



CITY COUNCIL ADDITIONAL AGENDA

Monday, April 15, 2013 – Council Chambers, City Hall

Call to Order: 2:00 PM
Recess: 5:00 PM to 6:00 PM

I. UNFINISHED BUSINESS

I.1. Commuter Bike Pilot Program - Notice of Motion

(Agenda Pages 1 – 6)

I.1.a. Motion to Lift

I.1.b. Notice of Motion - Bike Lane Pilot Project Completion

I.2. 2013 Commuter Bike Pilot Program

(Agenda Pages 7 – 23)

2. ATTACHMENTS

2.1. Comments Received from the Public Re: Bike Lane Pilot Program

(Agenda Pages 24 – 33)



April 2, 2013

Notice of Motion submitted by Councillor Stephan – re: Bike Lanes Pilot Project Completion

Legislative Services

Report Summary & Recommendation:

This Notice of Motion was introduced by Councillor Chris Stephan at the Monday, March 18, 2013 Council meeting. The motion was tabled for up to four weeks at the April 2, 2013 Council meeting and is now before Council for its consideration:

WHEREAS The City of Red Deer's Bike Lane Pilot Project was initially rolled out in the summer of 2011, expanded during the summer of 2012 and is now entering its third year of implementation; and

WHEREAS a Pilot Project can be defined as a temporary experiment that is carried out before large-scale quantitative research is performed, in an attempt to avoid time and money being wasted on an inadequately designed project; and

WHEREAS the design of The City of Red Deer's Bike Lane Pilot Project has resulted in the loss of motor vehicle traffic lanes and parking on some of Red Deer's busiest Arterial Roads; and

WHEREAS the design of The City of Red Deer's Bike Lane Pilot Project has caused traffic delays, congestion, frustration, and safety issues for motorists, cyclists, and pedestrians; and

WHEREAS The City of Red Deer's Bike Lane Pilot Project was initiated without targeted public consultation to residents, businesses, and schools located directly along bike lanes; and

WHEREAS The City of Red Deer's Bike Lane Pilot Project has cost taxpayers of The City of Red Deer close to \$1 Million Dollars and has resulted in minimal usage; and

WHEREAS The City of Red Deer's Procedure Bylaw (ref-sec. 35 (2)) allows Council to reconsider a motion previously voted on after 6 months have passed since the original matter was considered; and

WHEREAS 6 months have passed since Council for The City of Red Deer considered and voted on a motion to approve the revised Bike Lane Pilot Project on September 17, 2012; and



WHEREAS the community continues to be dissatisfied with The City of Red Deer's Bike Lane Pilot Project, and The City of Red Deer cannot afford to support this Pilot Project in its current state;

THEREFORE BE IT RESOLVED that the Red Deer City Council discontinue the Bike Lane Pilot Project immediately and direct administration to prepare a plan for a removal of bike lanes, which have resulted in loss of on street parking and motor vehicle lanes, and further cease to spend any further taxpayer dollars on bike lanes, unless approved by Council during The City of Red Deer's Operating or Capital Budget.

City Manager Comments:

I recommend that Council not support the Notice of Motion and deal with the issues on a case-by-case basis as articulated in the report from the Engineering Services Department dated April 12, 2013 re: 2013 Commuter Bike Pilot Report.

Craig Curtis
City Manager

Proposed Resolution:

Resolved that Council of The City of Red Deer having considered the report from Legislative Services dated April 12, 2013 re: Notice of Motion submitted by Councillor Stephan - Re: Bike Lane Pilot Project Completion hereby agrees to lift from the table consideration of this report.



April 12, 2013

Commuter Bike Pilot Program – Notice of Motion

Engineering Services

Report Summary & Recommendation:

During the March 18, 2013 Regular Council Meeting, a Notice of Motion was introduced to “...discontinue the Bike Lane Pilot Project immediately and direct administration to prepare a plan for removal of bike lanes, which have resulted in loss of on street parking and motor vehicle lanes...”

The attached maps show the existing bike pilot network and the bike pilot infrastructure that would remain if Council were to pass the Notice of Motion. As previously Approved by Council, reinstatement of roadways affected by the pilot to their original configurations will be reflected in the 2014 Capital Budget submission. The current budget as Approved by Council for the Commuter Bike Pilot Program cannot accommodate the cost of the extensive removals proposed.

Engineering Services recommends that the Notice of Motion not be supported and that instead, changes to the Commuter Bike Pilot infrastructure are considered on a case-by-case basis for specific segments, as detailed in the Council Report titled “2013 Commuter Bike Pilot Program”.



Report Details

Background:

The following Notice of Motion was introduced during the Regular Council Meeting held on Monday, March 18:

“Whereas The City of Red Deer's Bike Lane Pilot Project was initially rolled out in the summer of 2011, expanded during the summer of 2012 and is now entering its third year of implementation; and

Whereas a Pilot Project can be defined as a temporary experiment that is carried out before large-scale quantitative research is performed, in an attempt to avoid time and money being wasted on an inadequately designed project; and

Whereas the design of The City of Red Deer's Bike Lane Pilot Project has resulted in the loss of motor vehicle traffic lanes and parking on some of Red Deer's busiest Arterial Roads; and

Whereas the design of The City of Red Deer's Bike Lane Pilot Project has caused traffic delays, congestion, frustration, and safety issues for motorists, cyclists, and pedestrians; and

Whereas The City of Red Deer's Bike Lane Pilot Project was initiated without targeted public consultation to residents, businesses, and schools located directly along bike lanes; and

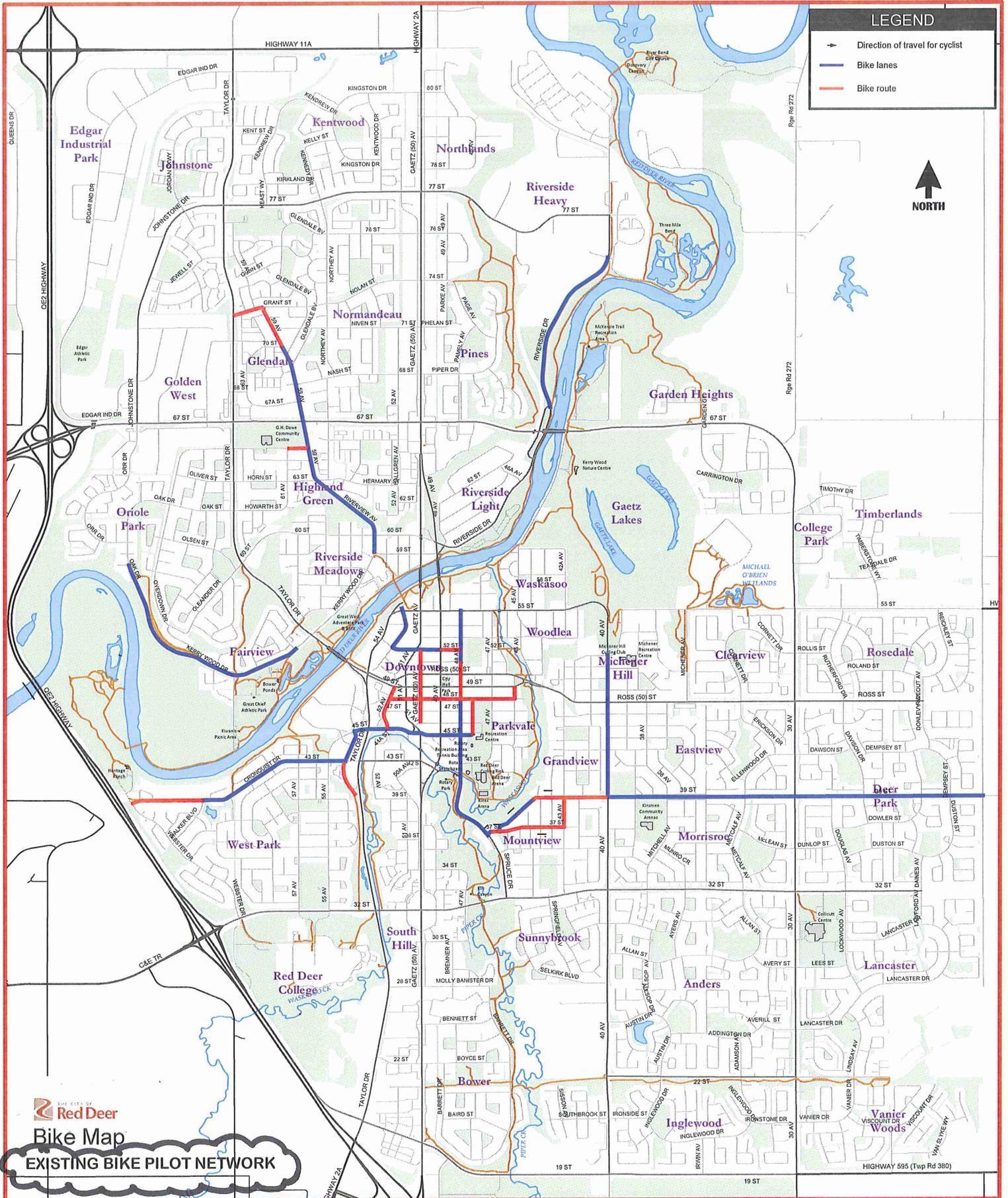
Whereas The City of Red Deer's Bike Lane Pilot Project has cost taxpayers of The City of Red Deer close to \$1 Million Dollars and has resulted in minimal usage; and

