



REPORT

Engineering Services

To: Mayor Côté and Members of Council **Date:** 3/6/2017
From: Jim Lowrie **File:** 16.3210.05
Director of Engineering Services **Item #:** 118/2017
Subject: **Update on Improvements to the Rotary Crosstown Greenway (5th - 8th Street) for Walking and Cycling**

RECOMMENDATION

THAT Council receive this report for information.

PURPOSE

The purpose of this report is to provide an update to Council on planned improvements to the Rotary Crosstown Greenway (5th - 8th Street) for walking and cycling.

BACKGROUND

The Rotary Crosstown Greenway is designated as a greenway in the 1997 Bicycle Plan as well as the Trail and Greenway Master Plan (2000) and the Master Transportation Plan (2014).

In 2016 Transportation staff developed options and conceptual designs for an interim all-ages-and-abilities (AAA) walking and cycling treatment along the Rotary Crosstown Greenway (5th - 8th Street), with the intent to implement the recommended improvements in the summer of 2017.

EXISTING POLICY/PRACTICE

This project has been developed in response to the following Master Transportation Plan (MTP) policies:

- Policy 2A - Develop a complete, connected bicycle network

- 2A.2: Re-allocate road space from general traffic and/or motor vehicle parking to provide bicycle facilities where appropriate.
- Policy 2B - Provide safe and comfortable bicycle facilities
 - 2B.2: Prioritize cyclist movements on primary routes to give cyclists greater priority at intersections
- Policy 2C - Make cycling convenient
 - 2C.1: Provide convenient and regularly spaced bicycle parking within the public right-of-way on all Great Streets and other key locations, including commercial areas, schools, community centres and other important destinations

The recommended design for improvements to the Rotary Crosstown Greenway meet or exceed Transportation Association of Canada (TAC) and National Association of City Transportation Official (NACTO) guidelines.

DISCUSSION

In July 2016, Transportation staff worked with Drdul Community Transportation Planning to develop options and conceptual designs for an interim improvement to the Rotary Crosstown Greenway (5th - 8th Street). The consultant has extensive experience with Transportation Planning in New Westminster and worked with staff to develop the 1997 Bicycle Plan.

The intent of the work was to identify interim improvements that would make it safer, more comfortable and more convenient for people of all ages and abilities that are walking and cycling along the greenway. As the first AAA facility in New Westminster, an interim measure was considered to be appropriate as it provides flexibility to modify the configuration at a later stage if required. When it is time to upgrade to a permanent configuration (likely at the time of redevelopment of lands adjacent the greenway) consideration should be given to undergrounding utilities, sidewalk widening and landscape improvements, which could be addressed as part of the redevelopment.

Three options for improving this section of the greenway have been identified and each has taken into consideration the existing generous road width and utility poles that are located within the street right of way. In addition, each of the options includes intersection improvements for walking and cycling; they each ensure that all driveways and loading zones would not be negatively impacted, and; that as much on-street parking as possible would be maintained. The options that have been considered are:

1. One-way protected bicycle lanes on each side of 7th Avenue
 - a. Parking would be allowed only on the south side of the street
 - b. Parking on both sides of the street would be retained
2. Two-way protected cycle track on the south side of 7th Avenue, with parking on both sides of the street retained

A report was prepared by the consultant that analyses the three options, highlighting the features and benefits of each (refer to Attachment 1). To support this assessment, the consultant also identified the installation implications of each option, including the amount of parking space that would be lost, and provided recommendations to implement the interim treatment within the allocated budget.

In September 2016, staff held a workshop with members of the ACTBiPed Committee to review the consultant's report and the three options being proposed by the City. Staff proceeded to modify the preferred option (Refer Attachment 2) to reflect the comments provided. At the subsequent ACTBiPed Committee meeting the committee endorsed the following motion:

THAT With respect to the Rotary Crosstown Greenway on 7th Avenue, from 5th Street to 8th Street, Council direct staff to implement one-way, protected bike lanes with vehicular parking on both sides of the street (Option 1b), or;

THAT Council direct staff to implement one way, protected bike lanes with vehicular parking on the south side of the street (Option 1a).

In order to refine the design for walking and cycling improvements, and to ensure the needs of adjacent businesses and residents are fully considered, it is necessary to engage the residents and businesses that border the project area. Community engagement, in the form of a public open house, has been scheduled for March 7, 2017 at Century House. The aim of the meeting is to:

1. Ensure a full understanding of the needs of the community and to identify additional provisions that may need to be considered to support the needs of residents and businesses, and;
2. Create awareness within the community about this project and that it will be implemented in 2017.

Following the community engagement, staff will make the necessary modifications to the design prior to implementation of the improvements in summer 2017.

SUSTAINABILITY IMPLICATIONS

This project supports the objectives of the Master Transportation Plan by facilitating a healthy, active, livable and vibrant community by providing improvements for walking and cycling that aim to meet the needs of people of all ages and abilities.

FINANCIAL IMPLICATIONS

The allocated capital budget for the implementation of this project in 2017 is \$125,000. This includes funding for partial resurfacing of the road, line marking, and signage. It is anticipated that half of this investment will be reimbursed through a Bike BC grant.

INTERDEPARTMENTAL LIAISON

This report has been prepared in consultation with the Parks and Recreation Department.

OPTIONS

The following options are presented for Council's consideration:

1. That council receive this report for information;
2. That alternative direction be provided to staff.

Staff recommends Option 1.

CONCLUSION

Staff have undertaken an analysis of three options to implement an interim all ages and abilities bicycle treatment along the Rotary Crosstown Greenway (5th – 8th Street). Staff will be undertaking community engagement with residents and businesses that border the project area to inform them of the project and to identify additional provisions that the residents and businesses may require.

ATTACHMENTS


Attachment 1 - Crosstown Greenway (5th – 8th Street) Protected Bicycle Facility Options
Analysis Report

Attachment 2 - Preferred Option 1B

This report has been prepared by:
Stephen Blore, Transportation Planner

This report was reviewed by:
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Approved for Presentation to Council



Jim Lowrie, Eng.L, MBA
Director of Engineering Services



For Lisa Spitale
Chief Administrative Officer