

Dunbar Rd Multi-Use Trail Project

Frequently Asked Questions

We have provided responses to some frequently asked questions that we received from the PIC.

Why is the City proceeding with this work?

The City of Cambridge is committed to improving the cycling environment and recognizes that active transportation is an integral part of a balanced transportation system. The City's newly updated Cycling Master Plan (2020) aims to increase bicycle use and create a culture of cycling in Cambridge by developing an integrated network of off-street trails and on-street bicycle facilities that are comfortable for people of all ages and abilities.

The Cycling Master Plan has identified the project scope as an area for short-term network improvements which can be enhanced with the construction of an all ages and abilities multi-use trail as a separated facility from Dunbar Road. The project is funded in part through a grant from the Ontario Municipal Commuter Cycling (OMCC) program.

What is the scope of the project?

The City of Cambridge will be undertaking an expansion of the active transportation network with the design and construction of a 3.0m wide multi-use trail along the south side of Dunbar Road between Concession Road and Hespeler Road. This project will also include traffic calming elements along the road, designated parking areas, and provide road crossing opportunities. The following is a list of key changes/improvements.

Traffic Calming Elements:

- 6.7m wide narrowed travel lanes between Concession Road and Briarwood Drive and 7.0m between Briarwood Drive and Hespeler Road (the current road is around 10m wide) to help reduce vehicle speeds.
- Realignment of south curb to provide dedicated parking areas and crossing bump outs that narrow the road and create traffic calming areas by the intersections.
- The design provides for future seasonal traffic calming measures to be installed at several locations along Dunbar Road.

Crossing Opportunities:

- Narrowed roadway and bump outs means that there are shorter crossing distances due to curb extensions at the intersections
- Proposed pedestrian crossing island proposed west of Biscayne intersection

Parking:

- Layby parking on south side of road at designated areas between curb extensions
- Painted designated areas provided at key locations on north side of road to formalize the parking locations along Dunbar Road.
- 2m wide parallel to road; a minimum 57 spots provided along Dunbar Road

Will parking be removed in front of my house?

In order to narrow the road some parking spots will have to be removed. Parking observations conducted over summer 2020 showed a low rate of on-street parking, based on the amount of parking that is currently available. At most a total of 8 cars were parked on street at one given time. The current design provides for a minimum of 57 parking spaces. Areas where vehicles were observed to routinely use on-street parking were considered for parking, particularly on the North side.

What changes are proposed to the existing parking?

On-street parking will be provided in designated locations on both the north and south sides of Dunbar Road. Currently, there are signed “no parking” areas but there are no formalized painted parking spots. The current on-street parking rates are very low and underutilized. The proposed plan provides a minimum of 57 spots at the designated parking areas to ensure ample parking for anyone along the street.

You removed parking in front of my house. Where will my visitors park now?

The new design provides ample on-street parking with a minimum of 57 parking spaces being provided. Aside from parking on Dunbar Road, there are also a number of side streets nearby that allow for on-street parking.

How will my driveway be impacted?

Properties along the north side of Dunbar Rd will be minimally impacted. From Industrial Rd to Hespeler Rd the multi-use trail will cross 14 residential driveways on the south side. The trail is designed to be built where the existing sidewalk is located. The sidewalk will be replaced with the trail and the width of the trail will be expanded

towards the road over the driveway aprons within the boulevard, in order to preserve the existing private driveways.

Are heavy trucks allowed on Dunbar Road?

Heavy Trucks are not permitted on Dunbar Road; there should be no trucks west of the plaza on Dunbar Road or south of the trail crossing on Industrial Road unless they are accessing a residential property. If you are observing regular use by through trucks, such as trucks accessing Industrial Road via Dunbar Road instead of Bishop Street, please report it to Waterloo Regional Police Services at 519-570-9777.

Why aren't stop signs included in the designs?

The purpose of this project is to improve cycling opportunities for people of all ages and abilities and to slow on-road traffic.

The City uses the Ontario Traffic Manual (OTM) and Council approved all-way stop warrant criteria to determine if an all-way stop is warranted at an intersection. As per the OTM, the purpose of all-way stop control is to assign right-of-way at an intersection. All-way stops are not recommended when used primarily to protect pedestrians; as a speed control device; or as a means of deterring the movement of through traffic in a residential area. Unwarranted all-way stops are not recommended as they lead to poor motorist compliance.

Why isn't a crossing being implemented at Industrial Road?

The current desire for a crossing at this location is likely due to the fact that the current sidewalk ends. Once the multi-use trail goes in and traffic calming measures are in place, staff anticipate that crossing patterns may change, and may add improvements in the future as required.

Will additional crossing locations be provided?

An analysis of the need for controlled pedestrian crossing was completed based on traffic and pedestrian counts per the Ontario Traffic Manual guidelines. It was assessed that the existing volumes on Dunbar Road do not warrant signalized pedestrian crossings.

