

# COMMITTEE AGENDA

TO **Operations & Transit Committee**

DATE April 16, 2012

LOCATION Council Chambers

TIME 5:00 p.m.

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## DISCLOSURE OF PECUNIARY INTEREST

## CONFIRMATION OF MINUTES – March 19, 2012

## PRESENTATIONS (Items with no accompanying report)

a)

## CONSENT AGENDA

*The following resolutions have been prepared to facilitate the Committee's consideration of the various matters and are suggested for consideration. If the Committee wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with separately. The balance of the Operations & Transit Committee Consent Agenda will be approved in one resolution.*

ITEM	CITY PRESENTATION	DELEGATIONS	TO BE EXTRACTED
OT-7 Janefield Avenue – On-Street Parking Review		• Representative of MF Property Management  <u>Correspondence:</u> • Arend Van Eck, WCC#7 President	√
OT-8 Watson Parkway North and Speedvale Avenue East – Speed Limit Reductions			
OT-9 Bicycle Lanes on Grange Road			

Resolution to adopt the balance of the Operations & Transit Committee  
Consent Agenda.



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### **ITEMS EXTRACTED FROM THE CONSENT AGENDA**

Once extracted items are identified, they will be dealt with in the following order:

- 1) delegations (may include presentations)
- 2) staff presentations only
- 3) all others.

**NEXT MEETING** – May 22, 2012



**The Corporation of the City of Guelph  
Operations & Transit Committee  
Monday, March 19, 2012 at 5:00 p.m.**

A meeting of the Operations & Transit Committee was held on Monday, March 19, 2012 in Council Chambers at 5:00 p.m.

Present: Councillors, Findlay, Bell, Furfaro, Van Hellemond and Mayor Farbridge

Also Present: Councillor Hofland

Staff in Attendance: Mr. D. McCaughan, Executive Director of Operations & Transit; Mr. M. Anders, General Manager, Community Connectivity & Transit; Mr. B. Labelle, City Clerk; and Ms. D. Black, Assistant Council Committee Coordinator.

There was no declaration of pecuniary interest.

1. Moved by Councillor Bell  
Seconded by Councillor Van Hellemond  
THAT the minutes of the Operations & Transit Committee meeting held on February 21, 2011 be confirmed as recorded and without being read.

VOTING IN FAVOUR: Councillors Bell, Findlay, Furfaro and Van Hellemond and Mayor Farbridge (5)

VOTING AGAINST: (0)

Carried

**Introduction to the Emergency Services Department**

Mr. D. McCaughan, Executive Director of Operations & Transit, and Chair Findlay welcomed the Emergency Services Department as part of the Operations & Transit Committee.

Chief S. Armstrong, Fire Chief/General Manager of Emergency Services, provided a synopsis of the legislative role of Emergency Services and the Operations & Transit Committee.

Mr. S. Dewar, Acting Chief, presented an overview of GWEMS (Guelph Wellington Emergency Medical Service) and statistical information related to ambulance deployment and current staffing levels.

Mr. H. Dunning, Manager of Administration and Emergency Preparedness, explained the various programs and protocols related to the emergency preparedness program.



Deputy Chief J. Osborne provided a breakdown of the various fire protection services provided within the City and the surrounding municipalities.

Chief Armstrong advised of the various reporting and compliance requirements in relation to the Emergency Services Department.

**Consent Agenda**

The following items were extracted from the March 19, 2012 Consent Agenda to be voted on separately:

OT 2012-A.6            U-Pass Contract Renewal

**U-Pass Contract Renewal**

REPORT

2.       Moved by Councillor Furfaro  
            Seconded by Mayor Farbridge

THAT the Operations & Transit Committee Report OT031206 U-Pass Contract Renewal dated March 19, 2012 be received;

AND THAT the Mayor and City Clerk be authorized to sign the U-Pass Agreement with the University of Guelph satisfactory to the Executive Director of Operations, Transit & Emergency Services and the City Solicitor.

VOTING IN FAVOUR: Councillors Bell, Findlay, Furfaro and Van Hellemond and Mayor Farbridge (5)

VOTING AGAINST: (0)

The meeting adjourned at 5:34 p.m.

.....  
Chairperson



**OPERATIONS & TRANSIT COMMITTEE  
CONSENT AGENDA**

**April 16, 2012**

Members of the Operations & Transit Committee.

**SUMMARY OF REPORTS:**

The following resolutions have been prepared to facilitate the Committee's consideration of the various matters and are suggested for consideration. If the Committee wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with immediately. The balance of the Operations & Transit Committee Consent Agenda will be approved in one resolution.

**A Reports from Administrative Staff**

<b>REPORT</b>	<b>DIRECTION</b>
<p><b>OT-2012 A.7) JANEFIELD AVENUE – ON-STREET PARKING REVIEW</b></p> <p>THAT the Operations &amp; Transit Report OT031210 <u>Janefield Avenue – On-street Parking Review</u> dated April 16<sup>th</sup>, 2012 be received;</p> <p>AND THAT no action be taken to change on-street parking regulations on Janefield Avenue.</p>	Approve
<p><b>OT-2012 A.8) WATSON PARKWAY NORTH AND SPEEDVALE AVENUE EAST – SPEED LIMIT REDUCTIONS</b></p> <p>THAT the Operations &amp; Transit Committee Report OT031209 <u>Watson Parkway North and Speedvale Avenue East Speed Limit Reductions</u> dated April 16<sup>th</sup>, 2012 be received;</p> <p>AND THAT the speed limit on Watson Parkway North between the northerly City limit and Eastview Road be reduced from 80 km/h to 60 km/h;</p> <p>AND THAT the speed limit on Speedvale Avenue East from 650 metres east of Eramosa Road to Watson Parkway North be reduced from 80 km/h to 60km/h;</p> <p>AND THAT the speed limit on Watson Parkway North from Eastview Road to Starwood Drive be reduced from 60 km/h to 50km/h.</p>	Approve



**OT-2012 A.9)      BICYCLE LANES ON GRANGE ROAD**

Approve

THAT the Report OT031211 Bicycle Lanes on Grange Road dated April 16<sup>th</sup>, 2012 be received;

AND THAT no action be taken on implementing bicycle lanes on Grange Road between Victoria Road and Watson Parkway at this time;

AND THAT a Bicycle Route be established on Grange Road between Victoria Road and Watson Parkway.

Attach.



# COMMITTEE REPORT



TO **Operations, & Transit Committee**

SERVICE AREA Operations and Transit  
DATE April 16<sup>th</sup>, 2012

**SUBJECT Janefield Avenue – On-street Parking Review**  
REPORT NUMBER OT031210

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## SUMMARY

**Purpose of Report:** To provide the Operations & Transit Committee with the results of staff's investigation into on-street parking on Janefield Avenue.

**Committee Action:** To receive staff's report and to take no action on the request to change on-street parking regulations on Janefield Avenue.

## RECOMMENDATION

THAT the Operations & Transit Report OT031210 Janefield Avenue – On-street Parking Review dated April 16<sup>th</sup>, 2012 be received;

AND THAT no action be taken to change on-street parking regulations on Janefield Avenue.

## BACKGROUND

In October 2010, a resident of Janefield Avenue approached the City requesting a review of the current on-street parking situation on Janefield Avenue. The concern cited that when vehicles are parked on both sides of Janefield Avenue, it makes it difficult for vehicles to safely pass one another. Further, it was suggested that parked vehicles on both sides of Janefield Avenue interfere with the operation of transit vehicles while travelling along the street. At that time, staff were of the opinion on-street parking was not creating an unsafe situation. As a result, the request to change on-street parking regulation was handled as a 'request of convenience' and the existing Council-approved policy pertaining to such requests was exercised.

In December 2010, staff surveyed all properties along Janefield Avenue in order to determine if there was support for removal of parking from one side of the street.



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Since staff did not receive the required 75% support from affected property owners, as prescribed by policy, no further action was taken on the request to remove on-street parking.

In late 2011 a member of the property management staff of 57-175 Janefield Avenue approached staff asking this matter be reviewed again citing similar concerns that were raised in 2010. This person requested to be a delegation at the next possible Committee meeting which has prompted this report being written. This report summarizes the results of staff's review, including feedback received from neighborhood residents in 2010, as well as City Services regarding any issues with vehicles parking on both sides of Janefield Avenue.

## **REPORT**

Janefield Avenue is a collector roadway located in the City's west end with an annual average weekday daily traffic volume of 3,918 vehicles. It has a predominantly residential land use with a mixture of single detached homes, multi-unit condominium buildings and townhome complexes. All properties have driveways or off-street parking facilities. Transit routes #8, #1A and #1B operate along Janefield Avenue. Appendix A provides a diagram of the area showing where the existing parking restrictions are located as well as the transit stops and driveway locations.

When reviewing on-street parking from a safety perspective, a number of factors are taken into consideration such as classification of roadway (arterial, collector, local), frequency of collisions involving parked vehicles, sightlines at intersections and along curves, and existing traffic volumes. Staff consulted with other City services such as emergency services and waste collection for input as well.

