

**TOWN OF NEWMARKET COUNCIL - EXTRACT - MONDAY, JUNE 21, 2008**

	REF'D TO	COPY TO		REF'D TO	COPY TO
Mayor Tony Van Bynen			Legal and Development Services, Commissioner of		
Reg. Councillor Taylor			Building & Bylaws, Dir. of		
Councillor Vegh			Planning, Dir. of		
Councillor Emanuel			Fire Chief		
Councillor Kerwin			Community Services, Commissioner of		
Councillor Woodhouse			Parks, Recreation & Culture, Dir. of		
Councillor Sponga			Public Works and Environmental Services Dir. of		
Councillor Blight			Corporate, Commissioner of		
Councillor Ramsarran			Town Clerk		
CAO			Communications Manager		
Human Resources			Information Systems Manager		
			Purchasing Manager		
PENDING AGENDAS: COW					
COUNCIL			OTHER:		
JCC					
Letter: File:			ORIGINAL REPORT IN DEPARTMENT BINDER	√	

**39. COMMITTEE OF THE WHOLE MINUTES – JUNE 14, 2010 – ITEM 25  
COMMUNITY SERVICES REPORT – ENGINEERING SERVICES 2010-52  
NORTHWEST NEWMARKET COMMUNITY TRAFFIC ISSUES**

**THAT Community Services Report – ES2010-52, dated June 4, 2010 regarding the Northwest Newmarket Survey Results be received and the following recommendations, as amended, be adopted:**

- 1. THAT the 'Bicycle Lane' Option "B" be adopted:**
  - a) AND THAT Bicycle Lane option be on Woodspring Avenue from Ford Wilson Drive to Bonshaw Avenue, and on Bonshaw Avenue from Woodspring Avenue to Yonge Street;**
  - b) AND THAT the Town engage R.J. Burnside to develop a pavement marking plan with the full cost to be borne by the Northwest Newmarket Developers' Group;**
  - c) AND THAT the pavement marking plan be implemented by the Northwest Newmarket Developers' Group prior to the start of school in September, 2010 or within 45 days of the start of the school year to correspond with completion of top coat asphalt;**
  - d) AND THAT Town Council agrees in principle to adopt No Parking on either side of Woodspring Avenue from Bathurst Street to Bonshaw Avenue, and on Bonshaw Avenue until proper notification and report be brought to the next Town Council meeting in September 2010;**
  - e) AND THAT the traffic monitoring study be conducted in the fall 2010 by the Northwest Newmarket Developers' Group transportation consultant to**

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**determine changes and net impacts of the Bicycle Lane Option "B" and additional traffic management options;**

- f) **AND THAT the Bicycle Lane Option "B" plan be approved in principle to extend to Bathurst Street, and be implemented reasonably thereafter upon completion of the house construction fronting Woodspring Avenue;**
- g) **AND THAT once the traffic monitoring study is completed and reviewed, a report be brought back to Town Council with the next steps in the process;**
- 2. **AND THAT Engineering Services develop an action list for the comments received on question #6 of the survey, and bring forward any matters that need decision or by-law amendment to Town Council;**
- 3. **AND THAT the results of the survey, except question #6, be posted on the Town Web page and the Town Page in the Era newspaper;**
- 4. **AND THAT the Northwest Newmarket Developer's Group be advised of these recommendations.**

June 4, 2010

COMMUNITY SERVICES REPORT ES2010-52

TO: Committee of the Whole

SUBJECT: Northwest Newmarket Survey Results  
File No.: T.30 Woodspring

ORIGIN: Director of Engineering Services

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**RECOMMENDATIONS**

THAT Community Services Report – ES2010-52, dated June 4, 2010 regarding the Northwest Newmarket Survey Results, be received and the following recommendation(s) be adopted:

1. THAT the 'Bicycle Lane' Option "B" be adopted;
  - a. AND THAT Bicycle Lane option be on Woodspring Avenue from Ford Wilson Drive to Bonshaw Avenue, and on Bonshaw Avenue from Woodspring Avenue to Yonge Street.
  - b. AND THAT the Town engage R.J. Burnside to develop a pavement marking plan with the full cost to be borne by the Northwest Newmarket Developers' Group;
  - c. AND THAT the pavement marking plan be implemented by the Northwest Newmarket Developers' Group prior to the start of school in September 2010;
  - d. AND THAT Town Council agrees in principle to adopt No Parking on either side of Woodspring Avenue from Ford Wilson Boulevard to Bonshaw Avenue, and on Bonshaw Avenue until proper notification and report be brought to the next Town Council meeting in September 2010;
  - e. AND THAT the traffic monitoring study be conducted in the fall 2010 by the Northwest Newmarket Developers' Group transportation consultant to determine changes and net impacts of the Bicycle Lane Option "B" and additional traffic management options;

Community Services  
Engineering Services Department

TOWN OF NEWMARKET  
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[engineering@newmarket.ca](mailto:engineering@newmarket.ca)  
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- f. **AND THAT** the Bicycle Lane Option "B" plan be approved in principle to extend to Bathurst Street, and be implemented reasonably thereafter upon completion of the house construction fronting Woodspring Avenue;
- g. **AND THAT** once the traffic monitoring study is completed and reviewed, a report be brought back to Town Council with the next steps in the process.
2. **AND THAT** Engineering Services develop an action list for the comments received on question #6 of the survey, and bring forward any matters that need decision or bylaw amendment to Town Council.
3. **AND THAT** the results of the survey, except question #6, be posted on the Town Web page and the Town Page in the Era newspaper.
4. **AND THAT** the Northwest Newmarket Developer's Group be advised of these recommendations.

### **BACKGROUND**

At the regular meeting on November 24, 2008, Town Council adopted recommendations outlined in the Councillor Report 2008-01. The subject of this report deals with recommendation #1 and Recommendation #7.

Recommendation #1 states: "*THAT Woodspring Avenue and William Booth Avenue be examined to ascertain the feasibility of reducing the lanes of traffic from 4 to 2;*"

Recommendation #7 states: "*AND THAT the residents of Woodland Hills be consulted by a survey as to the above recommendations.;*"

At the regular meeting on Monday February 9, 2009, Town Council adopted recommendations of the Community Services Report ES 2009-12 which state:

1. *THAT the transportation consultant for the Northwest Newmarket Landowner's Group review the capacity, operations, and safety issues of reducing the cross-section of both Woodspring Avenue and William Booth Avenue, and provide a list of 'benefits' versus 'impacts' for both a cross-section with bike lanes, and a cross-section allowing on-street parking in some form;*
2. *AND THAT once the report has been received, that the Traffic and Transportation Management Committee prepare an appropriate survey and distribute the survey to the community;*
3. *AND THAT Town staff report to Town Council on the outcome of the transportation consultant's report and survey results with options and costs.*

The purpose of this report is to provide the results of the survey and recommendations for the next course of action.

## **COMMENTS – SURVEY RESULTS**

The following are the results of the Northwest Quadrant Survey.

### **Response Rate**

The final number of valid surveys sent out was 2,229. During the course of the survey time period, a number of surveys (12) were returned by Canada Post as either "No address" or "Undeliverable". This is to be expected since the NW Quadrant is still being built, and the potential existed for surveys to be sent to constructed homes with no occupants. These returns represent only 0.05% of the total.

During the survey, a Public Information Centre was held on March 11, 2010. Prior to this meeting, the Town had received a total of 210 surveys or 9.4% of the total. At the PIC, a total of 33 people signed in. The final number of surveys received was 358 or 16.1% of the total. The following illustrates the breakdown of responses.

