



Corporation of the
City of St. Thomas

Report No.

ES98-14

File No.

07-151

Directed to: Alderman Mark Cosens, Chair, and Members of Environmental Services Committee of Council

Date
Meeting Date: Sept. 8, 2014

Date Authored: Sept. 2, 2014

Department: Environmental Services

Attachment

Prepared by: John Dewancker, Director

- Report ES78-14
- Appendix 'D', Network Costing Spreadsheet
- Comment received by telephone enquiry (e-mail record)

Subject: Elgin-St. Thomas Cycling Master Plan (Final)

Recommendation:

- That report ES 98-14 be received for information and further
- That the Elgin – St. Thomas Cycling Master Plan (Final) be received and be used as a guidance document in the City's Capital budgeting of road works and any roadway operational improvements as outlined in the plan.
- That the phase I roadway improvements involving the creation of bicycle facilities at the locations, as outlined in the report, be implemented.

Origin:

At the meeting of July 14, 2014, Council received the St. Thomas Cycling Master Plan (draft) and a presentation by the consultant, the MMM group was also made at the same time. In conformance with the recommendations of report ES78-14, public notice was provided through advertisement in The Times Journal, The Weekly News and the City Website.

Analysis:

During the public review period, only two comments were received by the City. One of these comments pertains to the current intent to operate Burwell Road between South Edgeware Road and Bennett Place differently and to establish dedicated cycling lanes with signage instead of having a two way left turn lane in the middle of the road (copy of comment attached). This location is one of four locations where the cycling initiative would first be established, as noted in the attached prior report ES78-14.

The second comment received pertained to Ron McNeil Line where the resident is requesting that a bicycle facility be established. Ron Mc Neil is a County of Elgin Road and consequently the request was forwarded to the County of Elgin Engineering Staff.

In addition, a more detailed cost breakdown by jurisdiction and location was provided in appendix D to the final report and this costing spreadsheet is attached for the Members' information. A copy of the Master Plan was previously forwarded to the Members together with report ES78-14.

Phase I Improvements:

The previous report ES78-14 (attached) provides a few road and trail locations where the City can make improvements and incorporate a bicycle facility into the existing roadways at little cost (roadway operational improvements). These locations are as follows:

- **Mid/Central route:** Park Ave., Forest Ave., McIntyre St/Moore St. with a connection to the Talbot spur multi use trail.
- **Talbot Spur Route:** Multi use trail along the Talbot spur tourist rail line between Parkside Collegiate School and Kains St. (approved and being implemented).
- **North/West route:** Balaclava St. from South Edgeware Road to Kains St. with connection to the Talbot spur multi use trail.
- **Burwell Rd.,** S Edgeware Rd to Ron McNeil – Road Diet/cycle lanes.

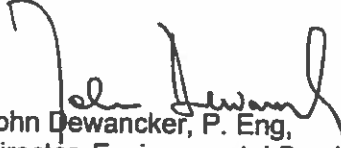
One of these locations is the Talbot spur trail which currently is already being implemented. The other three locations are roadways, where improvements can be achieved through line painting, pavement

markings and signage. It is recommended that these roadway operational improvements, at these locations be designed and be subsequently reported to Council prior to implementation.

Financial Considerations:

The estimated cost of establishing cycling facilities and share-the-road initiatives that will create a more "complete" road network in this City during the next 20 years is in the order of \$3M. It is expected that other sources of funding may become available, once the City has adopted the Master Plan and it can prove that a strategic and prioritized approach has been adopted to improving bicycle facilities within the City's road and trail networks.

Respectfully Submitted,



John Dewancker, P. Eng,
Director, Environmental Services

Reviewed By:

Treasury Env. Services Planning City Clerk HR Other



W.S. GRAFT
C.A.O.



