

# WELCOME



Proposed  
Bicycle Lanes and Routes  
Public Open House  
Thursday, March 1, 2018

## Purpose of the Open House

The purpose of this Open House is to gain public input on the bicycle lanes and shared roadways, and paved shoulders proposed for implementation in 2018 on the following City streets:

### Proposed Bicycle Lanes

- **Avondale Road** from Harder Drive to Meagher Place
- **Harder Drive**
- **Palmer Road** from Harder Drive to Bridge Street West
- **Station Street** from Cannifton Road Parkway to Farley Avenue
- **Herchimer Avenue** from Dundas Street East to Station Street

### Proposed Bicycle Routes

- **Grosvenor Drive and Kensington Crescent**
- **Wellington Street, Parker Street, Highland Avenue**
- **Catharine Street** from Yeomans Street to the Moira River
- **Centre Street**
- **Foster Avenue / South Foster Avenue**

Please feel free to view the presentation material. Should you have any questions, please speak to any of the City staff in attendance.

# CYCLING NETWORK TO DATE

## Transportation Master Plan - 2014

The City of Belleville Transportation Master Plan was endorsed by Council in 2014. This new Transportation Master Plan reflects the changes to population and employment trends, as well as attitudes towards forms of active transportation such as walking, **cycling**, and transit.

Public consultation was a key component of the study. A need to develop cycling infrastructure was identified. A cycling network was developed through a consultative process including three Open Houses and a Stakeholder Steering Committee comprised of members of the public.

## Cycling Network

A Recommended Cycling Network is included in the Transportation Master Plan. The Network is to be phased in over the next 20 plus years.

## Cycling Network Implementation Plan - 2015

In 2015, Council approved a Cycling Network Implementation Plan project to seek **public input** on what cycling projects are short-term priorities. City staff used this input to develop a three year Implementation Plan.

## Cycling Network Implementation - 2016 and 2017

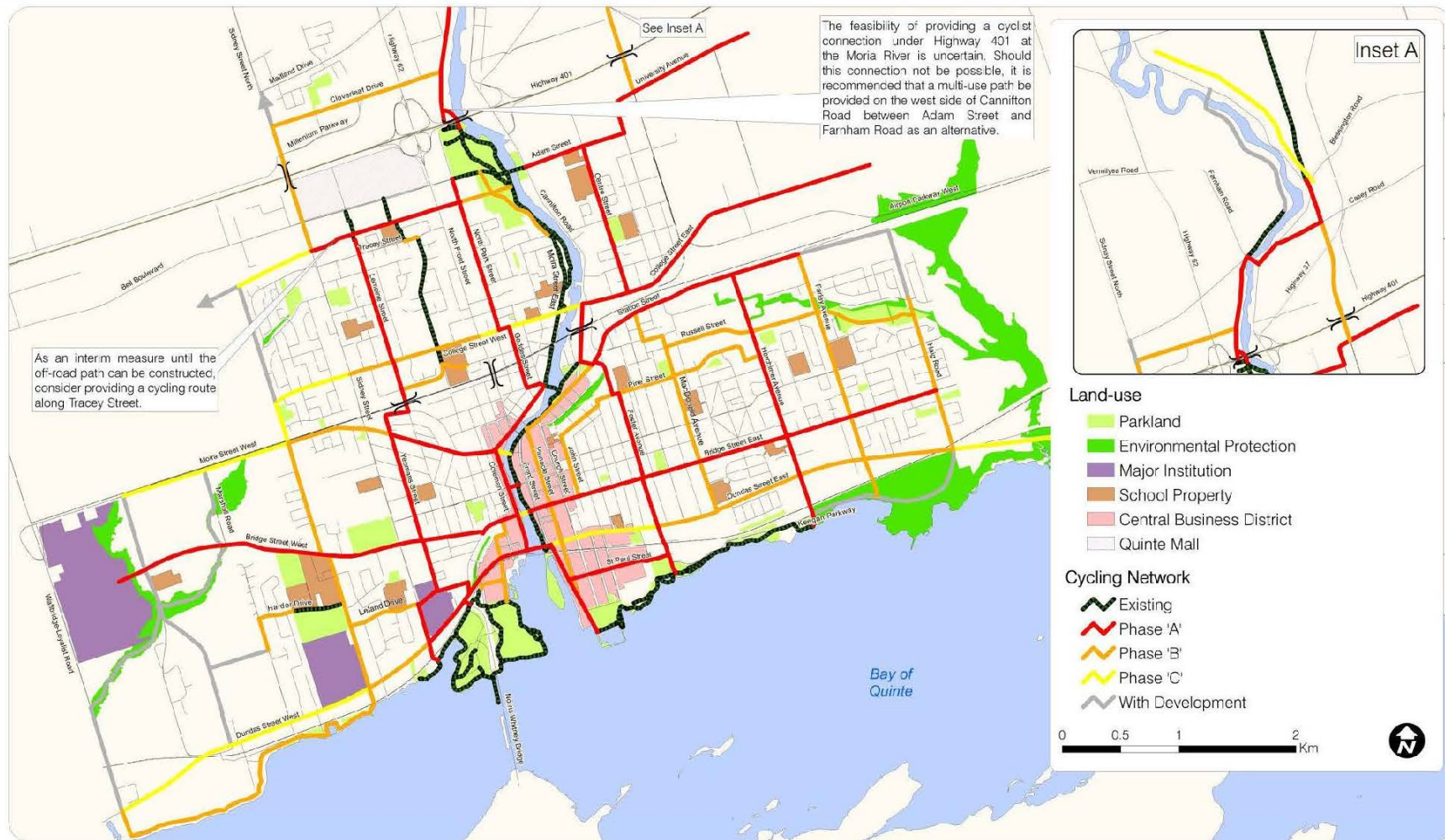
In 2016, the City of Belleville started implementing the Cycling Network as part of planned road reconstructions or stand-alone projects.

In 2017, Belleville was awarded a Bronze Bicycle Friendly Community award from the Share the Road Coalition and was successful in receiving \$430,000 in funding through the Ontario Municipal Commuter Cycling Infrastructure Program.

