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The Corporation of the District of Saanich

Report

To: Mayor and Council
From: Sharon Hvozanski, Director of Planning
Date: November 17, 2016
Subject: Shelbourne Valley Action Plan – Short-Term Mobility Implementation Options
File: 2310-20

PURPOSE

The purpose of this report is to:

- Provide an overview of public engagement related to Shelbourne Valley Action Plan short-term mobility implementation options;
- Highlight key issues that were raised during engagement; and
- Seek Council approval in principle for a Shelbourne Valley short-term mobility implementation option.

BACKGROUND

Council Direction

The proposed Shelbourne Valley Action Plan was presented to Council at the June 9, 2014, Committee of the Whole (COTW) meeting. At that meeting, Council endorsed the following:

“That a Public Hearing be called to further consider amendments to the Official Community Plan to include the Shelbourne Valley Action Plan, as outlined in the report of the Director of Planning dated May 30, 2014.”

At the same meeting, Council made the following motion:

“That a supplemental report providing additional information on the timelines and funding for implementation, in response to the comments raised at this meeting, be provided for the Public Hearing.”

Key themes from comments received from both the public and Council at the June 9, 2014 COTW meeting were:

- Support for/desire to accelerate short-term mobility actions;
- Need for more detailed financial analysis and timelines;
- More urgency needed for pedestrian and cycling improvements; and
- Focus more on mobility actions on Shelbourne Street.

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DISTRICT OF SAANICH

Following that direction, staff prepared two options for short-term mobility improvements in the Shelbourne Valley. These were presented to Committee of the Whole on October 5, 2015. At that meeting the following motion was made:

“That Council direct staff to seek public input on mobility implementation options.”

Shelbourne Valley Action Plan

The proposed Shelbourne Valley Action Plan (SVAP) is a comprehensive vision and action plan that will guide environment, land use, mobility, and urban design decisions in the Shelbourne Valley over the next 30 years. The long-term Plan received strong support from the community and stakeholder groups, but some members of the public expressed a desire for more immediate short-term action. When a proposed Plan was presented to Council in June 2014, direction was given to focus on exploring options to accelerate short-term mobility improvements.

Over the past two years, the focus has been on developing and reviewing options for short-term improvements. This work has included significant research and analysis and public engagement on potential options.

This report provides an overview of options explored, engagement results and proposes a recommended short-term design concept for Shelbourne Street and the Shelbourne Valley. Council endorsement of short-term mobility actions will allow staff to finalize the full Shelbourne Valley Action Plan and bring the Plan forward to Council for consideration for adoption.

Long-Term Mobility Vision

The focus of the recent public process has been on options for short-term mobility improvements. However, underpinning this work are the objectives and long-term vision articulated in the draft Shelbourne Valley Action Plan.

Shelbourne Valley Action Plan Objectives

1. Increase pedestrian and cycling connectivity;
2. Improve the design of streets as a space for community enjoyment and activity;
3. Reduce transportation related greenhouse gas emissions and energy consumption;
4. Improve safety and comfort for all users;
5. Enhance access to businesses by all modes;
6. Improve transit efficiency and accessibility;
7. Provide a cycling network suited to all ages and abilities; and
8. Strengthen linkages between land use and transportation.

Shelbourne Street Vision

The proposed Plan identifies mid-term and long-term Shelbourne Street design concepts within an expanded right-of-way (see Figures 1 and 2) that accommodates pedestrians, cyclists, transit and motorists while contributing to the vision of Shelbourne Street as a “Great Street” where people want to live, work, and play.

