Town's AT network. The ATIP will enable the Town to continue to conform to Official Plan

Amendment 11, and to enhance the connections that link our communities, open spaces and commercial areas. The full ATIP document is currently available on the Town's website at:

<https://www.newmarket.ca/LivingHere/Documents/Newmarket%20Active%20Transportation%20Plan%20Report.pdf>

Business Plan and Strategic Plan Linkages

This report links to Newmarket's Strategic Plan direction, Well Planned & Connected, by protecting vulnerable road users and improving travel within Newmarket.

This report also aligns with Council's 2014-2018 Strategic Priority - Traffic Safety & Mitigation, by ensuring safe streets, reducing traffic congestion, and supporting major transit service enhancements.

Consultation

Extensive public consultation was undertaken in this study. Although the ATIP follows the principles of Ontario Traffic Manual #18, public feedback also factored significantly into the results.

Human Resource Considerations

Not applicable to this report.

Budget Impact

Operating Budget – Not applicable to this report.

Capital Budget:

On-street cycling facilities are growth-related and they are funded through Development Charges. Currently, the Development Charges budget balance for "TDM and Bike Lanes Provision" is \$894,770.00. The total proposed capital expenditure for bike lanes from 2019 to 2023 is \$804,250.00. Each bike lane project will be part of an annual budget review, which will include public consultation and a Council report.

The off-road trail projects planned from 2019 to 2023 are estimated at \$6.1 million over five years, and are similarly funded through Development Charges.

Table 1 and Table 2 show the breakdown of the routes and the annual expenditures that are planned for the construction of the ATIP network from 2019 to 2023.

Attachments

Table 1: Bike Lane Construction, 2019 - 2023

Table 2: Trail and Multi-Use Path Construction, 2019 - 2023

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Contact

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Approval



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Table 1
Bike Lane Construction, 2019 – 2023

Location	From:	To:	Estimated Cost	Year of Construction
Harry Walker Parkway	Mulock Drive	North Town limit	\$170,000.00	2019
Stackhouse Road	Leslie Street	Harry Walker Parkway South	\$12,000.00	2019
Ringwell Drive	Leslie Street	Harry Walker Parkway North	\$30,000.00	2020
London Road	Yonge Street	Main Street North	\$95,000.00	2020
Bonshaw Avenue	Woodspring Avenue	Gilpin Drive	\$9,000.00	2020
Alexander Road	Srigley Street	Davis Drive	\$27,000.00	2020
Clearmeadow Boulevard	Bathurst Street	Yonge Street	\$76,500.00	2021
William Roe Blvd	Yonge Street	Cane Parkway	\$49,500.00	2021
Lorne Avenue	Cane Parkway	Davis Drive	\$72,000.00	2021
Stonehaven Avenue	Leslie Street	Bayview Avenue	\$94,500.00	2022
Kingsmere Avenue	Stonehaven Avenue	Nellie Little Crescent	\$31,500.00	2022
Nellie Little Crescent	Kingsmere Avenue	Fernbank Road	\$11,250.00	2022
Fernbank Road	Nellie Little Crescent	Mulock Drive	\$13,500.00	2022
Huron Heights Drive	Davis Drive	Wayne Drive	\$42,750.00	2023
Waratah Avenue	Wayne Drive	Leslie Valley Drive	\$45,000.00	2023
Leslie Valley Drive	Waratah Avenue	Leslie Street	\$24,750.00	2023

Note: Design work for these projects is to be advanced in the prior year.

**Table 2
Trail and Multi-Use Path Construction, 2019-2023**

Location	From:	To:	Estimated Cost	Year of Construction
Bathurst Street/ Davis Drive MUP			\$600,000.00	2019
Kingsmere Trail Connection	Kingsmere Ave	New National Homes Trail	\$100,000.00	2019
Tom Taylor Trail - Tannery Extension	Davis Drive	GO Parking Lot	\$1,500,000.00	2019
Haskett Trail	Davis Drive	South of Millard Avenue	\$1,500,000.00	2020
Northwest Quadrant Phase V	Woodland Hills Phase VII	- Woodland Hills Phase VI - Existing Trail - Woodspring Avenue	\$1,200,000.00	2021
Quaker Trail Connection	Quaker Trail	New National Homes Trail	\$1,000,000.00	2021
Yonge Street North	Davis Drive	Town of East Gwillimbury	\$200,000.00	2023

Note: Design work for these projects is to be advanced in the prior year