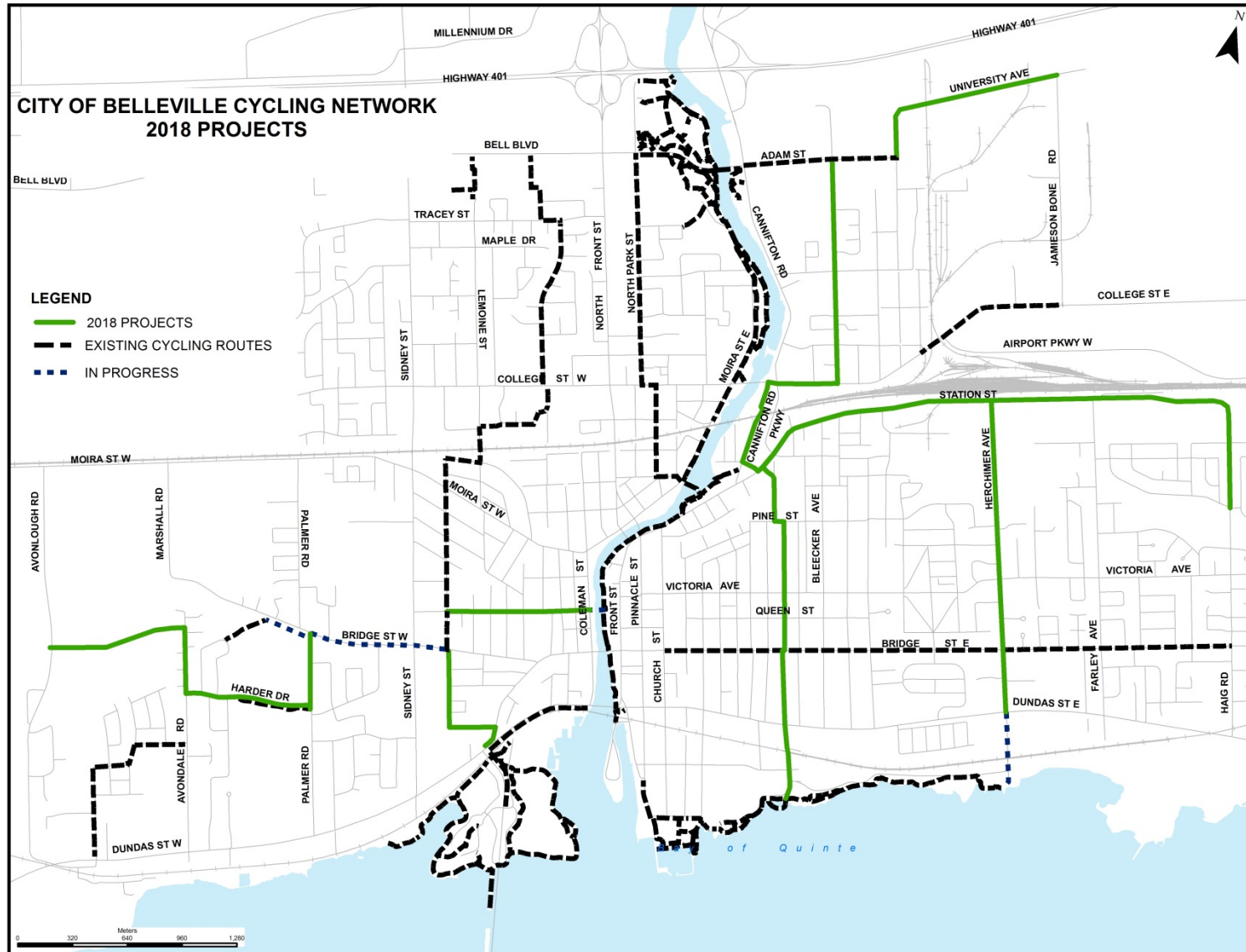
Council approved \$250,000 toward Cycling Implementation Plan projects in 2016, 2017, and again in 2018. In addition, cycling improvements have been and continue to be completed under other capital projects.

# RECOMMENDED CYCLING NETWORK PHASING

## BELLEVILLE CYCLING NETWORK PRIORITIZATION



# BELLEVILLE CYCLING NETWORK: 2018 PROJECTS



# CYCLING FACILITIES

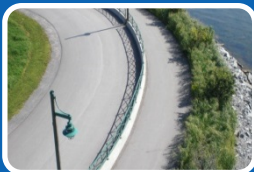
## What are “Cycling Facilities”?

Belleville’s Cycling Network will be made up of various types of “off-road” and “on-road” bicycle facilities.

“Off-Road” facilities are similar to Belleville’s existing trails through parks and open spaces.

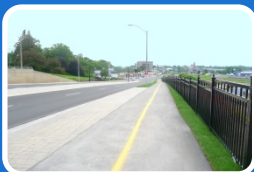
The type of “On-Road” facility is site specific and is selected, planned, designed and operated following the guidelines provided in the Ministry of Transportation’s Ontario Traffic Manual Book 18 – Cycling Facilities.

Belleville’s Cycling Network includes::



### Off-Road Trail

- Active transportation path through open or park space, not within road right-of-way



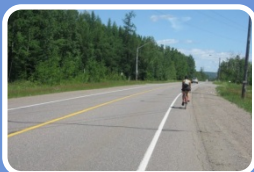
### In-Boulevard Active Transportation Path

- Path located within the road right-of-way which may be shared with pedestrians
- Completely separated from the road by a grass or paved boulevard



### Bicycle Lane

- Painted lane providing dedicated space solely for cyclist use, typically adjacent to the curb



### Paved Shoulders

- Paved shoulders instead of gravel provide a space for cyclists



### Shared Lane

- "Sharrows" direct cyclists where to travel within a lane and remind motorists to share the road

# CYCLING FACILITIES – BICYCLE LANE

## What is a Bicycle Lane?

A conventional bicycle lane is a portion of a roadway which has been designated by pavement markings and signage for the preferential or exclusive use of cyclists. Bike lanes separate the bicycle right-of-way from the motor vehicle traffic.

## What do Bike Lanes look like?

Cyclists are separated from motorists by a solid white line. Bike lanes are installed adjacent to the curb. Bicycle lanes are marked with an image of a bicycle and a white diamond stenciled on the pavement. Bicycles travel in the same direction as traffic.



# PROPOSED 2018 BICYCLE LANES

## 2018 Bicycle Lanes

Following the bicycle facility selection process guidelines provided in the Ontario Traffic Manual (OTM) Book 18, **bicycle lanes** are proposed on the following streets:



- **Avondale Road** from Harder Drive to Meagher Place
- **Harder Drive**
- **Palmer Road** from Harder Drive to Bridge Street West
- **Station Street** from Cannifton Road Parkway to Farley Avenue. Includes shoulder paving east of Stanley Street.
- **Herchimer Avenue** from Dundas Street East to Station Street. Includes shoulder paving at the street's north end.

