

MEMO / NOTE DE SERVICE



To / Destinataire	Mayor and Members of Council	
From / Expéditeur	Alain Gonthier Director, Infrastructure Services Planning, Infrastructure and Economic Development Department	
Subject / Objet	Harmer Avenue Pedestrian/Cycling Bridge Replacement Project – Revised Detour	Date: July 26, 2018

The purpose of this memorandum is to provide an update on changes to the pedestrian and cycling detour on Holland Avenue. This temporary detour from Kenilworth Street to Tyndall Street was put in place to assist commuting pedestrians and cyclists, as well as children attending Fisher Park Public School, during the construction of the new Harmer Bridge beginning in the summer of 2018 for a two-year period.

The temporary detour, as it exists today, allows for cycling on the west sidewalk for less experienced cyclists, and super-sharrows on the road for the more advanced cyclists. There is also increased directional signage, additional traffic calming measures, including flex posts, and a Council-approved speed reduction to 30 km/hr within this corridor.

Since the closure of the Harmer Avenue Pedestrian Bridge and the installation of the temporary pedestrian and cycling detour in mid-July 2018, the City has received feedback from the community asking for an alternative, and the Mayor asked us to look at alternatives to the proposal.

City staff have reviewed the Holland Detour and proposed changes. The revised plan will implement a painted continuous 1.5 metre wide cycling lane on each side (in each direction) on Holland Avenue from Kenilworth Street to Tyndall Street. Through most of the corridor, this will include a painted buffer zone of approximately 0.5 metre to provide distance between the cycle lane, the travel lane and parked cars, where available. Flex posts will be installed in this buffer zone to provide visual cues for both drivers and cyclists. The flex posts currently located on the centre line of the road will need to be removed. Also, the City will continue to permit cycling on the west sidewalk, with the interest of enhancing safety for school children.

This new plan impacts on-street parking. Approximately 14 of 26 spots will require temporary removal on the west side of Holland Avenue from Kenilworth Street to Fisher Park School, and 6 of 19 spots on the east side of Holland Avenue from Fisher Park School to Tyndall Street. The net result achieves a design in which more than 50 per cent of the parking spaces are maintained.

The City's original detour plan had more significant on-street parking impacts. This was mainly related to the extension of an existing dedicated northbound bus lane in proximity to the school. With OC Transpo's concurrence, the bus lane is being removed, thereby allowing the City to implement the dedicated painted cycle lanes, while maintaining more than half of the on-street parking.

The current detour configuration will remain in place until the conversion can be completed. The revised detour is scheduled to be implemented prior to the start of school in September. The work will consist of removing the super-sharrows from the pavement surface, making minor adjustments to some traffic bulb outs at intersections, creating a dedicated left-turn lane to provide access to the school, and line painting.

Councillor Egli, as Chair of the Transportation Committee, and Ward Councillor Leiper are supportive of this plan.

The City will continue working with the community to raise awareness about the detour and educate users on maximizing safety, through information sessions that will be held with children and parents at the start of the school year.

If you have any questions, please direct them to me.

A handwritten signature in black ink, appearing to read 'Alain Gonthier', with a long horizontal stroke extending to the right.

Alain Gonthier, P.Eng.
Director, Infrastructure Services
Planning, Infrastructure and Economic Development Department

Cc: Senior Leadership Team