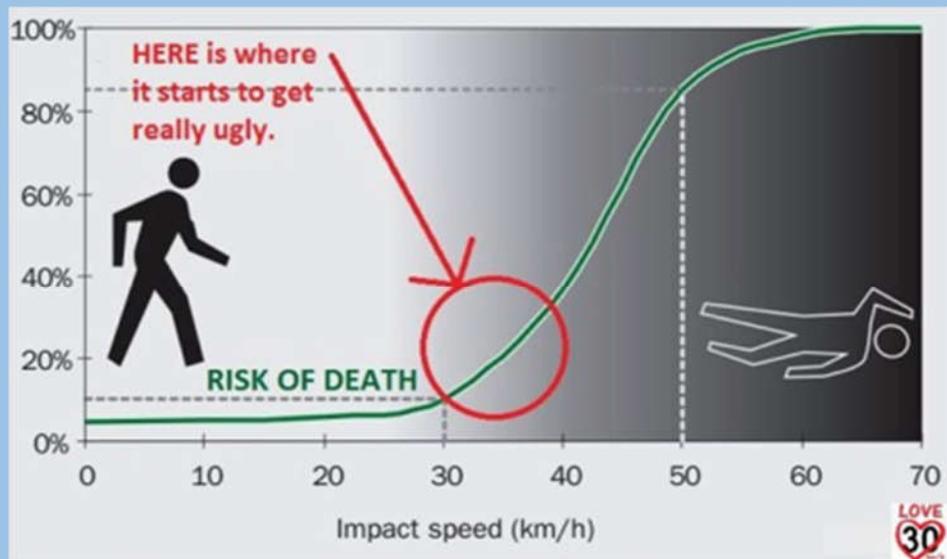


# Cycle Newmarket News



ADVOCATING FOR BETTER CYCLING INFRASTRUCTURE IN NEWMARKET

Winter 2017-Spring 2018



Probability of Fatal Injury for a Pedestrian Colliding with a Vehicle

## IN THIS ISSUE

VISION ZERO

CYCLE PARKING

ELECTIONS

COUNCIL REPORT



CYCLE NEWMARKET



[cyclenewmarket@gmail.com](mailto:cyclenewmarket@gmail.com)



[pixsilver.com/cycle.html](http://pixsilver.com/cycle.html)



[@cyclenewmarket](https://twitter.com/cyclenewmarket)

Look for the Spring edition sometime in April.

Send submissions and ideas to [cyclenewmarket@gmail.com](mailto:cyclenewmarket@gmail.com)

## Vision Zero (by Bob Oman)

Newmarket Cycle endorses the principles of Vision Zero Canada and asks that the Town of Newmarket and York Region, in anticipation of the town's work on the Active Transportation Implementation Plan, do the same.

The principles of Vision Zero Canada are the following:

1. Life is not negotiable.
2. Humans are fallible.
3. Tolerable limits are set by physical endurance of humans.
4. Humans have a right to a safe transport system.

<https://visionzero.ca/about/> <https://love30.ca>

Cycle Newmarket has identified three changes we believe must be brought about to help ensure road safety for all vulnerable users - pedestrians and cyclists.

### 1. Lower speed limits

- a. Roads are safer when posted road speeds are lower. In emergencies, vehicles can stop sooner, and lives are saved. See the diagram at the top of the page.
- b. When there is a collision between a car and a cyclist or pedestrian, the car's driver is never, ever killed.
- c. Cycle Newmarket encourages both levels of government to ensure that posted speeds do not compromise the safety of vulnerable road users.

