

The Regional Municipality of York

Committee of the Whole
Transportation Services
May 5, 2022

Report of the Commissioner of Public Works

Bayview Avenue/Prospect Street Cycling Improvements Town of Newmarket

1. Recommendations

1. Lane Designation Bylaw 2020-53 be amended to designate bicycle lanes on Bayview Avenue/Prospect Street (Y.R. 34) between 1st Street/Pearson Street and Mulock Court and between Srigley Street and Timothy Street, in the Town of Newmarket, as outlined in this report.
2. Parking Bylaw 2017-37 be amended to prohibit stopping on both sides of Bayview Avenue/Prospect Street (Y.R. 34) between Srigley Street and Mulock Drive (Y.R. 74), in the Town of Newmarket, as outlined in this report.
3. Posted speed limit on Bayview Avenue/Prospect Street (Y.R. 34) between Davis Drive (Y.R. 31) and 265 metres south of Mulock Drive (Y.R. 74), in the Town of Newmarket, be reduced to 40 km/h.
4. The Regional Clerk circulate this report to the Clerk of the Town of Newmarket and Chief of York Regional Police.
5. The Regional Solicitor prepare the necessary bylaws.

2. Summary

This report seeks Council approval to designate bicycle lanes on Bayview Avenue/Prospect Street between 1st Street/Pearson Street and Mulock Court and between Srigley Street and Timothy Street, in the Town of Newmarket. Amendments to the Parking Bylaw and speed limit revisions would be necessary to support the proposed cycling improvements.

Key Points:

- Bicycle lanes on Bayview Avenue/Prospect Street would provide a connection to the East-West Bikeway and future Mulock Drive multi-use path
- Designating bicycle lanes requires a bylaw approved by Council

- Parking/stopping would no longer be permitted where cycling improvements are recommended
- A speed limit reduction is proposed to provide consistency and a safer environment for cyclists
- On-street signage would be coordinated with the implementation of cycling pavement markings

3. Background

The Region's Lane Designation Bylaw allows for the exclusive use of certain classes of vehicles on Regional roads

Bylaw 2020-53 designates specific lanes on Regional roads for the exclusive use of certain classes of vehicles. Only the assigned vehicle class is permitted to operate in a designated lane, unless exempted by the bylaw. To add or remove a lane designation, the bylaw requires amendment. Currently, there are no lane designations along Bayview Avenue/Prospect Street in the Town of Newmarket.

Parking is currently permitted along certain sections of Bayview Avenue/Prospect Street

The *Municipal Act, 2001* gives a municipal council the authority to pass bylaws respecting highways, including parking and traffic.

Parking Bylaw 2017-37 identifies several parking/stopping prohibitions and restrictions along Bayview Avenue/Prospect Street between Mulock Drive and Srigley Street, primarily on the east side of the road. Under the general provisions of the bylaw, parking is limited to a maximum of three consecutive hours anytime along the remaining sections of this corridor.

Speed limits are set based on principles defined in the Regional speed limit policy

In 2011, Council approved and adopted a policy for [Establishing Speed Limits on Regional Roads](#) that provides guidelines in setting speed limits on Regional roads to assist in ensuring a consistent approach. The guidelines reference industry standards that help the policy remain current as industry-accepted best practices evolve. The *Highway Traffic Act* gives a municipal council the authority, by bylaw, to revise speed limits under 100 km/h in its jurisdiction.

A recent road resurfacing project has presented an opportunity to make cycling improvements on Bayview Avenue/Prospect Street

A road resurfacing project, including the rehabilitation of existing pavement along Bayview Avenue/Prospect Street between Mulock Drive and Gorham Street, was undertaken in fall of 2021. As part of this project, additional road works and permanent pavement markings will be installed. This presents an opportunity for the Region, in collaboration with the Town of

Newmarket, to implement bicycle lanes within the existing pavement width that can better accommodate the community's current and future needs of the roadway.

4. Analysis

Bicycle lanes on Bayview Avenue/Prospect Street would provide a connection to the East-West Bikeway and future Mulock Drive multi-use path

There are currently bicycle lanes on both sides of Prospect Street between Timothy Street and Srigley Street as part of the East-West Bikeway corridor in the Town of Newmarket.

Implementation of additional bicycle lanes would support a Region-wide active transportation network integrated with local municipal pedestrian and cycling infrastructure and transit. The recommended on-street bicycle lanes would connect to the existing East-West Bikeway and access to future planned infrastructure, including:

- Mulock Drive multi-use path proposed from Harry Walker Parkway to Bathurst Street
- Mulock GO Station Secondary Plan
- Mulock future community park and outdoor green space

A virtual public information centre was held on February 16, 2022

A virtual public information centre (PIC) was held on February 16, 2022. Attendees were presented with a recommended and alternative option for cycling improvements along Bayview Avenue/Prospect Street, followed by a question and answer period with Regional and Town staff.

The recommended option (Figure 1) consisted of bicycle lanes on both sides of the road between Mulock Court and 1st Street/Pearson Avenue and shared lanes with "sharrow" pavement markings (Figure 2) between 1st Street/Pearson Avenue and Timothy Street, due to limited pavement width. This option requires the elimination of parking/stopping on both sides of the road. An alternative option was also proposed with the addition of sharrow pavement markings along the entire corridor while maintaining existing parking.

