

WELCOME

Proposed Bridge Street East Bicycle Lanes
Public Open House
Thursday, April 27, 2017

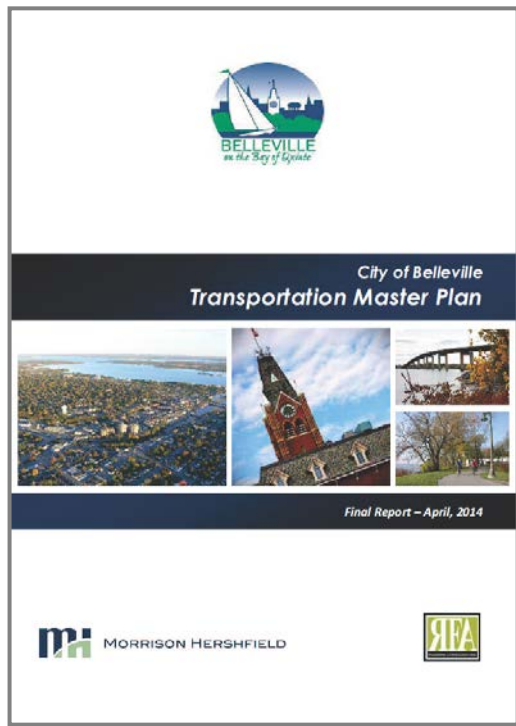


Purpose of the Open House

The purpose of this Open House is to gain public input on the bicycle lanes proposed for Bridge Street East 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.

TRANSPORTATION MASTER PLAN



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.

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.

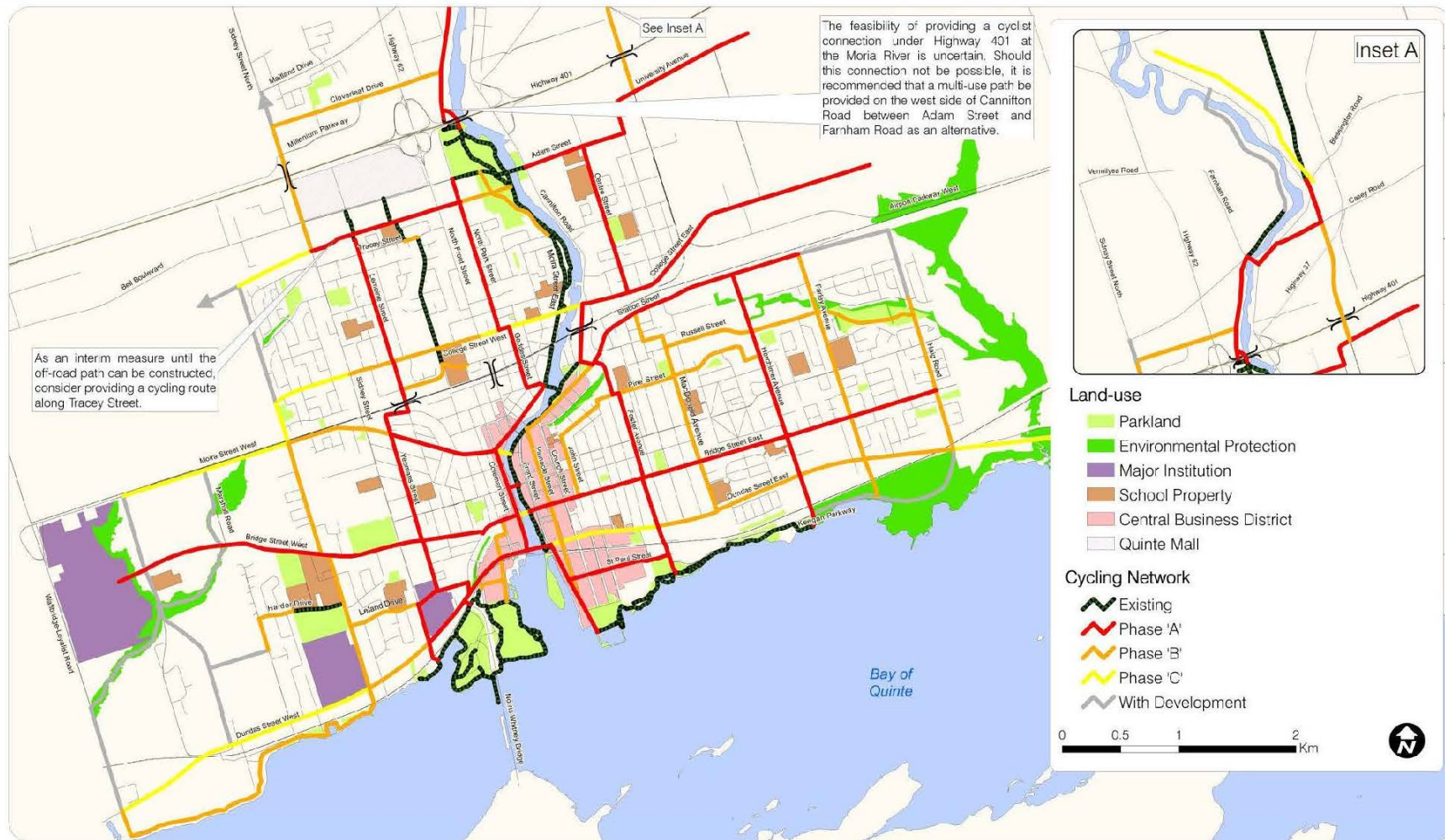
Public consultation was a key component of the study. A need to develop cycling infrastructure was identified. A cycling network was developed through a consultative process including three Open Houses and a Stakeholder Steering Committee comprised of members of the public.