(Continued on reverse)



Here's some good news: Between the Town and various commercial interests, there is so much cycle parking now, and so much being added, that I haven't been able to keep our parking map up to date. It's still there and you can link to it from our mobile site, but there is more than is shown. Good work, all!  
(Dave Kempton)

## Vision Zero – Continued from front side

2. **Modernize road-use infrastructure, with a strong focus on pedestrian and cyclist safety**
  - a. Appropriate road-use infrastructure is necessary and a right for all road users.
  - b. Cycle Newmarket encourages both levels of government to consider physical changes to roads such as new lane width standards, traffic calming chicanes or line painting, right-turn channelization removals, corner radii reductions by using bump-outs and the elimination of so-called 'beg buttons'.
  - c. Both levels of government must commit to an expansion of a bike lane system that is both safe and connected.
3. **Driver behaviour must be changed and existing laws must be effectively enforced**
  - a. Vision Zero Canada recommends that authorities "Help drivers obey the everyday rules of the road by using modern enforcement technologies like automated speed cameras and red-light cameras, and couple this with dedicated traffic enforcement units to target impaired and unsafe drivers." Cycle Newmarket supports this recommendation, and calls on both levels of government to increase appropriate resources.

Of these three, the science indicates that lowering the speed limit is the most effective, and Cycle Newmarket recommends that the Town and the Region begin lowering speed limits as early as possible, and make 30 km/h the default speed limit on neighbourhood streets.

### Learn more about Vision Zero:

<https://tvo.org/video/programs/the-agenda-with-steve-paikin/the-road-to-vision-zero>

<https://visionzero.ca/about/>

<https://love30.ca>

## ELECTIONS 2018



Provincial: Campaign runs May 9 to June 7

Municipal: Campaign runs May 1 to October 22

There are a number of issues of interest to cyclists in both elections. These will be discussed in the Spring and Summer 2018 issues of Cycle Newmarket News. In the meantime, talk it up with others, and think about how you can help make safer cycling an election issue Provincially and Municipally.

## COUNCIL REPORT (BY PAUL JOLIE)

At the Feb. 12 mtg. Newmarket Council agreed to accept funding from the Ontario Municipal Commuter Cycling Program (OMCC). The grant, amounting to \$290k, provides funds to incorporate bike lanes that promote cycling as an option for commuters. The town application committed to the following timetable.

2018 Woodspring Avenue (Ray Snow Boulevard to Bathurst); Main North (Bristol Road to London Road)

2019 Main Street North (London Road to Davis Drive); Harry Walker (Mulock Drive to Ringwell Drive)

2020 Western Trail (hydro corridor from Mulock Drive to Bathurst Street); Mulock Drive multi-use path (Cane Parkway to Yonge Street & Leslie Street to Harry Walker Parkway)

I find the projects planned for this year to be odd choices

- The total length will increase our bike lanes by a paltry 0.75 km.
- Woodspring bike lane will connect with Bathurst which has no bike lanes
- Main St. bike lane will connect with Green Lane which has no bike lanes

I am skeptical that these 2 projects will increase commuting options for cyclists in 2018. The projects will simply require the painting of bike lanes on the existing roads which does not seem to take advantage of available provincial funding. Please communicate your concerns to your Ward Councillor.

# Cycle Newmarket News



Advocating for better cycling  
infrastructure in Newmarket

Summer 2018



Cycle Newmarket at York Pride Parade 2018 complete with sound trailer!

## IN THIS ISSUE

**AT CONGRESS**

**ELECTIONS**

**SUMMER TRAVEL IN QUÉBEC**



**CYCLE NEWMARKET**



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Look for the Fall edition  
sometime in October.

Send submissions and ideas to  
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## Active Transportation and Road Safety Congress

On April 27, 2018, Newmarket hosted an Active Transportation and Road Safety Congress, with presentations on a variety of related topics, given by Town Staff, consultants, a lawyer and YRPS. There was too much to report here in detail, but here are a few main points. (You can get a full summary pdf on the Town page: Search for Active Transportation Implementation Plan)

About 70 people were there, including Town Councillors. Cycle Newmarket was well-represented, with about half a dozen members.

