

# REPORT CARD

## The state of Newmarket's cycling infrastructure

### Cycle Newmarket

ADVOCATING FOR BETTER CYCLING INFRASTRUCTURE IN NEWMARKET

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### Town of Newmarket cycling routes

- **Active Transportation Master Plan:** We continue to support implementation of the Active Transportation Master Plan to ultimately provide a seamless grid of safe cycling routes of several types as both funding and reconstruction schedules allow. We look forward to a detailed Implementation Plan and pledge our support to the Town as it continues to pursue grant funding from the provincial government to expedite these plans. We are excited that grant funding is currently being pursued for Main St N, Woodspring Ave, Harry Walker Pkwy, and the diagonal hydro corridor that runs from Bathurst to Mulock. For the Master Plan we award: **GRADE: A**
- **East-West Bikeway:** We support this project and are pleased that construction is complete. We are happy that planners heard our concerns regarding the Prospect St portion, where the planned two-way lane on the east side only was revised to lanes on both sides of the street. We continue to have concerns about the lack of a three-way stop at the intersection of Prospect and Srigley Streets, as well as about the Eagle St portion, where the off-street path makes continuing in mixed traffic north or south very awkward. **GRADE: B+**
- **Woodspring Ave bike lane:** We are pleased that bike lanes have been maintained despite the parking concerns of residents of the immediate area. We note that the Town has applied for provincial grant funding to extend these lanes from Ray Snow Blvd to Bathurst St. **GRADE: A+**
- **Main St North:** While we understand that Main St S. is too narrow for cycle lanes, we urge the Town to create a cycling route from Davis Dr to the northern town boundary to connect to the 2<sup>nd</sup> Concession lanes in East Gwillimbury. We are pleased that the town has applied for provincial grant funding to do just that. **GRADE: C**
- **Savage Rd / Sandford St traffic calming:** The current temporary bollards used to narrow the lanes to calm automobile traffic are unsafe for cyclists, and we encourage the Town to follow through on the Active Transportation Master Plan and install bike lanes, which would also calm traffic. **GRADE: D**

## Region of York cycling routes within Newmarket

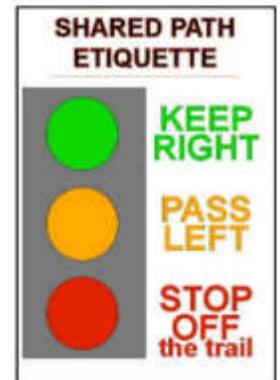
- **Yonge Street:** We are pleased that the Viva bus rapidway reconstruction of Yonge St from Davis Dr to Sawmill Valley Rd is underway and that it will include grade-separated cycle lanes and left-turn bike boxes. This stretch of street is an essential part of the active transportation grid and will truly become a “complete street”. We urge the Region to connect this route from Sawmill Valley to the partial lanes south towards the Aurora municipal border. **GRADE: A+**
- **Davis Drive:** We continue to be disappointed that the similar rapidway redevelopment on Davis Dr. did not include any bicycle infrastructure. **GRADE: F**
- **Leslie Street:** We are pleased with the Leslie St reconstruction south of Mulock Dr for including line-separated cycle lanes, and that the error initially made in connecting the northbound lane to mixed traffic north of Mulock has been remedied. We urge the Region to complete this somewhat stranded regional cycle route by following through on plans to extend it north of Mulock as well as on Mulock itself. **GRADE: C**
- **Mulock Drive:** No cycle grid will be complete until the Region, in cooperation with the Town, arranges for some form of cycle lanes on Mulock Drive. We are pleased that a grant application has been submitted to the province to provide lanes from Cane Parkway to Yonge St and from Leslie St to Harry Walker Parkway. In the short term, we urge the Region to consider lowering the speed limit from 70 to 60 km/h between Yonge St and Bathurst St, as well as providing better enforcement or radar speed warning signs in order to make this route somewhat safer for cyclists in mixed traffic. **GRADE: F**
- **Bayview Ave / Prospect St:** We urge the Region to complete the regional cycling route grid by providing cycle lanes of some type on these routes. We are disappointed, however, that recent partial reconstruction of Prospect St did not accomplish this, leaving the short portion of the East-West Bikeway as an “orphaned” route for those continuing on the north-south axis. **GRADE: D**
- **Bathurst St:** We are pleased that the section of Bathurst St between Mulock and Davis has had line-separated cycle lanes for some time, although we note that of the regional routes, this is the least useful for those cycling for commuting or errand purposes. We do have serious concerns about enforcement of the 60 km/h speed limit along this stretch, as drivers tend to continue at the limit of 70 km/h (or higher) that is in force outside this portion. We also have concerns that the lanes disappear in favour of a right-turn lane at intersections. If these concerns can be addressed, we urge the Region to extend these lanes north and south when practicably possible. **GRADE: D+**