Figure 1
Recommended Option
Proposed On-Street Cycling Along Bayview Avenue/Prospect Street



Figure 2
Sharrow Pavement Markings



Forty-seven participants attended the PIC, and more than 60 comments were received by email or on the dedicated [Social Pinpoint](#) webpage, which was open for two weeks following the PIC. Many comments received were positive and in support of the staff recommended option. Feedback received was largely focused on ensuring pavement markings and signage are consistent with best practices and that speed and safety concerns were taken into consideration.

Designating bicycle lanes requires a bylaw approved by Council

Designating lanes for the exclusive use of bicycles would allow for the separation of cyclists from motorists on the road. Bicycle lanes can be delineated from motor vehicle lanes by either pavement markings and/or physical barriers. Delineating lanes helps improve safety and comfort for cyclists by reducing the potential for conflict and injuries and helps improve overall traffic flow along the two-lane corridor.

The recommended bicycle lane designations are detailed in Attachment 1.

Parking/stopping would no longer be permitted where cycling improvements are recommended

A bicycle lane must provide a continuous, unobstructed travel path for cyclists. Vehicles that stop or park in a bicycle lane become obstacles that cyclists must manoeuvre around by moving in and out of the adjacent traffic lane. This also introduces the potential for “dooring”, where a vehicle occupant opens a door to exit a vehicle in the path of an approaching cyclist, which can result in significant injury. Unsafe manoeuvres by motorists could result if cyclists are merging in and out of vehicle lanes to go around vehicles. The benefits of a bicycle lane are minimized if parking or stopping is permitted.

While there are no bicycle lanes proposed between 1st Street/Pearson Street and Timothy Street, an increase in cycling activity is anticipated along this section as it connects the proposed bicycle lanes to the north and south. Therefore, all existing parking between Mulock Drive and Srigley Street will be eliminated.

The Parking Bylaw would require amendment to remove several existing parking prohibitions and restrictions along this corridor, as outlined in Attachment 2. These regulations would be replaced with a stopping prohibition as outlined in Attachment 3. The stopping prohibition would be necessary to provide an unobstructed travel path for cyclists at all times.

A speed limit reduction is proposed to help improve safety for cyclists

Improving pedestrian and cyclist safety continues to be a priority for the Region as pedestrians and cyclists are most vulnerable to injuries in a collision.

Bayview Avenue/Prospect Street between Mulock Drive and Davis Drive is primarily a residential area with more than 100 private accesses fronting the Regional roadway with a posted speed limit of 50 km/h. Pickering College, near the south end of the corridor, has a designated school zone with a 40 km/h speed limit in effect during school operating hours.

Reducing the speed limit between 265m south of Mulock Drive and Davis Drive from 50 km/h to 40 km/h may improve safety for pedestrians and cyclists in the area and increase compliance within the existing school zone by eliminating speed transitions at each end of the school zone. This would also create consistency with speed limits on the surrounding local roads. Attachment 4 outlines details of the speed limit revision are outlined in Attachment 4.

On-street signage would be coordinated with the cycling pavement markings

Subject to Council approval, bicycle lanes and stopping prohibition signage would be implemented in coordination with the cycling pavement markings. The Region, in partnership with the Town of Newmarket, is developing a communications plan that includes on-street signage, media alerts, social media and information posted on York.ca.

Speed limit changes would be implemented prior to the installation of cycling pavement markings to allow for drivers to adjust to the new speed limits in advance. When speed limits are changed on Regional roads, a NEW sign is placed above each speed limit sign at the beginning of the speed zone. The NEW sign would remain in place for approximately 60-90 days.

5. Financial

Costs associated with the installation of pavement markings and the manufacture and installation of all signage associated with the bicycle lanes, stopping prohibitions and speed limit reduction are included in the approved 2022 Transportation Services Operating Budget.

6. Local Impact

The Region and the Town of Newmarket have collaborated on the proposed bicycle lanes along Bayview Avenue/Prospect Street. A joint Public Information Centre was held, and public general feedback received has been incorporated into the new road reconfiguration through pavement markings, signage and speed modifications.

The proposed cycling improvements along Bayview Avenue/Prospect Street would expand the Region's active transportation network, provide connections to existing the East-West Bikeway and the future Mulock Drive multi-use path. Additionally, it would provide an alternative transportation mode option for travellers.

7. Conclusion

This report seeks Council approval to designate bicycle lanes on Bayview Avenue/Prospect Street between 1st Street/Pearson Street and Mulock Court and between Srigley Street and Timothy Street, in the Town of Newmarket.

Staff recommend introducing bicycle lanes between Mulock Court and 1st Street/Pearson Street and shared lanes between 1st Street/Pearson Street and Timothy Street. As part of this initiative, parking/stopping would no longer be permitted between Mulock Drive and Srigley Street. The posted speed limit would be reduced to 40 km/h between 265m south of Mulock Drive and Davis Drive to provide consistency and a safer operating environment for cyclists.

Bylaw amendments would be required before exclusive lane designations, stopping prohibitions and speed limit revisions can be implemented. Subject to Council approval, the Regional Solicitor will prepare the necessary bylaws when required and forward applicable copies to the Town of Newmarket and Chief of York Regional Police.

For more information on this report, please contact Joseph Petrunaro, Director Roads and Traffic Operations, at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.

Recommended by:



Ann-Marie Carroll

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Erin Mahoney, M. Eng.

Commissioner of Public Works

Approved for Submission:



Bruce Macgregor

Chief Administrative Officer

April 14, 2022
Attachments (4)
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