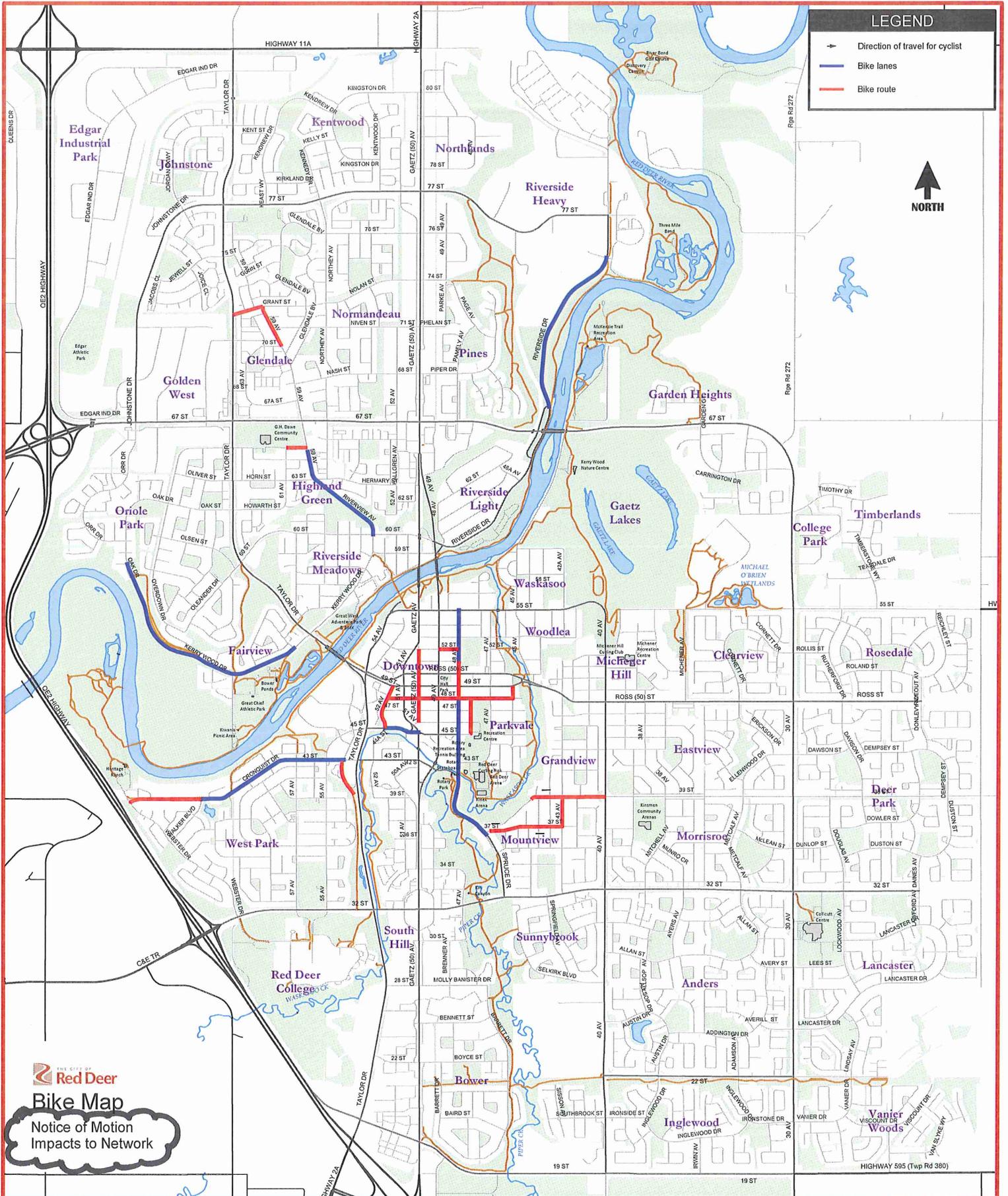
Whereas The City of Red Deer's Procedure Bylaw (ref-sec. 35 (2)) allows Council to reconsider a motion previously voted on after 6 months have passed since the original matter was considered; and

Whereas 6 months have passed since Council for The City of Red Deer considered and voted on a motion to approve the revised Bike Lane Pilot Project on September 17, 2012; and

Whereas the community continues to be dissatisfied with The City of Red Deer's Bike Lane Pilot Project, and The City of Red Deer cannot afford to support this Pilot Project in its current state;

Therefore be it resolved that the Red Deer City Council discontinue the Bike Lane Pilot Project immediately and direct administration to prepare a plan for a removal of bike lanes, which have resulted in loss of on street parking and motor vehicle lanes, and further cease to spend any further taxpayer dollars on bike lanes, unless approved by Council during The City of Red Deer's Operating or Capital Budget.”





Red Deer
Bike Map
Notice of Motion
Impacts to Network



April 12, 2013

2013 Commuter Bike Pilot Program

Engineering Services

Report Summary & Recommendation:

The Commuter Bike Pilot Program has been ongoing since 2011, with the bulk of the pilot cycling infrastructure (painted road markings and signage) placed in 2012. It was expected that on-street work in 2013 would be limited to repainting the new road markings.

As previously directed by Council, Administration is to report back to Council in the fall of 2013 on the evaluation of the pilot program and identify any changes recommended to occur in 2014. The intent is to present a final report to Council at the September 3, 2013 Regular Council Meeting. Due to the typically limited construction window in the September / October months, whatever cycling infrastructure is in place in 2013 will remain in effect until the spring / summer of 2014.

Administration is seeking Council Approval for the recommended 2013 on-street adjustments and for the process to complete the pilot program this year.

Engineering Services respectfully recommends the following:

1. Council approve the activities and timelines for the wrap-up of the pilot program as detailed in this report; and
2. Council approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 1: 59 Avenue (from Holt Street to Grant Street to Taylor Drive)

Option c) – Mark as a bike route 59 Avenue north of Holt Street (from Holt Street to 70 Street) and restore the 59 Avenue / 67 Street intersection to its original configuration, including the repair of any grind-outs and reverting to the original intersection signal timing.