In reviewing the motor vehicle collision history, there have been a total of four reportable collisions involving parked vehicles along Janefield Avenue in the last three years between January 1<sup>st</sup>, 2009 and December 31<sup>st</sup>, 2011. One of the four collisions which occurred within the last six months (October 2011) did involve a City bus hitting the side of a parked vehicle. The collision occurred at low speed (10 km/h) and was not a result of the driver having to take evasive action to avoid an approaching vehicle. The remaining three collisions involving parked vehicles were not a result of vehicles having to yield right-of-way and none of the four collisions were attributable to the operation of the roadway. Therefore, the presence of parked vehicles on Janefield Avenue does not appear to adversely impact the operation of the street.

The existing pavement width on Janefield Avenue is 9.7 metres. Even with parking on both sides of the street, for the majority of the time two-way traffic is maintained. However for larger vehicles such as City buses and trucks, the presence of parked vehicles on both sides of the street does require drivers to pull over and yield right-of-way to one another. On lower volume local and collector roadways such as Janefield Avenue, the practice of yielding right-of-way to one another is considered a reasonable expectation of drivers, when parked vehicles are present. This is because the frequency in gaps between approaching vehicles and the relatively low operating speeds allow this practice to safely occur. There are a number of collector streets within the City with similar operating characteristics to



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Janefield Avenue such as Auden Road, Alma Street, Harvard Road, and Hadati Road where on-street parking is permitted on both sides and motorists are able to safely traverse. As part of the review, staff also consulted with City Services specifically Emergency Services, Transit and Solid Waste Resources for feedback. All three confirmed they would prefer less on-street parking from a convenience perspective; however none of the three service areas considered the current parking situation unsafe to their operations which would require removal of on-street parking.

### **Neighbourhood Survey**

When it comes to parking related matters which are not considered safety related, affected residents are surveyed in order to ensure there is sufficient support for a change prior to proceeding. This is in deference to the significant role on-street parking plays in accommodating the parking needs of most neighbourhoods. In the case of Janefield Avenue, because parking changes were not needed from a safety perspective, a survey was issued in December 2010 asking residents of Janefield Avenue whether or not they would support restricting parking to one side only.

Of the 535 surveys issued, a total of 143 (27%) responses were received, far less than the 75% required. It is difficult to determine why the survey would garner such a low response. It may be indicative most don't agree there is an issue to be addressed or it could be many currently depend upon street parking to meet their needs. Whichever, it is clear they are not motivated at this time to see changes to the current parking regulations.

### **Conclusion**

Based on staff's review, parking on both sides of Janefield Avenue has not significantly affected the ability of motorists to safely travel along the roadway. Further, given the lack of community support to change the existing parking situation, staff recommend no action be taken to remove parking from Janefield Avenue.

## **CORPORATE STRATEGIC PLAN**

GOAL 5: A community-focused, responsive and accountable government

## **FINANCIAL IMPLICATIONS**

N/A

## **DEPARTMENTAL CONSULTATION**

Emergency Services, Transit and Solid Waste Resources were consulted for feedback. Planning Services were also consulted and had no comments.

## **COMMUNICATIONS:**

Residents of Janefield Avenue between College Avenue and Scottsdale Drive have been advised this matter is being presented to the Operations & Transit Committee on April 16<sup>th</sup>, 2012.



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## ATTACHMENTS

Appendix A          Existing Parking Restrictions, Transit Stops and Driveways

**Prepared By:** Louis Wickline, Traffic Technologist I



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**Reviewed By:**

Rod Keller  
General Manager, Public Works  
519 -822-1260 x 2949  
rod.keller@guelph.ca

Original Signed by:

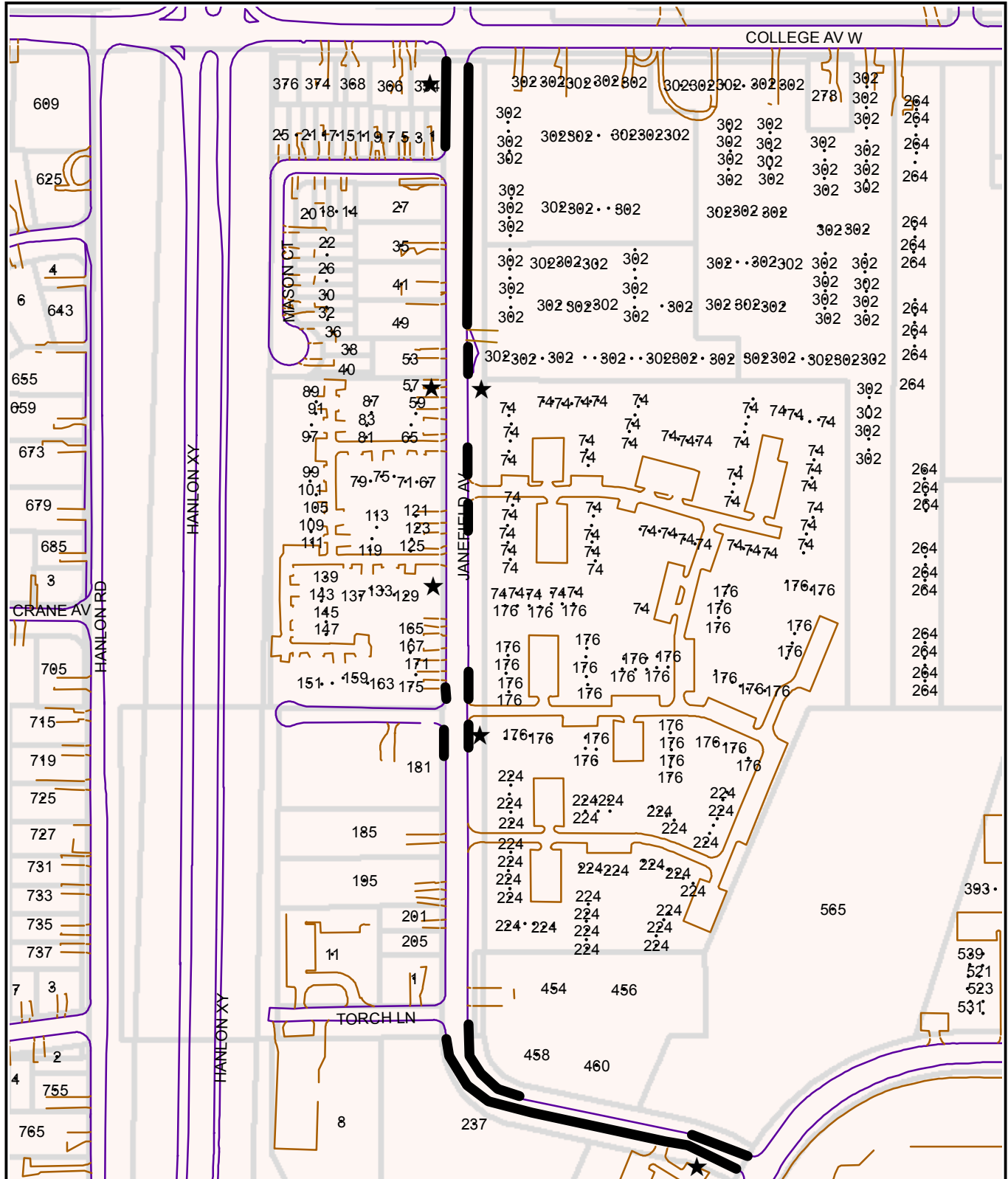
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**Recommended By: Derek J. McCaughan, Executive Director  
Operations, Transit & Emergency Services**



# APPENDIX A

## EXISTING PARKING RESTRICTIONS, TRANSIT STOPS & DRIVEWAY LOCATIONS



★ Transit Stop

— No Parking Anytime



HEAD OFFICE  
373 Woolwich Street  
Guelph, ON N1H 3W4  
Tel: 519.824.4208  
Fax: 519.824.8836

7 Roseview Avenue  
Cambridge, ON N1R 4A5  
Tel: 519.629.0259  
Fax: 519.629.0261

650 Riverbend Drive, Suite D  
Kitchener, ON N2K 3S2  
Tel: 519.772.1052  
Fax: 519.772.1053

Toll-Free: 1.888.233.7735

mfprop@mfproperty.com  
www.mfproperty.com

Memo: To the Operations and Transit Committee  
City of Guelph  
From: Arend Van Eck  
President WCC #7  
57-175 Janefield Ave, Guelph  
Date: January 17, 2012  
Subject: Parking Issues – Janefield Avenue, Guelph

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Dear Sir/Madam,

As the President of Wellington Condominium Corporation #7 (WCC7) on Janefield Avenue, speaking on behalf of the Board of Directors of WCC7 and our 60 unit owners (57-175 Janefield Avenue), I'd like to present Janefield Avenue transit and parking issues and suggestions as we feel that there is a significant public safety concern on this street. A survey completed last year was circulated but we feel that it did not clearly identify the concerns of the residents, nor did the number of responses reflect the number of units owned, specifically for owners of multiple units.

