

CITY OF VAUGHAN

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

Item 26, Report No. 28, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2013.

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

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 11, 2013:

**Recommendation**

The Commissioner of Engineering and Public Works, in consultation with the Director of Parks and Forestry Operations, recommends:

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.

**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 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.

The pre and post monitoring of the cycling activity along Napa Valley Avenue will be funded from the approved Capital Project DT -7104-13, which is designated for 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, where people cycle, and feedback on the proposed cycle options. On April 25, 2013, staff held a

## CITY OF VAUGHAN

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

#### Item 26, CW Report No. 28 – Page 2

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

## CITY OF VAUGHAN

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

#### Item 26, CW Report No. 28 – Page 3

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:

## CITY OF VAUGHAN

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

#### Item 26, CW Report No. 28 – Page 4

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

## CITY OF VAUGHAN

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

#### Item 26, CW Report No. 28 – Page 5

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.

**CITY OF VAUGHAN**

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

Item 26, CW Report No. 28 – Page 6

**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

**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.)

## COMMITTEE OF THE WHOLE JUNE 11, 2013

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

#### **Recommendations**

The Commissioner of Engineering and Public Works, in consultation with the Director of Parks and Forestry Operations, recommends:

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.

#### **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 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.

The pre and post monitoring of the cycling activity along Napa Valley Avenue will be funded from the approved Capital Project DT -7104-13, which is designated for 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, where people cycle, and feedback on the proposed cycle options. On April 25, 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 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 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:

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 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.

### **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

**Report prepared by:**

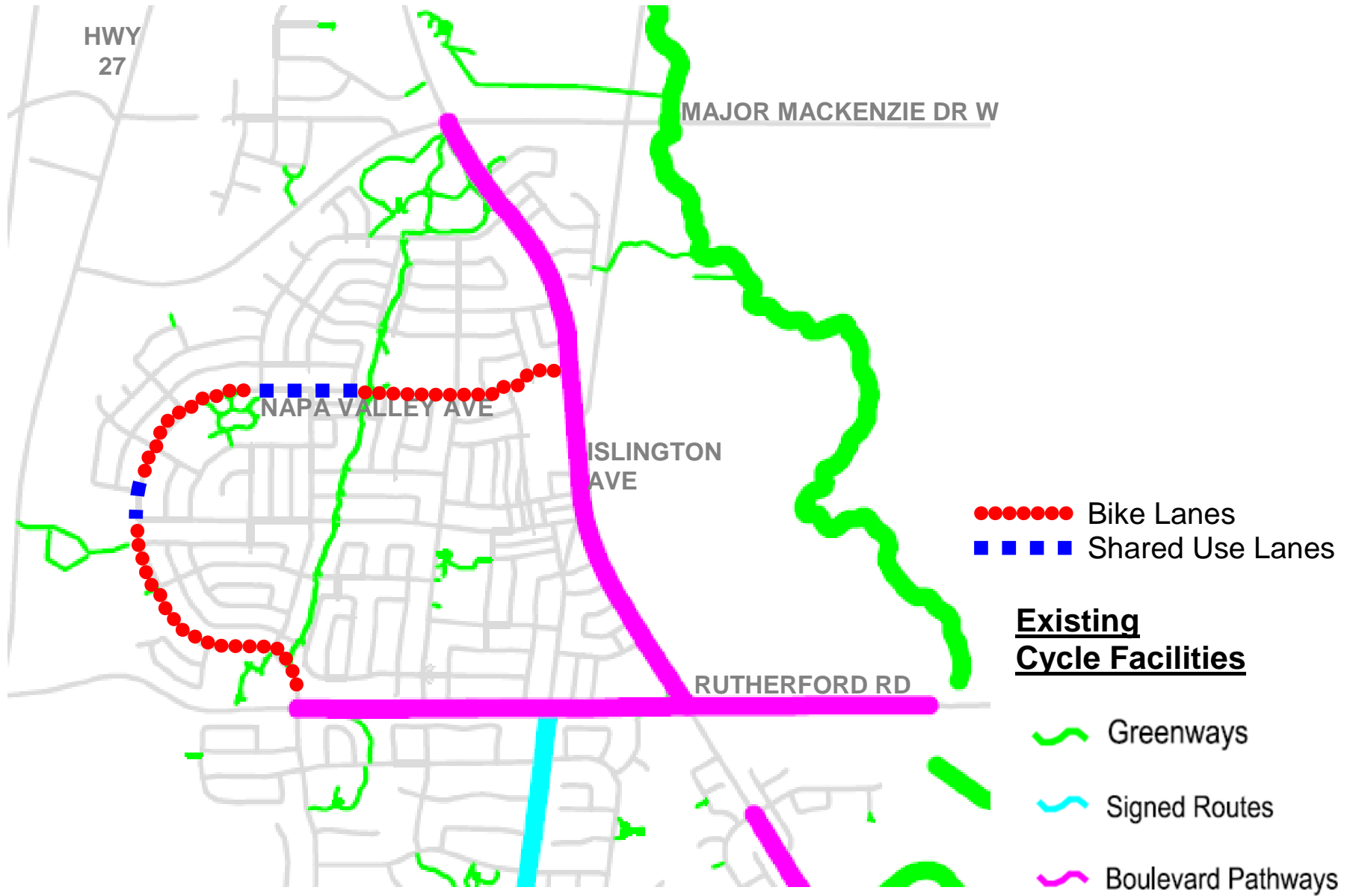
Geoffrey Haines, Sustainable Transportation Specialist - Ext. 8026  
Selma Hubjer, Manager of Transportation Engineering - Ext. 8674