Location 2: 45 Street between 49 Avenue & Gaetz (50) Avenue

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Location 3: 40 Avenue (39 Street to 52 Street)

Option c) – Remove the bike lanes on 40 Avenue between 39 Street and 52 Street and restore the roadway to its original signage, configuration and intersection signal timing.



Location 4: Intersection of 40 Avenue & 39 Street (up to 38A Avenue)

Option b) – Remove bike lanes on 39 Street before the intersection and restore the intersection to its original signage and configuration.

Location 5: 39 Street (38A Avenue to 30 Avenue)

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Location 6: Intersection of 39 Street & 30 Avenue

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Location 7: Intersection of 45 Street & Taylor Drive

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Location 8: 52 Street (between 48 Avenue and 49 Avenue)

Option b) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot

City Manager Comments:

I support the direction proposed by the Engineering Department to modify the bike lane pilot project for 2013.

It should once again be noted that this is a 'pilot' project which was established by Council in order to gain public opinion and acceptance of several forms of bike lanes as a commuter cycling option.

From the perspective of gaining public opinion this project has been a success. However, the response has polarized public opinion with a large number of people strongly objecting to portions of the bike lane project which reduce traffic flow or eliminate parking. The changes made last year and the recommendations for 2013 are directed at problem areas identified by both the public and the Engineering Department.

As we move forward to complete the 'pilot' the discussion needs to be broadened to consider alternatives for accommodating cycling (recreation and commuter). It has therefore been proposed that the 2013 public engagement include a survey of public opinion regarding all forms of cycling infrastructure which include:

- Recreation trails (multi-user trails)



- over 95 km of 2.5m wide trails within Waskasoo Park as well as neighbourhood linkages
- Multi-user arterial trails
 - 2.5 m or 3.0 m trails along arterial roads (e.g. 30th Avenue)
- Bicycle lanes
 - pilot project only
- Bicycle routes
 - streets marked as routes for bicycles without a designated lane

The majority of the trail infrastructure has been very well received by the public. In addition a number of recreation trails are now being cleared for winter use and this has proven very popular. It is important that a clear direction for future planning and development be established by Council at the conclusion of the pilot.

Once Council has established a clear policy, the question of connectivity throughout the system should be addressed. Based on leanings to date, different forms of cycling infrastructure are appropriate to address site specific issues.

Craig Curtis
City Manager

Proposed Resolutions

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to:

1. Approve the proposals and timelines contained in the pilot wrap up section of the report; and
2. Approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 1: 59 Avenue (from Holt Street to Grant Street to Taylor Drive)

Option c) – Mark as a bike route 59 Avenue north of Holt Street (from Holt Street to 70 Street) and restore the 59 Avenue / 67 Street intersection to its original configuration, including the repair of any grind-outs and reverting to the original intersection signal timing.

Location 2: 45 Street between 49 Avenue & Gaetz (50) Avenue

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.



Location 3: 40 Avenue (39 Street to 52 Street)

Option c) – Remove the bike lanes on 40 Avenue between 39 Street and 52 Street and restore the roadway to its original signage, configuration and intersection signal timing.

Location 4: Intersection of 40 Avenue & 39 Street (up to 38A Avenue)

Option b) – Remove bike lanes on 39 Street before the intersection and restore the intersection to its original signage and configuration.

Location 5: 39 Street (38A Avenue to 30 Avenue)

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Location 6: Intersection of 39 Street & 30 Avenue

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Location 7: Intersection of 45 Street & Taylor Drive

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Location 8: 52 Street (between 48 Avenue and 49 Avenue)

Option b) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.



Report Details

Background:

The present Commuter Bike Pilot Program has its roots in the City's Strategic Direction 2012-2014 which was adopted by City Council in April, 2011. The Strategic Direction includes six major themes in support of a healthy, vibrant, and sustainable community.

The Movement theme includes the following policy statement:

“Design for and facilitate integrated movement.”

“Our deliberate decision to create viable alternatives to single occupant vehicle travel in our transportation network encourages healthy active lifestyles, environmental stewardship, supports safety for people of all ages; increases use of our public and green spaces, and integrates our sidewalks, trails, bike lanes, transit service, rail and roads with our built environment.”

The project charter for the Movement theme includes the following strategy approved by Council upon recommendation of the Policy and Governance Committee:

Strategy 4: Commuter Bike Lane Pilot Project

Implement a mix of bike lane options that are significant enough to determine what will work for the community.

Outcome: Comprehensive pilot program in 2012 that tests various treatments.

The pilot program is intended to be a learning experience and, to this end, on-street cycling infrastructure was placed in 2011 and 2012 with the objectives to:

1. Expand The City's existing on-street bike network;
2. Create better cycling connections throughout the city; and
3. Pilot various forms of on-street bicycle facilities

As previously approved by Council, re-painting the road markings placed as part of the pilot was expected to occur in 2013.

Evaluation of the pilot program is ongoing and, based on observations since September 2012, adjustments in 2013 at certain locations beyond refreshing paint lines are being recommended for Council's consideration.



This report is to outline various options for 2013 adjustments at key locations throughout the bike pilot network and to provide a recommended option at each location for Council's consideration. The report also outlines a proposed process to bring the pilot to completion this year.

As previously directed by Council, Administration is to report back to Council in the fall of 2013 on the evaluation of the pilot program and identify any changes recommended to occur in 2014. Due to the limited construction window in the fall, it is likely that whatever cycling infrastructure is in place in 2013 will remain in effect until the spring / summer of 2014.

Discussion:

PILOT WRAP-UP

Below is an outline of the activities and timeframes expected to bring the pilot to a conclusion in 2013.

2013 Public Input:

Online surveys were utilized in 2011 and 2012 to obtain public input on the pilot program and it is intended that an online survey be used as the primary tool to receive public input in 2013.

The survey format and questions will be based on city cycling infrastructure as a whole, including bike lanes, and will be developed together with an experienced consultant using a set of principles. Below is a list of some of the key principles expected to be used in developing the 2013 survey:

- Will incorporate a sliding scale (e.g. 1 to 5) that will have a statement the public can strongly agree to strongly disagree with.
- Will focus on bike infrastructure throughout the city, including Recreation and Arterial (multi-use) Trails, Bike Routes and Bike Lanes.
- Will gauge public support of various cycling facilities throughout the city.
- Will gauge public acceptance of 2013 adjustments to the bike pilot routes.
- Will gauge how public would like cycling infrastructure to be expanded in the future.

The main goal of the survey is to obtain input from a wide cross-section of Red Deerians that is statistically significant and will help to inform on future decisions related to cycling infrastructure in the city.



Pilot Evaluation & Report To Council

To bring the bike pilot to a close and efficiently capture all the learnings, observations and input from the pilot program, a pilot evaluation report will be prepared. This will be a comprehensive report that includes the data and feedback collected throughout the duration of the pilot, as well as conclusions and recommendations based on this information. The intent of the pilot evaluation report is that it be used as a planning document on which to base future cycling infrastructure decisions.

