

WELCOME

Bridge Street West Cycling Facilities

Public Open House

November 2, 2017



Purpose of the Open House

The purpose of this Open House is to gain public input on the proposed Bridge Street West Cycling Facilities in the City of Belleville.

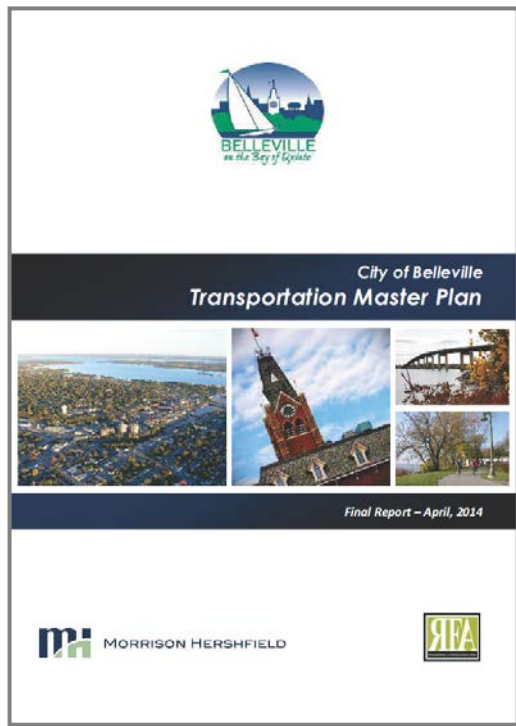
Please feel free to view the presentation material. Should you have any questions, please speak to any of the City staff in attendance.

Comment sheets are available today. Alternatively, you can email or drop off comments directly to the City.

We kindly request all comments by November 16, 2017.



TRANSPORTATION MASTER PLAN



Transportation Master Plan

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 other forms of transportation such as walking, **cycling** and transit.

This Plan will guide the development of the City's transportation network over the next 20 years.

Public Consultation - Transportation Master Plan

The preparation of the Transportation Master Plan followed a Municipal Class Environmental Assessment process which is an approved process under the Environmental Assessment Act.

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.