As bicycle lanes are the most appropriate cycling facility, a **re-assignment of the existing road width** is required to accommodate bike lanes.

**Removal of on-street parking is required for the implementation of the bicycle lanes.**

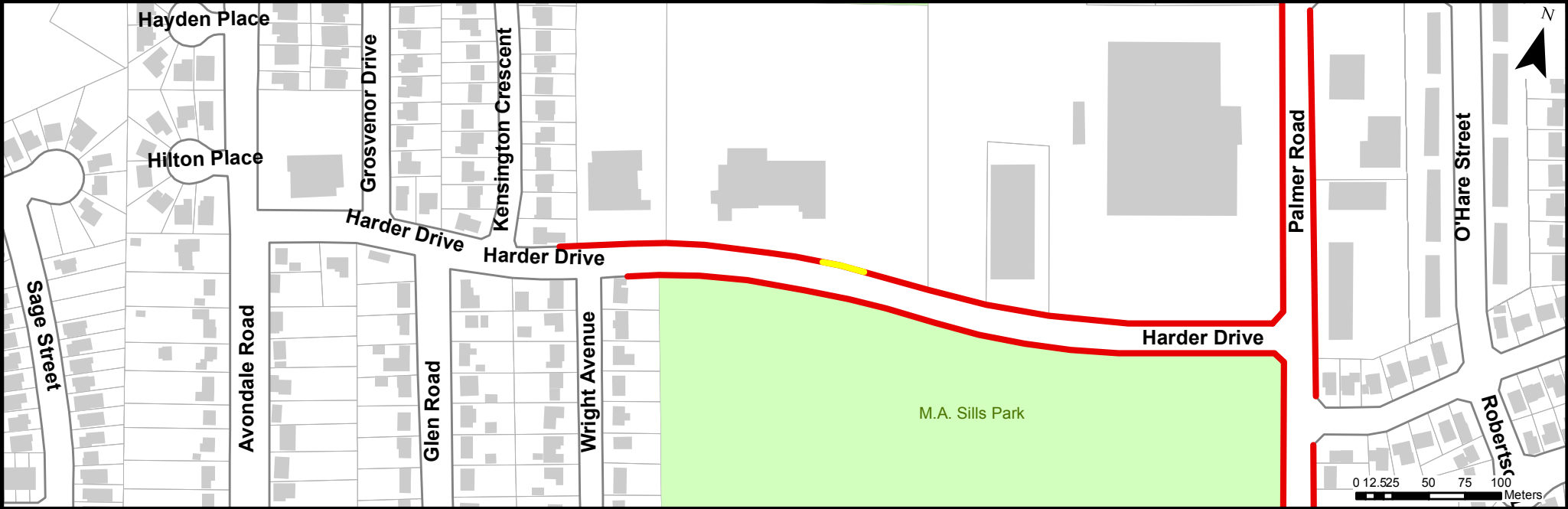
## Current and Proposed Parking Restrictions

Plans have been prepared showing current and proposed parking restrictions on each of the above street sections for your review.

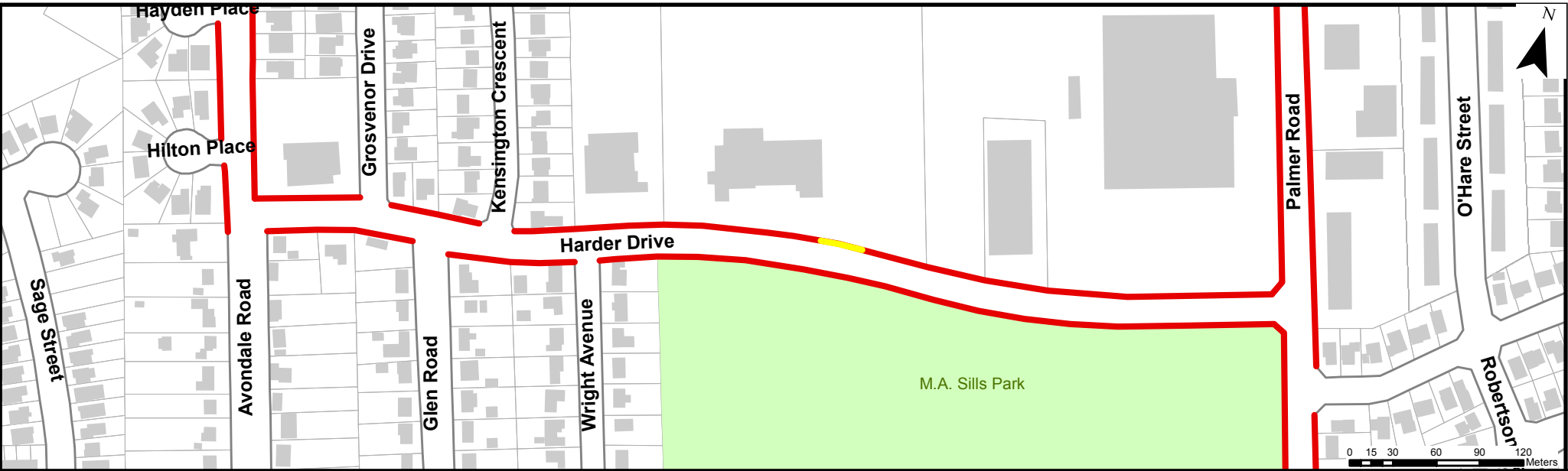
Furthermore, current restrictions under the current City of Belleville Traffic By-Law not shown on the plans include:

- No overnight parking between 1:00 a.m. and 6:00 a.m.
- No parking for a greater period of time than twelve (12) consecutive hours.