## Bicycle parking facilities

- **Town properties:** We are pleased that most Town-owned facilities and parking lots feature bicycle racks, including the recently redeveloped Old Town Hall. We are pleased that the lack of bike parking on downtown sidewalks will be addressed as announced through parking facilities along the East-West Bikeway, including some covered parking. **GRADE: A-**
- **Commercial properties:** For cycling to become a practical alternative to driving for errands and employment purposes, bike parking must be available at retails and commercial properties; however, Town bylaws requiring bike parking only apply to properties built after the bylaw was implemented. For older properties, Cycle Newmarket has been contacting identified property owners to request installation. The following is a list of properties identified as in need and any progress to date on our requests. Overall grade for private property bike parking:  
**GRADE: C**
  - Home Hardware (828 Davis Dr): Management has installed a bike rack at our request.
  - Steve and Adele's No Frills (17255 Leslie St): same as above.
  - Baylock Centre (16700 Bayview Ave): same as above.
  - Quaker Hill Plaza (16925 Yonge St): Management of this property were receptive to the request but noted that existing pedestrian railings may be used for this purpose.
  - GO Centre Plaza (340 Eagle St W): The property owner was uninterested in the request, claiming that bike racks would exacerbate a drug-dealing problem on the property.
- Cycle Newmarket is willing to collaborate with the Town on an online bike-parking locating application, possibly as part of a downtown parking app already in development

## Public awareness and bylaw concerns

- **Multi-use pathway etiquette:** To protect the safety of all users of the Town's multi-use paths (e.g. Tom Taylor Trail) while maintaining them as viable bike transportation routes, we suggest signage and other education to encourage trail users to travel (by any means) on the right; to pass on the left; and to stop (such as for conversation or playing) off the trail. "Travel right / Pass left / Stop off the trail" is the suggested wording. Our grade reflects the current state of safety for all trail users when cyclists are involved. **GRADE: B**



- **Sidewalk cycling bylaw:** Many adult cyclists choose to ride on sidewalks, both because roads without cycling infrastructure are perceived as dangerous, and because they are often unaware that sidewalk cycling is prohibited by bylaw for adult-sized bicycles. Knowing that enforcing such a bylaw is both impracticable and currently unsafe, we suggest that public education be conducted to encourage on-road cycling where safe. Our grade reflects an appreciation of the bylaw as well as acknowledgement that it is largely ignored. **GRADE: B-**
- **Highway Traffic Act cycling provisions:** Similarly, we encourage the Town or another level of government to educate residents (including drivers) that bicycles are allowed on all roads except for some highways. Our grade reflects support for the HTA as written as well as our observed level of awareness of proper cycling and driving behaviour. **GRADE: B**
- **Forced turn intersections:** At one intersection (Davis Dr. at Ford Wilson/Crossland Gate), Town bylaw prohibits through traffic, forcing traffic to turn onto an arterial road instead of continuing into the adjacent residential area. We believe this bylaw is an untenable restriction for cyclists, who are forced to use a less safe and less direct arterial road. For this reason, we urge the Town to change the bylaw and accompanying signs to indicate the cyclists are excepted (as busses currently are).