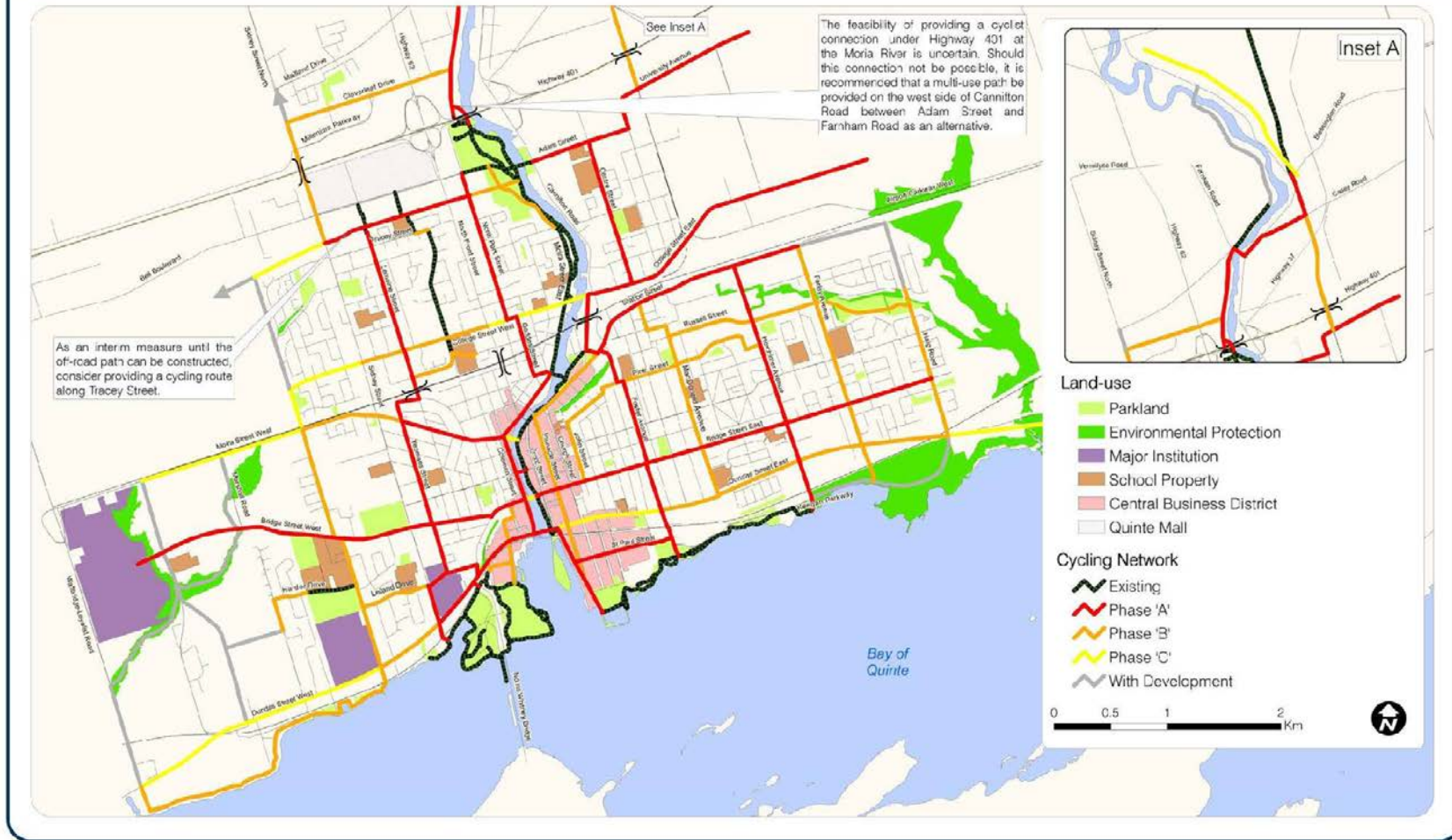
Cycling Network

A Recommended Cycling Network is included in the Transportation Master Plan. Implementation of the Cycling Network would be phased in over the next 20 plus years subject to funding availability and priorities established by Council.



RECOMMENDED CYCLING NETWORK PHASING

BELLEVILLE CYCLING NETWORK PRIORITIZATION



CYCLING FACILITIES

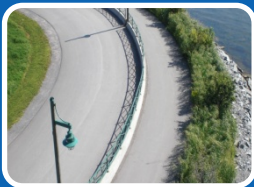
What are “Cycling Facilities”?

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.

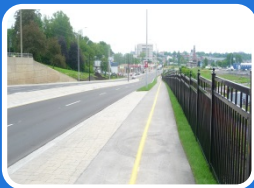
The type of “On-Road” facility will be site specific and will be selected following the guidelines provided in the Ministry of Transportation’s Ontario Traffic Manual Book 18 – Cycling Facilities.

Belleville’s Cycling Network may include:



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



Shared Lane

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

BRIDGE STREET WEST CYCLING FACILITIES

Bridge Street West Cycling Facilities

Council has approved \$2.8 million for cycling facilities to be constructed on Bridge Street West from the City's Downtown to Loyalist College.

Bridge Street West Phasing

Phase 1 - 2017 / 2018: Yeomans Street to Centennial Park

Plans have been prepared showing the proposed 2017 / 2018 construction and are on display for your information.

Phase 1 plans include:

- **3m wide paved in-boulevard Active Transportation Path on north side of Bridge Street West from Yeomans Street to Palmer Road**
 - Addresses the lack of sidewalk on the north side of Bridge Street West from Yeomans Street to the west end of the Fairgrounds.
 - Connects with Yeomans Street bike lanes in the east.
- **New traffic signals and pedestrian crosswalks at Palmer Road / Bridge Street West intersection**
- **3m wide paved in-boulevard Active Transportation Path on south side of Bridge Street West from Palmer Road to Centennial Park**
 - Addresses the lack of sidewalk on the south side of Bridge Street West, west of Palmer Road.
 - Connects with existing trail through Centennial Park in the west.