The traffic on Janefield has steadily increased over the last 10 years with the introduction of additional bus routes and the constructions of a high-density retirement home, specifically:

1. When cars are parked on both sides of the street there is not enough room to safely drive a vehicle down one side of the road when a bus is coming down the other side, nor is there adequate visibility of vehicles entering or exiting driveways
2. There is a significant amount of speeding on this road (transit drivers, high schools students, and others using this road as a through-way)
3. With cars parked on the west side of Janefield the city garbage collectors have advised us that they can not reach our garbage. This results in the condominium corporation paying to have it removed when this is normally a part of the services we receive as taxpayers. (Also, because the city garbage collectors will not come into our units, we also pay weekly already to have the garbage brought to the curb from the interior units so we end up paying for garbage disposal multiple times).

There have been a number of parked cars that have been damaged, including one fairly serious accident when a car pulled out of a driveway, as well as many close calls.



We feel that some of these concerns could be addressed in the following manner:

1. Parking on one side of the street only
  - a. (PREFERRED) No parking on the west side (preferred) because there are municipal addresses / driveways which are very difficult to back out of into traffic when there are cars parked on the west side of the road
  - b. (OR) No parking 1<sup>st</sup>-15<sup>th</sup> on one side and 16<sup>th</sup>-31<sup>st</sup> on the other side
2. Place speed bumps down the length of Janefield to reduce the speed and increase the safety for residents, children, students, other drivers, and cyclists
3. Designate the area as a residential area and reduce the speed limit to 40 km/h

To make Janefield a safer place to live by reducing the chances for accidents, your consideration would be greatly appreciated. Thank you for your time.

Yours truly,

Arend Van Eck  
167 Janefield Avenue, Guelph  
c/o M.F. Property Management Ltd.  
373 Woolwich Street  
Guelph, ON N1H 3W4



# COMMITTEE REPORT



TO **Operations & Transit Committee**

SERVICE AREA Operations & Transit  
DATE April 16, 2012

**SUBJECT** **Watson Parkway North and Speedvale Avenue East –  
Speed Limit Reductions**

REPORT NUMBER OT031209

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## SUMMARY

### **Purpose of Report:**

To respond to the Operations &, Transit Committee resolution dated January 30<sup>th</sup>, 2012 directing staff to review the existing speed limits within the east end of the City.

### **Committee Action:**

To receive staff's report and recommend changes to speed limits.

## RECOMMENDATION

THAT the Operations & Transit Committee Report OT031209 Watson Parkway North and Speedvale Avenue East Speed Limit Reductions dated April 16<sup>th</sup>, 2012 be received;

AND THAT the speed limit on Watson Parkway North between the northerly City limit and Eastview Road be reduced from 80 km/h to 60 km/h;

AND THAT the speed limit on Speedvale Avenue East from 650 metres east of Eramosa Road to Watson Parkway North be reduced from 80 km/h to 60km/h;

AND THAT the speed limit on Watson Parkway North from Eastview Road to Starwood Drive be reduced from 60 km/h to 50km/h.

## BACKGROUND

On January 30<sup>th</sup>, 2012 the Operations and Transit Committee approved the following resolution:



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"THAT the Operations & Transit Committee report #OT011201 Eastview Road Speed Limit Reduction dated December 12th, 2011 be received;

AND THAT the speed limit on Eastview Road between Watson Parkway North and the easterly City limit be reduced from 60km/h to 50km/hr.;

*AND THAT staff be directed to conduct a comprehensive review of the streets surrounding Eastview Road in order to provide consistency of the speed limits within the area."*

This report will review existing speed limits along three arterial roadways within the east end of the City, specifically Speedvale Avenue East, Watson Parkway North and Eastview Road. A plan illustrating the existing and proposed speed limits is shown in Appendix A to this report.

## **REPORT**

### **Speedvale Avenue East and Watson Parkway North:**

The existing speed limits on Speedvale Avenue East from 650 m east of Eramosa Road and Watson Parkway North and on Watson Parkway North between the north city limit and Eastview Road is 80 km/h. However, once you exit the City limits and enter the Township of Guelph-Eramosa, the speed limits on both of these roadways changes to 60 km/h. For consistency of speed limits between the Township and City boundary, staff recommend reducing the existing speed limits on Speedvale Avenue East and Watson Parkway North, north of Eastview Road from 80 km/h to 60 km/h.

### **Watson Parkway North – Eastview Road to Watson Road:**

Over the past few years, Watson Parkway North between Starwood Drive and Eastview Road has undergone considerable development transforming it from rural to an urban residential area. The section of Watson Parkway North includes parklands (Joe Veroni Park and Grange Road Park), residential development including a cluster of homes with residential frontage directly onto Watson Parkway North, and permissive on-street parking during evenings and weekends from Grange Road to just south of Fuller Drive.

Local residents have requested the existing speed limit be reduced to 50 km/h in an effort to have motorists reduce their speed to improve overall roadway safety as they drive through this area. Although lowering speed limits does not automatically correlate to an actual reduction in the speed of vehicles, the neighborhood has changed and the requested 50km/h would be more consistent with the speed limit on other primarily residential streets within Guelph. Therefore staff recommend reducing the speed limit on Watson Parkway North between Eastview Road and Watson Road to 50 km/h.



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## **Watson Parkway North – Watson Road to York Road:**

The undeveloped lands adjacent to the section of Watson Parkway North between Watson Road and York Road are zoned for future industrial and commercial use. Staff recommend no changes at this time as motorists may not respect a lower speed limit without obvious reasons for such action. The speed limits will be revisited as the area develops.

## **Eastview Road:**

Recently, City Council approved reducing the speed limit on Eastview Road east of Watson Parkway North from 60 km/h to 50 km/h. Because this is a newly developed area with residential frontage, the speed limit reduction was consistent with the speed limit used in residential areas.

However the section of Eastview Road between Summit Ridge Drive and Watson Parkway North is undeveloped green space (former Eastview Landfill on the north side) with no residential development. The existing speed limit is posted as 60km/h. Given the absence of driveways and residential development, staff recommend retaining the current 60 km/h speed limit at this time.

## **Conclusion:**

For consistency of speed limits and in recognizing recent intensification of residential development within the east end of the City, staff recommend the speed limit adjustments as indicated. Upon approval, staff will proceed with installing new speed limit signs as soon as possible.

## **CORPORATE STRATEGIC PLAN**

Goal 2. A healthy and safe community where life can be lived to the fullest.

## **FINANCIAL IMPLICATIONS**

The installation of signage to affect the recommended speed limits will be funded through the 2012 Operating budget.

## **DEPARTMENTAL CONSULTATION**

Staff consulted with the Guelph Police Services who support staff's recommended reductions in speed limits.

## **COMMUNICATIONS**

A notice has been posted in the City Pages advising the community of proposed speed limit changes in the east end of the City.



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## ATTACHMENTS

Appendix A – Arterial Road Review – Existing and Proposed Speed Limits

**Prepared by:** Dean McMillan, Traffic Technologist II

A handwritten signature in black ink, appearing to be 'Rod Keller', with a long horizontal stroke extending to the right.

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**Reviewed By:**

Rod Keller  
General Manager, Public Works  
519 -822-1260 x 2949  
rod.keller@guelph.ca

Original Signed by:

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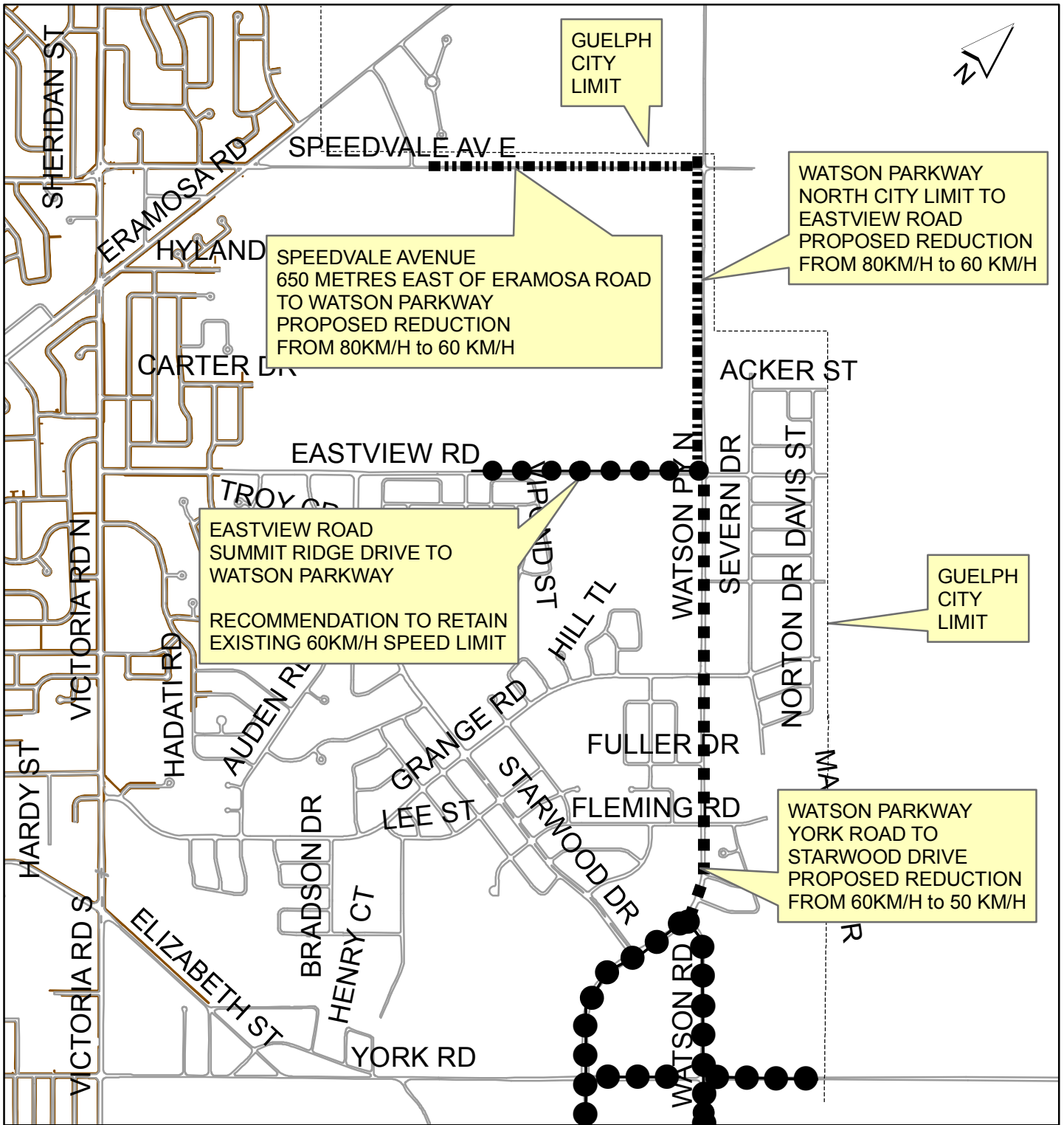
**Recommended By: Derek J. McCaughan, Executive Director  
Operations, Transit & Emergency Services**



# Appendix A

## Arterial Road Review

### Existing and Proposed Speed Limits



#### LEGEND:

- ■ ■ ■ - Proposed reduction to 50km/h speed limit
- ■ ■ ■ ■ ■ - Proposed reduction to 60km/h speed limit
- ● ● ● - Existing 60 km/h speed limit

Note: All other streets shown are designated 50km/h



# COMMITTEE REPORT



TO **Operations & Transit Committee**

SERVICE AREA Operations and Transit  
DATE April 16<sup>th</sup>, 2012

**SUBJECT** **Bicycle Lanes on Grange Road**  
REPORT NUMBER OT031211

## SUMMARY

### **Purpose of Report:**

To respond to the Operations & Transit Committee resolution dated September 12<sup>th</sup>, 2011 directing staff to pursue further public engagement regarding the addition of bicycle lanes on Grange Road between Victoria Road and Watson Parkway.

### **Council Action:**

To consider staff's recommendation to take install a Bike Route rather than bicycle lanes on Grange Road between Victoria Road and Watson Parkway.

## RECOMMENDATION

THAT the Report OT031211 Bicycle Lanes on Grange Road dated April 16<sup>th</sup>, 2012 be received;

AND THAT no action be taken on implementing bicycle lanes on Grange Road between Victoria Road and Watson Parkway at this time;

AND THAT a Bicycle Route be established on Grange Road between Victoria Road and Watson Parkway.

## BACKGROUND

Consideration of the installation of bicycle lanes on Grange Road between Victoria Road and Watson Parkway was initiated through a Notice of Motion by Councillor Bob Bell. Council referred a resolution directing consideration of the motion to the Operations & Transit Committee at their meeting of July 18<sup>th</sup>, 2011. At a subsequent meeting of the Operations and Transit Committee, staff was asked to investigate options for implementing bicycle lanes on Grange Road between Victoria Road and Watson Parkway.



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Appendix A to this report provides a copy of the original report presented at the Committee's meeting of September 12<sup>th</sup>, 2011. At this meeting, the Committee approved the following resolutions:

"THAT Operations and Transit Committee Report OT071146` Bicycle Lanes on Grange Road' dated September 12, 2011 be received;" and,

"THAT staff be directed to pursue further public engagement regarding adding bicycle lanes to Grange Road between Victoria Road and Watson Parkway."

## REPORT

In response to the Committee's resolution of September 12<sup>th</sup>, 2011, community input was sought. This was done two ways. First, through a direct mailing to all properties located on Grange Road and second through a public notice placed in the Guelph Tribune City Page seeking feedback from the greater community.

Two hundred and fifty households along Grange Road were targeted for the direct mailing as it was deemed by staff that they would be most affected by any changes to the use of Grange Road. According to 2011 census data there are approximately 4,500 occupied household dwellings within the Eastview Community. Total responses received amounted to 120 or 2.7% of the community. Of the total responses 54 lived on, or in very close proximity to Grange Road. The remaining 66 responses were from residents living within the Eastview Community (64 responses) and those that did not provide an address (2 responses). Appendix B provides a map of the area highlighting the properties which provided comments on the Grange Road bicycle lane proposal.

Of the 120 responses received, five were in favour of adding bicycle lanes on Grange Road while 115 opposed the installation of bicycle lanes. The main issue of concern was the removal of on-street parking and the implications of it on the community. While the total number of responses received is considered a small sample size and therefore statistically invalid, it is clear that the loss of on-street parking is of significant concern to those most directly affected, residents who live on Grange Road.

Under the Official Plan, Grange Road is currently identified as a Bike Route. A Bike Route is a roadway signed specifically to encourage bike use, while a Bicycle Lane is a designated portion of roadway for bicycle use, which is designated by signs **and** lane markings separating the portion of road used by motor vehicles from the portion of road used by bicycles. With an existing road width of 11.0 metres, Grange Road is not wide enough to include bicycle lanes while maintaining on-street parking on both sides of the street. A review of existing traffic volumes along Grange Road shows bicycle use to be very low. During a traffic volume study conducted in May 2011, there were a total of four bicycles recorded on Grange Road within an 8-hour period accounting for 0.1% of total vehicular traffic.

In considering the relatively low bicycles volumes, the street's current designation as a Bike Route under the City's Official Plan, and the requirement to eliminate on-



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street parking, staff do not recommend remarking Grange Road with bicycle lanes at this time.

Bicycle lanes could be revisited sometime in the future when the opportunity presents itself as part of road reconstruction or when bicycle volumes increase to a level where more community support could be garnered. In the meantime, as a measure to encourage bicycling in this neighbourhood, staff recommend signing Grange Road between Victoria Road and Watson Parkway as a Bike Route consistent with the City's Official Plan.

### **Conclusion:**

As indicated previously, adding bicycle lanes to Grange Road between Victoria Road and Watson Parkway is only possible with the removal of on-street parking. Council has experienced other situations when considering the introduction of bicycle lanes where the information provided by staff appeared conflicted. The level of bicycle activity varies throughout the City from significant to limited and choosing between the implementation of bicycle lanes to foster a cycling culture within the larger community and the removal of on-street parking which contributes to residents' enjoyment of their neighbourhood can be difficult. In light of this paradox, staff recommend the full implementation of a *Bike Route* as identified in our Official Plan as an interim measure that will hopefully encourage more bicycle activity until a stronger case to remove on-street parking can be made.

## **CORPORATE STRATEGIC PLAN**

GOAL 5: A community-focused, responsive and accountable government

## **FINANCIAL IMPLICATIONS**

Identifying Grange Road as a bicycle route through the use of signage will cost approximately \$5,000. These costs could be funded within the 2012 Operating budget.

## **DEPARTMENTAL CONSULTATION**

Planning, Building, Engineering & Environment: Engineering Services and Planning were consulted and had no additional comments.

## **COMMUNICATIONS:**

Residents of Grange Road between Victoria Road and Watson Parkway have been advised this matter is being presented to the Operations & Transit Committee on April 16<sup>th</sup>, 2012.



