

April 2016



CYCLE NEWMARKET

Advocating for Cycling Infrastructure
In Newmarket

Proposed East-West Route on
Srigley and Millard



Newmarket's Active Transportation Study

- March 2014
- A comprehensive **Active Transportation Network**
- Informs **future active transportation planning and investment**
- Intent of the study:
 - refine the On-Street Bike Lane and Off-Street Trails plans

Active Transportation

- Active Transportation = non-motorized travel
- **Commuting** rather than recreational trips

TMP 2016: “Integrate active transportation in urban areas”; “Make the last mile work”; Increase ability to get everything done in one trip; “96% of trips <5km are made by car”

East-West Cycling Route Srigley - Millard

Opportunities

- Srigley & Millard offer rare east-west routes
 - Most other roads are either crescents or discontinuous
- Provincial funding in place

Challenges

- Discontinuity at Prospect
 - Requires detour along Prospect between Timothy and Srigley
 - Prospect's current design is dangerous for cycling

“Missing, discontinuous or inadequate routes” identified as problem in TMP

Prospect meets only one of the four criteria for a regional road: “local connection to fill a gap”

- Not “X-boundary”, “link to Prov super-highway”, “rapid transit”

Cars on Prospect for the past long while have been dealing with the No Dig trucks taking up at least a lane down the centre of the road

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Hopes to be consulted



Cycle Newmarket has ideas based on cycling experience

- Bi-directional cycling lanes on east side of Prospect
- Coloured
- Protected from traffic e.g. flexible bollards
- Where possible, make 1-way cycle lanes from Prospect to Yonge
 - e.g. westbound on Timothy, eastbound on Botsford
- Extend Srigley cycle lane east to Harry Walker (needs traffic study)
 - Better linkage to GO bus at 404 – "Make the last mile work"
- Reduce traffic on Prospect
 - Less needed once Leslie is completed



Parking on Prospect – Parking on street is an un-compensated transfer of a public good into private gain. In this case the public good includes safe passage (for cyclists) being given up for the sake of a private business interest

Cycle Lanes on Prospect?

It's already being done!



April & May 2016 construction

Praise

- Cycle Newmarket praises the Town for securing funding for cycling infrastructure

Hope

- Cycle Newmarket hopes for a good implementation of the East-West Route
- Cycle Newmarket hopes that the Town continues to create new cycling infrastructure

Desire

- Cycle Newmarket desires to be consulted on this and future cycling active transportation development



On-street parking is a transfer of a public good into the private realm, for support of private profits. In particular, private parking on Prospect (and elsewhere) removes the ability of cyclists to pass safely along a public road.

Council should hold public safety (e.g. cyclists) as more important than providing free on-street parking for private businesses (or even private households). It's an issue of free parking for one vs safe cycling for the entire community.

What Regional Road other than Prospect has on-street parking?

BIKE TO WORK DAY
MAY 30

ALL COUNCILLORS INVITED