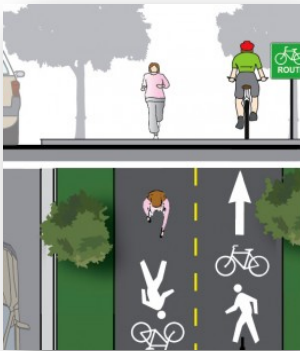
BRIDGE STREET WEST CYCLING FACILITIES

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.



BRIDGE STREET WEST CYCLING FACILITIES

Future Phases

Various alternatives are being evaluated for the east and west ends of the Bridge Street West Cycling Facilities.

Public input is invited to assist in the selection of a preferred alignment.

The alternatives and preliminary evaluation criteria are presented in the following boards for your consideration in making your selections.

Phase 2: Yeomans Street to Downtown Belleville

East End Alternatives

The in-boulevard Active Transportation Path on the north side of Bridge Street West will intersect with the on-street bicycle lanes on Yeomans Street. Options for continuation to the east from this point include:

A. Yeomans Street to Catharine Street and Catharine Street to the Footbridge

Yeomans Street bicycle lanes, Catharine Street shared roadway

B. Bridge Street West

Shared roadway along Bridge Street West



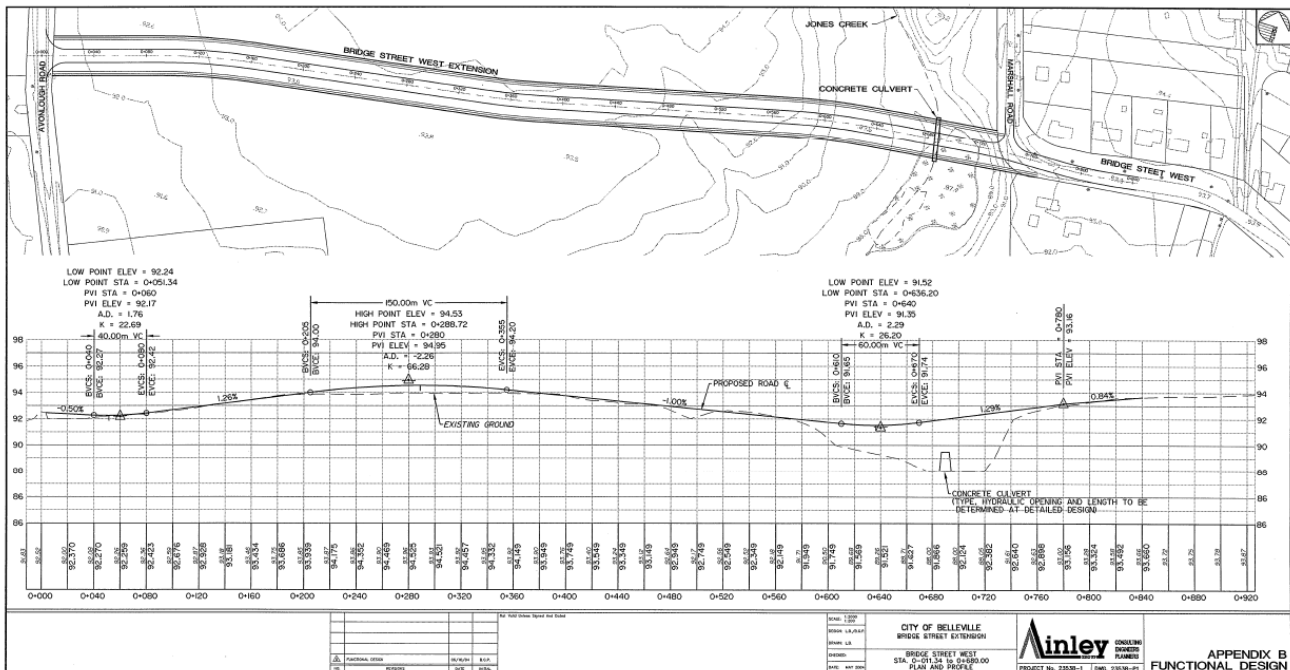
BRIDGE STREET WEST CYCLING FACILITIES

Phase 3: Palmer Road to Avonlough Road

Ultimate Alignment

Ultimately, the ideal route for the continuation of the Bridge Street West Cycling Facilities to Loyalist College will be through the **Bridge Street West Extension** to Avonlough Road.