Some of the main components that will make up the evaluation report include:

- Identifying the work completed
- Challenges and learnings Operationally, Technically and Pilots in general for a wide range of criteria, including the following major topics:
 - Public and Departmental feedback
 - Various types of biking infrastructure
 - User observations
 - Physical guidance (or lack of)
 - Scope & Scale
 - Resourcing & Funding
- Identify “Best Practices” for cycling infrastructure in Red Deer.
- Conclusions & Recommendations for future implementation of biking infrastructure

To formally end the pilot and to present the pilot findings and recommendations, as well as to seek further direction from Council, a Council Report will be prepared that will include the following:

- Summary of work completed
- Summary of public feedback
- Summary of proposed Red Deer Best Practices
- Summary of Conclusions & Recommendations from pilot
- Request Council to adopt the pilot evaluation / best practices report as a document on which to base future cycling infrastructure decisions.
- Seek direction from Council for pilot infrastructure (e.g. remove or modify the pilot infrastructure, operationalize existing routes, etc.)

Timelines:

Below are tentative timeframes for major components of work to be completed in order to have a final report prepared for the September 3, 2013 Council Meeting.

April 15:	Regular Council Meeting (2013 recommendations presented for approval)
May / June:	Re-painting and adjustments as approved Online survey active (after construction work complete)



Mid July: Online survey complete & start analysis
 Mid August: All analysis & Council Report complete

September 3: Regular Council Meeting

(present key findings and seek Council direction)

As final recommendations and Council Directives related to the pilot program will not occur until September 3, the remaining 2013 construction window to immediately implement any Council directed changes to the bike pilot network is limited. As a result, whatever cycling infrastructure is in place in 2013 will remain in effect until the spring / summer of 2014.

ONGOING ISSUES

Over the 2012 / 2013 winter months, the new paint lines have faded more significantly than originally expected and snow / ice / gravel have obscured the road markings (particularly the roadway centerline), making certain roadway sections confusing for motorists. Also, under certain circumstances, the grind marks left from removing the original road markings add to the confusion when driving through these areas.

The driving behaviours at the following locations are particularly concerning:

- 59 Avenue at the intersection with 67 Street
- 45 Street between 49 Avenue and Gaetz (50) Avenue
- 40 Avenue (39 Street to Ross Street)

Without correcting these motorist behaviours, bad habits are being formed by the road users and this problem will likely continue in the fair weather months, turning into an ongoing problem and not just a seasonal problem.

Despite Administration's best efforts to provide clear signage to supplement the roadway markings, motorists consistently drive through these areas incorrectly. The result has been increased driver frustration and an increased collision risk at all of the above locations.

2013 ADJUSTMENTS – KEY CONSIDERATIONS

In determining the recommended options for 2013 adjustments to the bike pilot network (outlined in the Analysis section of this report), the following considerations were taken into account:

- I. Safety: Roadway classification, vehicle volumes and speeds, adjacent land uses, conflict points (e.g. intersections and accesses), truck and bus traffic, roadway width, skill level required for cyclists to use infrastructure, consistency of infrastructure.



2. Connectivity: Infrastructure connects destination areas, connects to Red Deer's larger cycling network, or enhances service to an area.
3. Cost: The cost can be accommodated within the existing budget and rework of 2012 construction is either not required or is minimized.
4. Overall Benefit: Addresses the issues, is clear and effective for road users in all seasons / conditions.
5. Area Specific: Transit stops, congestion, school zones, school bus zones.
6. 2013 infrastructure will remain in effect until spring / summer of 2014

Analysis:

2013 ADJUSTMENTS TO THE PILOT NETWORK

As previously stated, whatever cycling infrastructure is in place in 2013 will remain in effect until the spring / summer of 2014. Ensuring that the 2013 infrastructure is appropriate for all seasonal conditions (i.e. spring / winter conditions) is a key consideration for all options.

A general discussion was held with the Steering Committee regarding potential adjustments to the bike pilot network in 2013. The Steering Committee was generally in favour of keeping the existing infrastructure as-is (with enhancements if possible), but were also generally supportive of the following location specific actions:

- Removing the bike lanes on 40 Avenue from 39 Street to 52 Street.
- Enhancing the east-west bike infrastructure on 39 Street at the 40 Avenue intersection.

It is the opinion of Engineering Services that adjustments beyond the planned 2013 repainting of the bike pilot network (as previously Approved by Council) are needed at the following locations to either enhance safety, provide additional clarity to road users, to address bike network connectivity or all of the above. For each location listed below, various options are described in a general manner, with one of those options being recommended for implementation.

The "Proposed 2013 Adjustment Locations" map in the attached Appendix highlights the areas where adjustments beyond repainting are proposed.



Location 1: 59 Avenue (from Holt Street to Grant Street to Taylor Drive)

- a) Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

- b) Keep the road configuration as-is, repaint the roadway markings installed as part of the pilot and install temporary barriers along the centerline and bike lane lines on the north side of the 67 Street intersection.

- c) Mark as a bike route 59 Avenue north of Holt Street (from Holt Street to 70 Street) and restore the 59 Avenue / 67 Street intersection to its original configuration, including the repair of any grind-outs and reverting to the original intersection signal timing.

- d) Remove the bike lanes / routes on 59 Avenue north of Holt Street (from Holt Street to Grant Street to Taylor Drive). This includes restoring the 59 Avenue / 67 Street intersection to its original signage and configuration, repair of any grind-outs and reverting to the original intersection signal timing.

Recommendation: Engineering Services recommends Option c)

Considerations for this recommendation include conflict points, skill level required to use the infrastructure, consistency of infrastructure, overall connectivity and addressing the issues in the area clearly and effectively.

As capital infrastructure improvement projects are scheduled for this area, expansion of the 67 Street / 59 Avenue intersection will be considered to accommodate future cycling infrastructure.

Location 2: 45 Street between 49 Avenue & Gaetz (50) Avenue

- a) Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

- b) Keep the road configuration as-is, repaint the roadway markings installed as part of the pilot, install temporary barriers along the centerline and add descriptive tabs to the existing overhead signage in the area.



- c) Remove the bike lanes on this portion of 45 Street and restore the roadway to its original signage and configuration, including the repair of any grind-outs.

Asphalt repairs in this area have been previously determined to be a high priority for the Public Works 2014 Crown Paving Program.

Recommendation: It is Engineering Services technical preference that Option b) be implemented, however introducing temporary barriers could add additional confusion for the public. With this in mind, Engineering Services recommends Option a).

Considerations for this recommendation include, adjacent land use, conflict points, consistency of cycling infrastructure, overall connectivity, addressing the issues in this area clearly and effectively, and cost.

Location 3: 40 Avenue (39 Street to 52 Street)

- a) Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.
- b) Keep the road configuration as-is, repaint the roadway markings installed as part of the pilot, replace boulevard signage with more diagrammatic signs, add overhead signage at the 39 Street and Ross Street intersections (including descriptive tabs) and install temporary barriers at all roadway centerline shifts.
- c) Remove the bike lanes on 40 Avenue between 39 Street and 52 Street and restore the roadway to its original signage, configuration and intersection signal timing.

Asphalt repairs between 39 Street and Ross Street have been previously determined to be a high priority for the Public Works 2014 Crown Paving Program.

Recommendation: Engineering Services recommends Option c).

Considerations for this recommendation include the existing lack of connectivity, addressing the issues in the area clearly and effectively and cost.



As part of the project evaluation, opportunities for off-road expansion of cycling infrastructure along this portion of 40 Avenue will be explored for potential implementation in the future.

Location 4: Intersection of 40 Avenue & 39 Street (up to 38A Avenue)

- a) Keep the road configuration as-is, repaint the roadway markings installed as part of the pilot, optimize signal timing for pedestrians, enhance existing overhead signage (including the addition of descriptive tabs) and install temporary barriers along the centerlines of the east and west sides of the intersection.

- b) Remove bike lanes on 39 Street before the intersection and restore the intersection to its original signage and configuration (see drawing “Location 4, Option D” in attached Appendix which illustrates a potential configuration for this option). Alternatively, this removal could be extended to 38 Avenue (one block to the east).