Cycling Network

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

RECOMMENDED CYCLING NETWORK PHASING

BELLEVILLE CYCLING NETWORK PRIORITIZATION



CYCLING NETWORK TO DATE

2014 - Bridge Street East Public Open House

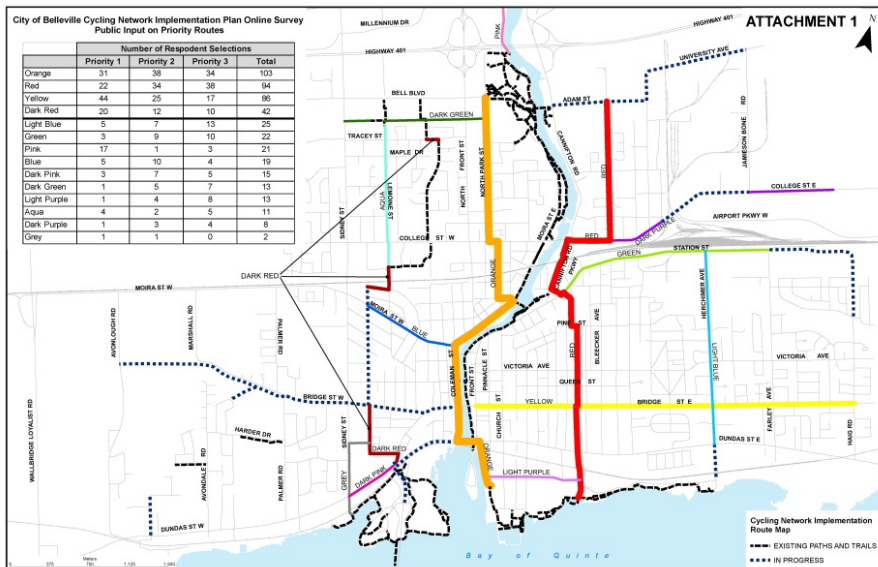
In 2014, a public meeting was held regarding proposed bicycle lanes on Bridge Street East.

From public feedback received at the Bridge Street East meeting, the overall Cycling Network was news to a lot of participants.

Concerns were expressed by attendees and the project did not proceed at that time.



2015 - Public Consultation - Cycling Network Implementation Plan



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 facilities on Bridge Street East were identified as a priority by respondents.

Council approved \$250,000 toward Cycling Implementation Plan projects in 2016. Council approved another \$250,000 towards cycling infrastructure in 2017.