An Environmental Assessment for this extension project was completed in 2004. The recommended alignment from this study is the most direct route from Palmer Road to Avonlough Road.



Timing of the Bridge Street West extension is dependent on the rate of development in this area. A timeline for construction is currently unknown.

Therefore, to complete a connection between Bridge Street West and Avonlough Road, Interim Alignment options are being considered for Phase 3 of the Bridge Street West Cycling Facilities project.



BRIDGE STREET WEST CYCLING FACILITIES

Phase 3: Palmer Road to Avonlough Road - West End Alternatives

Interim Alignments

Options for continuation to the West include:

1. Marshall Road, Moira Street West, Avonlough Road

Continue in-boulevard path on Bridge Street West to its west end, Marshall Road shared roadway, Moira Street West paved shoulders, Avonlough Road shared roadway

2. Creek Trail

Continue in-boulevard path on Bridge Street West to its west end, off-road asphalt trail along Potter Creek Tributary

3. Marshall Road Extension

Continue in-boulevard path on Bridge Street West to its west end, off-road asphalt trail on projection of Marshall Road to existing right-of-way to Avonlough Road

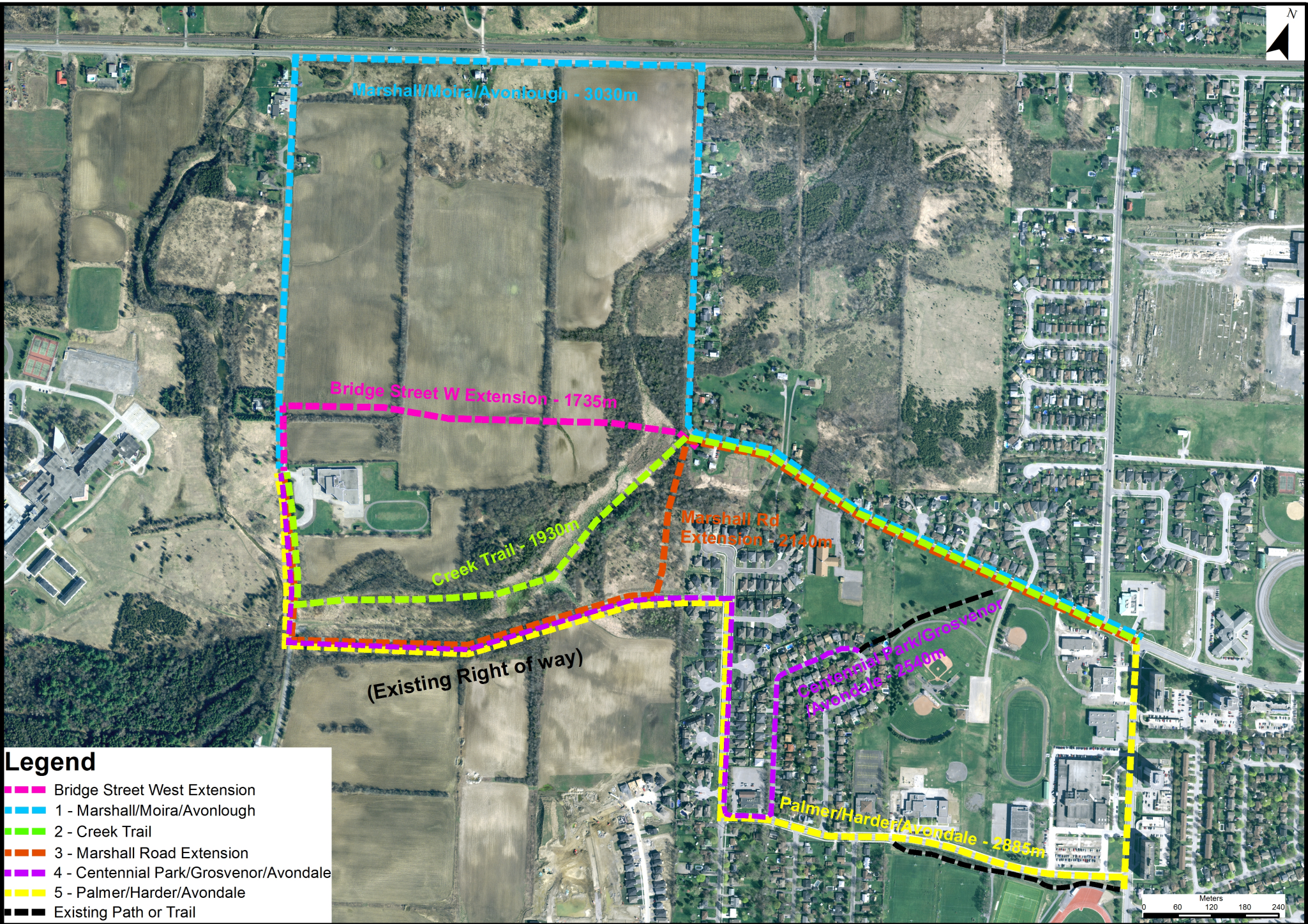
4. Centennial Park, Kensington Crescent, Grosvenor Drive, Harder Drive, Avondale Road, Meagher Place, Existing Right-of-Way

