

Newmarket Cycling Report Card #2

May 2019

Cycle Newmarket

ADVOCATING FOR BETTER CYCLING INFRASTRUCTURE IN
NEWMARKET
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Cycle Newmarket's vision is of a community where citizens of all cycling ability can easily choose cycling for transportation or recreation. We advocate for a protected, connected, and convenient network of cycle routes following recognized best practices. This Report Card provides our view of the current state of Newmarket cycling infrastructure.

Local roads

Grade: D

Owned by:	Town of Newmarket
Speed limit:	40 km/h
Cycle needs:	Signs or sharerow markings to indicate shared space
Where now?	Parts of the East-West Bikeway (e.g. Timothy St.)
Where planned?	On some routes in Active Transportation Implementation Plan
Our concerns:	No immediate plans to implement

Collector Roads

Grade: B

Owned by:	Town of Newmarket
Speed limit:	40-50 km/h
Cycle needs:	Line-painted cycle lanes on both sides of the street On-street parking only where road width is enough for both Cycle lanes between the parking spaces and the sidewalk Spring street cleaning should prioritize cycle lanes (improved in 2019)
Where now?	Main St. North Woodspring Ave. Lundy's Lane East-West Bikeway along Millard Ave./Srigley St. etc.
Where planned?	Harry Walker Pkwy. Stackhouse Rd. (2019) Ringwell Dr. London Rd. Bonshaw Ave. Alexander Rd. (2020) Clearmeadow Blvd. William Roe Blvd. Lorne Ave. (2021) Stonehaven Ave. Kingsmere Ave. Nellie Ltl. Cr. Fernbank Rd. (2022) Huron Heights Dr. Waratah Ave. Leslie Valley Dr. (2023)
Our concerns:	On-street parking might take precedence over cycle lanes Traffic-calming measures may not leave room for cyclists to pass straight through

Arterial Roads

Grade: D

Owned by:	Region of York
Speed limit:	50-60+ km/h
Cycle needs:	Physically separated cycle lanes or connected off-street cycle paths Left-turn bike boxes at lighted intersections Speed limits no higher than 60 km/h
Where now?	Line-separated lanes: Bathurst St. from Mulock Dr. to Davis Dr Leslie St. from Mulock Dr. south to the town limits Physically-separated lanes: Yonge St. Rapidway from Davis Dr. to Sawmill Valley Dr. (opening in late 2019)
Where planned?	Bathurst St extension north to Woodspring Ave.
Our concerns:	Line-separated lanes insufficient Some speed limits over 60 km/h (but several recently lowered) Mulock Dr. off-street path unfunded due to cancellation of cap-and-trade Prospect St. part of Bikeway is an orphaned route Davis Dr. Rapidway lane plans cancelled; cyclists often forced to use sidewalk Davis Dr. E. sharerows insufficient Remaining routes have no lanes

Multi-Use Paths

Grade: C

Owned by:	Town of Newmarket
Speed limit:	N/A—recreational trails through parkland
Cycle needs:	Not a substitute for street-based cycle routes
Where now?	Tom Taylor Trail, etc.
Where planned?	Tom Taylor Trail extension to Tannery GO parking lot, etc
Our concerns:	Generally too indirect and slow other than for recreational cycling

Bike Parking

Grade: B

Cycle needs:	Secure racks at all schools, apartments, and commercial buildings Covered and/or enclosed parking where suitable
Where now?	All schools, apartments, commercial buildings built after 2010 bylaw Most publicly-owned facilities and transit terminals Many private commercial buildings
Our concerns:	Several commercial buildings do not have Landlords often unresponsive or untraceable

Public Awareness

Grade: C

Cycle needs:	Signage and enforcement of road rules regarding cyclists
Where now?	Signage on existing cycle lanes only
Our concerns:	Lack of awareness of 1-meter passing distance around cyclists Lack of awareness that bikes allowed on roads, not sidewalks Lack of awareness of cycle lane rules, such as yielding when making right turns

Sources: *Town of Newmarket Active Transportation Implementation Plan (2018).*
Active Transportation Implementation Plan Summary (March 2019)