

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013

**26 NAPA VALLEY AVENUE CYCLE FACILITIES IMPLEMENTATION PLAN
WARD 2**

Recommendation

1. THAT staff proceed with implementation of bike lanes and shared use lanes on Napa Valley Avenue;
2. THAT the necessary by-law be enacted to amend Consolidated Traffic By-law 284-94 to designate bicycle lanes on Napa Valley Avenue for the use of bicycles only (where designated), and that Consolidated Parking By-law 1-96 be updated with the appropriate parking prohibitions; and
3. THAT staff review improvements to the off-road hydro corridor pathway in the Woodbridge Expansion Area based on the survey responses.

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

The estimated cost to implement the proposed dedicated cycle facilities on Napa Valley Avenue is approximately \$29,000 and 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.

Communications Plan

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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 4,064 property owners in the Woodbridge Expansion Area. Newspaper advertisements were published in Vaughan Citizen on Thursday, April 11 and 18, 2013. Staff also issued a Public Service Announcement, and the notice was advertised on the "City Page Online", which is posted on the City's website. Notice was also provided through social media and sent to interested parties requesting notification by mail. 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 on Napa Valley Avenue, 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 lane 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 on Napa Valley Avenue 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 Napa Valley Avenue.

Background - Analysis and Options

The City's approved Pedestrian and Bicycle Master Plan (PBMP) proposes neighbourhood bike lanes on Napa Valley Avenue in the Woodbridge Expansion Area. Council, at its meeting on June 26, 2012, directed staff to proceed with stakeholder consultation for the proposed cycle facilities on Napa Valley Avenue, 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, schools and shopping centres, as well as the library and community centre.

Napa Valley Avenue serves as a minor collector roadway in the Woodbridge Expansion Area

Napa Valley Avenue is a two lane minor collector road in the Woodbridge Expansion Area, which connects between Islington Avenue and Rutherford Road. 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 where there is an opportunity to purchase overnight parking permits (323-357 and 602-638 Napa Valley Avenue). Napa Valley Avenue also has lay-by parking in front of schools and parks. Furthermore, York Region Transit operates the 13 and 85A bus routes on Napa Valley Avenue.

Community input was sought on the proposal to install bike lanes on Napa Valley Avenue

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 Napa Valley Avenue. Bike lanes would provide a safer route for cyclists with dedicated lanes for bicycle use only. A

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preliminary design showing what bike lanes could look like on Napa Valley Avenue was prepared and presented at the public open house held on April 25, 2013 to generate discussion and feedback on the proposal.

Installing bike lanes on Napa Valley Avenue 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.

In areas where there is existing on-street permit parking and the pavement width is not adequate to accommodate both bike lanes and on-street parking, staff recommends the use of shared use lanes. Shared use lanes are signed bike routes with added "sharrows" pavement markings (a bike symbol 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. Sharrows can also be used to provide a stand along route on roadways. However, the sharrows are only proposed to fill in the permit parking gaps in the otherwise continuous bike lane proposed for Napa Valley Avenue. The attached map illustrates the location of planned bike lanes and shared use lanes on Napa Valley Avenue (see Attachment No. 1). Illustrations of bike lanes and shared use lanes are shown on Attachment No. 2 and No. 3.

As an alternative to bike lanes on Napa Valley Avenue, the City also considered making improvements for cyclists to the off-road hydro corridor pathway, which runs north-south through the Woodbridge Expansion Area. Survey respondents were asked whether they would prefer the City make improvements for cyclists to the hydro corridor pathway instead of bike lanes, or consider both bike lanes and pathway improvements.

The results of the online survey were positive and support bike lanes on Napa Valley Avenue

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, 158 survey responses were received.

Based on the survey results, there was a positive response to the bike lane proposal on Napa Valley Avenue. The proposed bike lanes would be used by 71% of survey respondents who live in the community, and 59% would support parking restrictions so the lanes are designated for the use of bicycles only (except where there is already permit parking allowed). Only 20.5% of respondents who live in the community did not want any on-road cycle facilities on Napa Valley Avenue. The survey indicates that all sections of bike lanes would be well used. The section between Islington Avenue and the hydro corridor would be the most well used bike lane section with 84% of survey respondents saying they would use this section.