- Vision Zero was mentioned often
- Nanos poll: 32% of Ontarians would cycle to work if given a chance; 70% support cycle-friendly transit
- Various versions of CycleON plans were detailed, including the #CycleON Action Plan 2018
- Funding has been made available to the Region and the Town from the Province and the Federal government - \$3.8M. (See below for post-election update.)
- Environmental assessment rule changes are making Active Transportation (AT) easier by pre-approving (e.g.)
  - narrowing roadways (road diet)
  - installing bike lanes & sidewalks
  - in-boulevard multi-use trails
- Many design features for bike lanes & intersections were shown
- Maps were given to each table group, with the planned Newmarket cycle routes marked. Each table then indicated which routes were felt to be short-, medium-, and long-term priorities
- The implementation and maintenance of AT facilities is an ongoing process. Revisions will be made as needs are identified. Amenities should be identified and installed, such as benches, wayfinding, and parking and repair stations. Costs are considered at the beginning.

## Active Transportation Implementation & Road Safety Congress - Continued

Liability considerations:

- Municipalities are already responsible for keeping roadways safe for all users, which means that designating a road as a bike route doesn't increase liability
- There is a proposal for a Vulnerable Road Users Act
- Education of all road users is vital

From YRPS:

- YRP have recently added vulnerable road users to their list of priorities
- Their focus is the education of all road users
- Cyclists should report **all** collisions, even if there is no damage or injury, especially if the vehicle leaves
- Cyclists should also report dangerous and aggressive driving
- The YRP needs the data to accurately assess frequency of incidents, including near misses

This has been a short summary, not meant to be complete. For a more complete summary, see the web li

Peggy & Dave and 5 others cycled from Scarborough to Montréal in June. Here are two photos from their trip. Things to think about.



Route Vert #5 in Québec, with these banners every kilometre or so, paid for by local companies.

### Provincial Election Fallout and Municipal Election

One of the first moves by the new Provincial Government was to cancel Ontario's Cap-and-Trade legislation. That legislation had created a system for funding projects to reduce the province's carbon footprint. It would have helped Ontarians insulate homes, install solar, get away from gas-burning cars etc.

With the program cancelled and no replacement in sight, there will be no Provincial money for cycling infrastructure, and therefore probably no matching funds from the Feds.

Those of us who care about the safety of our streets for all users, especially vulnerable users like cyclists, have to express our concerns to our new MPP.

We also have to raise the issue during the ongoing Municipal election. Ask your candidates: How will you fund improved cycling infrastructure now that the Province has withdrawn support? We'll be posting other questions in our social media feeds. Cycle Newmarket is making a list of other questions.



Crosswalk in Montréal, with bollard warning motorists to give priority to pedestrians, \$100 fine. Others required priority for cyclists.

# Cycle Newmarket News



ADVOCATING FOR BETTER CYCLING  
INFRASTRUCTURE IN NEWMARKET

Winter 2018



Winter cycling is hard – removing the bollards makes it harder.

## IN THIS ISSUE

### SPECIAL EDITION: MUNICIPAL ELECTION FOLLOW-UP



CYCLE NEWMARKET



[cyclenewmarket@gmail.com](mailto:cyclenewmarket@gmail.com)



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[@cyclenewmarket](https://twitter.com/cyclenewmarket)

Look for the Spring 2019  
edition sometime in March.

Send submissions and ideas to  
[cyclenewmarket@gmail.com](mailto:cyclenewmarket@gmail.com)

### Municipal Election Results

Weeks before the 2018 Municipal Election, Cycle Newmarket sent out a questionnaire to all candidates, including in uncontested wards. The wordings were roughed out at a very enjoyable Cycle Newmarket meeting that took place, in part, while standing in a swimming pool.

The questions were:

- The Province cancelled programs being funded from the Carbon Cap & Trade/Invest program. Locally, some of this money has been used for improvements to cycling infrastructure. Without Provincial money, how will you continue to fund improvements to bike lanes, bike parking and other factors in Newmarket's cycling infrastructure?
- Vision Zero is an evidence-based approach to road design that attempts to reduce deaths and injury of vulnerable road users, i.e. pedestrians and cyclists. How would you support implementing Vision Zero in Newmarket?
- What concrete steps would you take to make Newmarket safer for cyclists?
- What is your vision for creating walkable/bikeable communities in Newmarket?
- How would you advocate for Newmarket's Active Transportation Implementation Plan? How would you fund it?
- There is frequently conflict between citizens wanting cycle lanes on residential streets, and those wanting on-street parking in front of their houses. What ideas do you have for resolving these differences?