**EXISTING**




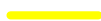
**PROPOSED**



**HARDER DRIVE**

**PARKING RESTRICTIONS - EXISTING AND PROPOSED**

**LEGEND**

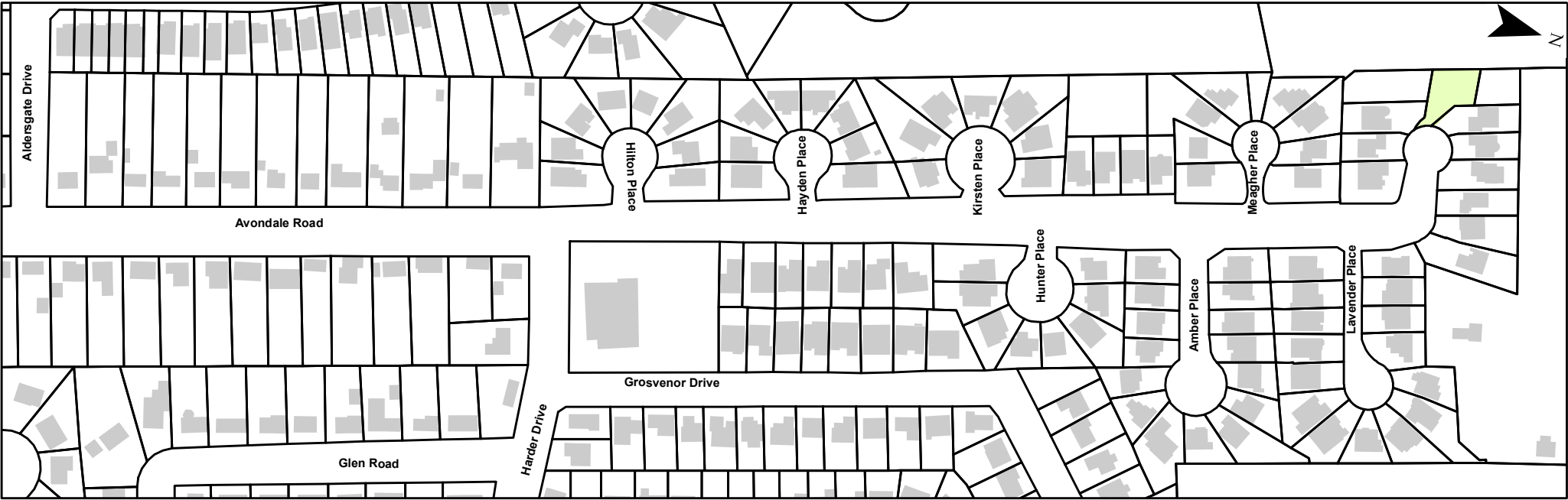
-  No Parking Any Time
-  School Bus Loading Zone



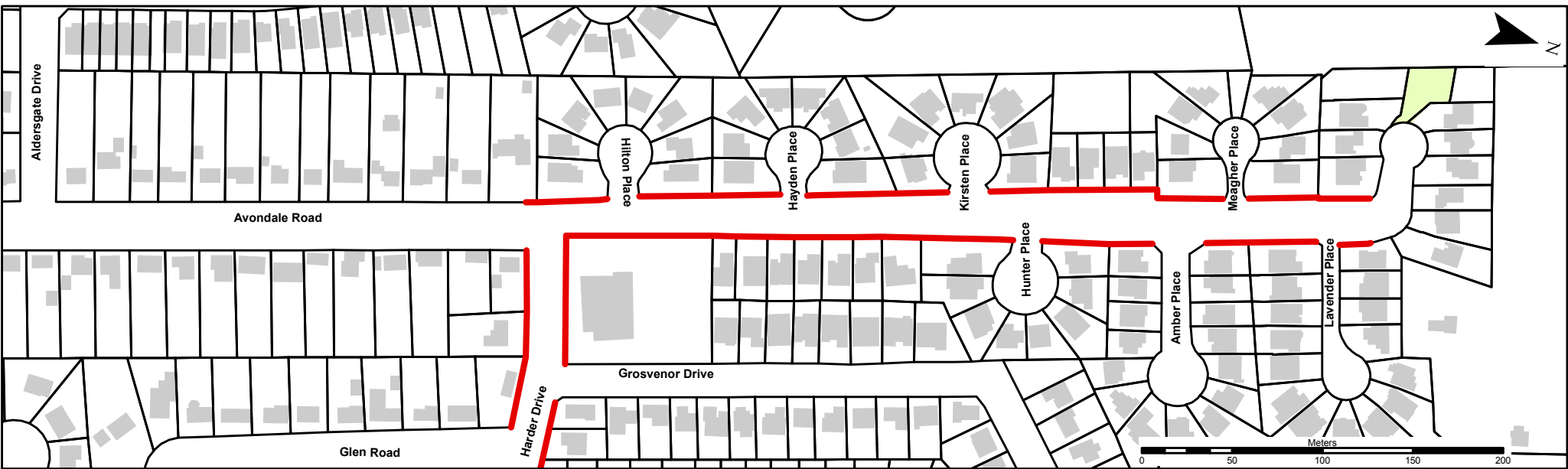
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ENGINEERING & DEVELOPMENT  
SERVICES DEPARTMENT  
FEBRUARY 2018