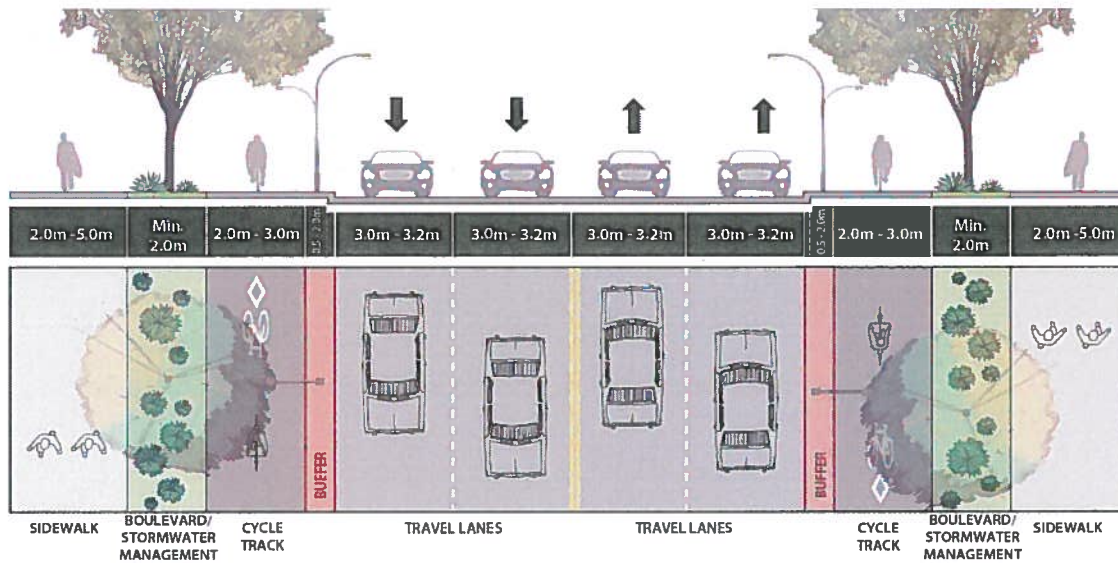


Figure 1: Shelbourne Street Right-of-Way Mid-Term Ultimate Design Concept

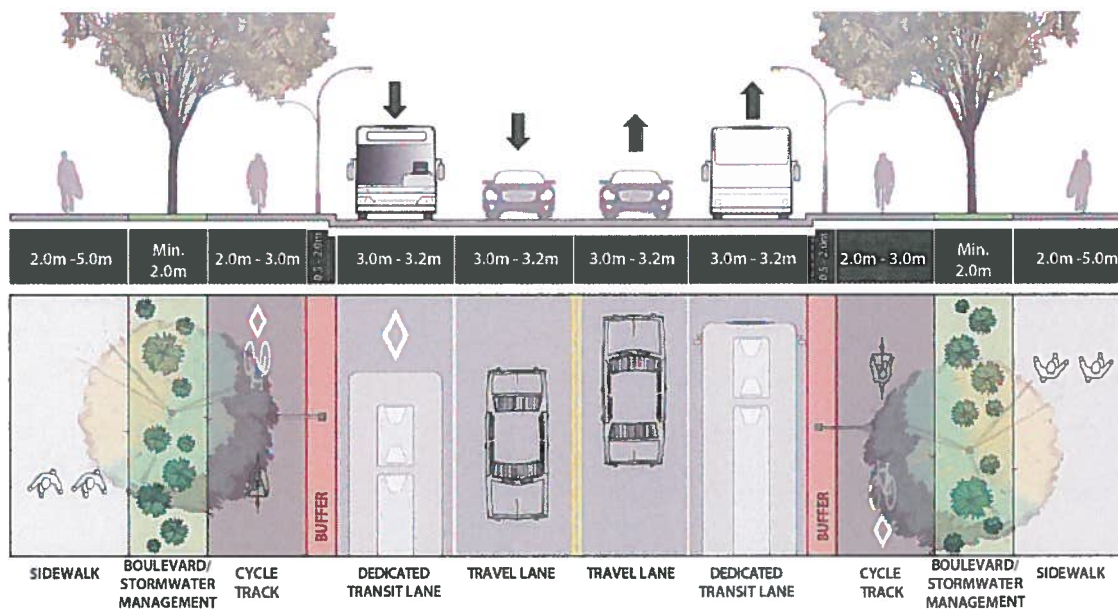


Figure 2: Shelbourne Street Right-of-Way Long-Term Ultimate Design Concept

Implementation of Ultimate Design Concept

Implementing the Ultimate Design Concept requires expanding the right-of-way from its current 20-23 metres to 28-30 metres, a process that affects almost every property fronting Shelbourne Street. The dedication of additional right-of-way through redevelopment along the extent of Shelbourne Street could take a significant amount of time. The only alternative to obtaining the necessary dedication through redevelopment is to purchase the required land, which would be cost prohibitive. The focus of exploring options for short-term improvements is to assess how we can progress towards the ultimate vision within existing constraints.