Asphalt repairs in this area have been previously determined to be a high priority for the Public Works 2014 Crown Paving Program.

Recommendation: It is Engineering Services technical preference that Option a) be implemented, however introducing temporary barriers could add additional confusion for the public. With this in mind, Engineering Services recommends Option b).

Considerations for this recommendation include conflict points, skill level required to use the infrastructure, consistency of infrastructure, connectivity, addressing the issues in the area clearly and effectively, congestion, existing school zones / school bus zones / transit stops, and cost.

As capital infrastructure improvement projects are scheduled for this area, expansion of this intersection will be considered to accommodate future cycling infrastructure.

Location 5: 39 Street (38A Avenue to 30 Avenue)

- a) Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

- b) Modify the roadway to incorporate left turn bays from St Mary’s Church to 40 Avenue.

- c) Remove bike lanes on 39 Street from 40 Avenue to 30 Avenue.



Recommendation: Engineering Services recommends Option a).

Considerations for this recommendation include conflict points, consistency of infrastructure, connectivity, congestion, addressing the issues in the area clearly and effectively, existing school zones / school bus zones / transit stops, and cost.

Location 6: Intersection of 39 Street & 30 Avenue

- a) Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.
- b) Remove bike lanes on 39 Street before the intersection, restore the intersection to its original signage and configuration and repair the grind-outs in the vicinity of the intersection.

Recommendation: Engineering Services recommends Option a).

Considerations for this recommendation include consistency of infrastructure, connectivity, and will be clear and effective for road users.

Location 7: Intersection of 45 Street & Taylor Drive

- a) Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.
- b) Keep the road configuration as-is, repaint the roadway markings installed as part of the pilot and install temporary barriers in the buffer area on the east and west side of the intersection.
- c) Remove bike lanes on 45 Street before the intersection and restore the intersection to its original signage and configuration.

Recommendation: Engineering Services recommends Option a).

Considerations for this recommendation include conflict points, consistency of infrastructure, connectivity, addressing the issues in the area clearly and effectively, and cost.



Location 8: 52 Street (between 48 Avenue and 49 Avenue)

- a) Restore the bike lanes that were directed to be removed in the fall of 2012. This requires the removal of on-street parking.
- b) Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot. This section of roadway is currently signed as a bike route and motorists / cyclists share a travel lane. No on-street parking has been removed in this block.
- c) Remove the bike facilities in this block and restore the roadway to its original signage and configuration.

Asphalt repairs in this area have been previously determined to be a high priority for the Public Works 2014 Crown Paving Program.

Recommendation: Engineering Services recommends Option b).

Considerations for this recommendation include adjacent land uses, consistency of infrastructure, skill level required to us infrastructure, connectivity, and cost.

BUDGET

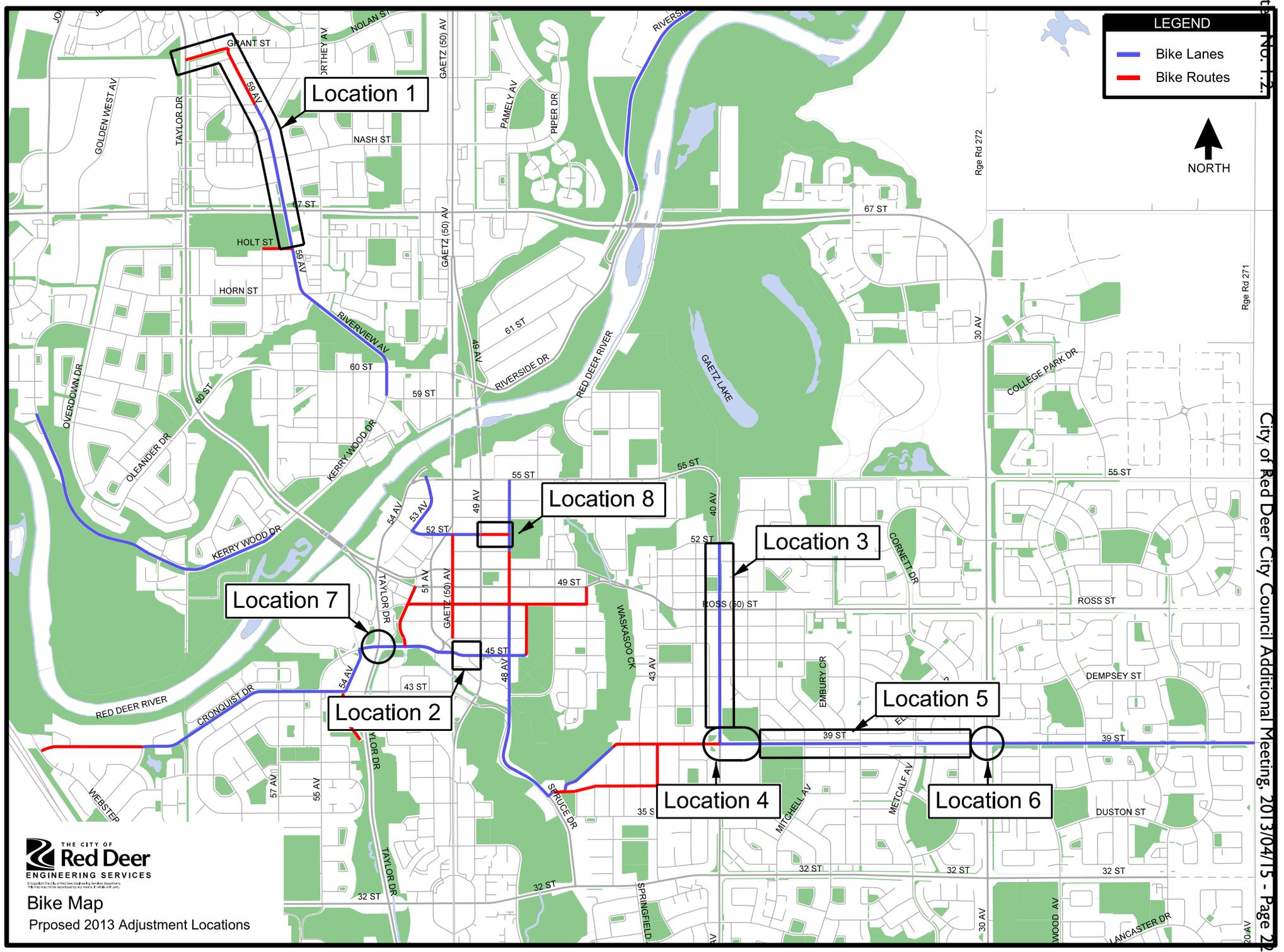
The latest cost estimates for the proposed 2013 work indicate that the Council Approved budget provides for the repainting and the recommended adjustments outlined above.

As previously Approved by Council, any further reinstatement of roadways affected by the pilot to their original configurations will be reflected in the 2014 Capital Budget submission.

