

PUBLIC INFORMATION CENTRE

North East Industrial Park Roadway Upgrades

June 28, 2016

4:00 p.m. to 6:00 p.m.

Meeting Room B

Purpose of the Open House



- The purpose of this Open House is to gain public input on the proposed roadway and active transportation improvements for the North East Industrial Park.
- Please feel free to view the presentation material. Should you have any questions, please speak to any of the City staff in attendance.

Project Description

- Rehabilitation of roadways;
- Installation of active transportation facilities to accommodate pedestrians and cyclists;
- Initiated to address deteriorated road conditions and associated concerns about the safety of pedestrians and cyclists.

Roads included as part of this project:

- ✓ Adam Street (from approx. 150-metres east of Cannifton Road to University Avenue);
- ✓ University Avenue (from Adam Street to Jamieson Bone Road);
- ✓ Jamieson Bone Road (entire length);
- ✓ Lahr Drive (entire length);
- ✓ College Street East (from University Avenue to approx. 200-metres east of Jamieson Bone Road).

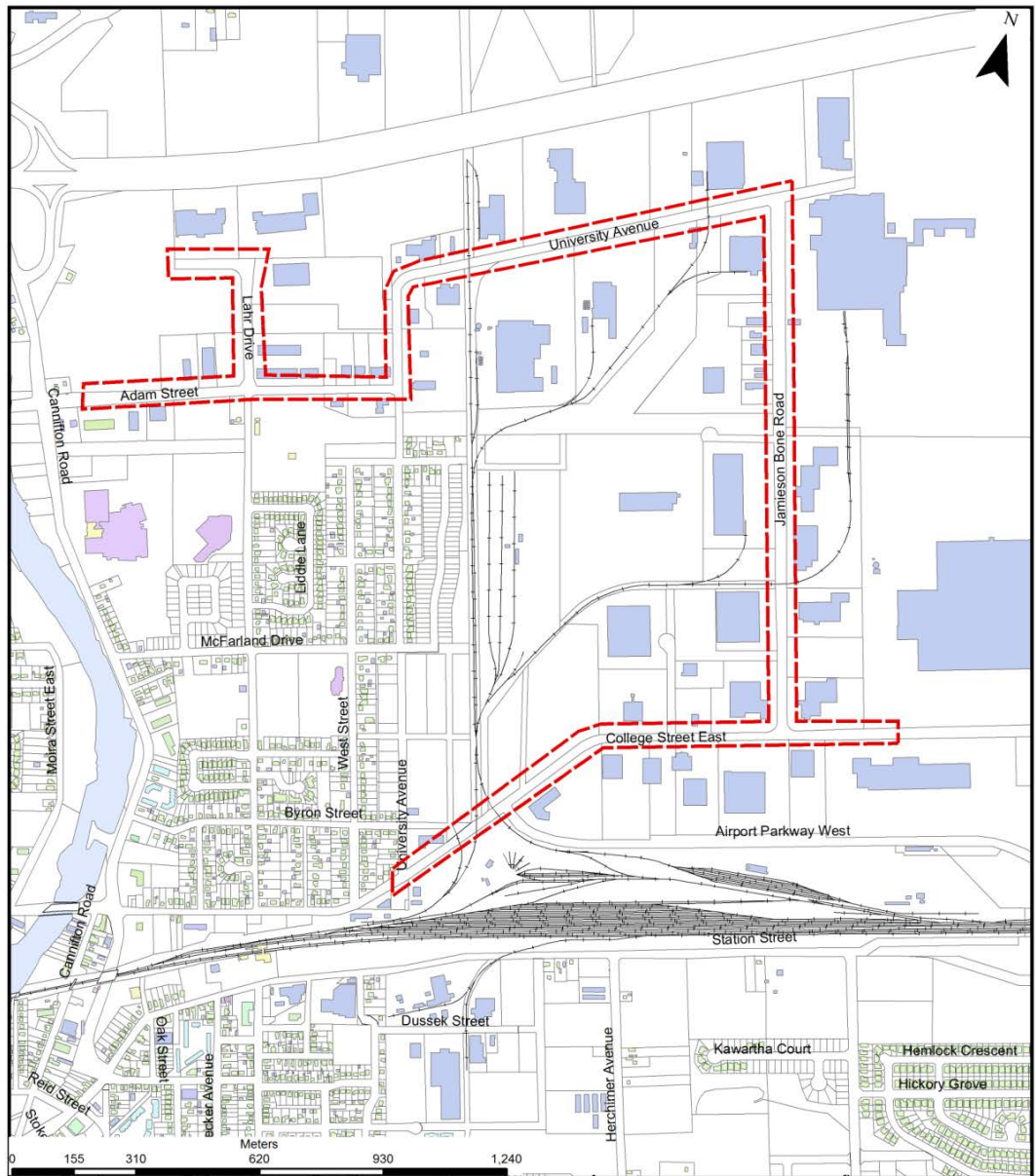


Figure 2.
Area Map and Project Limits
North East Industrial Park
Roadway Upgrades



CITY OF BELLEVILLE
 ENGINEERING & DEVELOPMENT
 SERVICES DEPARTMENT

July 2015

Scope of Work

The City of Belleville has included \$5 million in the Build Belleville program for infrastructure upgrades in the North East Industrial Park (NEIP).