**EXISTING**




**PROPOSED**



**AVONDALE ROAD**  
 PARKING RESTRICTIONS - EXISTING AND PROPOSED

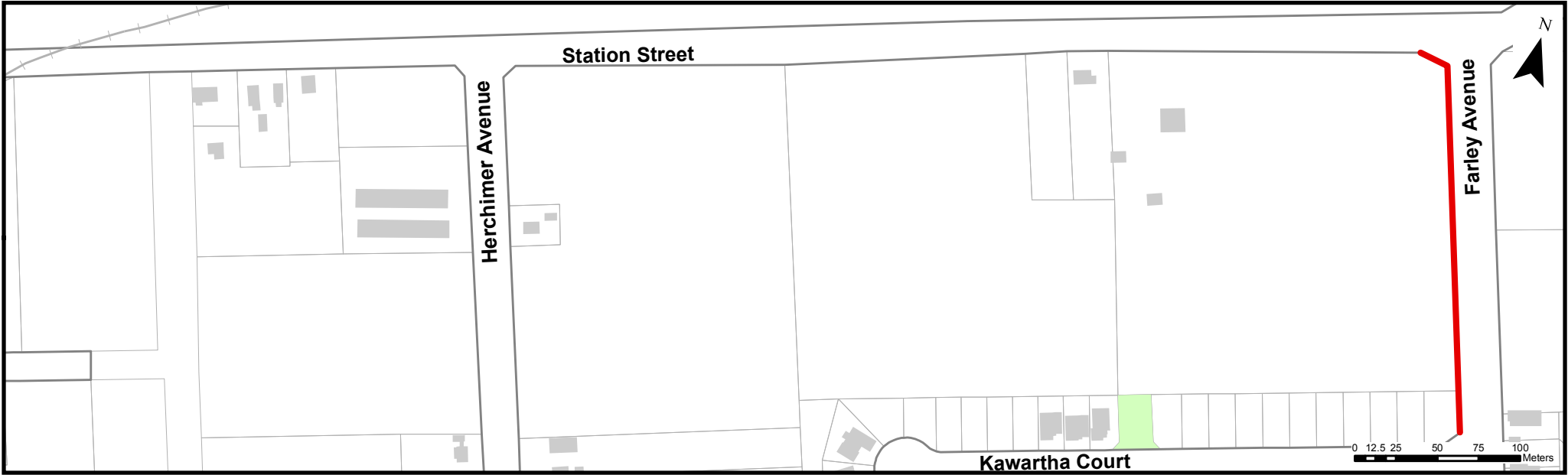
**LEGEND**

 **NO PARKING ANYTIME**

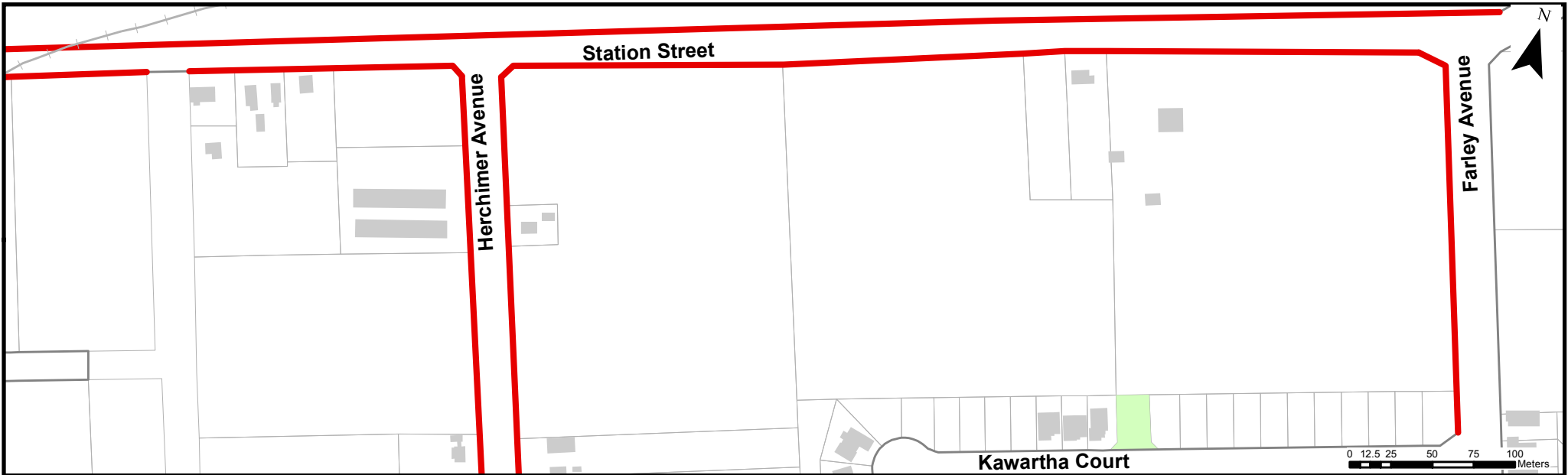


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**EXISTING**



**PROPOSED**



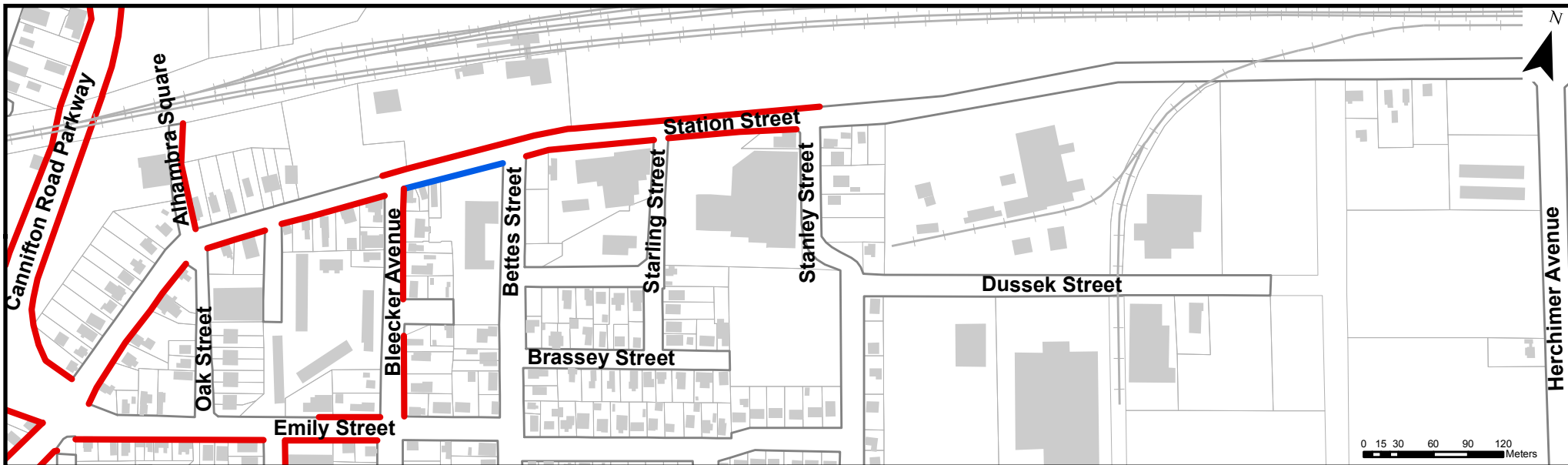
**STATION STREET**  
PARKING RESTRICTIONS - EXISTING AND PROPOSED  
EAST OF STANLEY STREET TO FARLEY AVENUE