Corporation of the
City of St. Thomas

Report No.
ES-78-14

File No.
07-151

Directed to: Alderman Mark Cosens, Chair, and Members of Environmental Services Committee of Council

Date
Meeting Date: July 14, 2014
Date Authored: July 4, 2014

Department: Environmental Services

Attachment

Prepared by: John Dewancker, Director

- Elgin St. Thomas Cycling Master Plan

Subject: Elgin-St. Thomas Cycling Master Plan (Draft)

Recommendation:

- That Report ES-78-14 be received for information; and further
- That the draft Elgin-St. Thomas Cycling Master Plan dated June, 2014 be received; and further
- That Public input be received on the draft Master Plan through advertisement on the City's website, Public Notice and other means of communication with the St. Thomas community.

Origin:

At the meeting of January 28, 2013, Council Members previously received a presentation on the Elgin-St. Thomas Active Transportation Initiative which gathered baseline information on current active transportation trends in Elgin-St. Thomas, based on a survey, involving approximately 850 residents and which found that there is considerable support for this development and investment in Active Transportation. This Initiative also provided Elgin County and the City of St. Thomas with a summary of the types of facilities that are currently used to accommodate active transportation including design guidelines.

One of the recommendations of the Initiative also provided for the completion of a Cycling Master Plan for the Elgin-St. Thomas community. This Master Plan was funded by the Province through Elgin-St. Thomas Public Health and was initiated during October, 2013.

Analysis:

The Cycling Master Plan builds upon the information that was prepared in the Initiatives document and advances the feasibility of implementing a cycling network across the Elgin-St. Thomas community.

The following steps have been undertaken to develop the Cycling Master Plan:

- Review of the Initiatives Network concept and development of potential routes and modifications.
- Identification of high priority routes and field assessment.
- Determination of route/facility types, feasibility assessment and preparation of a draft cycling implementation plan.
- Finalization of the Cycling Master Plan.

As noted in the attached document, a technical committee as well as a steering committee, including Members of Council of St. Thomas and other municipalities in Elgin County, was created to guide and oversee the study and process.

Draft master plan cycling routes that create connectivity to key destinations within St. Thomas and across the County of Elgin were also presented to the Public at the recent spring Homebuilders Show.

Upon review and subject to the receipt of any comments by Members of Council and the Public, map 14 of the report under Section 2.3 (Cycling network and priority projects), shows the recommended cycling network of St. Thomas routes under a short term (0 - 10 years), medium term (11 - 20 years), and long term (20 + years) phasing scenario.

Generally, cycling facilities must be categorized by type and location, depending on the type of roadway (rural/urban and vehicle speed) and the AADT (Annual Average Daily Traffic volume). The resulting design of each facility therefore must create a safe roadway environment for both the cyclist and other users of the roadway and this requirement then translates into the need to increase operating space

Involving the design of a variety of facilities that range between a shared roadway type of facility and a separate facility as shown on page 25 of the report.

One of the strategies that can also be implemented in the absence of having the capital funds to widen, say, an arterial road to provide separate bicycle lanes is to select an alternate route along a less busy roadway and which may create a more pleasant/safe cycling environment for the user. In this regard, the creation of a signed bike route with sharrow pavement marking signs on a low volume urban local street can provide a low cost alternative to the creation of a separate facility along a busy arterial road. Similarly, a "road diet" proposal including the establishment of a separate facility can satisfy the same intent to create a more "complete" street along a higher volume road.

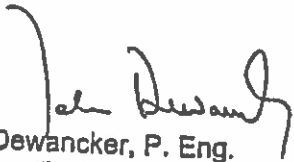
The draft master plan recommends that a few easy to complete cycling routes be implemented initially and which would serve the existing residents across the City. These are as follows and as outlined on pages 36-38 of the report:

- Mid/Central route: Park Ave., Forest Ave., McIntyre St/Moore St. with a connection to the Talbot spur multi use trail.
- Talbot Spur Route: Multi use trail along the Talbot spur tourist rail line between Parkside Collegiate School and Kains St. (approved and being implemented).
- North/West route: Balaclava St. from South Edgeware Road to Kains St. with connection to the Talbot spur multi use trail.
- Bunsell Rd, S Edgeware Rd to Ram McNeil - Road Diet / cycle lanes

Financial Considerations:

The Master Plan also provides approximate cost estimates for a variety of different facilities within the City and County as shown on page 73 of the report. Ultimately, a total length of 521 km of cycling facilities would be created. The easy to implement locations which would require a nominal expenditure would, of course, be implemented first.

