

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

Item 16, Report No. 32, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2013.

**16 CYCLE FACILITIES IMPLEMENTATION PLAN FOR PETER RUPERT AVENUE,  
CONFEDERATION PARKWAY, STAFFERN DRIVE AND NORTH RIVERMEDE ROAD  
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Director of Development / Transportation Engineering, dated June 18, 2013:

**Recommendation**

The Commissioner of Engineering and Public Works and the Director of Development / Transportation Engineering recommend:

1. THAT staff proceed with implementation of bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermeade Road;
2. THAT the Consolidated Traffic By-law 284-94 be amended to designate bicycle lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermeade Road for the use of bicycles only (where designated), and that Consolidated Parking By-law 1-96 be updated with the appropriate parking prohibitions; and

**Contribution to Sustainability**

Increased cycling in the City of Vaughan will reduce automobile dependency, traffic congestion and transportation related greenhouse gas emissions. The proposed cycle facilities will create a safer environment for cyclists, which will attract new cyclists. Increasing cycling supports many of the goals and objectives of Green Directions Vaughan, in particular Objectives 3.1 and 3.3:

***Objective 3.1*** *To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation*

***Objective 3.3*** *Reduce single occupant vehicle (SOV) trips by supporting active transportation, car pooling and public transit*

**Economic Impact**

The estimated cost to implement the proposed dedicated cycle facilities is \$68,000 (approximately \$11,000 per kilometer). The Block 11 Landowners Group have committed to contribute to the cycle facilities on Peter Rupert Avenue, and the remainder will be expensed to Capital Project DT-7056-11. The additional pavement markings and signage will incur the normal expense associated with maintenance activities (approximately \$1,000/km annually), which will be incorporated into the Engineering Services Department's Operating Budget for the pavement marking application program.

The pre and post monitoring of cycling activity along this corridor will be funded from the approved Capital Project DT-7104-13, which is designated for Transportation Master Plan (TMP) Education, Promotion, Outreach and Monitoring.

**Communications Plan**

The consultation process included an online survey and Public Open House. Staff developed the online survey on Survey Monkey to gather information about the community's cycling needs,

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

#### Item 16, CW Report No. 32 – Page 2

where people cycle, and feedback on the proposed cycle options. On May 23, 2013, staff held a Public Open House to discuss the proposed cycle options, answer questions, and collect survey responses. Surveys were available at the open house, and on the City's website for stakeholders to provide input.

The notice of this Public Open House was bulk delivered to all 5,875 addresses in the community surrounding the corridor. Newspaper advertisements were published in Vaughan Citizen and Thornhill Liberal on Thursday, May 9 and 16, 2013. Notice was also sent to interested parties requesting notification by email. Furthermore, three mobile signs were erected at key entrances to the community to promote the Public Open House date, time and location.

If Council endorses the implementation of dedicated cycle facilities in Ward 4, mobile signs will be erected in advance at key intersections advising the community of the pending installation. A notice of construction and education materials about proper use of the new cycle facilities will be delivered to residents prior to pavement marking and sign installation. This information will also be posted on the City's cycling website.

In addition, staff will explore opportunities to host an event to raise awareness and educate residents about proper use of the new cycle facilities. This could include CAN-BIKE cycle training courses to give residents the skills and confidence needed to ride in traffic. Staff will also work with schools in the community to raise awareness of the new cycle facilities, promote safe cycling, and offer CAN-BIKE courses.

#### **Purpose**

The purpose of this report is to present the results of the stakeholder consultation on cycle facilities in the central part of Ward 4 so Council may consider approving amendments to the Consolidated Traffic By-law 284-94 and Consolidated Parking By-law 1-96 to establish bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road.

#### **Background - Analysis and Options**

The City's approved Pedestrian and Bicycle Master Plan (PBMP) proposes neighbourhood bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road. Council, at its meeting on June 26, 2012, directed staff to proceed with stakeholder consultation for the proposed cycle facilities, and report back to Council on the implementation plan. The corridor was selected from the PBMP to provide connections to the existing cycle facilities in the area, local bus routes, parks and open spaces, schools and shopping centres. In addition, the proposed bike lanes will eventually connect to the future Carville District Centre at Rutherford Road and Dufferin Street. The attached map illustrates the location of proposed bike lanes in the central part of Ward 4 (see Attachment No. 1). An illustration of what bike lanes will look like on Confederation Parkway is also shown in Attachment No. 2.