Total Surveys:	2,229
Total E-surveys:	184 – 8.3%
Total Paper Surveys:	174 – 7.8%
 Total Surveys:	 358 – 16.1%

The E-surveys or web-site based surveys netted a slightly higher result than the paper surveys (mailed, faxed, emailed, hand-delivered). However, the response rate is somewhat lower than expected. This type of survey with a mail-out, PIC and web-based survey options was expected to net 20 to 30% response rate.

Since the survey focused in on two streets – Woodspring Avenue and William Booth Avenue, the responses for these two particular streets were combined with the total and kept separate. The response rates for these two streets (combined) are as follows.

Total Woodspring/William Booth Surveys:	130
Total E-surveys:	13 – 10.0%
Total Paper Surveys:	19 – 14.6%
 Total Surveys:	 32 – 24.6%

Considering that these streets may be 'changed' with either bicycle lanes and/or No Parking, or parking on one side of the street only, the response rate was surprisingly low.

**Question 1.** – Do you feel there are any traffic issues on YOUR STREET that should be addressed by the Town?

YES: 50.8%  
NO: 49.2%

**Question 2.** Do you feel there are any traffic matters in YOUR NEIGHBOURHOOD that should be address by the Town?

YES: 62.8%  
NO: 37.2%

**Question 3.** For WOODSPRING, which is the preferred option?

TOTAL survey sample:

A. EXISTING: 32.7%  
B. BICYCLE LANES: 49.4%  
C. ONE-SIDE PARKING: 17.9%

Woodspring/William Booth survey sample:

A. EXISTING: 15.6%  
B. BICYCLE LANES: 56.3%  
C. ONE-SIDE PARKING: 28.1%

**Question 4.** William Booth, which is the preferred option?

TOTAL survey sample:

A. EXISTING: 33.5%  
B. BICYCLE LANES: 46.1%  
C. ONE-SIDE PARKING: 20.4%

Woodspring/William Booth survey sample:

A. EXISTING: 18.8%  
B. BICYCLE LANES: 50.0%  
C. ONE-SIDE PARKING: 31.2%

**Question 5.** For your neighbourhood, would you support?

A.	Improved signage and driver education:	Yes – 77.7%	No – 22.3%
B.	Increase police enforcement:	Yes – 67.0%	No – 33.0%
C.	Increased placement of Radar signs:	Yes – 63.7%	No – 36.3%

**Question 6.** Comments

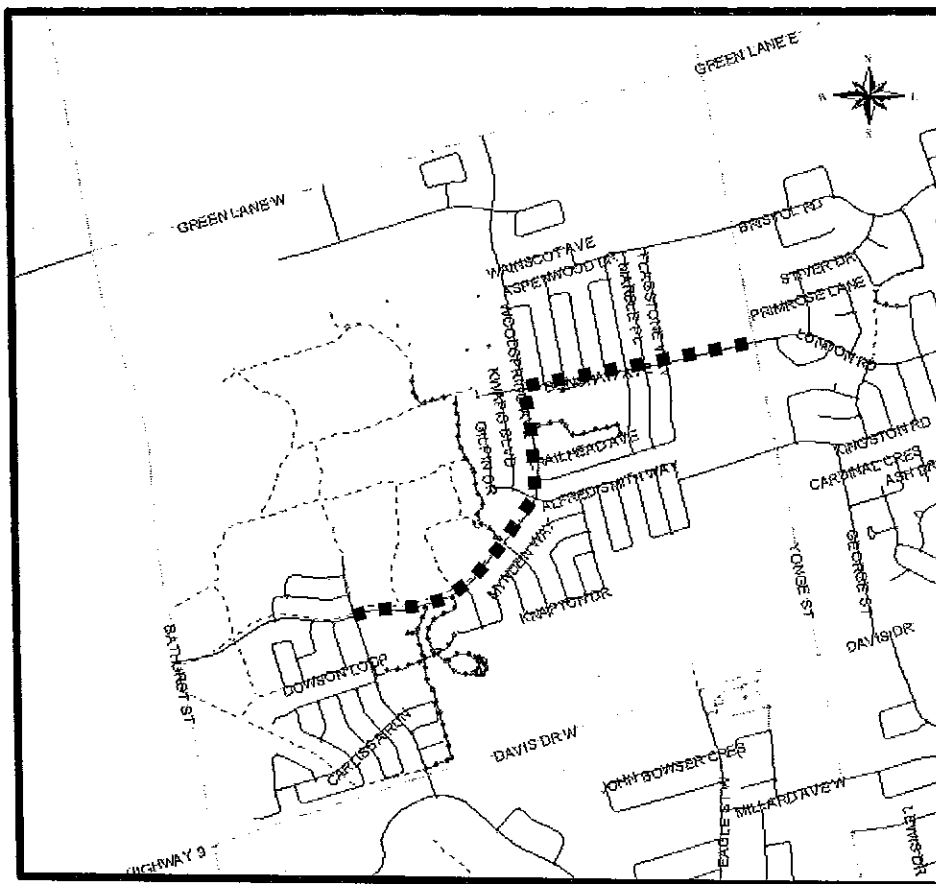
The comment section was open to all comments. There are 376 comments received. Many of the comments re-stated the respondent's position, and quite a number had specific requests or comments related to transportation matters in the community.

