

## MANAGEMENT REPORT

**Date:** June 25, 2025  
**To:** Infrastructure, Transportation and Safety Sub-Committee  
**From:** Nancy Roulston, Manager of Engineering  
**Report Number:** ITS25-010  
**Attachments:** None

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**Title:** Installation of Bicycle Lanes on John Street

**Objective:** To provide information to Council regarding options for the installation of bicycle lanes on John Street between Queensland Road and West Gore Street.

**Background:** At the March 26, 2025, Infrastructure, Transportation and Safety Sub-committee meeting, the Sub-committee passed the following resolution:

**THAT Staff be directed to investigate the possibility of removing the parking lane and installing bike lanes on John Street South between Queensland Road and West Gore Street;**

**AND THAT all required by-law amendments be made.**

**Analysis:** John Street South between West Gore Street and Queensland Road is a residential collector street and a bus route. This street also serves as the route for large tanker vehicles to access the water pollution control plant.

This portion of John Street has been identified as a signed bike route, in accordance with the 2014 Bike and Pedestrian Master Plan. Upgrading the bicycle facility to bicycle lanes was not included in the recommendations of the 2023 Transportation Master Plan.

The street has two distinct sections. Section 1, between Easson Street and Queensland Road, has a pavement width of 10.4m with parking allowed on the east side only. Section 2, between West Gore Street and Easson Street, has a pavement width of 8.5m, with no parking allowed on either side.

If bicycle lanes are to be added, they are recommended to be a minimum of 1.5m wide, plus an additional 0.3m buffer between the travelled lane and the bicycle lane.

To upgrade the existing signed bicycle route to protected bicycle lanes, the following work will be required:

#### Section One – Queensland Road to Easson Street

The existing roadway would be utilized. The addition of bicycle lanes will require the removal of the existing parking on the east side and would result in 3.4m wide travel lanes for vehicles. Some adjustment to the intersection of John Street and Queensland Road will be required to accommodate the turning radius of the larger vehicles. The estimated cost for this option is \$175,000 for new curb and gutter, relocating catch basins, sidewalk and boulevard restoration, line painting, and installation of delineators.

#### Section Two – Easson Street to West Gore Street

The existing roadway will need to be widened by 2 metres. The estimated cost for this section is \$400,000 for widening pavement, new curb and gutter, relocating catch basins, regrading and restoring boulevards, and installation of a retaining wall. There may be additional costs if the hydro pole at the intersection of John and West Gore needs to be relocated. When the sidewalk on the west side of John Street is installed, the removal of 5-7 trees will be required.

If implementation proceeds, the necessary modifications to the Traffic and Parking By-law would be included.

It has been the Engineering Department's practice to survey the neighbourhood residents prior to the removal of any on-street parking, before proceeding with a report to Council for consideration.

If Council chooses to proceed, Staff will need direction to add the project implementation and financial impacts into the 2026 Capital Budget.

#### **Financial Implications:**

##### **Not applicable:**

There are no financial implications to be reported because of this report.

**Link to Asset Management:** These options are not included in the City's current assets, and if proceeding, will be added to the asset management plan for upkeep and rehabilitations as required.

#### **Alignment with Strategic Priorities:**

##### **Enhance our Infrastructure**

This report considers further how infrastructure upgrades could improve multimodal transportation.

## **Alignment with One Planet Principles:**

### **Travel and Transport**

Reducing the need to travel, encouraging walking, cycling and low carbon transport.

### **Zero Carbon Energy**

Making buildings and manufacturing energy efficient and supplying all energy with renewables.

**Staff Recommendation: THAT the report titled, "Implementation of Bicycle Lanes on John Street" (ITS25-010), be received for information.**

<b>Prepared by:</b>	Nancy Roulston, Manager of Engineering
<b>Recommended by:</b>	Taylor Crinklaw, Director of Infrastructure
	Adam Betteridge, Interim Chief Administrative Officer