By narrowing the width of the road and using traffic calming measures as per the design, crossings will be improved throughout the project limits as the distance to cross Dunbar Rd will be shorter and vehicles will be travelling at slower speeds.

Curb cuts will be implemented to further improve north/south pedestrian and cyclist connectivity and informal crossing opportunities.

Crossing opportunities that include a pedestrian median have been proposed at the intersections of Biscayne Drive and Dunbar Road and at St. George Street and Dunbar Road. The proposed crossing locations have been selected based on their sight lines and public feedback received through the Public Information Centre.

Will there be painted indicators on the road for motorists to recognize pedestrian crossings?

Painted crosswalk indicators would only appear on the road if the intersection was eligible for a controlled crossing based on traffic volume criteria set out in the OTM. Painted crosswalks are not recommended at uncontrolled crossings to avoid confusion between motorists and pedestrians and potential conflicts.

Will transit service be impacted?

Buses may travel on detour routing for some periods during construction of the multi-use trail. Some stops may be relocated to nearby temporary locations during construction.

Will parking be restricted where bus stops are?

Parking is restricted on City of Cambridge roads within 15m of any GRT bus stop, or 30m where signed.

Where are bus stops being located?

Bus stop locations shown in the drawings are conceptual and will be finalized in the detailed design stage.

Where will the buses be stopping in relation to the bump out curbs? Will vehicles be stopped behind buses?

The proposed bus stops occur at curb extensions with a single, narrowed traffic lane. As such, the proposed design would require vehicles to stop behind transit buses until safe to pass in accordance with Ontario law.

Will existing trees be preserved?

All efforts will be made to minimize impact to existing trees including setting the south edge of the proposed multi-use trail at the existing south edge of sidewalk through the section of residences located between Industrial Road and Briarwood Drive to provide minimal disturbance through this section.

Will additional trees be included along the trail?

Additional trees will not be included at this time, but could be considered at a later date.

Why is there so much parking? Parking has been reduced significantly in this design while still maintaining a sufficient supply to support not only the day to day needs of users but also events occurring at the conservation area. Additional parking removals support traffic calming and active transportation crossings however as this is a road narrowing, not a reconstruction, removal of parking increases the project cost so all factors have been considered together.

Will there be accessible parking?

On-street accessible parking will not be provided as the city does not provide on-street residential accessible parking, and as there are no specific destinations which require access on the south side of Dunbar Road. Dumfries Conservation Area users are encouraged to utilize the existing parking lot.

Does the city permit e-bikes/motorized scooters on their trails?

No, e-bikes and motorized scooters are not permitted on multi-use trails or sidewalks in the City. E-bikes would fall under the definition of a motor-assisted vehicle under the City's Traffic & Parking By-Law 187-06. Under the by-law "No person shall drive a motor vehicle or a motor-assisted vehicle on any boulevard, sidewalk or multi-use trail except on a driveway".

How will cyclists and pedestrians share the space?

Multi-use trail markings as well as "Shared Trail" signage will be used along the trail to serve as a reminder to trail users. The multi-use trail will be 3m wide, which is the standard minimum width for shared trails that comfortably allows users to pass. It is expected that users follow trail rules and etiquette to ensure that all trail users can have a safe and enjoyable time.

How will the proposed multi-use trail connect with adjacent trails and transportation routes within the City?

The City has completed an update to the Cycling Master Plan, "Bike Your City: Cycling Master Plan 2020" . The Plan sets out a vision for cycling over the next 20 years and maps out important routes that will build a strong cycling network. The Cycling Master Plan can be viewed at the following link: <https://www.cambridge.ca/en/learn-about/cycling-master-plan.aspx>

Staff will also look into wayfinding signs along this route to better direct cyclists and show the public how the network connects.

Will the City be clearing snow from the multi-use trail?

The City will be maintaining the proposed multi-use trail throughout the winter and will clear snow.

What is the proposed trail surface? Will there be any separation from the road?

The proposed trail surfacing will be asphalt to ensure a continuous surface, and to provide the optimum cycling surface. A sodded buffer (minimum 0.5m to 0.8m where possible) will be provided from the barrier curb at the road's edge.

How will the road construction affect me?

During the road construction portion of roadway, it is anticipated that only the south side of the road will be closed to through traffic. For times when access to your property may be impacted, alternate arrangements will be made for parking, garbage or any other potential impacts and advance coordination for deliveries will be arranged. Existing water, sewer, communications, garbage collection services and utilities will be maintained during construction.

Why doesn't this project have any changes to the intersection at Dunbar/Concession/Grand Valley?

The intersection of Dunbar/Concession/Grand Valley has been reviewed in the past and no operational improvements have been identified without significant physical reconfiguration which is outside the scope of this grant funded cycling improvement project. The intersection will be reviewed in detail at a time when it is scheduled for reconstruction.

When will construction begin?

Construction of the multi-use trail is expected to start Spring 2021. Notices will be provided to all residents prior to construction.