



City of
Peterborough

To: **Members of the General Committee**

From: **Cynthia Fletcher**
Commissioner of Infrastructure and Planning Services

Meeting Date: **February 8, 2021**

Subject: **Report IPSTR21-001**
Extension of Cycling Lanes on George Street

Purpose

A report to recommend cycling facilities be implemented on George Street between Lake Street and Lansdowne Street.

Recommendations

That Council approves the recommendations outlined in Report IPSTR21-001 dated February 8, 2021, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That cycling facilities be provided on George Street between Lake Street and Lansdowne Street as described in this report;
- b) That parking be prohibited on both sides of George Street from Lake Street to Lansdowne Street; and
- c) That Parking By-law 09-136 be amended to authorize implementation of Recommendation b).

Budget and Financial Implications

George Street between Lake Street and Prince Street is being micro-surfaced in 2021 as part of the pavement preservation program. The contract to micro-surface the road includes the cost of the centre line pavement markings.

The cost to implement the buffered / protected cycling facilities as described in this report is estimated to be \$80,000. This project can be funded from the uncommitted balance in the 2021 Various Multi-Use Trails (2021 Budget Reference 5-11.04).

There will be no additional cost to purchase lane delineators within the buffer area, as the equipment used through the downtown in the summer of 2020 will be installed.

The operating cost to install and remove the lane delineators seasonally is approximately \$3,000 and this cost would be funded through an increase in the annual pavement marking budget.

Background

The Cycling Network Plan

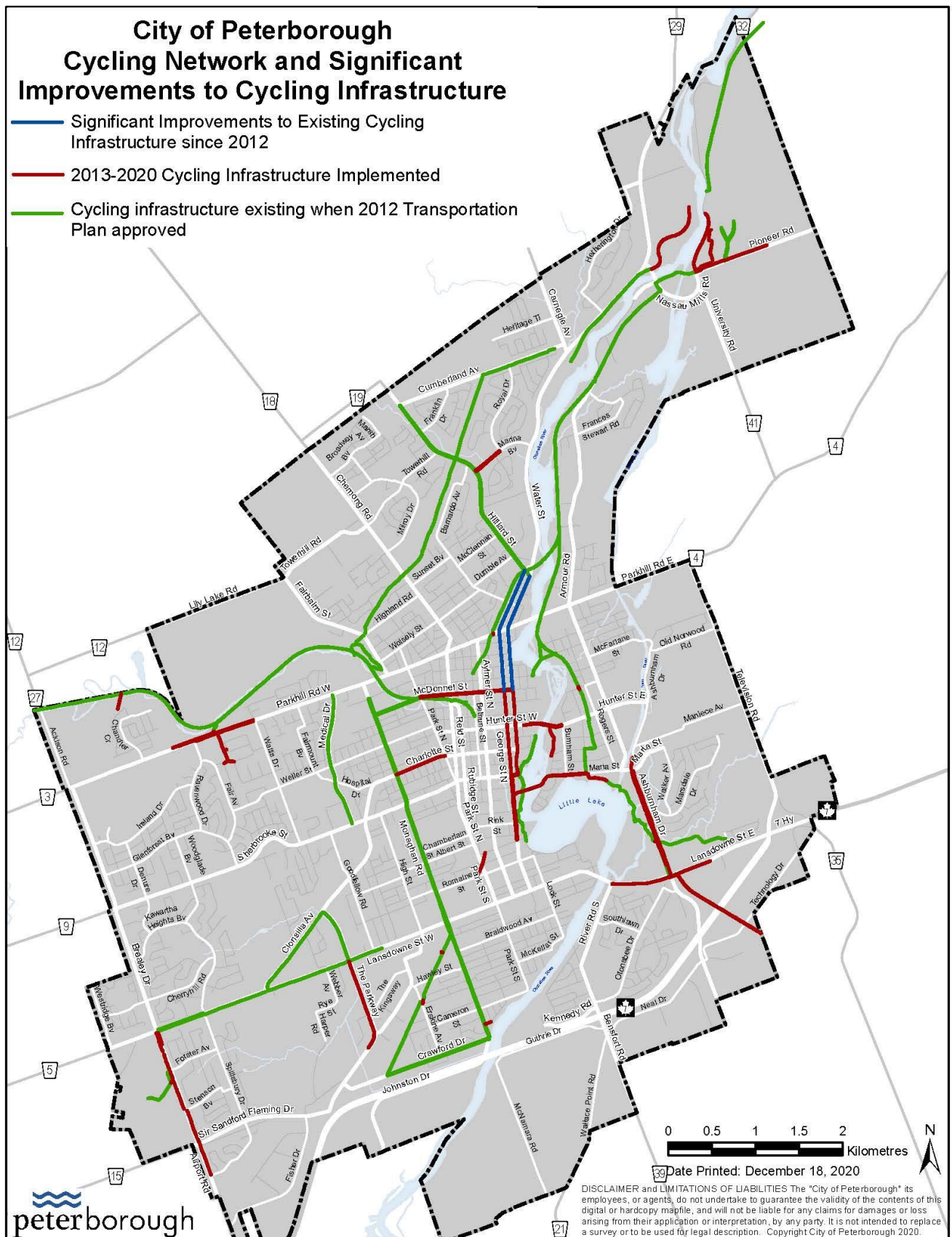
There are a number of benefits that accrue to a community when investments are made in infrastructure to support cycling, including:

- Increased health and well-being
- Improved equity in the transportation system
- More affordable transportation options
- Reduced road congestion and air pollution; and
- Progress towards reaching targets for climate change action.

Recognizing these benefits, the 2012 Comprehensive Transportation Master Plan included recommendations for an extensive city-wide Cycling Network, developed in consultation with local cycling groups and stakeholders. Implementing the Cycling Network was envisioned to occur over a 20-year horizon and included 95 projects. These projects represent 183 km of off-road and on-road cycling routes, comprised of 97 km along roads and 86 km of multi-use trails.

Since 2012, 22 km of new cycling facilities have been implemented and an additional 2.5 km of existing cycling facilities were significantly upgraded as shown in Figure 1.

Figure 1 – City Cycling Network Implementation Progress



79 km (43%) of the network has now been implemented, with the length by facility type summarized in Table 1.

Table 1: 2020 Cycling Network by Facility Type (km)

Facility Type	Length (km)
On Road Cycling Lane	31.0
Shared Lane – with “Sharrow” Markings	1.0
Protected One-Way Bike Lane	0.1
Protected Two-Way Bike Lane	1.0
Multi-Use Path	33.0
Road-Side Path	14.0
Total	79.1

There is increasing evidence that one of the most effective ways to increase rates of cycling is to build a quality, connected cycling network. As reported in Report IPSTR18-015 – Status of Transportation Plan Recommendations, cycling trips made by City of Peterborough residents have increased from 1.3% to 3.5% of total daily travel between 2011 and 2016, and this represents approximately 6,000 cycling trips made in the City each day, excluding the numerous cycling trips made purely for recreation purposes or by children. Much of this increase can be attributed to the extent and quality of the cycling network in the City.

In 2020, the City initiated the Cycling Master Plan project. The Cycling Master Plan will guide the development and implementation of the cycling network over the next 20 years. Recommendations for design standards, policies and programs will also be included. Ultimately, the plan will encourage more people to choose cycling as a transportation option in Peterborough. It is anticipated that the Cycling Master Plan will be completed in 2021.

Extension of the George Street Cycling Lanes

The 2021 pavement preservation program includes micro-surfacing on George Street between Lake Street and Prince Street. The micro-surfacing project presents an opportunity to implement a priority segment of the cycling network at relatively low cost, completing this part of the network.

Cycling Facility Options

An assessment of various design approaches to providing cycling facilities on George Street was completed by IBI Group, the consultant for the Cycling Master Plan. Given that George Street is an arterial road with a moderate volume and speed of traffic, designated space for cyclists is recommended. Since this project is part of a road pavement

preservation project, there would be no changes to the curbs, boulevards, or sidewalks at this time. The only cost to implement the bike lanes is for paint to designate the bike lanes.

Given these parameters, two design concepts were developed: one-way buffered/protected bike lanes; and a protected two-way bike lane on one side of the street. There is not enough road width to accommodate new cycling lanes and maintain the existing parking on the east side of the street. There is currently no parking on the west side of the street.

After evaluating the pros and cons of each of these two design concepts, the one-way buffered / protected bike lanes are recommended, as shown in Figure 2. This approach is consistent with the existing cycling lanes north of Lake Street and the cycling lanes can be designed to meet current standard guidelines, including travel lane widths for the trucks and buses that frequently use George Street. These will be high-quality cycling facilities that provide dedicated space for people cycling on both sides of George Street. In the non-winter months, lane delineators are recommended to be installed to increase awareness of the cycling lanes and improve safety for cyclists.