Respectfully submitted,

Paul Jankowski, P. Eng.  
Commissioner of Engineering  
and Public Works

Andrew Pearce, C.E.T.  
Director of Development / Transportation  
Engineering

ATTACHMENT NO. 1  
PROPOSED CYCLE FACILITIES FOR NAPA VALLEY AVENUE



**ATTACHMENT NO. 2  
BIKE LANES ILLUSTRATION**



**ATTACHMENT NO. 3  
SHARED USE LANES ILLUSTRATION**



## ATTACHMENT NO. 4 ONLINE SURVEY RESULTS

Questions	Results from survey respondents who live in the Napa Valley Avenue area
<b>Are you a resident of Vaughan?</b>	
Yes	99.1% (112)
No	0.9% (1)
<b>Information about the way you travel</b>	
<b>Do you live or work in the Napa Valley Avenue area (i.e. the area bounded by Major Mackenzie Drive, Islington Avenue, Rutherford Road and Highway 27)?</b>	
Live	85.0% (96)
Work	N/A
Both	15.0% (17)
Neither	N/A
<b>Do you get to, from and around the area mainly by: (Respondents could select multiple answers)</b>	
Walking	59.3% (67)
Cycling	39.8% (45)
Bus	13.3% (15)
Taxi	0.9% (1)
Car (passenger)	29.2% (33)
Car (driver)	85.8% (97)
<b>How often do you cycle?</b>	
Regularly (I cycle several times per week)	23.9% (27)
Often (I cycle once or more per month)	26.6% (30)
Rarely (I cycle a couple times per year)	35.4% (40)
Never	14.2% (16)
<b>Where do you cycle in your community? (Respondents could select multiple answers)</b> <b>*Based on 86 responses and 27 skipped</b>	
Park or Hydro Corridor pathway	90.7% (78)
School	30.2% (26)
Community Centre	24.4% (21)
Library	17.4% (15)
Work	2.3% (2)
Shopping centres	12.8% (11)
Local bus routes	15.1% (13)
Other	<ul style="list-style-type: none"> <li>▪ Paths and trails (e.g. Humber Trail) (10)</li> <li>▪ Regional Roads (6)</li> </ul>
<b>Who do you cycle with? (Respondents could select multiple answers)</b> <b>*Based on 96 responses and 17 skipped</b>	
I cycle alone	51.0% (49)
Family	71.9% (69)
Friends	27.1% (26)
<b>If you cycle outside your community, how far do you cycle on average?</b>	
2 to 4 kilometres	20.4% (19)
5 to 9 kilometres	17.2% (16)
10 or more kilometres	23.7% (22)
I only cycle within my community	38.7% (36)