Pave existing trail from Bridge Street West through Centennial Park, shared roadways on Kensington Crescent, Grosvenor Drive and Harder Drive, Avondale Road bike lanes, through Meagher Place to off-road asphalt trail on existing right-of-way to Avonlough Road

5. Palmer Road, Harder Drive, Avondale Road, Existing Right-of-Way

Bike lanes on Palmer Road, Harder Drive, and Avondale Road, through Meagher Place to off-road asphalt trail on existing right-of-way to Avonlough Road



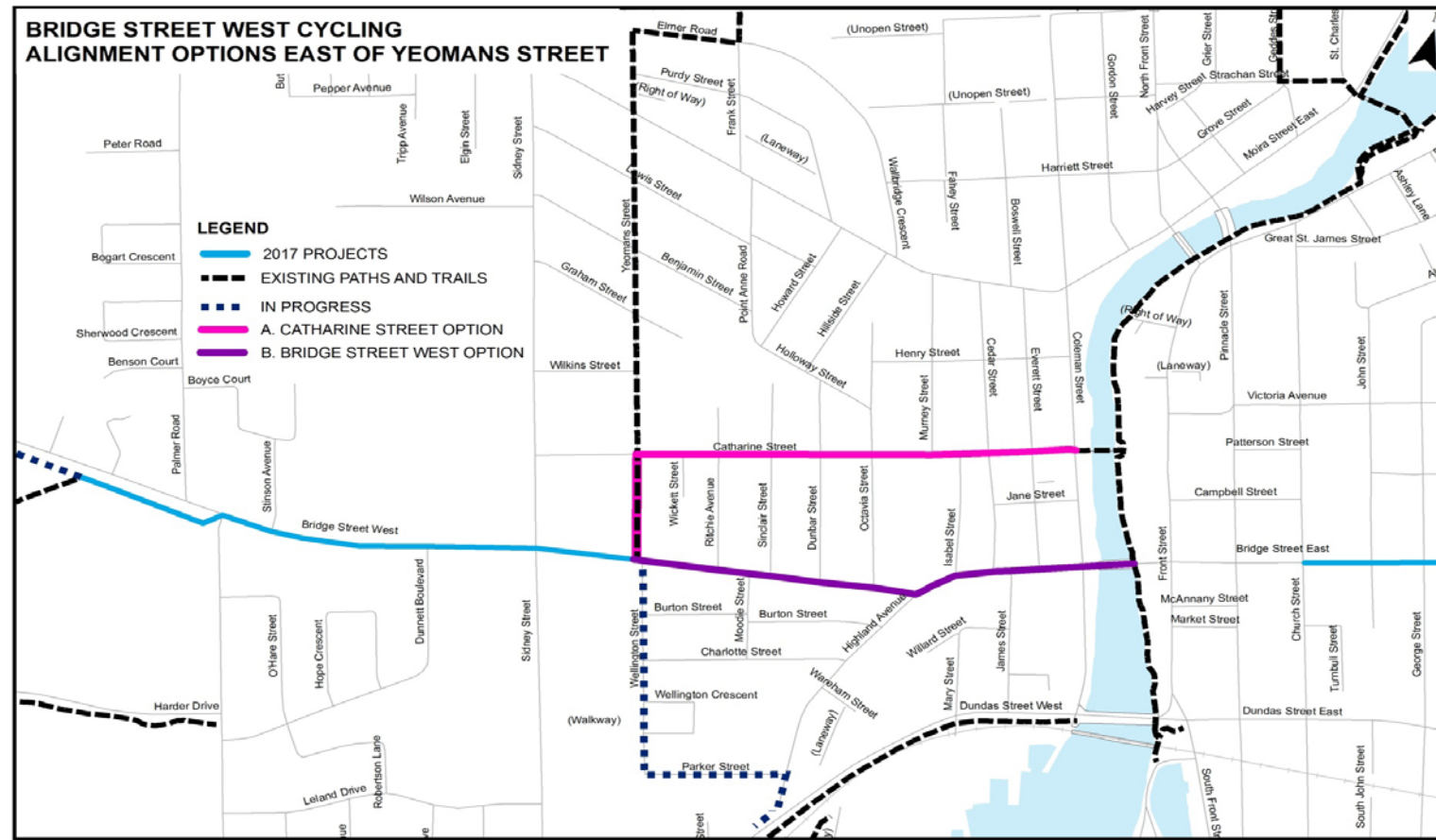


- Legend**
- Bridge Street West Extension
 - 1 - Marshall/Moira/Avonlough
 - 2 - Creek Trail
 - 3 - Marshall Road Extension
 - 4 - Centennial Park/Grosvenor/Avondale
 - 5 - Palmer/Harder/Avondale
 - Existing Path or Trail

