



City of North Bay

Report to Council

Report No: CORP 2021-55

Date: May 6, 2021

Originator: Adam Lacombe, Senior Capital Program Engineer
Ron Melnyk, By-Law Enforcement Coordinator

Business Unit:
Infrastructure & Operations
Corporate Services

Department:
Engineering
Legal

Subject: Amendment to the On-Street Parking By-law No. 2014-37
Main Street West – West Link Bicycle Lanes

Closed Session: yes ☐ no ☒

Recommendation

That a resolution be passed to authorize an amendment to the On-Street Parking By-Law 2014-37 to update Schedules 4 (No Parking-Any Time) and 6 (Maximum Parking Times) to implement no parking on both sides of Main Street West between Timmins Street and the intersection of Main Street West, Memorial Drive, and Murray Street that also includes designated areas for short duration parking.

Background

A route planning study for the West Link Pathway was completed in 2018 using the Municipal Class Environmental Assessment (EA) public process. The selected route is predominantly along Main Street West and includes bike lanes between Timmins Street and Memorial Drive/Murray Street.

In order to accommodate bike lanes, the study recommended removal of the parking lane on the south side of Main Street West between Timmins Street and Memorial Drive. The detailed design determined that additional measures would improve functioning and safety of the bike lanes, including the removal of parking from the north side as well. A parking

study conducted in the fall of 2018 determined that the side streets would have sufficient capacity to take up the volume of parking used on Main Street West.

Prior to the commencement of the West Link construction project in 2020, a notice was hand delivered to all residents on Main Street West between Memorial and Timmins, which advised of the intent to remove parking on both the north and south sides of the road. Concerns related to the loss of on-street parking were received from one property owner at 887 Main Street West and the condo board at 810 Main Street West. Concerns from the condo board were related to its use of on-street parking for drop-off and pick-up of residents, deliveries, parking for visitors, parking for contractors, parking for a para-bus, and parking for an ambulance.

The On- Street Parking By-Law currently includes parking restrictions on the south side of Main Street West between Tenth Street and Memorial Drive, and on the north side from Memorial Drive to a point 67 m to the west.

Analysis/Options

Bike Lane Width

The bike lane width selected in the EA met suggested minimums as set out in industry guidelines. The guidelines also suggest that bike lane width may be increased to 2.0 m where there are higher bike volumes to facilitate overtaking within the bike lane. Removing parking from both sides allows for wider bike and motor vehicle lanes, providing greater separation between bikes and motor vehicles, and also providing space for a mixed use of recreational and commuter type cyclists.

Buffer Adjacent to Parking Lane

Industry guidelines recommend a 0.5 m to 1.0 m buffer between bike lanes and parking lanes to help reduce the conflict zone between cyclists and car doors that may open without warning. These buffers are typically painted with two solid white lines and interior diagonal cross hatching. Due to existing pavement width constraints, the road configuration selected in the EA did not include a buffer. With removal of parking lanes, a painted buffer is not required.

Bike Lane Exemptions

The On- Street Parking By-Law currently includes exemptions for emergency vehicles, City by-law enforcement and public works vehicles, public utility vehicles (telecommunications and energy related services), and Canada Post.

Additional bike lane exemptions in other Ontario municipalities include the momentary stopping of a motor vehicle while actively engaged in receiving or discharging passengers that are disabled or passengers from a taxi. An alternative for achieving the same intent is to designate areas for 15 minute short duration parking. The On- Street Parking By-Law already includes provisions for this which would facilitate enforcement. Additional pavement markings and signage could also be provided at the designated locations to help identify them.

Winter Maintenance and Winter Parking

It is not intended to maintain bike lanes during the winter. Using bike lanes for winter snow storage would significantly increase snow storage capacity between the road and sidewalk and may reduce the need for snowbank removal at various times through the winter depending on the season's snow accumulation.

Consideration was given to allow parking during winter months and was discussed with Public Works staff. Reinstating parking during the winter is not favorable as there is limited boulevard space available for snow storage. It would also not follow current practice of temporarily removing parking in various locations in the City during the winter to help facilitate winter maintenance. Plowing of a winter parking lane would also expose bike lane pavement markings and may give the impression that the bike lane is being maintained.

Consultation

As provided in the background above, public consultation was undertaken through the EA process, public meetings, notices, and discussions with concerned residents.

Engineering, Public Works, Legal, and Arts, Culture, Recreation and Leisure have reviewed the proposed measures and parking restrictions and they are satisfied with the recommended proposal.

Option 1 – Implement No Parking on Both Sides of Main Street West from Timmins Street to Memorial Drive and Include Designated Areas for Short Duration Parking

This option would provide the most functionality and safety for operation of bicycles and motor vehicles. The option would provide wider bike lanes allowing usage by both recreational and commuter riders and it will also reduce the potential hazard of an interaction between cyclists and opening motor vehicle doors. The wider lanes also provide a buffer type area between bikes and motor vehicles. Adding designated short duration parking areas to the by-law provides a reasonable measure to compensate for the loss of parking function.

Option 1 is the recommended option and is depicted in Schedule A.

Option 2 – No Parking on South Side of Main Street West from Timmins Street to Memorial Drive

This option is the option from the EA and would allow the parking lane on the north side to remain, but would have increased hazards due to lack of a painted buffer and separation between the bike lane and parking lane, as well as decreased separation between cyclists and motor vehicles. There would be an increased potential hazard to cyclists from motor vehicles opening doors adjacent to the bike lane.

Option 3 – No Parking on North and South Sides of Main Street West from Timmins Street to Memorial Drive, Include Designated Areas for Short Duration Parking, and Allow Parking on North Side During Winter

Option 3 is the same as Option 1, but would allow parking on the north side during the winter. This is not favorable for winter maintenance operations, would not realize the benefit of using bike lanes for snow storage, and plowing of the parking lane could cause confusion from exposure of the bike lane pavement markings.

Corporate Strategic Plan

- | | |
|--|---|
| <input type="checkbox"/> Natural North and Near | <input type="checkbox"/> Economic Prosperity |
| <input type="checkbox"/> Affordable Balanced Growth | <input checked="" type="checkbox"/> Spirited Safe Community |
| <input type="checkbox"/> Responsible and Responsive Government | |

Specific Objectives

Develop an Integrated Active Transportation system

Recommended Option

Option 1 is recommended.

That a resolution be passed to authorize an amendment to the On-Street Parking By-Law 2014-37 to update Schedules 4 (No Parking-Any Time) and 6 (Maximum Parking Times) to implement no parking on both sides of Main Street West between Timmins Street and the intersection of Main Street West, Memorial Drive, and Murray Street that also includes designated areas for short duration parking.

Respectfully submitted,

Name: Adam Lacombe, P.Eng.
Title: Senior Capital Program Engineer

Ron Melnyk
By-Law Enforcement Coordinator

We concur with the above noted recommendation.

Name: John Severino, P.Eng., MBA
Title: City Engineer, Infrastructure & Operations

Name: Christina (Tina) Robertson
Title: Assistant City Solicitor/City Prosecutor

Name: David Euler, P.Eng., PMP
Title: Chief Administrative Officer

Personnel designated for continuance: Senior Capital Program Engineer

Schedule A