OPTIONS FOR SHORT-TERM MOBILITY IMPROVEMENTS IN THE SHELBOURNE VALLEY

As directed by Council, recent project work has focused on developing concepts for short-term mobility improvements on Shelbourne Street and in the Shelbourne Valley. This phase of the project included the development of two initial options for short-term improvements. After extensive public feedback on these options, a third option was developed that responded to major issues heard during initial engagement. Figure 3 illustrates the process used to develop and review short-term implementation options.

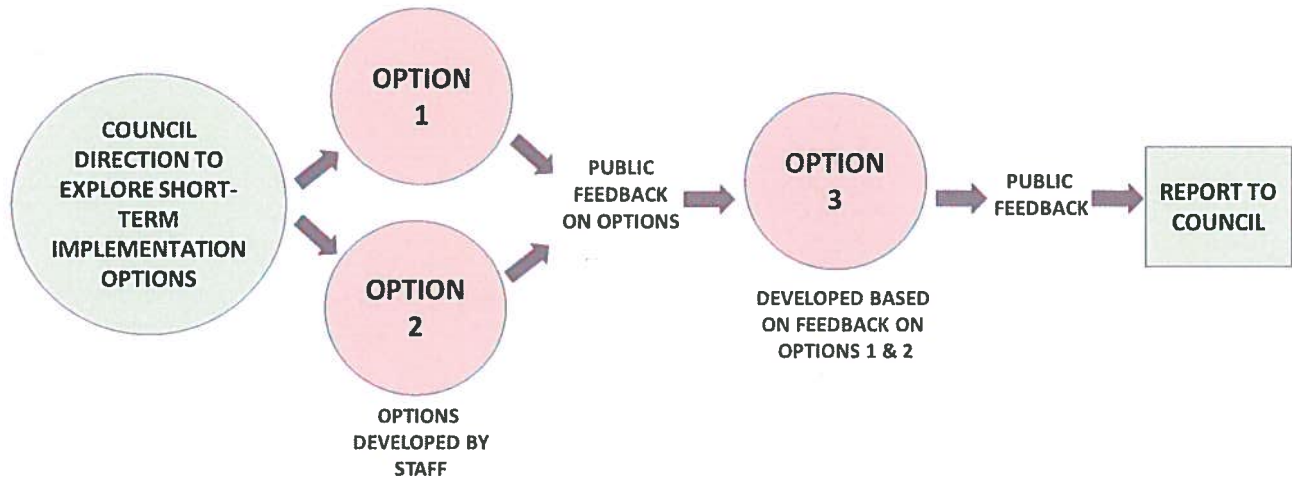


Figure 3: Short-Term Mobility Improvement Options – Review Process

Option 1

Option 1 maintains four general purpose travel lanes along the full extent of Shelbourne Street, incorporates pedestrian improvements at key locations, and introduces a cycle track on approximately 25% of the corridor (see Figure 4). Improvements on adjacent routes would support Shelbourne Street improvements.





Key Option 1 mobility actions include:

- A new cycle track and upgraded sidewalk on Shelbourne Street from:
 - Knight Avenue to Pear Street; and,
 - Torquay Drive to Feltham Road;
- Pedestrian and transit improvements in University "Centre" and Shelbourne Valley "Centre";
- Improvements to UVIC and Blair Bike Connectors; and
- Upgrades to Bowker Creek Greenway and Kingsley Bike Connector.

Cost Estimate

The total cost of Option 1 improvements would be approximately \$10.8 million.

LEGEND

-  New cycle track and sidewalk
-  Major sidewalk upgrades (West side)
-  Greenway / bikeway upgrades
-  Pedestrian and Transit improvements