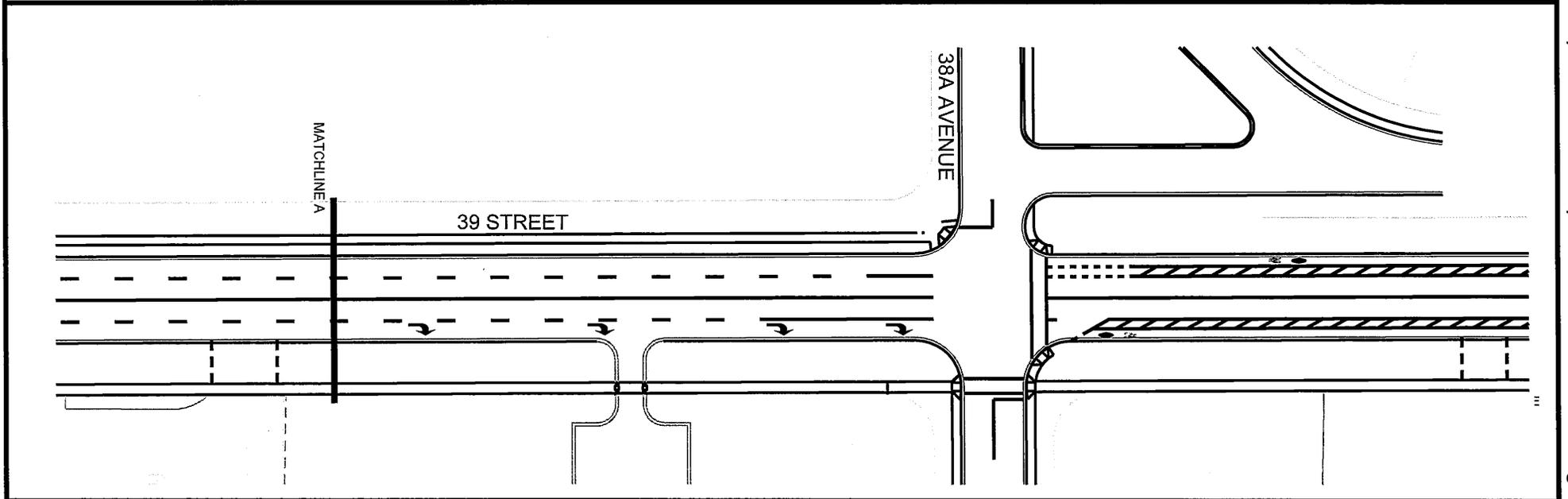
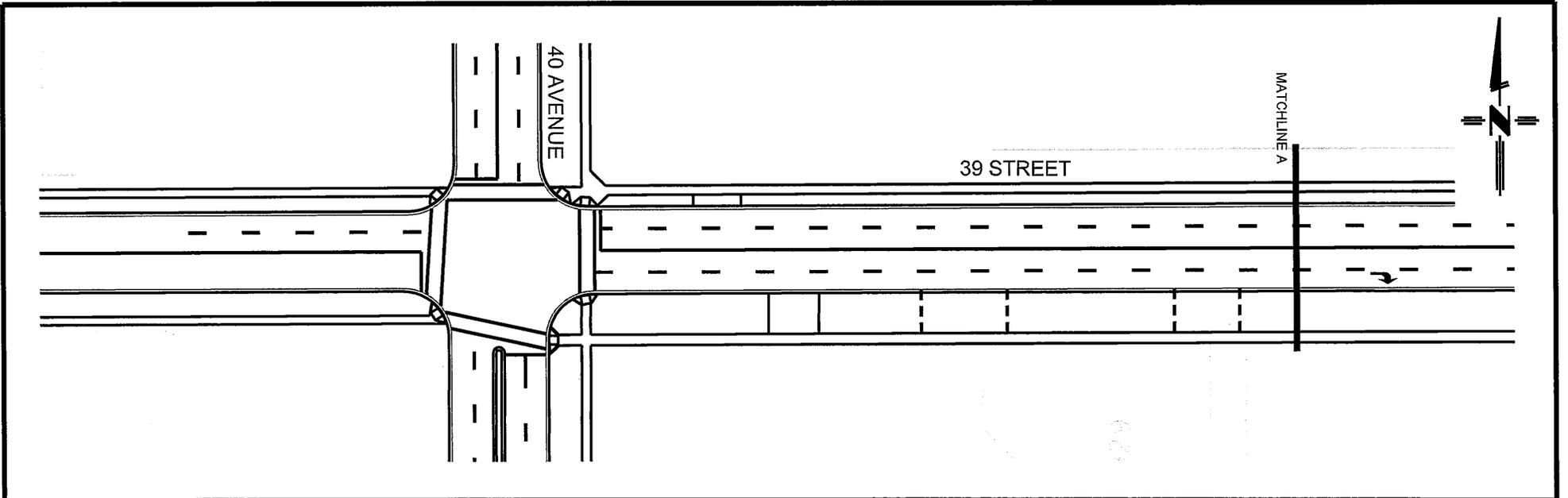
APPENDIX

LEGEND

- Bike Lanes
- Bike Routes



Bike Map
 Proposed 2013 Adjustment Locations





Council Meeting of April 15, 2013

PUBLIC ATTACHMENT "A"

DOCUMENT STATUS: Public

REFERS TO: Comments Received from the Public Re:
Bike Lane Pilot Program

Bev Greter

From: Frieda McDougall
Sent: Tuesday, April 09, 2013 9:17 PM
To: Bev Greter
Subject: FW: Bike Lane Pilot

From: Bill & Pearl Franz [mailto:
Sent: March 27, 2013 8:42 AM
To: MayorMailbox
Cc: Buck Buchanan; Chris Stephan; Cindy Jefferies; Dianne Wyntjes; Frank Wong; Lynne Mulder; Paul Harris; Tara Veer
Subject: Bike Lane Pilot

The following letter is being sent to you by permission of Ashley Flemming, a member of the Red Deer Association of Bicycle Commuting. We agree with it and have added our names to it.

To the Honourable Mayor and Councillors of Red Deer,

I am writing this letter in support of Red Deer's Bike Lane Pilot Program. I am not asking you to increase the number of bike lanes in Red Deer or to extend the Pilot but rather simply just to honour your commitment to the Pilot.

It is integral to any pilot project that it be followed through to its predetermined end date in order to accurately assess its merits and detractors. Research data and citizen feedback collected up to this point can not adequately measure the successes and failures of our Bike Lane Pilot as:

- 1) it has not yet been fully operational during peak cycling season and
- 2) Red Deerians have not had enough time or proper resources to adapt to the changes in infrastructure.

I recognize that there have been unintended consequences of the Pilot, both positive and negative, but these consequences are precisely the reason that the Pilot must continue through to the end. We cannot learn from this project unless we allow the time to properly assess why certain aspects were successful while others weren't.

Research gathered from other cycling infrastructure projects suggests that having more cyclists on the road and more education for motorists around pedestrian and cyclist safety actually reduces crime as cyclists travel slower and are more alert, thus reducing the number of accidents. Bicycles also have an exponentially lower impact on infrastructure than motor vehicles due to their lightweight nature which significantly reduces the long term costs of road repairs for tax payers. These are only a few of the many issues that could not be assessed in Red Deer if the Pilot were to be halted before the proposed end date.

The City of Red Deer is committed to being a vibrant, healthy, inclusive community. Despite problems with some locations and the process of bike lane implementation, the Pilot has been a treasured addition for many Red Deerians. At the very least our citizens deserve the chance to learn about and utilize the bike lanes during the months when most people actually cycle.

I am asking you, as a concerned member of our community, to honour Red Deer City Council's commitment to our Bike Lane Pilot Project. Thank you.

4/12/2013

Sincerely,

Pearl, Bill & Anna Franz

[This message has been scanned for security content threats and viruses.]
[The City of Red Deer I.T. Services asks that you consider the environment before printing this e-mail.]