The proposed scope of work consists of the following:

- Rehabilitation of roadways to meet the needs of the NEIP for the next 10 to 20 years;
- Upgrades to the level railroad crossings on University Avenue, Jamieson Bone Road, and College Street East to accommodate new active transportation facilities;
- Improvements to road cross-culverts, entrance culverts, and ditches within this area, as necessary, to improve surface drainage;
- New 1.5-metre concrete sidewalks are proposed to establish a pedestrian network within the NEIP. New sidewalks or extension of existing sidewalks are being considered for Adam Street, Jamieson Bone Road, and College Street East;
- Installation of an off-road active transportation path on University Avenue;
- Localized intersection improvements to the Adam Street/University Avenue intersection to better accommodate the high truck traffic volumes.

Transportation Master Plan

The Transportation Master Plan is an important planning document that helps the City identify, prioritize, and implement changes to the transportation network to meet existing and future travel needs.

As part of the Transportation Master Plan, the City has identified a network of cycling routes composed of major east-west and north-south cycling arteries. One route is designated on **Adam Street/ University Avenue**. Another route is designated on **College Street East**.

Both on and off road facilities are identified in the plan with various cycling facility types described.



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.



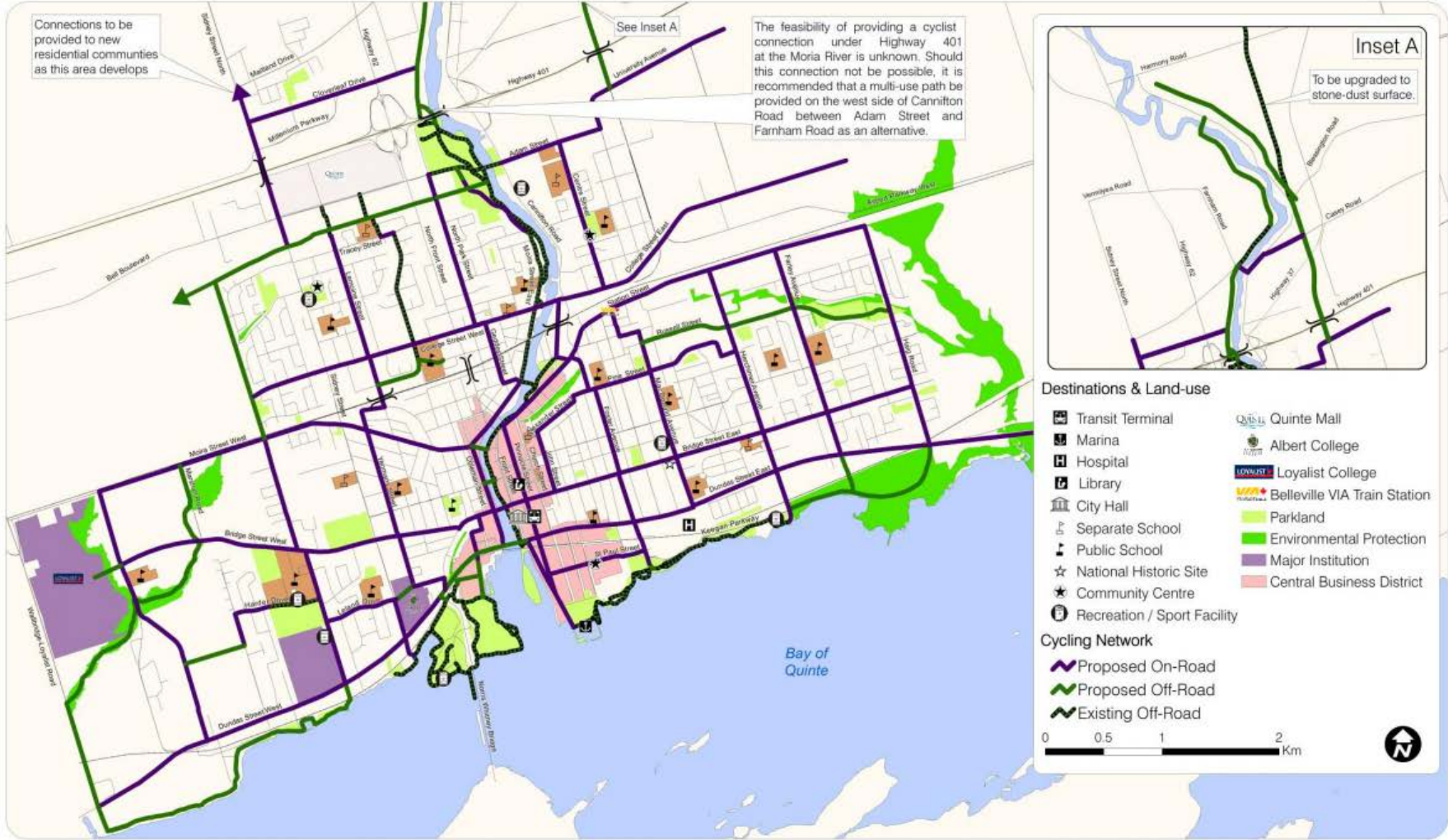
Paved Shoulder

- Roadway with paved shoulders instead of gravel and signed as a bicycle route.



Cycling Network

BELLEVILLE CYCLING NETWORK



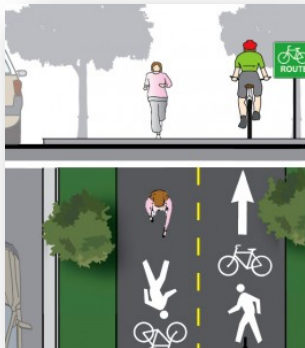
Cycling Facilities – Active Transportation Path

What is an “Active Transportation Path”?