Questions	Results from survey respondents who live in the Napa Valley Avenue area
<b>On-Road Cycle Options on Napa Valley Avenue</b>	
<b>Would you use the proposed bike lanes on Napa Valley Avenue?</b>	
Yes	70.8% (80)
No	29.2% (33)
<b>If so, which bike lane sections would you use (see map below for corresponding letters)? (Respondents could select multiple answers)</b>	
<b>*Based on 85 responses and 28 skipped</b>	
a) Islington Avenue to Hydro Corridor	83.5% (71)
b) Hydro Corridor to Sonoma Boulevard	77.7% (66)
c) Sonoma Boulevard to Rota Crescent	72.9% (62)
d) Rota Crescent to Rutherford Road	65.9% (56)
<b>If bike lanes are constructed on Napa Valley Avenue, would you support parking restrictions (i.e. no on-street parking) so the lanes are designated for the use of bicycles only (except where there is already permit parking allowed)?</b>	
Yes	59.3% (67)
No	40.7% (46)
<b>As an alternative to bike lanes on Napa Valley Avenue, are you more likely to use another type of on-road cycle option that does not require a parking restriction?</b>	
Shared Use Lanes (Signed Bike Route with added 'Sharrow' pavement markings)	24.1% (27)
Signed Bike Route (Signage only, no pavement markings)	8.0% (9)
Bike Lane Pilot without parking prohibition	11.6% (13)
No, I prefer Bike Lanes	35.7% (40)
No, I do not want any on-road cycle options	20.5% (23)
<b>Off-Road Cycle Options in the Hydro Corridor</b>	
<b>As an alternative to bike lanes on Napa Valley Avenue, the City could also consider making improvements for cyclists to the off-road Hydro Corridor pathway. This might cost the City more than bike lanes depending on the desired improvements; however we would like to get your input. Would you prefer the City make improvements for cyclists to the Hydro Corridor pathway instead of bike lanes?</b>	
Yes	27.8% (30)
No	34.3% (37)
I want the City to consider both bike lanes and improvements for cyclists to the Hydro Corridor pathway	38.0% (41)
<b>If improvements were made to the Hydro Corridor pathway, are you more likely to use this option instead of bike lanes on Napa Valley Avenue?</b>	
Yes	54.7% (58)
No	45.3% (48)

**What improvements for cyclists would you want for the off-road Hydro Corridor pathway? (Please specify)**

- Provide dedicated pathway space for cyclists (e.g. pavement markings) (16)
- Widen pathway (12)
- Remove speed bumps at crossings (6)
- Safer crossings (e.g. signage for cars; stop control for vehicular traffic) (5)
- Provide maps and/or signage (4)
- Better maintenance (e.g. smoother surface) (4)
- Better lighting (3)
- Separate pathway for cyclists (2)
- More trees and shrubs (1)
- Security cameras (1)
- Enforcement of motorized vehicles (1)
- Safety barriers (1)
- Designate pathway use for cyclists and pedestrians only (1)

**Have we missed anything?**

**Is there anything you think is important that has not been mentioned here?**

- Support bike lanes and cycle options on Napa Valley Avenue (11)
- Concerned about parking restrictions on Napa Valley Avenue (e.g. convenience, house values) (6)
- Bike lanes with parking restrictions would be a problem for parents picking up and dropping off their children at school (3)
- Not enough cycle traffic to justify a dedicated bike lane; the existing routes are sufficient (3)
- Consider bike lanes beside the sidewalks or multi-use pathway on Napa Valley Avenue (2)
- Consider other streets that are more direct/shorter alternatives to Napa Valley Avenue (2)
- Concerned about traffic speeds (2)
- Bike lanes not needed (2)
- Bike lanes would make Napa Valley Avenue more dangerous than it already is (2)
- Napa Valley Avenue is too narrow for bike lanes
- Bike lanes would be more dangerous if parking is not restricted
- Traffic lights at each end of Napa Valley Avenue are censored and do not trigger when a bike comes up in the left turn lane.
- Concerned about visibility of cyclists when backing out of driveway
- Cycle parking needed
- Better to look at off-road alternatives
- Bike lanes should continue south of Napa Valley Avenue