

DATE OF MEETING MARCH 16, 2020

AUTHORED BY JAMIE ROSE, MANAGER, TRANSPORTATION

SUBJECT FRONT STREET CYCLE TRACK DESIGN APPROVAL

OVERVIEW

Purpose of Report

To seek Council approval of the final design of the Bi-Directional Cycle Track on Front Street and to ask Council to amend the 2020 – 2024 Financial Plan to accelerate the repaving of Front Street from Terminal Avenue to Gabriola Ferry from 2021 to 2020.

Recommendation

That Council approve the final design of the Bi-Directional Cycle Track on Front Street and amend the 2020 – 2024 Financial Plan to accelerate the Front: Terminal to Gabriola Ferry Road Asphalt Rehab Project from 2021 to 2020.

BACKGROUND

At the 2019-OCT-21 Special Finance and Audit Committee meeting, Staff provided a recommendation to accelerate the Front Street Bi-Directional Cycle Track from 2021 to 2020. This motion was recommended by the committee for approval at a future Regular Council Meeting. At the 2019-NOV-04 Regular Council Meeting, Council approved the acceleration of the funding with the condition that Staff return a report seeking final approval of the design, following additional stakeholder engagement. The concerns Council noted were the direct impact to street parking, adjacent specific properties, and the potential for unnecessary delay to traffic.

DISCUSSION

Staff had further discussions with the consulting team and have clarified that while motorists immediately following a transit bus may experience a small amount of additional delay, the overall capacity of the road will not be changing, and therefore, overall delay should not increase.

With respect to the parking, Staff met with the property Strata Council for 38 Front Street to discuss the potential impacts of introducing a cycle track on the east side of the road. Through this discussion, it became clear that there are two primary functions that the curb side parking is performing. The first is frequent short duration pick-up/drop-off or loading. The second is infrequent long duration loading. The latter referring to events, such as moving or operational activities, like contractor work. The distinction between these is important as it heavily influences how they can be managed.

Staff worked with the design consultant to prepare options that manage the needs of the Strata, while enabling the cycle track to proceed. Several options were presented to the Strata, who indicated a preference for Option 1 - (See Attachment A – Email from Strata Council). Option 1 utilizes an on street loading zone on the west side of the street for short duration loading and a specialized Traffic Management plan for long duration loading on the east side of the street. During an active loading event the cycling lanes would be occupied and cyclists directed to dismount and walk around the obstacle. Although not ideal, this presents a reasonable compromise between the various uses.

OPTIONS

Based on this review and discussion, Staff are recommending that the Front Street Bi-Directional Cycle Track proceed on the east side of the road as per the attached design; Attachment B – Design Drawings.

1. That Council approve the final design of the Bi-Directional Cycle Track on Front Street and amend the 2020 – 2024 Financial Plan to accelerate the Front: Terminal to Gabriola Ferry Road Asphalt Rehab Project from 2021 to 2020.
 - A bi-directional cycle track on the east side of Front Street provides an all ages, all abilities cycling facility connecting Maffeo Sutton Park to the Gabriola Ferry Terminal.
 - Creating usage specific parking management strategies is a balanced approach to curb space prioritization.
2. That Council provide Staff with alternate direction.
 - The disadvantage of this option is that it is unlikely that this project would be completed in 2020.

SUMMARY POINTS

- The Front Street Cycle Track was guided by significant public and stakeholder engagement during the Downtown Mobility Hub.
- The design was refined through further engagement and applies a balanced approach to the use of curb space.
- The Cycle Track provides an all ages, all abilities link between Maffeo Sutton Park and the Gabriola Ferry.
- Accelerating the Road Asphalt Rehab project, optimizes project costing while minimizing public disruption.

ATTACHMENTS:

Attachment A – Email from Strata Council
Attachment B – Design Drawings

Submitted by:

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Concurrence by:

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