Typically located in the boulevard, an Active Transportation Path is physically separated from motor vehicle traffic by a curb and/or a strip of grass or asphalt. Cyclists share the pathway with other users including pedestrians, in-line skaters, skateboarders, and wheelchair users.

What does an Active Transportation Path look like?

In Belleville, Active Transportation Paths look very similar to the existing trails within the City. A painted yellow centreline divides the two directions of travel. Users should travel to the right of the centreline. Various signs may be installed to remind users to share the path and to provide guidance at crossings and intersections.



Cycling Facilities – Paved Shoulders

What is a Signed Bicycle Route with Paved Shoulders?

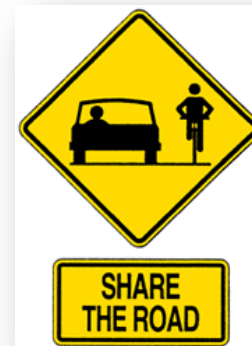
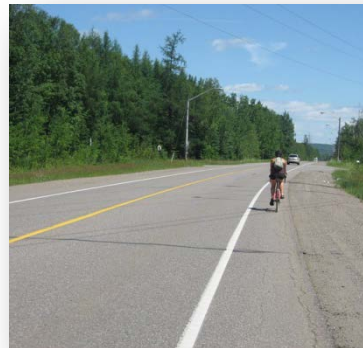
This is a roadway with a rural cross section (i.e. ditches instead of curb and gutter) with paved shoulders instead of gravel. The roadway is signed as a bicycle route. A paved shoulder can accommodate cyclists but is also shared with stopped vehicles, emergency use and potentially pedestrians where no sidewalk is present. **Parking is intended to be restricted in areas with paved shoulders on a signed bike route.**

A bicycle is a vehicle under Ontario's Highway Traffic Act. Cyclists must obey all traffic laws. Bicycles must travel in the same direction of motor vehicle traffic.

Also under the Highway Traffic Act, drivers of motor vehicles are required to maintain a minimum distance of one metre when passing a cyclist.

What does a Signed Bicycle Route with Paved Shoulders look like?

Signed Bicycle Routes designated as part of a cycling network are signed with a green Bicycle Route Marker. Share the Road signs may be installed to alert motorists to expect cyclists on the roadway.