BRIDGE STREET WEST CYCLING
ALIGNMENT OPTIONS 1 TO 5 WEST OF PALMER ROAD

| CRITERIA | BRIDGE STREET WEST CYCLING FACILITIES - WEST END ALTERNATIVES | | | | |
|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Alternative 1 Marshall / Moira / Avonlough | Alternative 2 Creek Trail | Alternative 3 Marshall Road Extension | Alternative 4 Centennial Park / Grosvenor / Avondale | Alternative 5 Palmer / Harder / Avondale |
| Access and Potential Use | Moira Street West on bus route. | | Access to residential area at Meagher Place | Access through residential area | Access through residential area Palmer Road and Harder Drive on bus route. Potential Use by Schools, Park, Club, Church, Hall on Palmer Road and Harder Drive |
| Connectivity and Directness | Length 3030m Planning Document Status Transportation Master Plan - "Phase C" / "With Development" cycling route | 1930m Loyalist Secondary Plan as Pedestrian/Bicycle Trail Transportation Master Plan - "With Development" cycling route | 2140m Loyalist Secondary Plan as Road | 2540m | 2885m Transportation Master Plan - "Phase B" cycling routes on Palmer Road and Harder Drive |
| Direct Connection between Bridge St W Path and Loyalist College | No | Yes | Yes | No | No |
| Direct Connection between Southwest Belleville and Loyalist College | No | No | No | Yes | Yes |
| Physical Barriers | | | | | |
| Environmental Factors | None | Least preferred option for Quinte Conservation Authority | | Least impacts to natural heritage features | Least impacts to natural heritage features |
| Species at Risk | No impacts | May impact potential use of wetland by Snapping Turtles (Special Concern) | Proximity to multiple Butternut trees (Endangered) may require permitting / approvals. | Proximity to single Butternut tree (Endangered) and require permitting / approvals. | Proximity to single Butternut tree (Endangered) and require permitting / approvals. |
| Watercourse Crossing | None | New creek crossing(s) required | Existing culverts may be replaced - no new creek crossing(s) required | Existing culverts may be replaced - no new creek crossing(s) required | Existing culverts may be replaced - no new creek crossing(s) required |
| Wetland Crossing | None | Greatest impact to wetland features | No crossing of wetlands required | No crossing of wetlands required | No crossing of wetlands required |
| Constructability | Straightforward | More Involved | More Involved | Moderately Involved | Moderately Involved |
| Property Requirements | No property required | Property required (within floodplain, non-developable) | Property required | No property required | No property required |
| Attractiveness | Shared roadways / paved shoulders Railway north of Moira | Off-road trail Portion along creek | Off-road trail | Mixture of on-road and off-road facilities | Mixture of on-road and off-road facilities |
| Safety and Comfort | Entirely on / adjacent to roads - less comfortable for beginning cyclists | Off-road trail - more comfortable for beginning cyclists | Off-road trail - more comfortable for beginning cyclists | Mixture of on-road and off-road facilities 40 % on-road, 60% off-road | Mixture of on-road and off-road facilities 55% on-road, 45% off-road |
| Night time Safety | Adjacent to roadway / through populated areas | Secluded - partially mitigate with lighting | Secluded - partially mitigate with lighting | Secluded - partially mitigate with lighting | Secluded - partially mitigate with lighting |
| Cost | Lowest Cost | Highest Cost | Highest Cost | Lowest Cost | Lowest Cost |
| Demand | Accommodating cyclists only | Shared use for pedestrians and cyclists | Shared use for pedestrians and cyclists | Pedestrians already accommodated on sidewalks; adding accommodation for cyclists | Pedestrians already accommodated on sidewalks; adding accommodation for cyclists |
| Please indicate your preferred alternative with a checkmark. | | | | | |

Preferred Alternative under each Criterion is highlighted in blue



| CRITERIA | BRIDGE STREET WEST CYCLING FACILITIES EAST END ALTERNATIVES | |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Alternative A Yeomans / Catharine | Alternative B Bridge Street West |
| Access and Potential use | Potential use by Schools | Also a bus route |
| Connectivity and Directness | Less direct: additional 425m Connects with existing Yeomans Street bike lanes and Riverfront Trail | More direct Connects with planned Bridge Street East cycling facilities |
| Physical Barriers | Moirra River crossing Intersections Catharine Street pedestrian bridge - not shared with motor vehicles Catharine Street / Yeomans Street intersection - 4 way stop for ease of turning movements. Catharine Street / Coleman Street intersection - signalized tee-intersection for ease of crossing. | Lower Bridge - narrow lanes and higher traffic Bridge Street West / Highland Avenue intersection - geometry is a challenge for cyclists and motorists to determine right-of-way. Bridge St West / Coleman Street intersection - signalized, higher volume intersection with turning lanes is more challenging to navigate. |
| Attractiveness | On-road | On-road |
| Safety and Comfort | Catharine Street - lower traffic volume Shared roadway | Bridge Street West - higher traffic volume Bike lanes are desired but roadway width is insufficient. Shared roadway proposed. |
| Demand | Accommodating cyclists only | Accommodating cyclists only |
| Please indicate your preferred alternative with a checkmark. | | |

Preferred Alternative under each Criterion is highlighted in blue

BRIDGE STREET WEST CYCLING FACILITIES

Thank You

Thank you for your participation today.

We are seeking public input on the preferred alignment options for the Bridge Street West Cycling Facilities. Please indicate your preferences by marking a "check" on the presentation boards. Comment sheets are also available.

If you have further questions or comments, please contact:

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What Happens Next?