Respectfully Submitted,



John Dewancker, P. Eng.
Director, Environmental Services

Reviewed By:

Treasury _____ Env. Services _____ Planning  _____ City Clerk _____ HR _____ Other 
RJR

cc. Erica Arnett, Elgin-St. Thomas Public Health
Jay Cranstone, MMM Consultants



W.S. ER...
C.A. ...

Dewancker, John

From: Wingrove, Allan
Sent: August-26-14 2:00 PM
To: bgorman@efbc.net
Cc: Dewancker, John; Clement, Brian
Subject: RE: Burwell Rd

Hi Barbara:

As discussed in our telephone conversation I will pass your views on to the City Engineer, who will be authoring the report to council regarding the possible addition of bike lanes on this stretch of roadway.

Regards

Al Wingrove
Senior Engineering Technician, Roads and Traffic
P.O. Box 520 City Hall
St. Thomas Ontario N5P 3V7
Telephone (519) 631-1680 Ext. 4167
awingrove@stthomas.ca

From: Barbara Gorman [<mailto:barbaragorman@rogers.com>]
Sent: August-26-14 12:50 PM
To: Wingrove, Allan
Subject: Burwell Rd

Good afternoon,

I had called about the new paint lines on Burwell Rd., north of South Edgeware, right at the intersection. There is no longer a lane for turning left into the townhouse complex at 200 Burwell Rd. and very little room for cars to go around you while waiting to turn left. People drive fast around the corner (from South Edgeware eastbound, turning northbound onto Burwell), and I don't feel it's safe, as a driver is sitting waiting to turn left and a car may come from behind and hit them... I hope the lines can be changed. Thank you.

Barbara Gorman, Tenant Coordinator
EFBC Non-Profit Housing Corp.

Appendix D - Network Costing Spreadsheet
 Eigin-St. Thomas Cycling Master Plan
 Final September 2014

RAFT TABLE D.1 - SUMMARY OF EXISTING AND PROPOSED FACILITY TYPES BY JURISDICTION

Jurisdiction	EXISTING AND PROPOSED LENGTH OF NETWORK BY FACILITY TYPE AND JURISDICTION													TOTAL DISTANCE (PROPOSED)					
	Existing						Proposed Routes						TOTAL DISTANCE (EXISTING)	% of Total Existing	Total (km)	% of Total Proposed			
	Multi-Use Trail	Bike Lane	Paved Shoulder	Signed Route	EdgeLine	Sharrow	Multi-Use Trail	Bike Lane	Paved Shoulder	Signed Route	EdgeLine	Sharrow					Distance (km)	Distance (km)	
gin County	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	177.4	78.2	28	62	214.2	41.1%	
West Egin	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8	0.0	0.0	9.7	1.9%	
uston / Dunwich	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	1.1	0.0	0.0	4.8	0.9%	
southwood	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.1	0.0	0.0	25.1	4.8%	
St. Thomas	18.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	11.7	8.0	10.1	59.3	11.4%	
entral Egin	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	55.3	0.0	1.9	60.5	11.6%	
Walbridge	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	30.0	0.0	0.0	32.4	6.2%	
axham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.1	0.0	0.0	36.1	6.9%	
ylmer	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	4.6	0.0	0.0	7.1	1.4%	
er (Partnership)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0%
fish Creek Conservation Authority	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.8	14.0%	
tle Creek Conservation Authority	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0%	
TOTAL (km)	40.3	0.8	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	142.8	248.6	108	18.2	521.6	0.0%	
TOTAL EXISTING AND PROPOSED NETWORK (KM)													517	521.6	108	18.2	573.5		