CYCLING NETWORK TO DATE

2016 Cycling Projects

The 2016 projects under the Cycling Network Implementation Plan were:

- ➔ **North-South Corridor, West End** included paving an existing path north of Tracey Street, improvements to the Frank Street underpass, and a designated cycling route on portions of Tracey, Frank, and Elmer Streets.
- ➔ **Central North-South Corridor, West of the Moira River** included bicycle lanes on North Park Street, and a designated cycling route on College, Geddes, Strachan and St. Charles Streets.

In addition, the following cycling improvements were completed under other capital projects in 2016:

- ➔ **Yeomans Street Bike Lanes**
- ➔ **Dundas Street West Active Transportation Path**
- ➔ **Asphalt paving of West Riverside Park Trail, College Street to Bell Boulevard**

2017 Cycling Projects

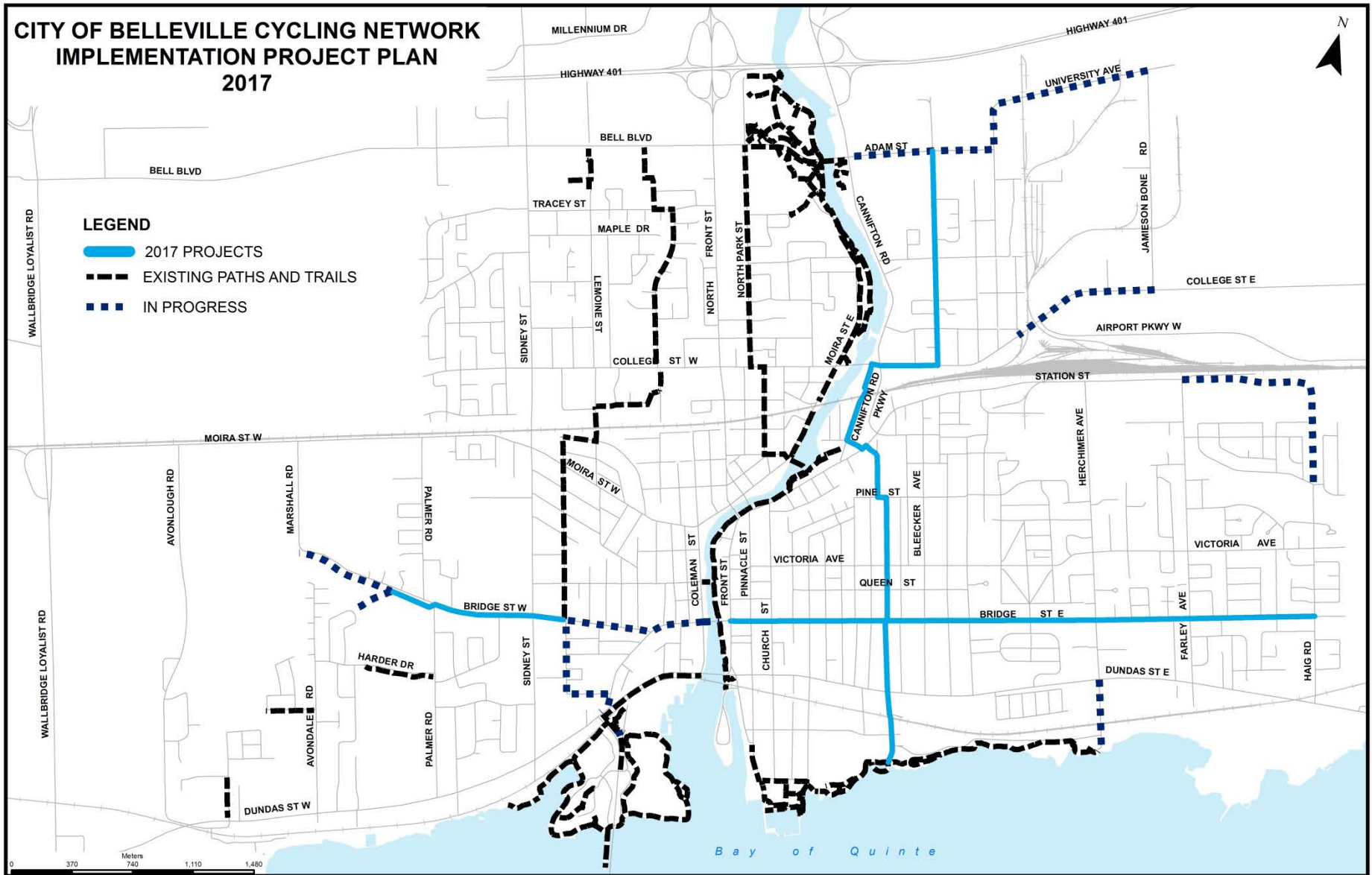
The 2017 projects under the Cycling Network Implementation Plan are:

- ➔ **Central North-South Corridor East of the Moira River – Designated Cycling Route** on Centre Street, College Street East, Cannifton Road (including upgrades at rail underpass), Reid Street, Station Street, Albion Street, Pine Street, and Foster Avenue.
- ➔ **East-West Corridor - Bridge Street East Bike Lanes**, Church Street to Haig Road

In addition, the following cycling improvements are planned under other capital projects in 2017:

- ➔ **Bridge Street West Active Transportation Path**, Yeomans Street to Centennial Park
- ➔ **Northeast Industrial Park – Paved Shoulders, Bike Lanes and Active Transportation Path**
- ➔ **Station Street and Haig Road Extension – Bike Lanes**

CYCLING NETWORK IMPLEMENTATION PLAN: 2017 PROJECTS



CYCLING FACILITIES

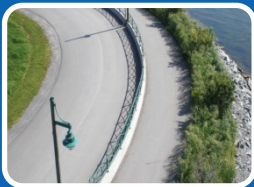
What are “Cycling Facilities”?

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 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

CYCLING FACILITIES – BICYCLE LANE

The Ministry of Transportation has published Ontario Traffic Manual Book 18 – Cycling Facilities to provide guidance to municipalities on the planning, design and operation of cycling facilities.

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.



In the City of Belleville, bike lanes are currently on Yeomans Street and North Park Street.

PROPOSED BRIDGE STREET EAST BIKE LANES

Bridge Street East: Bicycle Lanes

Following the bicycle facility selection process guidelines provided in the Ontario Traffic Manual (OTM) Book 18, **bicycle lanes** are confirmed as an appropriate solution for cycling facilities on Bridge Street East.



- ➔ 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 Bridge Street East bicycle lanes.

Current and Proposed Parking Restrictions

Plans have been prepared showing current and proposed parking restrictions on Bridge Street East and side streets 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.

Bridge Street East Bicycle Lanes

The bicycle lanes proposed for Bridge Street East would **start at Church Street and continue to Haig Road on both sides** of the street.

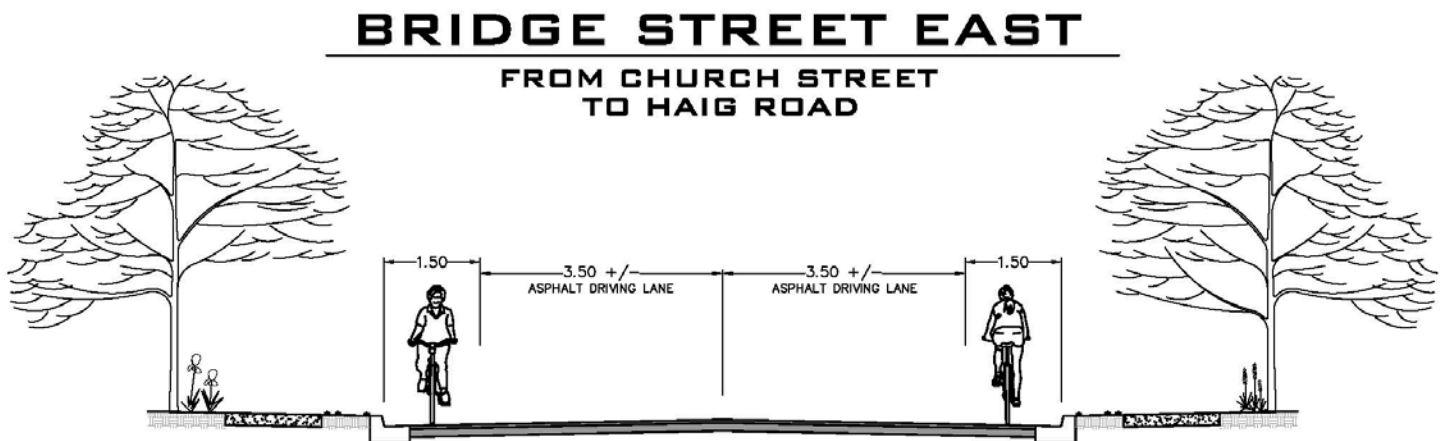
The bicycle lanes proposed for Bridge Street East would include standard pavement markings and signage:

- Solid White Line Pavement Markings
- Bicycle Symbol Pavement Markings
- Diamond Symbol Pavement Markings
- Reserved Bicycle Lane Signs

PROPOSED BRIDGE STREET EAST BIKE LANES

Frequently Asked Questions

Is Bridge Street East wide enough for bike lanes?



The proposed widths for bike and motor vehicle lanes on Bridge Street East are consistent with design guidelines.

The lane widths proposed for Bridge Street East are the same as those on Yeomans Street and North Park Street.

Removal of on-street parking between Church Street and Haig Road is required for the implementation of the Bridge Street East bike lanes.

What about the traffic speed and volume on Bridge Street East?

- **Speed** - A speed survey was conducted on Bridge Street East. Motor vehicle operating speed on Bridge Street East was measured at **54 km/h** and is considered "Moderate" following OTM Book 18 – Cycling Facilities guidelines.
- **Volume** – Projected traffic volumes for a twenty year planning horizon are in the range of **7000 – 9500 vehicles per day**.

Traffic speed and volume have been considered in confirming that **bicycle lanes** are an appropriate solution for cycling facilities on Bridge Street East.

PROPOSED BRIDGE STREET EAST BIKE LANES

I am concerned about heavy truck traffic on Bridge Street East.

Under the current City of Belleville Traffic By-Law, heavy trucks are prohibited on Bridge Street East.

Do children have to use the bike lane?

No. Under the current City of Belleville Traffic By-Law, children under the age of 12 are permitted to cycle on the sidewalk.

Bridge Street East is a bus route. What happens to bicycle lanes at bus stops?

At bus stops, the bicycle lane is dashed to indicate that the bus can pull across the bicycle lane, and to notify the cyclist that buses will be pulling over.

Under the Highway Traffic Act (HTA) of Ontario, the definition of a vehicle includes a bicycle; therefore the driver of a bicycle must obey all traffic laws and has the same responsibilities and rights as a motorist. Cyclists are encouraged to familiarize themselves with sections of the HTA as they pertain to cycling on roadways.

Wouldn't Victoria Avenue be a better candidate for bicycle lanes than Bridge Street East?

The overall Belleville Cycling Network was developed with the Transportation Master Plan through consultation with Technical and Stakeholder Steering Committees and the public. Further information on the network development process can be found in the Transportation Master Plan.

While Victoria Avenue was considered in the development of the Cycling Network, the Committee and public consultation recommended Bridge Street East as the preferred route in the planned Network.

PROPOSED BRIDGE STREET EAST BIKE LANES

Doesn't the Bayshore Trail already provide the same route and purpose as the proposed Bridge Street East Bike Lanes?

Bridge Street serves as a key east-west route on the cycling network for utilitarian / commuter cyclists across the City's entire urban area.

The Bridge Street East portion of this route provides access to employers, businesses, and retailers on Dundas Street East through multiple local side streets (until such time that cycling facilities are provided on Dundas Street East).

The Bayshore Trail is available for recreational cyclists. The Trail does not provide frequent access to Dundas Street East destinations.

What's happening with the Bridge Street West cycling facilities?

The Bridge Street West Cycling Facilities project has been divided into phases.

The first phase from Yeomans Street to Centennial Park is planned to be implemented this year.

Alignment options will be presented for public comment at an upcoming Public Open House for future phases including Centennial Park to Avonlough Road (Loyalist College) and Yeomans Street to Downtown Belleville.

PROPOSED BRIDGE STREET EAST BIKE LANES

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:

Deanna O'Leary, P.Eng.
Senior Project Manager
Engineering & Development Services
City of Belleville
City Hall, 169 Front Street
Belleville, Ontario K8N 2Y8
613-967-3200 x3527
doleary@city.belleville.on.ca

What Happens Next?