**Legend**  
— No Parking Anytime

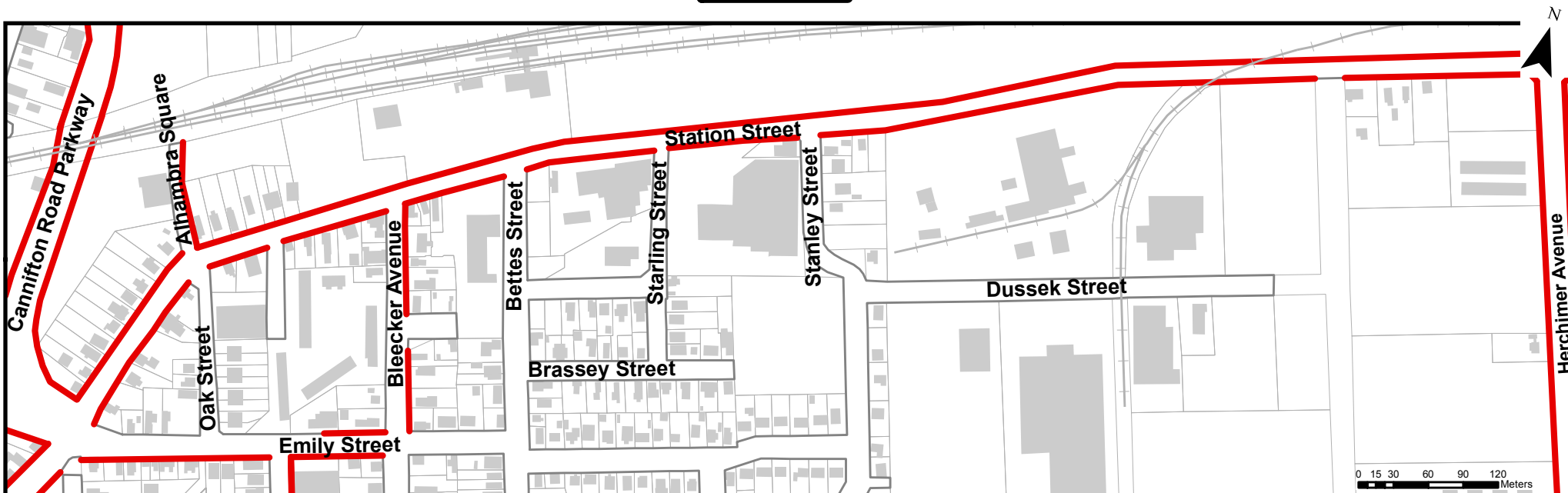


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**EXISTING**





**PROPOSED**



**STATION STREET**

PARKING RESTRICTIONS - EXISTING AND PROPOSED  
CANNIFTON ROAD PARKWAY TO HERCHIMER AVENUE

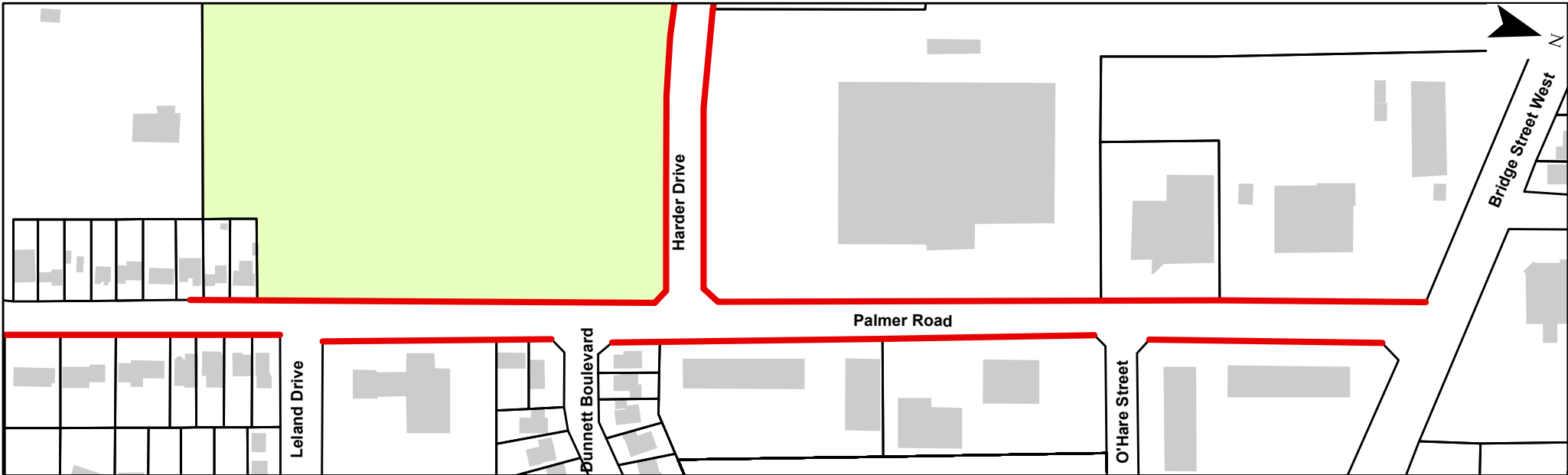
**Legend**

-  15 Minute Parking Limit - Any Time
-  No Parking Anytime

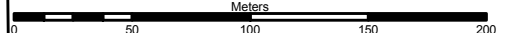
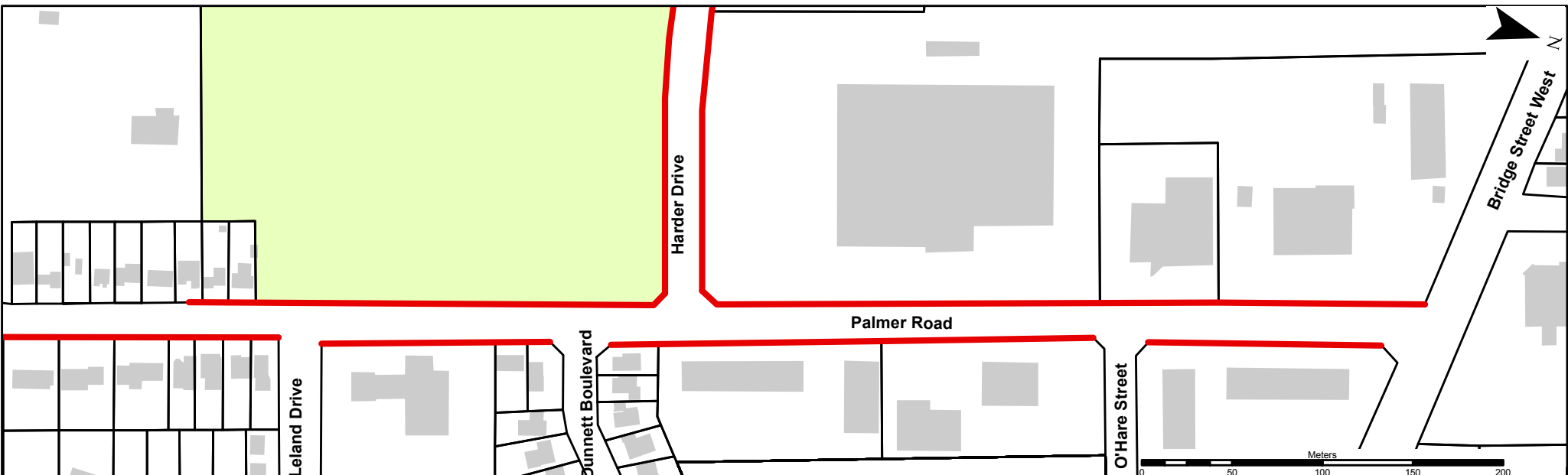