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## ATTACHMENTS

- Appendix A      Operations and Transit Committee Report dated September 12<sup>th</sup>, 2011
- Appendix B      Area map showing properties in support and opposed to bicycle lanes

**Prepared by:** Joanne Starr, Supervisor, Traffic Investigations

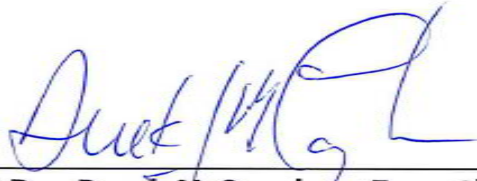


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**Reviewed By:**

**Rod Keller**

General Manager, Public Works  
519 -822-1260 x 2949  
rod.keller@guelph.ca



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**Recommended By: Derek McCaughan, Executive Director  
Operations & Transit**



## COMMITTEE REPORT



TO **Operations and Transit Committee**

SERVICE AREA Operations and Transit – Public Works  
DATE September 12, 2011

**SUBJECT** **Bicycle Lanes on Grange Road**  
REPORT NUMBER OT071146

### SUMMARY

#### **Purpose of Report:**

The report is in response to the Operations and Transit Committee resolution dated July 18<sup>th</sup>, 2011 directing staff to review and report back to the Operations and Transit Committee on the implications of installing bicycle lanes on Grange Road.

### RECOMMENDATION

THAT Operations and Transit Committee Report OT071146 Bicycle Lanes on Grange Road dated September 19, 2011 be received.

### BACKGROUND

On July 4<sup>th</sup>, 2011, Council approved the following resolution:

WHEREAS the transportation master plan of 2005 shows bike lanes on Grange Road between Victoria Road and Watson Road;

AND WHEREAS the city promotes public involvement in the decision making process;

BE IT RESOLVED THAT the matter of Bike Lanes on Grange Road be referred to the next Operations and Transit Committee meeting for direction to staff.

On July 18<sup>th</sup>, 2011 the Operations and Transit Committee approved the following resolution:

“AND THAT staff review the implications of installing bicycle lanes on Grange Road and report back to Committee.”

The result of staff's review and the implications associated with installing new bicycle lanes on both sides of Grange Road from Victoria Road North to Watson Parkway are summarized within this report.



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## REPORT

The section of Grange Road between Victoria Road North and Watson Parkway currently operates as a two-lane, arterial roadway with a 50 km/h speed limit. Parking is permitted on both sides of the street with the exception of a parking restriction near intersections and prior to the beginning of the school year, in front of the two elementary schools near Starwood Drive. A diagram of the study area is Appendix A to this report.

The City of Guelph's Official Plan and Transportation Master Plan provides the current policy framework for developing and implementing programs and initiatives to facilitate bicycle use in Guelph. The Official Plan identifies the on-road bicycle network including bicycle lanes and bicycle routes on specific roadways. Under the current Official Plan, Grange Road between Victoria Road North and Watson Parkway is identified as a bicycle route. Where there is a bicycle route, the road is unmarked and a wider lane width of 4 - 4.5 metres is provided to accommodate bicycles.

In 2009, City Council approved a Bicycle Policy whereby roadways identified as bicycle routes and scheduled for reconstruction would instead be demarcated with bicycle lanes. As part of this same Bicycle Policy, Council authorized staff to undertake retrofit construction to include bicycle lanes in sections of roadways that are designated to include bicycle lanes but are not scheduled for full reconstruction in the near term. The remarking of Grange Road to include bicycle lanes would be in keeping with the objectives of the Bicycle Policy adopted by City Council in 2009 as it would add to the existing network of on-street bicycle lanes, which are considered to be safer than unmarked on-street bicycle routes and supports the strategy to make the City of Guelph a bicycle friendly city.

### Implications:

The existing road width on Grange Road is 11.0 metres. On-street parking is currently permitted on both sides of Grange Road with the exception of parking restrictions near specific intersections and in the vicinity of the two elementary schools located on Grange Road west of Starwood Drive where staff will be installing, for the beginning of the new school year, two new 5 minute "Kiss n' Ride" zones on the south side of Grange Road. Appendix B1 provides an overview of the existing parking restrictions and Appendix B2 illustrates in greater detail the section of Grange Road between O'Conner Lane and Esker Run.

Based on the existing road width, the addition of new bicycle lanes will require removal of on-street parking from both sides of Grange Road. The existing road is not wide enough to accommodate two vehicular lanes, two bicycle lanes (one lane in each direction) as well as on-street parking, either on one or both sides of the street. The removal of on-street parking will likely be viewed by some residents as a significant impact.

It has been the City's practice to prohibit on-street parking where bicycle lanes are present. The one exception is Waterloo Avenue where on-street parking is permitted within the existing bicycle lanes between 6:00 p.m. and 8:00 a.m. the following day.



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If staff is directed to install bicycle lanes on Grange Road, staff recommend prohibiting on-street parking and installing "No Parking Anytime" signing with the exception of two locations to keep the bicycle lanes clear of parked vehicles (see exceptions below).

All properties located along Grange Road have driveways that can accommodate parking off-street. If additional on-street parking is required there are a number of adjacent streets that permit on-street parking within a short walking distance. Committee should be aware that additional parked vehicles within these neighborhoods may generate concerns from the residents.

The first exception would be the area in front of the two elementary schools, Holy Trinity Catholic School and Ken Danby Public School, where the staff will be installing, for the beginning of the new school year, two new 5 minute "Kiss n' Ride" zones on the south side of Grange Road. These zones provide a designated area for student safety.

The second exception would be the area designated as a school bus loading zone (SBLZ) on the north side of Grange Road in front of the sports fields opposite Schroeder Crescent. The SBLZ has been implemented for the use of school buses servicing St. James Catholic Secondary School.

Given that vehicles would only occupy the SBLZ and Kiss n' Ride zones for short periods of time throughout the school year, staff support maintaining these parking/stopping areas within the proposed bicycle lanes. The signing for the two new "Kiss n' Ride" zones will clearly indicate "Parking permitted – 5 minutes – 8:00am to 4:30pm, Monday to Friday, September 1 to June 30<sup>th</sup>." This signing will provide cyclists with adequate information on why vehicles are parked within the bicycle lane and the times that are permitted.

#### Intersection impacts:

Recognizing that staff are working with the existing road width, the existing lane configurations at three key intersections along Grange Road (Starwood Drive, Watson Parkway and Victoria Road) cannot accommodate the addition of bicycle lanes without significant changes to the existing lane configuration and pavement markings.

There are currently separate left turn lanes on Grange Road at the signalized intersections of Starwood Drive and at Watson Parkway. Due to the limited road width, adding bicycle lanes at these two intersections will require removal of the existing left turn lanes.

Upon reviewing the existing traffic volumes and movements, removal of the existing left turn lanes would significantly impact the operation of these intersections especially during peak hours when traffic volumes are at their highest. In considering the implications and the needs of all road users, staff would recommend that the existing lane configuration at these two intersections remain unchanged if bicycle lanes were to be installed. The bicycle lanes would begin and end just prior to where the left turn lane begins. When traveling through these intersections cyclists would exit the bicycle lane and continue travelling into the appropriate traffic lane.



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The intersection of Victoria Road at Grange Road presents a similar challenge. Currently, there is a four-lane cross section on Grange Road at Victoria Road. Given the existing road width there are two options available:

1. Leave the existing four-lane cross section and begin /end the new bicycle lane just east of Victoria Road where the lane configuration changes from four to two lanes; or
2. Reduce the number of travel lanes from four to two lanes, one lane in each direction, in order to accommodate the new bicycle lanes.

Due to the high volume of turning movements at this intersection, staff would recommend option 1, leaving the existing four-lane cross section in place. New bicycle lanes would begin and end just east of Victoria Road in the vicinity of Domo Drive. Cyclists approaching Victoria Road can select the appropriate traffic lane to make their movements.

#### Existing and Proposed Lane Markings:

Diagrams showing existing and proposed cross sections are provided in Appendices C, D and E. These illustrations show the impacts of adding bicycle lanes and how the proposed lane configuration would look like at key locations along Grange Road if bicycle lanes were installed.

#### **Conclusion:**

Adding bicycle lanes to Grange Road between Victoria Road and Watson Parkway is a possible option based upon the existing road width, traffic volumes, properties having on-site parking for one or more vehicles and additional parking being available on a number of adjacent streets within a short walking distance.

If Committee concludes the installation of bicycle lanes on Grange Road should be pursued further, staff recommend public engagement be considered. Guelph prides itself on its level of public engagement, that we actively seek public opinion to inform the decision making process. However, the concept and design of a bicycle network was formed on the collective opinion of the community and not just one neighbourhood. Our current practice is to engage public opinion on such localized matters on a neighbourhood/street scale and not at the community level. The removal of on-street parking may not be welcome by some directly dependant on it. To receive such opinion from a majority only to implement the bicycle lanes and remove the parking may be perceived as a slight by the neighbourhood.

Staff believe it may be more prudent to solicit community-wide **opinion** on the proposed change from bicycle routes to bicycle lanes and to **inform** the neighbourhood of the loss of on-street parking should this action be pursued. In both cases, the date the matter would be heard by Committee would be made known.

Finally, given the time of year, length of time to undertake public process and, if approved, to install the necessary signs and markings, the Committee should be aware conversion could not occur until late Spring 2012.