#### **This corridor consists of minor collector roadways in the central part of Ward 4**

Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road are all two lane minor collector roads in the central part of Ward 4, which connects between Major Mackenzie Drive and Highway 7. As per Consolidated Parking By-law 1-96, on-street parking is currently permitted for up to three hours between 6am and 2am, and there are two sections of lay-by parking on Peter Rupert Avenue (in front of St Cecilia Catholic Elementary School and a future public elementary school). Furthermore, York Region Transit operates the 87, 105, 105B and 107B bus routes in different segments of this corridor.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

Item 16, CW Report No. 32 – Page 3

**Community input was sought on the proposal to install bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road**

Based on the recommendations of the PBMP and staff's review of the corridor, bike lanes were considered the most appropriate cycle facility for the better part of this corridor. Bike lanes would provide a safer route for cyclists with dedicated lanes for bicycle use only. A preliminary design showing what bike lanes could look like on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road was prepared and presented at the public open house held on May 23, 2013 to generate discussion and feedback on the proposal.

Installing bike lanes in this corridor would mean that motorists would not be allowed to park, stand or drive in the bike lanes. New pavement markings and signage would be added to the roadway to provide one traffic lane and one bike lane in either direction. The proposed bike lanes can be accommodated within the existing pavement width. Staff do not anticipate any impact on traffic or transit operations as a result of the installation of bike lanes.

At locations where there is not adequate width to accommodate one or both bike lanes, either due to traffic calming or turning lanes at intersections, staff recommends the use of shared use lane markings (also known as "sharrows"). Sharrow pavement markings are bike symbols with two white chevrons. Sharrows are a new type of cycle pavement marking that has been implemented in North American municipalities since the PBMP was approved in 2007. Sharrows were introduced to the Bikeway Traffic Control Guidelines for Canada in February 2012 (TAC, Second Edition). The primary purpose of sharrows is to promote correct cyclist positioning in the lane. Sharrows are also meant to alert motorists to the presence of cyclists, and to remind them to share the road.

In terms of traffic calming in this corridor, there are curb bump outs on Peter Rupert Avenue and road narrowings on Confederation Parkway where there is not adequate width to accommodate bike lanes. As such, the preliminary design includes sharrows to bridge gaps across traffic calming measures, in the otherwise continuous bike lanes for this corridor. An illustration of what sharrows will look like on Peter Rupert Avenue is shown in Attachment No. 3.

**The results of the online survey were positive and support bike lanes on all roads in this corridor**

Staff developed an online survey on Survey Monkey to gather information about the community's cycling needs, where people cycle, and feedback on the proposed cycle options. In total, 147 survey responses were received.

Based on the survey results, there was a positive response to the bike lane proposal on all roads in this corridor. The proposed bike lanes would be used by 67% of survey respondents who live in the community. This is consistent with a recent 2013 survey, which found that 70% of Ontarians believe that cyclists need more bike lanes (poll conducted by Strategic Communications Inc. in May 2013). Of those that would use the proposed bike lanes, the most well used sections would be Confederation Parkway (88%) and Peter Rupert Avenue (83%). In addition, at least 65% would support parking restrictions on Peter Rupert Avenue so the lanes are designated for the use of bicycles only (68% on Confederation Parkway; 75% on Staffern Drive; and 77% on North Rivermede Road).

Only 18% of respondents who live in the community did not want any on-road cycle facilities in this corridor.

When asked whether survey respondents would support the removal of traffic calming measures on Peter Rupert Avenue to provide for continuous bike lanes, the survey results were supportive from those who live in the community (78%).

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

Item 16, CW Report No. 32 – Page 4

For a full list of survey results, see Attachment No. 4.

**Attendance at the public open house was low**

Six members of the public attended the public meeting that was held on May 23, 2013. At the open house, staff heard comments both for and against the proposed cycle options, including:

- Curb bump outs on Peter Rupert Avenue and Confederation Parkway should be removed
- Road narrowings on Confederation Parkway can be worrisome for cyclists, and should also be considered for removal
- Consider a boulevard cycle track to allow cyclists to bypass the curb bump outs
- Consider wider curb lanes at intersections for cyclists
- Concerned about proposed parking restrictions on Peter Rupert Avenue, particularly in front of schools and parks during recreational activities
- There should be cycle parking at the school on Peter Rupert Avenue

Staff also received an email from a resident that opposed this proposal with concerns that bike lanes would not encourage cycling.

All comments received throughout the stakeholder consultation process will inform detailed design of cycle facilities in this corridor.

**Staff recommend bike lanes with parking prohibitions on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road in order to designate the lane for bicycle use only**

Through the online survey, staff sought input on two options for implementing bike lanes in this corridor:

1. Bike lanes with parking prohibitions (conventional)
2. Bike lane pilot without parking prohibitions

The first option is a conventional bike lane, which would designate the lane for bicycle use only. The second option would still create separation between cyclists and vehicles with a solid white line, but without parking prohibitions. Therefore, cyclists would have to cycle out of the bike lane to pass parked cars. The latter option would be implemented as a pilot and staff would monitor to determine if there is demand for a future parking prohibition.