MAR 27 2013

To Whom It May Concern,

I live at the east end of Deer Park in Red Deer and I LOVE the new bike path on 39 th Street. Our neighbourhood has no beautiful walking paths and to get to the closest requires biking a fair distance. The sidewalks around our neighbourhood are busy with dog walkers, Moms and strollers, teenagers -with various forms of transport, and everyday runners and walkers. I'd say the sidewalks were well used and also no place for bicycles! The new bike path on 39 th Street allows me to access the paths in Sunnybrook (by using 39 th and then a few quieter streets going south) and the paths through Michael O'Brian Wetlands (39 th and then down 30th St on the sidewalks). I have felt so much safer being able to ride in the bike lane and using the laws of vehicular traffic, than weaving down the sidewalk avoiding extended dog leashes, preoccupied people with headphones and determined Moms thrusting their strollers forward as they run. As our streets are enclosed by Ross Street and 39 th Street getting out and about involves traffic, I see the safest way to do this on a bike is with bike lanes.

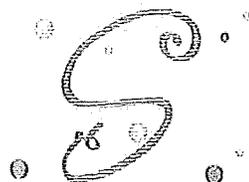
I meet other bikers when I'm out and about and I find a variety of opinions on the bike lanes, but after only a few months of use I think it's vital that we give the bike lanes a longer trial period. There are some streets that are obvious corridors for moving the bikers onto safer riding areas and once the car traffic begins to expect bike riders on these streets, they will drive with more respect and safety.

I saw the bike lanes getting used last year and say to the skeptics in cars, you're only driving by the lanes for a fleeting second of a day, we bike riders are out there and are enjoying a safe and beautiful way to get around our city.

Please let's continue using the bike lanes and give our bike riders a safe way to travel.

Yours truly,

Kathy Swanson



Kathy Swanson

Bev Greter

From: Frieda McDougall
Sent: Tuesday, April 09, 2013 9:16 PM
To: Bev Greter
Subject: FW: Bike Lane Pilot Program

From: MayorMailbox
Sent: March 28, 2013 8:08 AM
To: Frieda McDougall
Subject: FW: Bike Lane Pilot Program

-----Original Message-----

From: Brenda Reid [mailto:brenda.reid@reddeer.ca]
Sent: March 27, 2013 7:42 PM
To: MayorMailbox
Cc: Buck Buchanan; Chris Stephan; Cindy Jefferies; Dianne Wyntjes; Frank Wong; Lynne Mulder; Paul Harris; Tara Veer
Subject: Bike Lane Pilot Program

The following letter is being sent to you by permission of Ashley Flemming, a member of the Red Deer Association of Bicycle Commuting. I agree with this and fully support Red Deer's Bike Lane Pilot Program.

To the Honourable Mayor and Councillors of Red Deer,

I am writing this letter in support of Red Deer's Bike Lane Pilot Program. I am not asking you to increase the number of bike lanes in Red Deer or to extend the Pilot but rather simply just to honour your commitment to the Pilot.

It is integral to any pilot project that it be followed through to its predetermined end date in order to accurately assess its merits and detractors. Research data and citizen feedback collected up to this point can not adequately measure the successes and failures of our Bike Lane Pilot as:

- 1) it has not yet been fully operational during peak cycling season and
- 2) Red Deerians have not had enough time or proper resources to adapt to the changes in infrastructure.

I recognize that there have been unintended consequences of the Pilot, both positive and negative, but these consequences are precisely the reason that the Pilot must continue through to the end. We cannot learn from this project unless we allow the time to properly assess why certain aspects were successful while others

weren't.

Research gathered from other cycling infrastructure projects suggests that having more cyclists on the road and more education for motorists around pedestrian and cyclist safety actually reduces crime as cyclists travel slower and are more alert, thus reducing the number of accidents. Bicycles also have an exponentially lower impact on infrastructure than motor vehicles due to their lightweight nature which significantly reduces the long term costs of road repairs for tax payers. These are only a few of the many issues that could not be assessed in Red Deer if the Pilot were to be halted before the proposed end date.

The City of Red Deer is committed to being a vibrant, healthy, inclusive community. Despite problems with some locations and the process of bike lane implementation, the Pilot has been a treasured addition for many Red Deerians. At the very least our citizens deserve the chance to learn about and utilize the bike lanes during the months when most people actually cycle.

I am asking you, as a concerned member of our community, to honour Red Deer City Council's commitment to our Bike Lane Pilot Project. Thank you.

Sincerely,
Brenda Reid

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Bev Greter

From: Frieda McDougall
Sent: Tuesday, April 09, 2013 9:16 PM
To: Bev Greter
Subject: FW: rethinking the bike lanes

Begin forwarded message:

From: john malsbury <john.malsbury@reddeer.ca>
Date: 27 March, 2013 10:11:45 PM MDT
To: Chris Stephan <Chris.Stephan@reddeer.ca>
Cc: MayorMailbox <Mayor@reddeer.ca>
Subject: rethinking the bike lanes

Chris, thank you for asking council to take a second look at how to encourage people to get active in their everyday routines. The changes to traffic flow introduced last fall have caused me and other motorists a lot of confusion. Drivers on 40th avenue often use half of the left turn lanes, use the bike lane as a right turn lane, drive straight thru instead of turning left, and sometimes even try going three abreast in one direction. It's amazing that there haven't been more accidents. Please restore the traffic to two simple lanes! However, biking is a valid way to get around, and I hope that council will work with everyone to make safe, practical bike routes to compliment the existing parks trail system. As we grow, there will be more people to ride, skate, or board instead of always driving. The ugly smog that's hung over us the last couple of days is a grim reminder of what we're doing to our environment. With creativity and cooperative planning, we can make things work. Looking forward to seeing bike routes that work for everyone.

Sincerely, John Malsbury

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Bev Greter

From: Frieda McDougall
Sent: Tuesday, April 09, 2013 9:15 PM
To: Bev Greter
Subject: FW: Bike Lane Motion

From: Fred Linda Thomson [
Sent: March 29, 2013 9:47 PM
To: Buck Buchanan; MayorMailbox; Paul Harris; Cindy Jefferies; Lynne Mulder; Chris Stephan; Tara Veer; Frank Wong; Dianne Wyntjes
Subject: Bike Lane Motion

Greetings to Your Worship and Councillors.

I have read with interest that Mr Stephan is presenting a motion to immediately abort the bike lane pilot project. Using the following support, I ask that this motion be defeated and the pilot project continued to it's normal outcome:

1) The money to incorporate the lanes has already been spent and is not recoverable. There is little if any cost reduction in letting the pilot run it's course into the fall, so no financial gain in ending early. The cost of re-setting, i.e., either removing or continuing the lanes, should be very similar no matter the timing. So I can't foresee a cost reduction, except perhaps denying the opportunity of feedback. Taking even some of them out immediately would be a direct waste of the investment.

2) The lanes have not really had a chance to be utilized. They were put in late last fall, and by the time they were renovated there was snow, so even those who wanted to use them didn't know how. It was the same confusion for both cyclists and drivers. A summer of driving/riding would allow familiarity and comfort. Taking them out immediately means there is no chance to even see if the lanes (or which parts) do or do not work. Last fall I did notice more cyclists than before the lanes were installed -- on one morning commute I counted 12 cyclists. Perhaps it was just greater awareness on my part, but I believe it was the availability of a safer trip. Though the lanes were not always passable, there were more winter riders than previous years.

3) One well publicized complaint is the lanes were put in without public consultation. If public consultation is at all a criteria then it's taking them out without consultation is a direct violation of the principle being purported, and for this alone the motion should be defeated.

4) Allowing the pilot to run it's course is a matter of public trust in council. If council waffles or reverses decisions then council cannot be trusted to keep it's word. This is not unlike the pilot of the sidewalk cafe on Ross St. Both pilots have an ending, which includes evaluation, and staying the course builds credibility.