## DISCUSSION – OPTIONS

### Bicycle Lane Option

The Bicycle Lane Option "B" would be a partial compromise to address the community concerns while fulfilling some of the Official Plan requirements, yet maintaining some future flexibility in the final pavement striping configuration.

The Bicycle Lane Option "B" would consist of a bicycle lane road configuration on Woodspring Avenue only from Ford Wilson Avenue to Bonshaw Avenue, and on Bonshaw Avenue from Woodspring Avenue to Yonge Street. William Booth Avenue would remain as is, as would Woodspring Avenue west of Ford Wilson Boulevard, and north of Bonshaw Avenue. The diagram below illustrates the proposed on-street bicycle route as a dashed line.



The Bicycle Lane option would not include either end of Woodspring Avenue or William Booth Avenue because these areas are still under-construction or incomplete. Further, the linkage design of Woodspring Avenue into the Town of East Gwillumbury has not been determined at this time. The lane configurations would have to be reviewed on Bonshaw Avenue through the commercial sections to Yonge Street. However, once construction of homes fronting Woodspring Avenue west of Ford Wilson Boulevard is complete, the Bicycle Lane Option "B" would extend down to Bathurst Street.

Currently, the Town is reviewing both Dawson Manor Boulevard and Bonshaw Avenue for safety improvements, and the draft consultant's report has just been recently received by Engineering Services for review and comment.

The follow-up traffic monitoring study would determine the effectiveness of the option. Extension, modification or removal would be potential options based on the results.

**Benefits:**

- Provides a reduced lane configuration on Woodspring Avenue
- Speeding should be reduced
- Fulfills part of the Official Plan's On-street bicycle route plan (Appendix D)
- Provides connection to existing and planned off-street paths in community
- Potential to connect to existing on-street bicycle lanes on Bathurst Street to the future bicycle lanes on Yonge Street
- Provide traffic signals at warranted intersections

**Issues:**

- Removes on-street parking on this section of Woodspring Avenue
- Does not address all community concerns related to right-of-way control and additional controlled crossings
- Reduces peak hour road capacity which may create additional problems associated with congestion
- Cost

Another issue would be the implementation of the revised lane configurations. For road and pedestrian safety, it is preferable to have the solution implemented prior to the 2010/2011 school season in September 2010. This would mean that the design, Parking Bylaw amendments, and pavement markings would need to be addressed and completed in the final form by September 3, 2010.