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## CORPORATE STRATEGIC PLAN

GOAL 5: A community-focused, responsive and accountable government

### FINANCIAL IMPLICATIONS

Implementation of new bicycle lanes on Grange Road will cost approximately \$14,000 for the signage and pavement marking. These costs are not currently funded within the 2011 Operating budget. Therefore, if staff is directed to proceed with the installation in 2011, it may result in a negative variance within the assigned business units. The on-going annual maintenance costs, repainting and sign maintenance, are estimated to be approximately 10% of the installation costs.

### DEPARTMENTAL CONSULTATION

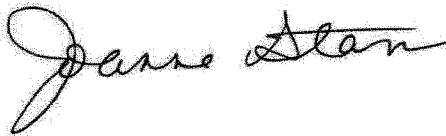
N/A

### COMMUNICATIONS:

Not required at this time.

### ATTACHMENTS

Appendix A	Study Area
Appendices B1 and B2	Existing On-street Parking Restrictions
Appendix C	Typical Mid-block Lane Configuration - Existing and Potential with Bicycle Lanes
Appendix D	Grange Road at Victoria Road Lane Configuration
Appendix E	Grange Road at Starwood Drive and Watson Parkway at Grange Road Lane Configuration



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**Prepared By:**  
**Joanne Starr**

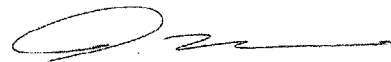
Supervisor, Traffic Investigations  
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**Recommended By:**  
**Rodney Keller**

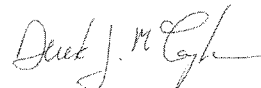
General Manager, Public Works  
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**Recommended By:**  
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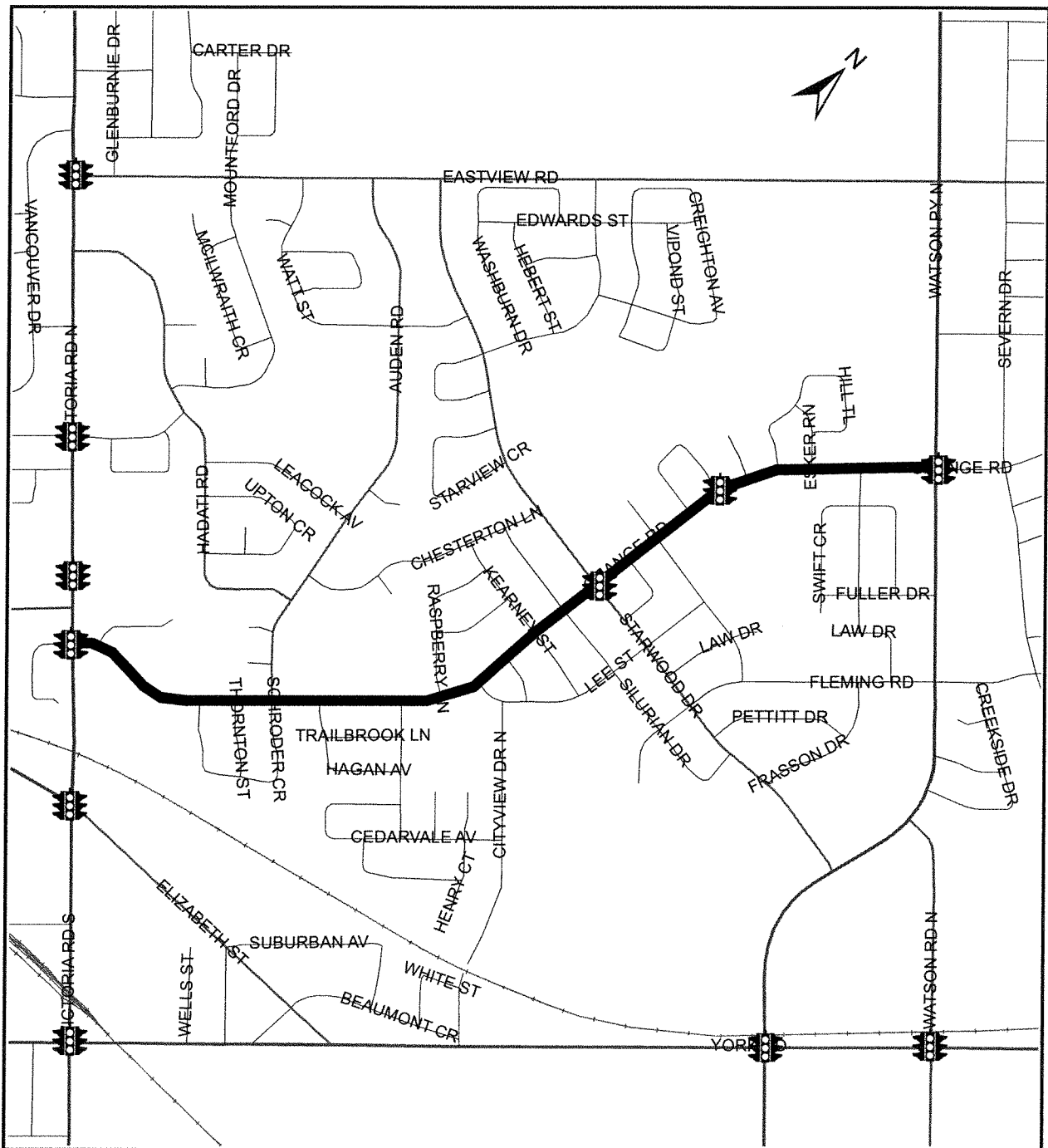
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**Recommended By:**  
**Derek J. McCaughan**


Executive Director  
519 -822-1260 x 2018  
derek.mccaughan@guelph.ca



## APPENDIX A - STREET UNDER REVIEW



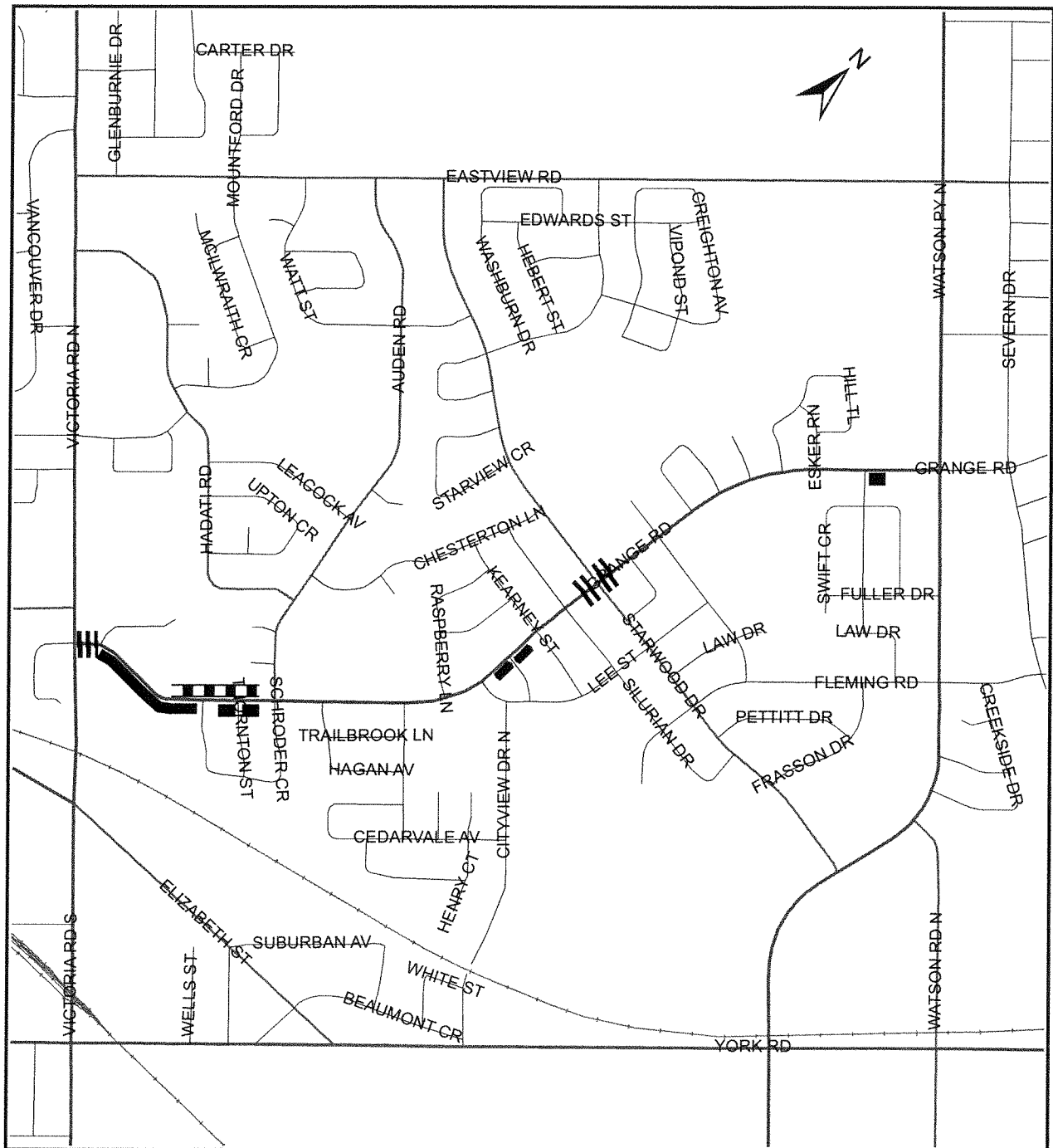
### LEGEND:

 - STREET UNDER REVIEW

 - EXISTING TRAFFIC SIGNAL OR PEDESTRIAN SIGNAL



# APPENDIX B1 - EXISTING PARKING RESTRICTIONS (OVERVIEW)



## LEGEND:

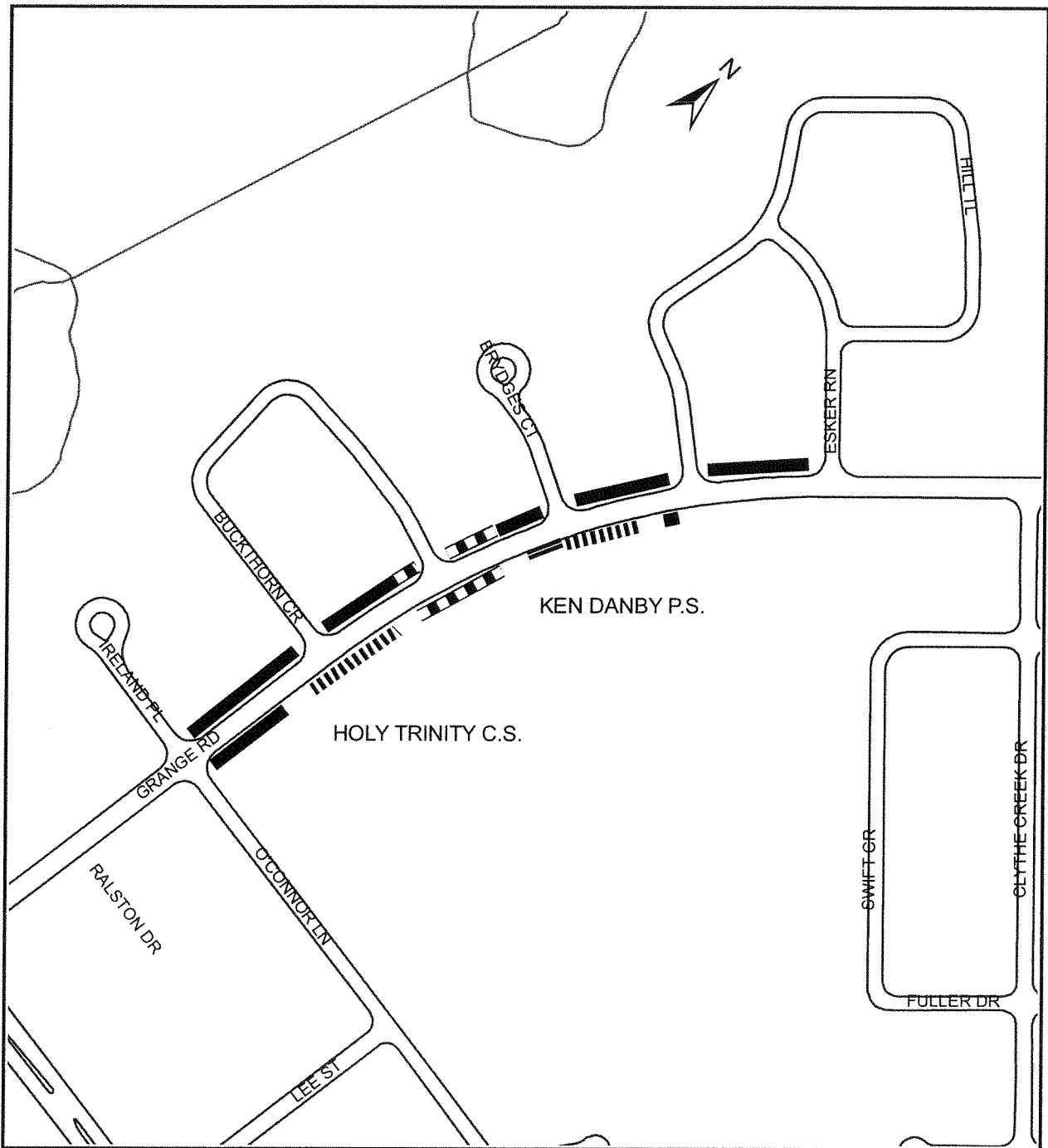
**Solid black line** - NO PARKING ANYTIME

**Dashed line** - SCHOOL BUS LOADING ZONE AND NO STOPPING 8-4:30, MON.-FRI.





**Vertical hatched line** - NO STOPPING ANYTIME



## APPENDIX B2 - EXISTING PARKING RESTRICTIONS SCHOOL LOCATIONS

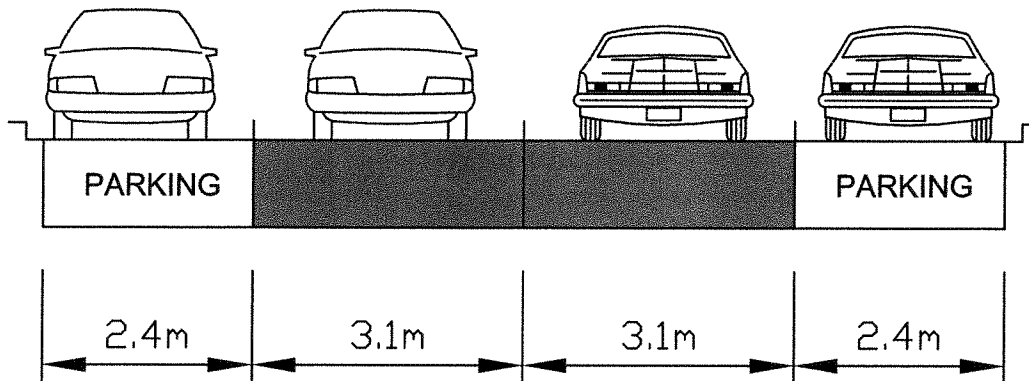


### LEGEND:

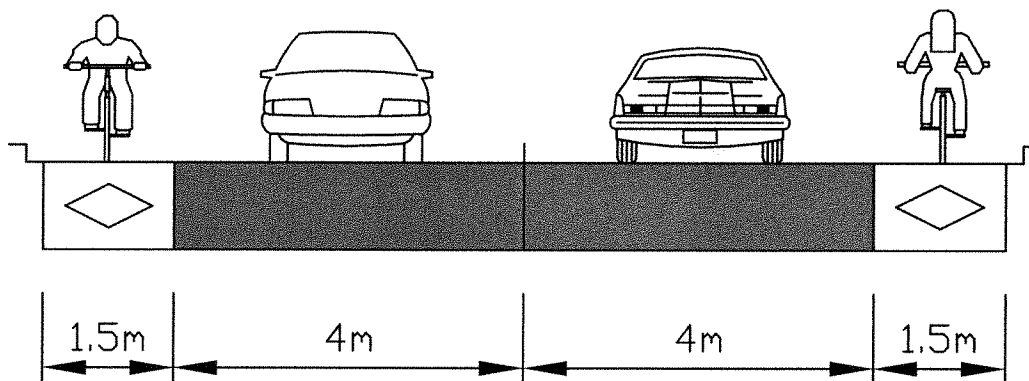
- |   |  |
|---|--|
|  - NO STOPPING, 8-4:30, MON.-FRI.,<br>SEPT 1-JUNE 30 |  NO STOPPING EXCEPT BUSES |
|  - NO STOPPING ANYTIME                               |  KISS 'N' RIDE ZONE       |