5) All of this doesn't address the root cause of why there is a desire or need for lanes. Many people have explained to my why they don't cycle, let alone cycle commute. The major reason is fear of the motor vehicle. Most drivers are courteous and follow the rules of the road. However, a very few will not give cyclists space or respect. They drive like they believe the bicycle should not be on the road (even though the law says otherwise) and are willing to squeeze, bump, or intimidate the cyclist. The problem is even that if the cyclist is legally in the right, they still loose. It's much easier to wash blood off the bumper than have family members carry the casket. If all vehicle drivers gave space and respect and didn't un-intentionally or otherwise run at cyclists, there would be no need for lanes.

6) By all accounts cycling is healthier for the commuter, healthier for the environment, much cheaper for infrastructure, and socially better. The cyclist's health benefit is obvious. There is a reduction of fumes, particularly gasoline and diesel particulates and related so called "greenhouse gasses". By their reduced weight, bicycles are gentler on the roadways. Cyclists travel slower and are less isolated than drivers. There are greetings to pedestrians and other cyclists, and a watchful eye and ability to respond toward incidents. This helps create community as people get to know and look out for each other. For instance, even this last week I was able to get off my bicycle (I was on the multi-use trail) and safely pull a car's front bumper off the right lane of 67th St. It'd be very dangerous for a motor vehicle to have stopped there to do that, even though they were swerving to miss the fibreglass. Cyclists can and do help in these ways.

7) We have two vehicles and several bicycles in our garage, meaning I both drive and ride. We live beside 39th St not far from 40th Ave so many of our trips are on or beside the bicycle lanes on those roads. Since the lanes went in last fall, and even during school times, I have yet to find increased congestion. It may occasionally be there when I'm not, but I have yet to experience it, and there's no time of day I haven't been there. What I have noticed is the inability to weave lanes and pass those motorists how have the audacity to go only the speed limit. I understand the law is sometimes frustrating, but it is for safety and it is the law. For instance, a couple of weeks ago on a Sunday afternoon, we were northbound on Mitchell Ave towards 39th St. It's a playground zone and parishioners were gathering at St. Mary's. Even though it's downhill I was at the speed limit (my wife was with me which is added incentive not to speed). The SUV behind crossed the solid yellow line, flew past us, and made it to the stop sign ahead of us. I suspect this is the type driver most affected and frustrated by bicycle lanes, because they reduce the ability to drive beyond the law.

Thus, I urge you to allow the bicycle lane pilot project continue it's course through use and evaluation.

Thank you
Fred Thomson

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Bev Greter

From: Frieda McDougall
Sent: Tuesday, April 09, 2013 9:14 PM
To: Bev Greter
Subject: FW: Chris Stephan - Bile Lane motion

Begin forwarded message:

From: Jim Thoreson <Jim.Thoreson@reddeer.ca>
Date: 28 March, 2013 5:46:28 PM MDT
To: Buck Buchanan <Buck.Buchanan@reddeer.ca>, Tara Veer <Tara.Veer@reddeer.ca>
Subject: **Chris Stephan - Bile Lane motion**

Good evening.

I will be direct and to the point.

Please support Chris Stephan's motion to kill the bike lane project.

With only 1.3% of all trips being made by bicycles as compared to 90.4% being made by vehicles (stats from RD Advocate) there is no justification for spending \$800,000 on this project when it has/is disrupting the traffic flow on our streets and causing such an uproar from our citizens.

It's always been said - it's human to make a mistake, but inexcusable to make another mistake to cover up the first one. Putting this project into play in the first place with poor justification was the first mistake. The second will be to let it continue.

Hope you both have a Happy Easter.

Cheers

Jim Thoreson

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FILE COPY



Council Decision – April 15, 2013

DATE: April 16, 2013
TO: Frank Colosimo, Engineering Services Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Notice of Motion Submitted by Councillor Chris Stephan – Re: Bike Lanes Pilot Project Completion

Reference Report:

Legislative Services dated April 2, 2013 and Engineering Services dated April 12, 2013

Resolutions:

The following resolution was passed during the Regular Council meeting held on Monday, April 15, 2013:

Resolved that Council of The City of Red Deer having considered the report from Legislative Services dated April 12, 2013 re: Notice of Motion submitted by Councillor Stephan – Re: Bike Lane Pilot Project Completion hereby agrees to lift from the table consideration of this report.

The following resolution was defeated at the Regular Council meeting held on Monday, April 15, 2013:

WHEREAS The City of Red Deer's Bike Lane Pilot Project was initially rolled out in the summer of 2011, expanded during the summer of 2012 and is now entering its third year of implementation; and

WHEREAS a Pilot Project can be defined as a temporary experiment that is carried out before large-scale quantitative research is performed, in an attempt to avoid time and money being wasted on an inadequately designed project; and

WHEREAS the design of The City of Red Deer's Bike Lane Pilot Project has resulted in the loss of motor vehicle traffic lanes and parking on some of Red Deer's busiest Arterial Roads; and

WHEREAS the design of The City of Red Deer's Bike Lane Pilot Project has caused traffic delays, congestion, frustration, and safety issues for motorists, cyclists, and pedestrians; and

DM 1350138

WHEREAS The City of Red Deer's Bike Lane Pilot Project was initiated without targeted public consultation to residents, businesses, and schools located directly along bike lanes; and

WHEREAS The City of Red Deer's Bike Lane Pilot Project has cost taxpayers of The City of Red Deer close to \$1 Million Dollars and has resulted in minimal usage; and

WHEREAS The City of Red Deer's Procedure Bylaw (ref-sec. 35 (2)) allows Council to reconsider a motion previously voted on after 6 months have passed since the original matter was considered; and

WHEREAS 6 months have passed since Council for The City of Red Deer considered and voted on a motion to approve the revised Bike Lane Pilot Project on September 17, 2012; and

WHEREAS the community continues to be dissatisfied with The City of Red Deer's Bike Lane Pilot Project, and The City of Red Deer cannot afford to support this Pilot Project in its current state;

THEREFORE BE IT RESOLVED that the Red Deer City Council discontinue the Bike Lane Pilot Project immediately and direct administration to prepare a plan for a removal of bike lanes, which have resulted in loss of on street parking and motor vehicle lanes, and further cease to spend any further taxpayer dollars on bike lanes, unless approved by Council during The City of Red Deer's Operating or Capital Budget.

The following resolutions were passed during the Regular Council Meeting held on Monday, April 15, 2013:

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to approve the proposals and timelines contained in the pilot wrap up section of the report, as amended.

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 1: 59 Avenue (from Holt Street to Grant Street to Taylor Drive)

Option c) – Mark as a bike route 59 Avenue north of Holt Street (from Holt Street to 70 Street) and restore the 59 Avenue / 67 Street intersection to its original configuration, including the repair of any grind-outs and reverting to the original intersection signal timing.

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 2: 45 Street between 49 Avenue & Gaetz (50) Avenue

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 7: Intersection of 45 Street & Taylor Drive

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 3: 40 Avenue (39 Street to 52 Street)

Option c) – Remove the bike lanes on 40 Avenue between 39 Street and 52 Street and restore the roadway to its original signage, configuration and intersection signal timing.

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 4: Intersection of 40 Avenue & 39 Street (up to 38A Avenue)

Option b) – Remove bike lanes on 39 Street before the intersection and restore the intersection to its original signage and configuration.

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 5: 39 Street (38A Avenue to 30 Avenue)

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 6: Intersection of 39 Street & 30 Avenue

Option a) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot.

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 12, 2013 re: 2013 Commuter Bike Pilot Program hereby directs Administration to approve on-street adjustments to the bike pilot network in 2013 as detailed below:

Location 8: 52 Street (between 48 Avenue and 49 Avenue)

Option b) – Keep the road configuration as-is and repaint the roadway markings installed as part of the pilot

Report back to Council: No



Frieda McDougall
Legislative Services Manager

c: Director of Development Services