The majority of survey respondents who live in the community support parking restrictions on all roads so bike lanes can be designated for the use of bicycles only. The support for parking restrictions on roads travelling through residential areas was 65% on Peter Rupert Avenue, and 68% on Confederation Parkway. The majority of adjacent housing in this area has two car garages, which provides each house with potentially four off-street parking spaces. This is supported by existing on-street parking provided in lay-bys on Peter Rupert Avenue and side streets. In addition, staff carried out an on-street parking survey for Peter Rupert Avenue in Fall 2011 and found no on-street parking during the morning and afternoon peak hours. There were also observations made on Sunday afternoon, and 7 vehicles were parked.

Therefore, staff recommend conventional bike lanes with parking prohibitions (Option 1 above). Due to concerns about on-street parking in front of parks on Peter Rupert Avenue, staff recommend adding a new lay-by parking area in front of the park north of Golden Orchard Road with sharrows instead of bike lanes across this segment. The additional lay-by parking will be added during detailed design.

Based on the survey results, staff believe the benefits of having bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road as part of the

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

Item 16, CW Report No. 32 – Page 5

community cycle network, will outweigh the proposed parking limitations. The bike lanes will make the community more cycle-friendly, protect vulnerable road users, increase cyclist comfort, and encourage the most cycling trips in the community.

#### **If Council endorses the proposed bike lanes, staff will proceed with implementation and monitoring**

If Council endorses the implementation of dedicated bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road, staff will proceed with detailed design and installation in 2013.

Staff will carry out pre and post monitoring of the bike lanes, including analysis of traffic volumes and speeds. The results will be used to determine the success of the new bike lanes and inform future bike lane projects. In addition, the effectiveness of sharrows where traffic calming measures are present will be evaluated, along with cycle network connections north of Major Mackenzie Drive to connect Peter Rupert Avenue to Maple GO Station and Keele Street.

#### **As part of implementation, the new bike lanes will require amendments to Consolidated Traffic By-law 284-94 and Consolidated Parking By-law 1-96**

The bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road will require an amendment to Consolidated Traffic By-law 284-94 to allow for implementation. The addition is required to designate specific lanes for the use of bicycles only, and regulate use of vehicles in bike lanes. Unless specifically exempted, vehicles are not permitted to park, stand or drive in City bike lanes. Also, parking prohibition signage will be installed, except where there is lay-by parking, and the appropriate parking prohibitions will be added to Consolidated Parking By-law 1-96 with the limits set out respectively in Schedule A to this by-law. A recommendation to effect these changes is included.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

In consideration of Vaughan Vision 2020, this report relates to the following Strategic Initiatives:

- Pursue Excellence in Service Delivery
- Enhance and Ensure Community Safety, Health and Wellness
- Plan and Manage Growth & Economic Vitality

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

#### **Regional Implications**

The proposed bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road would connect to Major Mackenzie Drive, Rutherford Road, Langstaff Road and Highway 7, which are all York Regional Roads. Staff consulted the Region on preliminary design and they supported the bike lane proposal. Staff will also consult with the Region as part of detailed design. In addition, the Region has approved a 50% funding contribution towards the cost of implementation bike lanes on Confederation Parkway, Staffern Drive and North Rivermede Road.

The Region of York will also be implementing complementary cycle facilities on Regional Roads in conjunction with the Region's 10-Year Roads Construction Program. There are bike lanes proposed for Major Mackenzie Drive, Rutherford Road, Langstaff Road and Highway 7.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

Item 16, CW Report No. 32 – Page 6

**Conclusion**

The City's approved Pedestrian and Bicycle Master Plan identifies bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road in the central part of Ward 4. A preliminary design showing what bike lanes could look like on these roads was prepared and presented at the public open house held on May 23, 2013 to generate discussion and feedback on the proposal. There was a positive response to the proposed bike lanes and the majority of survey respondents support parking restrictions. Therefore, staff recommend proceeding with implementation of bike lanes on Peter Rupert Avenue, Confederation Parkway, Staffern Drive and North Rivermede Road.

**Attachments**

1. Proposed Cycle Facilities for Central Part of Ward 4
2. Bike Lanes Illustration (Confederation Parkway)
3. Sharrow Illustration (Peter Rupert Avenue)
4. Online Survey Results

**Report prepared by:**

Geoffrey Haines, Sustainable Transportation Specialist - Ext. 8026  
Selma Hubjer, Manager of Transportation Engineering - Ext. 8674

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)