Unfortunately, only three of the successful candidates responded to our questionnaire: John Taylor (Mayor), Tom Vegh (Deputy Mayor & Regional Councillor) and Bob Kwapis (Ward 5)

Their full answers are available on our website, and are summarized on page 2...

**CANDIDATE RESPONSES** [EDITED FOR BREVITY, PLUS SOME TYPO, GRAMMAR, SPELLING CORRECTIONS]**John Taylor – Elected Mayor**

**Cancelled funding:** ... work within the existing town budget, apply for Regional funds, and look to developer contributions – ... be focused on our priority projects to ensure we advance the most strategic infrastructure.

**Implementing Vision Zero:** [ask staff for] an information report or [hold] a workshop to investigate Vision Zero initiatives [for] Newmarket. We need to understand all options.

**Improving cyclist safety:** ... greater public education. ... work with the private sector to make sure that retail related spaces are bicycle friendly.

**Walkable/bikeable communities:** Walkable/bikeable communities need to pay attention to the small details as well as the larger infrastructure. We need to find micro-connections, great public spaces, and more trails.

**ATIP advocacy & funding:** We need to advance active transportation where it will be most used in order to continue to build public support. Again, public engagement and education is crucial.

**On-street parking:** ... explore best practices from other jurisdictions and ... work with Cycle Newmarket!

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**Tom Vegh – Elected Deputy Mayor and Regional Councillor**

**Cancelled funding:** I will explore funding options with staff, including non-government sources such as foundations. I will also explore the feasibility of allocating a portion of development charges to cycling infrastructure.

**Implementing Vision Zero:** The City of Toronto has made progress in implementing Vision Zero. I will implement a task force to review best practices. Cycle Newmarket will be invited to join the task force.

**Improving cyclist safety:** Improve the separation between cyclists and vehicles. Provide cyclist/driver “share the road” training. Implement traffic calming measures in high-risk areas.

**Walkable/bikeable communities:** Continue investing in our trail system.

**ATIP advocacy & funding:** [Same as with first question]

**On-street parking:** Install cycle lanes on the side of the street that already has no on-street parking.

[In the All Candidate meeting of Sept 26, Mr Vegh stated that he “Wants to go “back to the drawing board”, and stated that Newmarket is a “town of cars”.]

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**Bob Kwapis – Re-Elected Ward 5 Councillor**

**Cancelled funding:** Bikeways are ... important ... [They] will need to continue being improved. [Example:] when a road is being reengineered or repaved, a bike lane can be implemented at the same time. [..Minimal] cost since the road improvements are being funded by the capital road improvement budget already.

**Implementing Vision Zero:** Ensuring safer residential roads has been and continues to be one of my main priorities. ... Locally we have implemented various speed mitigation initiatives ... throughout the Town. Education and Speed mitigation are two of the key areas that will reduce injuries of vulnerable road users.

**Improving cyclist safety:** Over the last couple of years we had seen many cyclist friendly improvements including more bike racks, more bike lanes and much more signage throughout the town. There is much more focus on safe cycling in Newmarket now than ever before. I feel this is a good step in the right direction however there is still much more to be done.

**Walkable/bikeable communities:** My vision is similar to what I had experienced in Europe. I see sharable roads and pedestrian/bike friendly infrastructure including a bike share/rent program used for recreation and for last mile trips such as for Go Trains and for Buses.

**ATIP advocacy & funding:** As an active cyclist, I will continue to advocate Active Transportation by working with other Council members and with the Region ... As a Director of AMO (Association of Municipalities of Ontario) I also have a unique opportunity to work with other Municipalities collectively to ensure that Ontario continues working towards a bike friendly future.

**On-street parking:** This is sometimes a give and take situation when there is no other choice however there are various solutions that can accommodate both parties.