Residents were mixed on cycling improvements to the existing hydro corridor

When asked whether survey respondents would prefer the City make improvements for cyclists to the hydro corridor pathway instead of bicycle lanes, the survey results were mixed. Of those who live in the community, 34% prioritized bicycle lanes, 28% prioritized improvements to the hydro corridor, and 38% want to see both bike lanes and improvements to the hydro corridor. Survey respondents were also asked what improvements for cyclists they would want to for the off-road hydro corridor pathway. The following list summarizes the top six suggested improvements:

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1. Provide dedicated pathway space for cyclists (e.g. pavement markings) (15)
2. Widen pathway (12)
3. Remove speed bumps at crossings (6)
4. Safer crossings (5)
5. Provide maps and/or signage (4)
6. Better maintenance (e.g. smoother surface) (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 April 25, 2013. At the open house, staff heard comments both for and against the proposed cycle options for Napa Valley Avenue, including:

- Bike lanes would be a safer facility for cyclists compared to shared use lanes
- Separated bike lanes are preferred
- Bike lanes would not make the roadway safer for cyclists
- Parents would not likely allow their children to use the proposed bike lanes
- Vaughan has too many pavement markings and street signs, and bike lanes would detract from the Napa Valley Avenue streetscape
- Schools should provide cycle education programs for children to encourage cycling in the community
- Staff should monitor traffic volume, speed and accidents before and after introduction of bike lanes

All comments received throughout the stakeholder consultation process will inform detailed design of cycle facilities on Napa Valley Avenue.

Staff recommend bike lanes with parking prohibitions on Napa Valley Avenue in order to designate the lane for bicycle use only

Through the online survey, staff sought input on two options for implementing bike lanes on Napa Valley Avenue:

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 (59%) support parking restrictions so bike lanes can be designated for the use of bicycles only. Where there are bike lanes proposed, the majority of adjacent housing has two car garages, which provides each house with potentially four off-street parking spaces. This is supported by on-street parking already provided in lay-bys on Napa Valley Avenue and side streets.

Therefore, staff recommend conventional bike lanes with parking prohibitions (Option 1 above), except where there is existing on-street permit parking. Staff will mark shared use lanes with sharrows where there is permit parking and the pavement width is not wide enough to accommodate bike lanes and on-street parking on Napa Valley Avenue.

Based on the survey results, staff believe the benefits of having bike lanes on Napa Valley Avenue as part of the Woodbridge Expansion Area cycle network, will outweigh the proposed

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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.

Following Council approval, staff will proceed with implementation and monitoring of the proposed bike lanes

Following Council approval, staff will proceed with detailed design and installation of the bike lanes on Napa Valley Avenue in 2013.

Staff will carry out before and after monitoring of the proposed 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.

Staff will also evaluate, cost and prioritize the hydro corridor pathway improvements suggested by survey respondents, and report back to Council on final recommendations and financial implications.

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 Napa Valley Avenue will be the first bike lanes on the City's road network. To allow for implementation, "Reserved Bike Lanes" shall be added to Consolidated Traffic By-law 284-94, including "Bike Lane Designation" in Schedule "F" – Part 5. 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 will not be permitted to park, stand or drive in City bike lanes. Also, parking prohibition signage will be installed, except where there is school 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 Napa Valley Avenue would connect to Islington Avenue and Rutherford Road, which are both York Regional Roads. Staff consulted the Region on preliminary design and they supported the bike lane proposal. Staff will consult with the Region as part of detailed design as well. The Region has also approved a 50% funding contribution towards the cost of implementation.

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.

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Conclusion

The City's approved Pedestrian and Bicycle Master Plan identifies bike lanes on Napa Valley Avenue in the Woodbridge Expansion Area. A preliminary design showing what bike lanes could look like on Napa Valley Avenue was prepared and presented at the public open house held on April 25, 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 Napa Valley Avenue, and shared use lanes where permit parking is permitted.

Attachments

1. Proposed Cycle Facilities for Napa Valley Avenue
2. Bike Lane Illustration
3. Shared Use lane Illustration
4. Online Survey Results

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(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.)