**Alternative Option - Do Nothing Now**

The low survey response from the entire community and specifically the Woodspring/William Booth area do not indicate a good confidence level for any action or improvement at this point. About 84% of the community did not respond which is a strong majority. Of the community that did respond, there is not a majority preference for any option. Almost 50% would prefer to have bicycle lanes, while a little more than 50% prefer some form of parking, either as existing or dedicated parking. The only clear indication is that the community wanted something done, about 2/3, over leaving the road configuration as the existing four-lanes in Option "A".

The 'Do Nothing Now' option refers to the pavement configuration on Woodspring Avenue and William Booth Avenue. The pavement markings and right-of-way control will remain as is with enhancements in the speed management program related to improved signage and driver education; increased police enforcement; and increased placement of the radar speed signs. These increased measures received at least a 2/3 or higher favourable response in the survey. As part of this option, the follow-up traffic monitoring study in the fall of 2010 would direct the next course of action.

**Benefits:**

- Low cost solution
- Attempts to address speeding issues
- Capacity of roadway would remain the same
- Does not commit to an option that may not work in the future

**Issues:**

- Does not fully address communities concerns

The recommendations for this alternative option would be:

1. **THAT the 'Do Nothing Now' option be adopted;**
  - a. **AND THAT the traffic monitoring study be conducted in the fall 2010 by the Northwest Newmarket Developers' Group transportation consultant to determine changes and net impacts of the Traffic Management plan items;**
  - b. **AND THAT the results of the survey be submitted to the Northwest Newmarket Developers' Group transportation consultant for review along with the existing monitoring report;**
  - c. **AND THAT once the next traffic monitoring study is completed and reviewed, a report be brought back to the Town with the next steps in the process;**
  - d. **AND THAT the Northwest Developer's Group be advised of these recommendations.**

**Question #6 – Comments**

As noted above, the Town received 376 comments regarding issues, concerns and support for various transportation issues both within the Town's purview and external to the Town. A list of action items will be derived from the comments and brought forward as a memorandum to Town Council for information only. The memorandum will note what action is to be taken, and if the item will be brought back to Council for decision. As an example, the comments list included many new additional all-way stop control requests. These would need to be properly reviewed, documented, and brought to Council if changes to the Traffic Bylaw are required.

**PUBLIC CONSULTATION**

As noted above, the Town undertook an extensive community-wide survey regarding the traffic issues in the North West quadrant of the town. The Town sent out 2,229 survey notifications and received responses from 358 (16.1%).

While a consultation plan has not been developed, it is recommended that the results of the survey for question#1 to question #5 be posted on the web page and on the community page of the Era newspaper.

**IMPACT ON PUBLIC HEALTH AND SAFETY**

Both options provide some impact to the health and safety of the community. The main purpose of the survey and resulting work is to ultimately integrate a transportation system that is effective and efficient, and promotes public health and safety.

**IMPACT ON BUDGET**

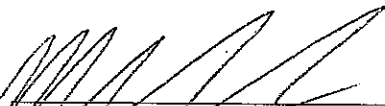
The Bicycle Lane Option "B" costs would be in the order of \$10,000.00. This would account for the additional pavement markings and signage. As well, the pavement marking design would need to be contracted out to ensure conformity to all Highway Traffic Act, and safe road design standards. While there is no 2010 budget associated with this initiative, the fund source would come from the Northwest Newmarket Developers' Group in fulfillment of their agreement obligations.

The 'Do Nothing Now' option (radar trailers, education and enforcement) costs would be covered under the 2010 Traffic Management budget or other 2010 Operating Budget, and the cost of installing the appropriate signage would be covered by the Northwest Newmarket Developers' Group.

**CONTACT**

For more information on this report, please contact Mark Kryzanowski at 905-895-5193 extension 2508; [mkryzanowski@newmarket.ca](mailto:mkryzanowski@newmarket.ca).

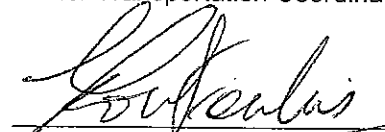
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R. Prentice, Commissioner of  
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