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**EXISTING**



**PROPOSED - NO CHANGE**



**PALMER ROAD**

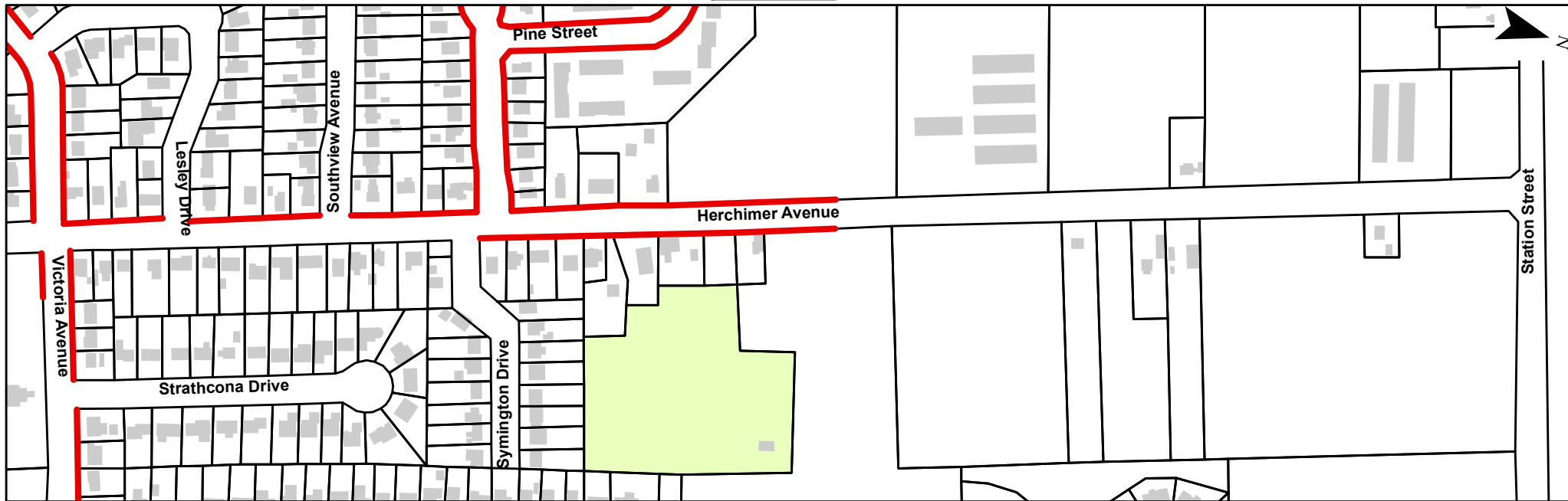
PARKING RESTRICTIONS - EXISTING AND PROPOSED

**Legend**  
— No Parking Anytime

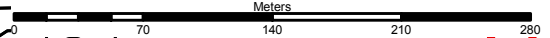
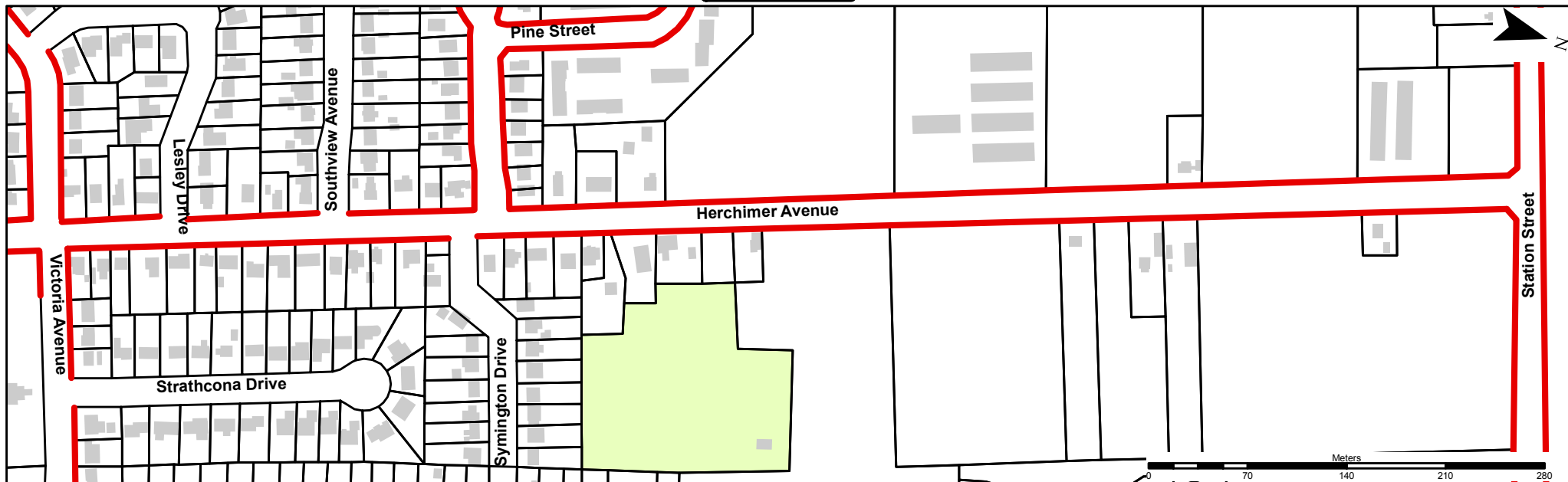