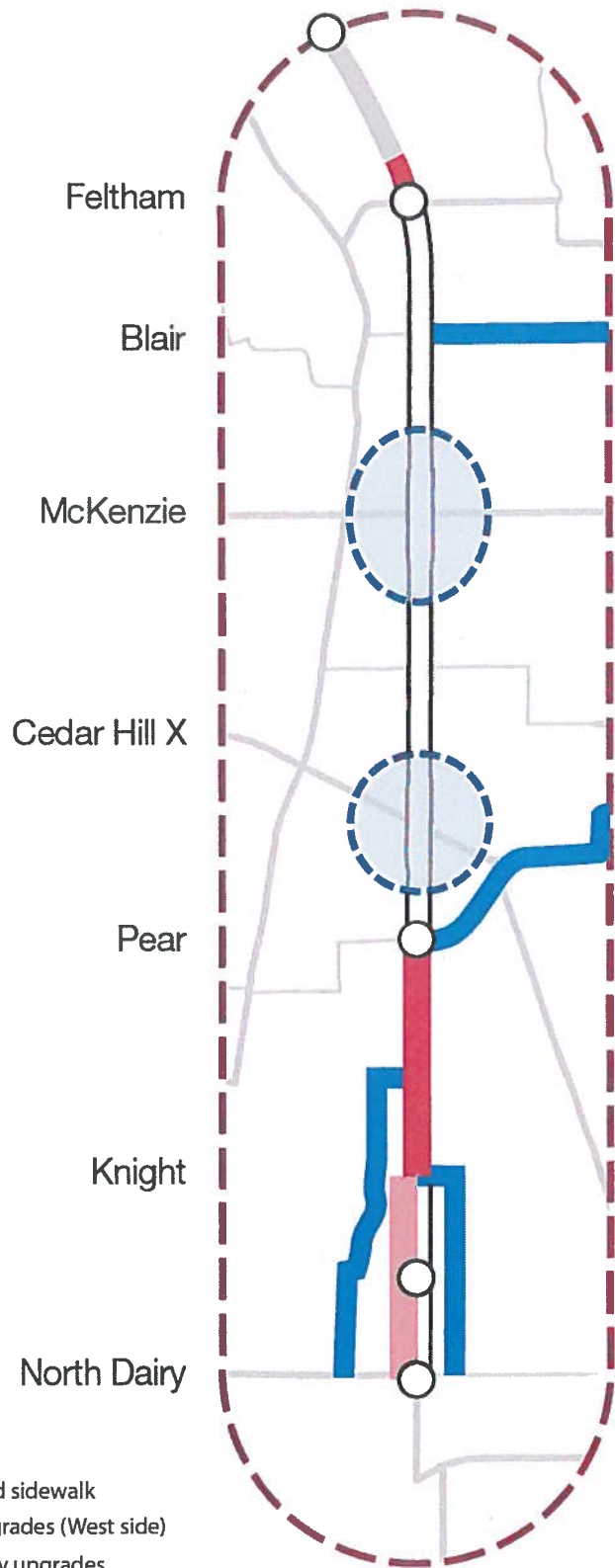


Figure 4: Option 1 Overview

Option 2

Option 2 includes lane reductions on approximately 75% of the street to provide pedestrian improvements and a continuous bike lane along the full extent of Shelbourne Street. This option is largely achieved through reallocation of existing curb to curb space.





Key Option 2 mobility actions include:

- A bike lane on the entirety of Shelbourne Street, with a buffered bike lane from Rowan Street to Feltham Road;
- Replacement of the poorest sections of sidewalk on Shelbourne Street south of Pear Street;
- Pedestrian and transit improvements in University "Centre" and Shelbourne Valley "Centre";
- Improvements to UVIC and Blair Bike Connectors; and
- Upgrades to Bowker Creek Greenway and Kingsley Bike Connector.

Cost Estimate

The total cost of Option 2 improvements would be approximately \$9.9 million.

LEGEND

-  New Bike Lane
-  Major sidewalk upgrades (West side)
-  Greenway / bikeway upgrades
-  Pedestrian improvements