APPENDIX C  
TYPICAL MID-BLOCK LANE CONFIGURATION  
EXISTING AND POTENTIAL WITH BICYCLE LANES

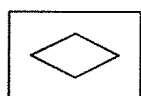


EXISTING MID-BLOCK  
LANE CONFIGURATION  
ROAD WIDTH: 11.0m



POTENTIAL MID-BLOCK LANE  
CONFIGURATION WITH BICYCLE LANES  
ROAD WIDTH: 11.0m

LEGEND



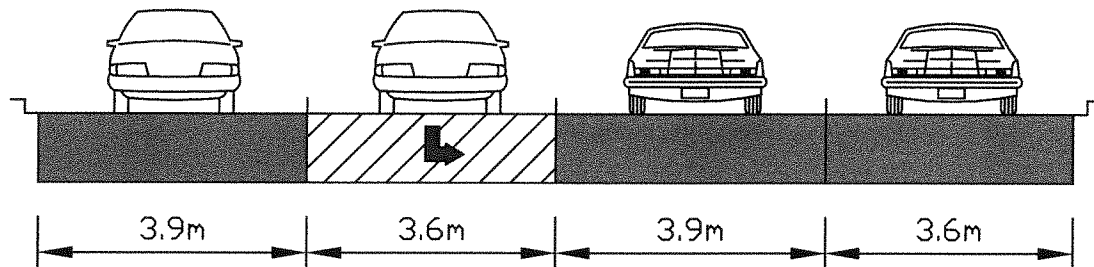
BICYCLE LANE



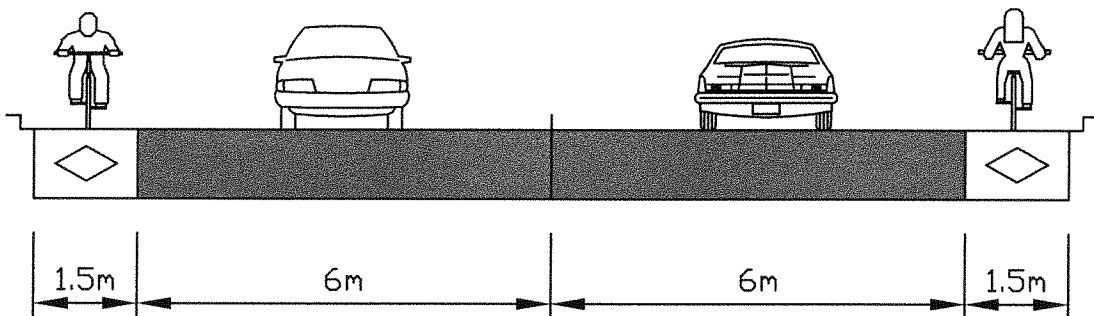
VEHICULAR TRAVEL LANE



APPENDIX D  
GRANGE ROAD AT VICTORIA ROAD NORTH  
INTERSECTION LANE CONFIGURATION



EXISTING  
ROAD WIDTH: 15.0m



IMPACT OF ADDING BICYCLE LANES  
NOT RECOMMENDED - REMOVES LEFT TURN LANE  
ROAD WIDTH: 15.0m

LEGEND



VEHICULAR TRAVEL LANE



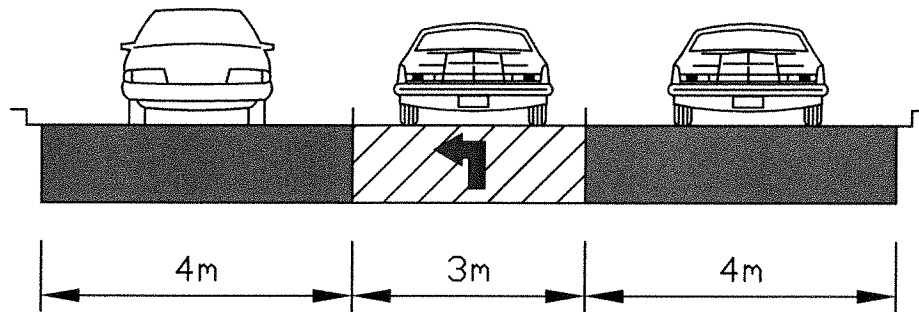
LEFT TURN LANE



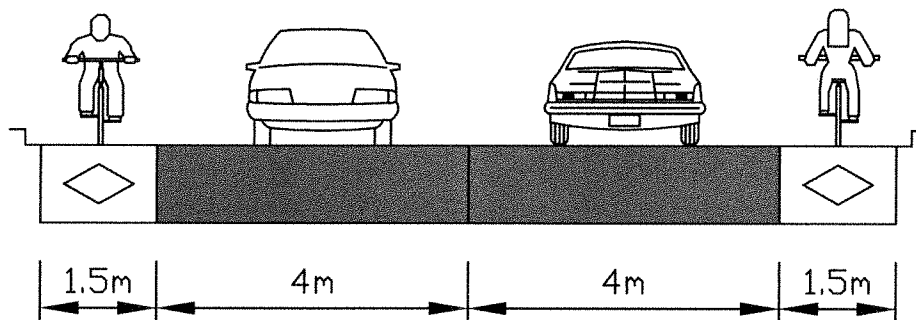
BICYCLE LANE



APPENDIX E  
GRANGE ROAD AT WATSON PARKWAY AND  
GRANGE ROAD AT STARWOOD DRIVE  
INTERSECTION LANE CONFIGURATION

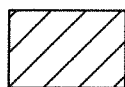


EXISTING  
ROAD WIDTH: 11.0m



IMPACT OF ADDING BICYCLE LANES  
NOT RECOMMENDED - REMOVES LEFT TURN LANE  
ROAD WIDTH: 11.0m

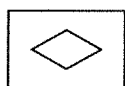
LEGEND



LEFT TURN LANE



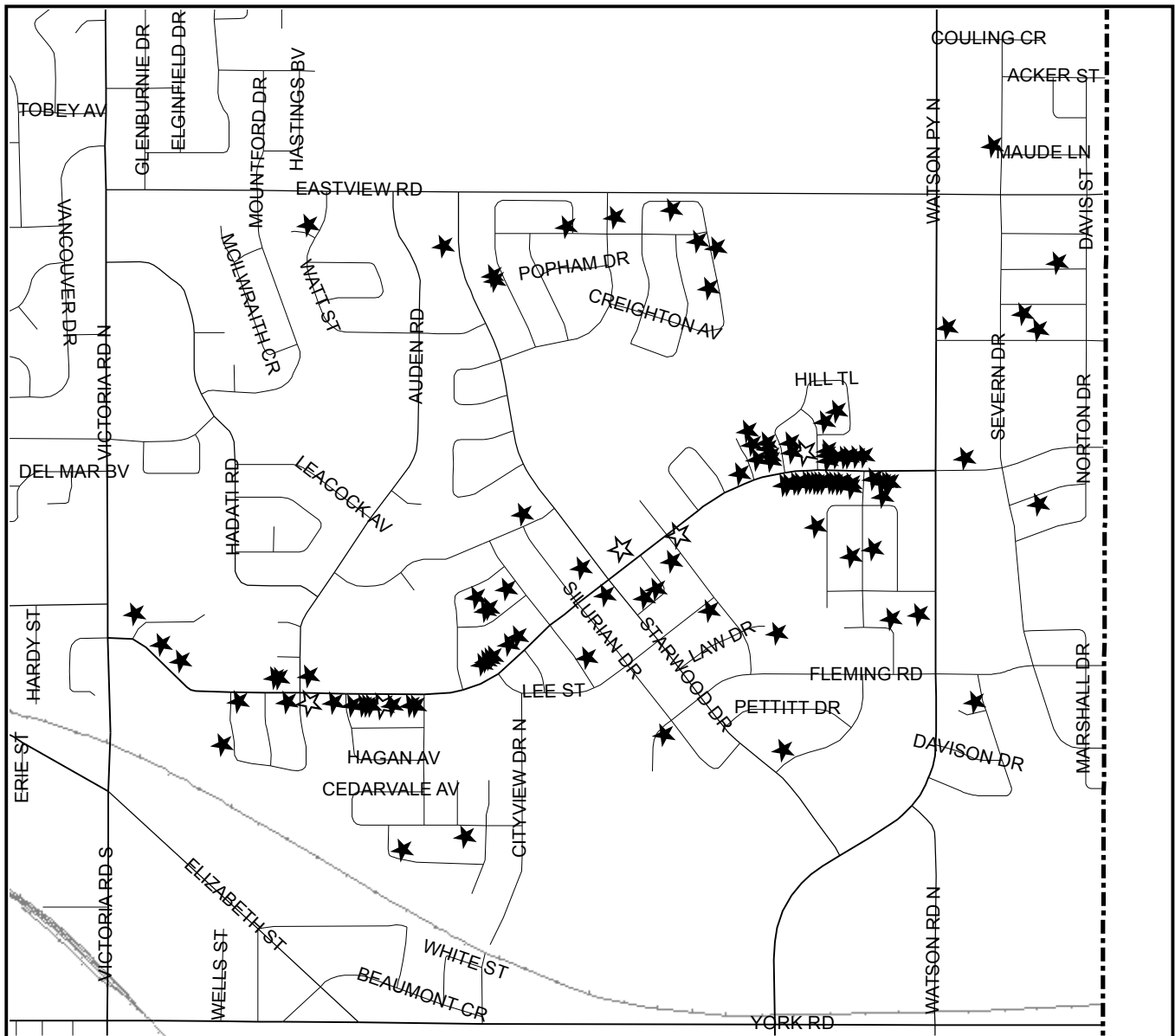
VEHICULAR TRAVEL LANE



BICYCLE LANE



## APPENDIX B SURVEY RESPONSES



### LEGEND



OPPOSED TO BICYCLE LANES ON GRANGE ROAD



IN FAVOUR OF BICYCLE LANES ON GRANGE ROAD