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**EXISTING**



**PROPOSED**



**HERCHIMER AVENUE**

PARKING RESTRICTIONS - EXISTING AND PROPOSED  
VICTORIA AVENUE TO STATION STREET

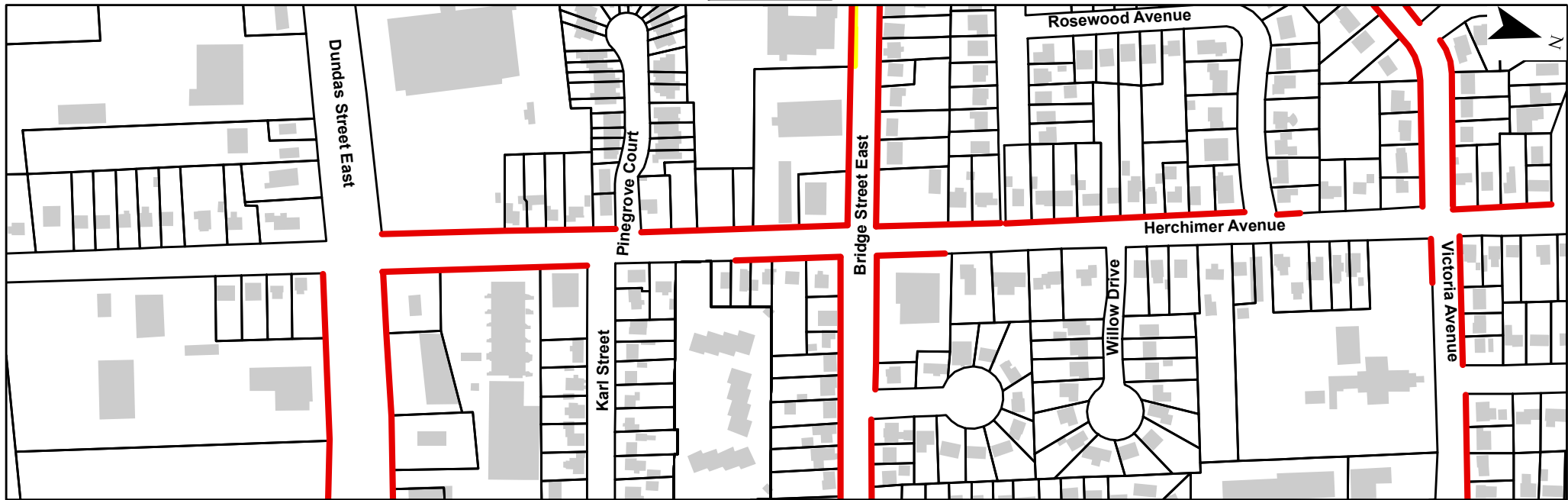
**Legend**

 No Parking Anytime

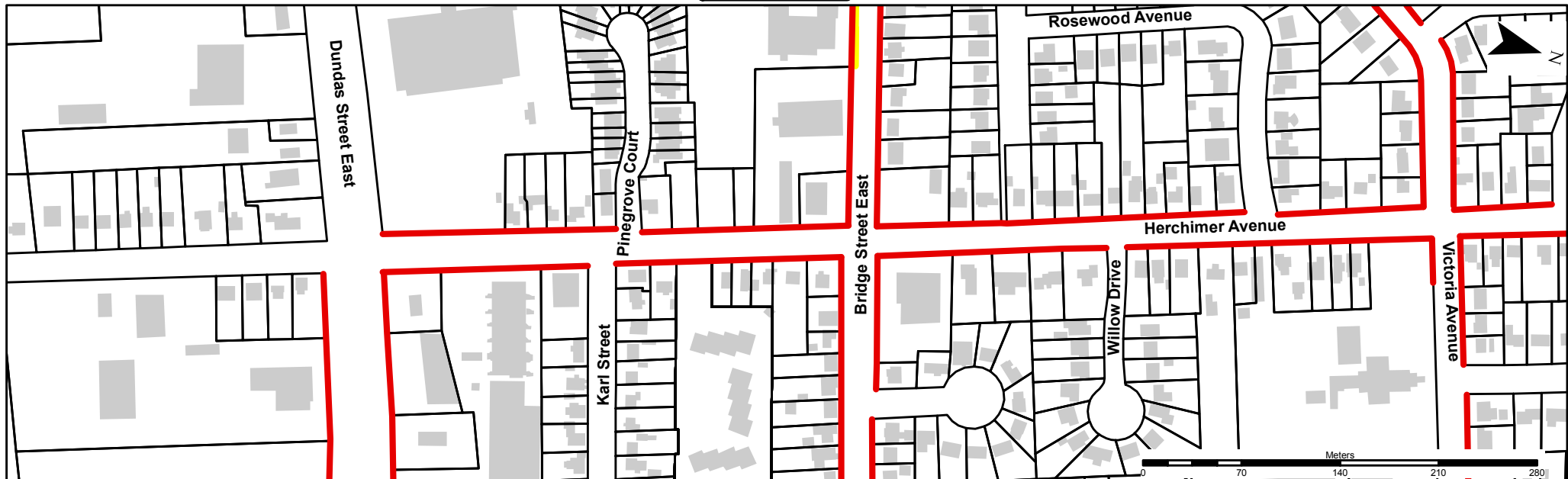


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**EXISTING**





**PROPOSED**



**HERCHIMER AVENUE**

PARKING RESTRICTIONS - EXISTING AND PROPOSED  
DUNDAS STREET EAST TO VICTORIA AVENUE

**Legend**

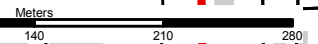
-  No Parking Anytime
-  School Bus Loading Zone



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# PROPOSED 2018 SHARED ROADWAYS - BIKE ROUTES

## What is a Shared Roadway?

All roadways are “shared roadways” unless cycling is specifically restricted. Cyclists and motorists are expected to share the road. A bicycle is a vehicle under Ontario’s Highway Traffic Act. Cyclists must obey all traffic laws.

## 2018 Shared Roadways to be signed as Bicycle Routes

The following streets are low volume, local streets. These streets are proposed as **shared roadways** designated as part of the Belleville Cycling Network.

- **Grosvenor Drive and Kensington Crescent**
- **Wellington Street, Parker Street, Highland Avenue**
- **Catharine Street** from Yeomans Street to the Moira River
- **Centre Street**
- **Foster Avenue / South Foster Avenue**

## What does a Shared Roadway - Bicycle Route look like?

Shared roadways designated as part of a cycling network are signed with a green Bicycle Route Marker.

Share the Road or Shared Use signs may be installed to alert motorists to expect cyclists or white “sharrows” may be painted on the pavement surface to guide cyclists where they should position themselves within the lane. **No changes in on-street parking are required for Shared Roadways signed as Bicycle Routes.**



# PROPOSED 2018 SHARED ROADWAYS - BIKE ROUTES

## Flexible Signs on Foster Avenue Shared Roadway

The City of Belleville is proposing a pilot project on Foster Avenue.

In addition to the Bicycle Route signage and Sharrow pavement markings, “**Flexible Signs**” are also proposed.

### What is a Flexible Sign?

- Reflective sign installed in the centre of the street.
- Prominent visual cue for motorists to expect bicycles on the street.
- If struck by a vehicle, folds down and returns to initial position.
- Traffic calming measure – narrows the street, reducing motor vehicle speeds.



### Why Foster Avenue?

- Longest “shared roadway” proposed to date in the City.
- Local street.
- Not a transit route.
- Installed at intersections, may deter motor vehicle traffic from using local street instead of nearby collector road.



# THANK YOU

## Thank You

Thank you for your participation today.

**Please be sure to sign the attendance sheet and fill out a comment sheet.**

If you have further questions or comments, please contact:

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## What Happens Next?

