



Town of Newmarket  
395 Mulock Drive P.O. Box 328,  
Newmarket, Ontario, L3Y 4X7

Email: [info@newmarket.ca](mailto:info@newmarket.ca) | Website: [newmarket.ca](http://newmarket.ca) | Phone: 905-895-5193

## **East-West Bikeway - Review Information Report**

Report Number: 2018-56

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 outline the impacts of the East-West bikeway one year after installation.

### **Background**

At its regular meeting of October 2, 2017, Town Council adopted the following recommendation:

1. That staff monitor the implementation of the bike lanes, analyze the impacts for a one year period and provide a report back to Council one year after installation.

Most of the East-West bikeway became functional in October 2017. The construction work on Park Avenue (July 2018 to present) and the watermain relining project on Srigley Street east of Carlson Drive (September 2017 to December 2017), required some re-routing of the bikeway. Other than for these areas, the bikeway has been in operation for 1 year.

### **Discussion**

The one-year review was conducted to take into consideration bicycle usage, any collisions that were reported, change in vehicle speeds, public contact and lessons learned. Each is described below.

## Bicycle Usage

As required by the Ontario Municipal Cycling Infrastructure Program (OMCIP), permanent bicycle counting stations were installed on the shared use path on Eagle Street West, and in the road segments in both the eastbound and westbound bike lanes of Srigley Street, east of Prospect Street.

The Eagle Street West counters were activated in October 2017. The October 2017 total was 91 bicycles for the month. The October 2018 monthly total was 325, for a 257% increase year-over-year. The month with the highest usage was August 2018, with a total of 835 bicycles for the month.

The Srigley Street counters were activated in November 2017 on both the eastbound and westbound bike lanes. Unfortunately, an ice storm and flooding event damaged the westbound counter in March 2018, so staff was not able to download any data for westbound cycling lanes. The counter was replaced in September 2018 so westbound counts will be available for the future. The eastbound counter operated well, and showed a November 2017 monthly count of 46 bicycles. The highest monthly total was in July 2018, with 529 bicycles. In October 2018, the monthly count was 273 bicycles.

Despite the fact that there were some challenges with the bicycle counters, the counts that were downloaded confirm that there is a significant increase in cycling along the East-West Bikeway in the one year since its implementation.

## Collisions

In 2018, there were no collisions involving cyclists, and none between cars because of the East-West Bikeway. A review of the 2018 collision database shows that there were only two collisions reported in the area of the East-West Bikeway and neither involved cyclists or the bikeway.

## Vehicle Speeds

The table below shows the operating speed changes (pre- and post-implementation of the bikeway). There was additional data available for a new bike lane segment on Lundy's Lane and therefore, that data was included as well.

Road	Segment	Pre-Operating Speed, km/h	Post-Operating Speed, km/h	Difference	Facility Type
Millard Avenue West	Yonge to Eagle West	53.4	54.0	+0.6	Buffered/Bollards
Millard Avenue	Yonge to Queen	58.8	56.4	-2.4	Buffered/Bollards
Millard Avenue	Queen to Lorne	59.6	54.1	-5.5	Buffered/Bollards
Lorne Avenue	Millard to Park	41.0	39.6	-1.4	Buffered/Bollards
Park Avenue	Lorne to Main	44.6	43.7	-0.9	Advisory lanes
Timothy Street	D.Duncan – Prospect	49.9	43.9	-6.0	Buffered/Bollards
Srigley Street	Prospect to Muriel	53.7	55.7	+2.0	Mixed types
Srigley Street	Muriel to Alexander	54.6	47.1	-7.5	Mixed types
Srigley Street	Alexander to Leslie	54.4	54.2	-0.2	Buffered/Bollards
Lundy's Lane	Watson to Heman	56.4	55.2	-1.2	bike lanes

There is a great deal of information showing how bike lanes reduce speeds and act as traffic calming elements when placed in strategic locations. The data collected by the Town, as reported in the table above, corroborates this fact. Of the ten locations where measurements were taken, only two did not show a decrease in operating speeds.

## **Public Contact**

After the bikeway was implemented, the Town received a number of calls from the public. Initially, complaints focused around the bollards and the Park Avenue advisory lanes. But over time, motorists and residents became accustomed to both, and complaints subsided. There were a few bollards that had to be relocated after residents having difficulty backing into or out of their driveways made requests. In such cases, staff visited the site, made measurements, and considered various factors before relocating bollards to resolve those situations.

The greatest challenge, as seen with all bike lanes being implemented in any municipality, is the removal of on-street parking. This matter will be addressed by an overarching report on parking matters being led by the Planning Services Department,

## **Lessons Learned**

A number of important lessons were learned with the implementation and operation of the East-West Bikeway.

**The loss of on-street parking** was a contentious issue, in spite of the extensive Public Consultation for the project. Many residents felt that they had lost something in favour of community, and not personal, gain. However, as a lesson learned, staff believes that communication efforts targeted at residents fronting future bike lane projects should start as early as possible in the process, with better messaging on the community benefits of bike lanes and how their implementation will affect parking.

**Consultant services were used** for the design, tendering and contract administration of this project. Staff has observed this process and has developed the necessary skills to implement bike lanes in-house, as seen on the other 2018 projects (Main Street North and Woodspring Avenue). Significant cost savings can be achieved by doing the work in-house, especially on projects that are smaller than the East-West Bikeway.

**Some challenges cannot be foreseen.** The East-West bikeway design for Millard Avenue west of Lorne Avenue included planter boxes in the buffer strip instead of bollards. These planter boxes were intended to act as a buffer while providing beautification to the roadway. Unfortunately, the planters were knocked over by vandals on two separate occasions. The overturned planters created a safety hazard for motorists and cyclists. The planters were subsequently removed and replaced by bollards.

## **Conclusion**

The East-West Bikeway provides an important cycling route, linking many neighbourhoods in Newmarket. The Bikeway is operating safely. It is increasing ridership and reducing vehicle speeds. This project provided the opportunity to implement the first major on-street bicycle route in Newmarket. This will be one of many to come, as outlined in OPA #11, Schedule 'D', of the Official Plan.

## Business Plan and Strategic Plan Linkages

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

## Consultation

No public consultation was undertaken in the preparation of this report. Extensive public consultation was undertaken for OPA#11 and for the construction of the East-West Bikeway.

## Human Resource Considerations

Not applicable to this report.

## Budget Impact

Operating Budget – Not applicable to this report.

Capital Budget – Not applicable to this report, but the lessons learned in design and construction may generate cost savings by designing and overseeing construction of future bike lanes using in-house resources rather than consultants.

## Attachments

None

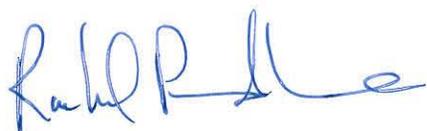
## Contact

For more information on this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-953-5300, extension 2508 or [mkryzanowski@newmarket.ca](mailto:mkryzanowski@newmarket.ca)

## Approval



*for* 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  
East-West Bikeway Review