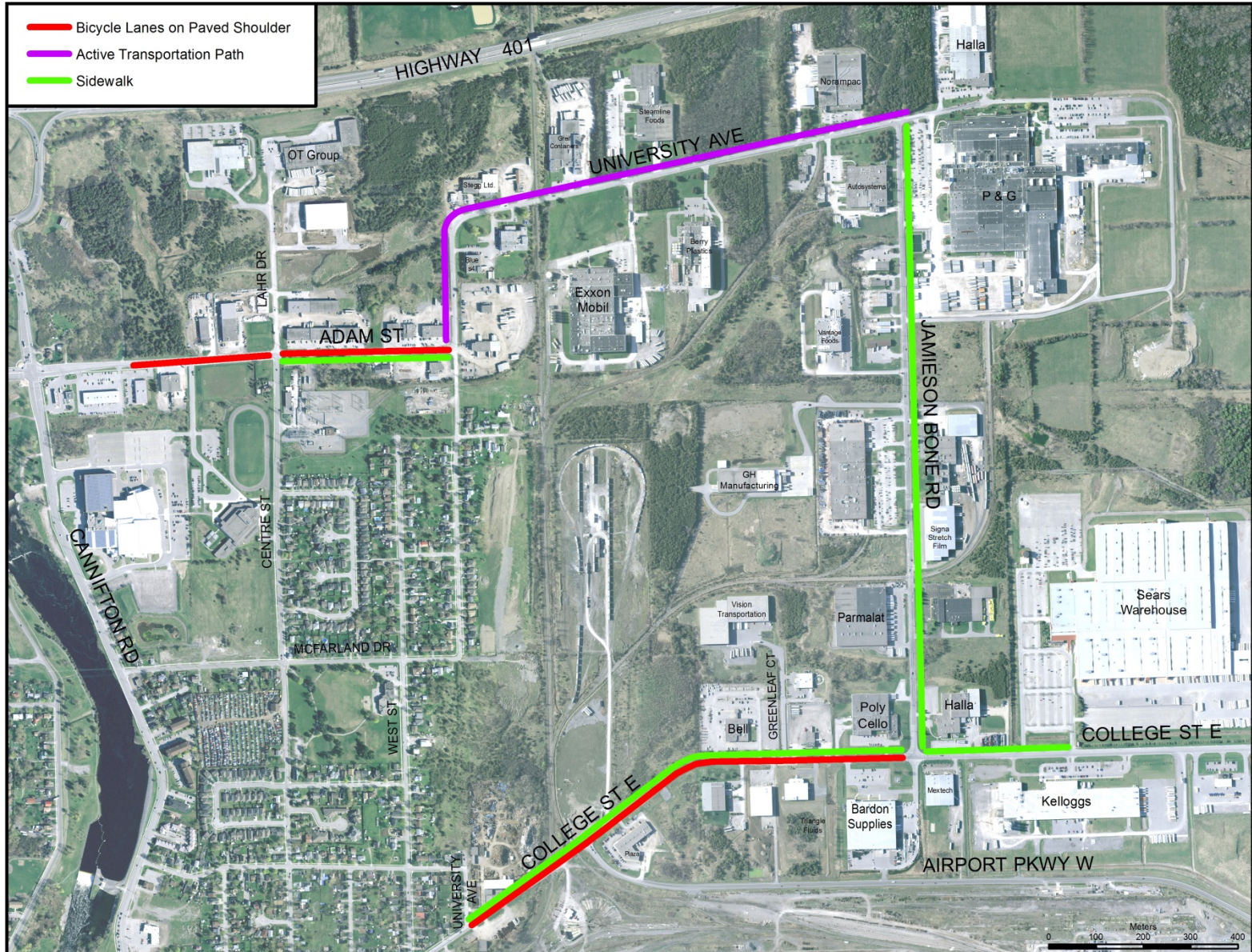


Active Transportation Plan

The following facility designs have been endorsed by Council and are proposed for both pedestrian and cycling components for the various road segments in this project:

Street	Pedestrian Facility	Cycling Facility
Adam Street	Single sidewalk on south side.	Bike lanes on paved shoulders (both sides).
<i>3.0 metre active transportation path would be constructed with boulevard area when Adam Street is widened to four (4) lanes in the future.</i>		
University Avenue	3.0 metre active transportation path on north and west sides.	
Jamieson Bone Road	Single sidewalk on east side.	None.
College Street East	Single sidewalk on north side.	Bike lanes on paved shoulders (both sides).
<i>A sidewalk and/or active transportation path on the south side could be considered as a future project or when College Street East is widened.</i>		

Active Transportation Plan



Adam Street / University Avenue Intersection

A range of design options were reviewed to mitigate operational deficiencies at this intersection.



✓ **Proposed Plan :** Widen the west approach to accommodate the wider turn requirements.

That the operational concerns of the Adam Street/ University intersection can be addressed by shifting the west leg southward and widening the throat of the west approach to facilitate the truck turning movements and accommodate pedestrian and cycling facilities.

Project Schedule

Road Rehabilitation - 2016

Task	Date
Issue Tender	Early July
Report to Council/ Award Contract	August
Mobilize	Early September
Substantial Completion	Late October
Final Completion	Late November



Sidewalk Upgrades (Active Transportation) – 2017

The sidewalk upgrades portion of this project will be tendered in 2017 when required CN and Transport Canada approvals are in place.

Thank you for your participation today!

If you have further questions or comments, please contact:

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