Figure 2: Proposed Configuration of Cycling Lanes on George Street



Changes to the Street to Incorporate Buffered Cycling Lanes

Currently, George Street from Lake Street to Lansdowne Street has one travel lane in each direction, with a left turn lane at Lansdowne Street. On-street parking is currently provided on the east side of the street in the northbound direction. To incorporate the cycling lanes, the existing parking would be removed, and the centre line of the street would move to the centre of the pavement. The cycling lane would start at Lake Street and end at Prince Street. The existing left turn lane at Lansdowne Street would be retained.

While the micro-surfacing project extends south to Prince Street, providing cycling facilities to Lansdowne Street would complete the network along the George Street corridor. There is currently not enough road width to accommodate cycling lanes as well as the left turn lane at Lansdowne Street. As an interim measure, bike symbols are recommended to designate the shared use of the pavement where cyclists are anticipated to travel.

The ultimate solution would involve the reconstruction of the intersection to provide additional pavement width so that the bike lanes can continue through the intersection and connect to a future multi-use path on the south side of Lansdowne Street. The intersection reconstruction will be considered in the future, as part of the planned reconstruction of Lansdowne Street between Park Street and River Road.

Removal of On-Street Parking

Parking is currently permitted on the east side of George Street between Princess Street and Lake Street, except near the intersections and at transit stops and driveways. Currently this on-street parking is limited to one hour in duration. There is capacity for approximately 26 vehicles to park along this stretch. Parking studies conducted in the fall of 2020 found a low demand for parking with a maximum of 5 vehicles at any given time, however it is recognized that counts taken in 2020 may be underrepresenting normal demand, due to COVID restrictions.

This section of George Street has not traditionally been heavily used for on-street parking. Some on-street parking activity is seen at the south end of the study area, between Princess Street and Prince Street. The residences in this section are served by a rear lane, which provides off street parking opportunities, but on-street spaces also serve the plaza to the south of Prince Street and are well used during events at the Memorial Centre. This parking area is limited to one hour in duration as well. There are numerous side streets where parking is permitted that can act as an alternative to parking on George Street.

Public Engagement

A public engagement process on the proposed cycling lanes took place from November 24 - December 15, 2020. It included a description of the project and an online survey to collect feedback from users and area residents via the City's public engagement platform, ConnectPtbo. Other methods of notification included:

- City media release
- A letter to property owners and tenants, including businesses, along the corridor and adjacent side streets
- Email to Cycling Master Plan distribution list and numerous stakeholders.

230 survey responses were received, and 1 response was received through email. The survey questions and responses are provided in Appendix A. 81% of survey respondents

indicated that they are in support of cycling lanes on this section of George Street. Participants who indicated that they support the proposed configuration were asked to select the reason(s) for their opinion from a list of potential answers. The results are:

- 161 (86%) respondents indicated that they would feel safer cycling here with cycling lanes
- 151 (81%) indicated that it would encourage more people to cycle
- 147 (79%) indicated that it is an important link in the cycling network
- 120 (62%) respondents felt that making changes to the street is economical at this time.

Of the 230 responses to the survey, 39 (17%) do not support the proposed cycling lanes. Of these respondents, the reasons indicated for not supporting the cycling lanes were:

- 22 (52%) responses, was that participants don't think the cycling lanes are needed here
- 14 (33%) participants selected that they would prefer that the parking lanes remain
- 13 (31%) participants indicated that they think cycling lanes are better suited to other streets
- 12 (29%) indicated that they have other reasons for their opinion.

Peterborough Public Health provided a letter indicating support of the project, attached as Appendix B.

Timelines

The micro-surfacing of George Street is planned for the summer of 2021. If the recommendation is approved, the additional line markings and signage to implement the proposed bike lanes will be incorporated into the tender documents.

Summary

The micro-surfacing of George Street creates an opportunity to implement an important section of the Cycling Network in a cost-effective way. A buffered bike lane is recommended on each side of the street, connecting the existing bike lanes on George Street to future planned cycling facilities along Lansdowne Street. There is currently not enough road width to accommodate cycling lanes as well as the left turn lane at Lansdowne Street. As an interim measure, the bike lanes will end at Prince Street and bike symbols will be used to indicate shared use of the existing lane, and to mark where cyclists are anticipated to travel. To provide cycling facilities through the Lansdowne Street intersection, consideration could be given to including this in the scope of the work for the reconstruction of Lansdowne Street between Park Street and River Road.

Submitted by,

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Attachments:

- Appendix A – George Street Cycling Lanes – Survey Response Report and Public Feedback
- Appendix B – Peterborough Public Health Comments