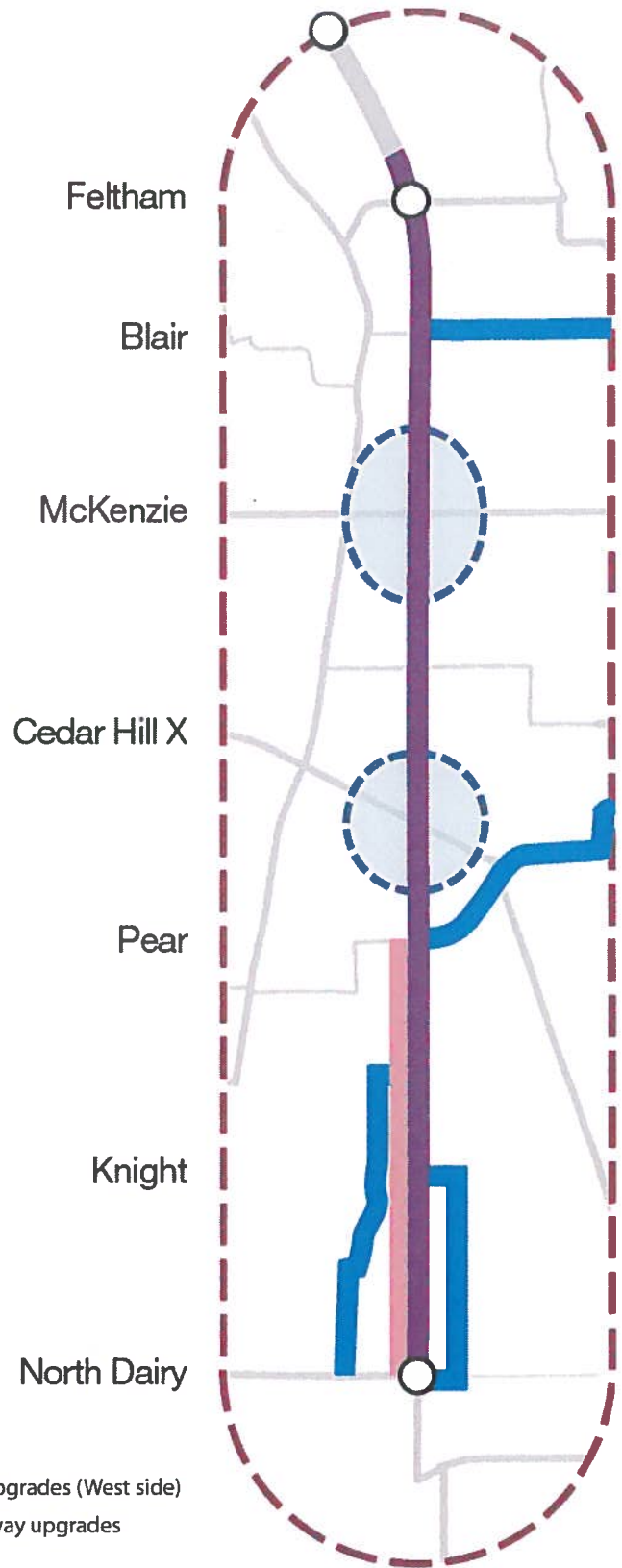


Figure 5: Option 2 Overview

Feedback on Options 1 & 2

In February and March of this year, Options 1 and 2 were presented to the public and stakeholder groups. Conceptual designs and supporting information allowed community members to review in detail the proposed changes and potential implications.

A variety of techniques were utilized to solicit input from members of the public, including stakeholder meetings, open houses, and a public survey completed by 1325 people. In the survey, 58% of respondents indicated a preference for Option 2 (see Figure 6).

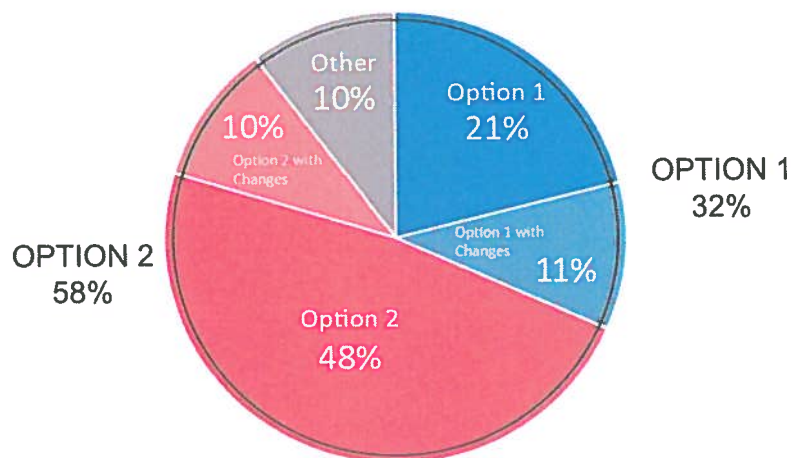


Figure 6: Option Preference expressed in February/March 2016 Public Survey

Appendix A provides a full summary of public engagement activities and results related to Options 1 and 2. Key highlights of survey results include:

- Identification of cycling, public transit, and walking as the three highest priority items for short term changes on Shelbourne Street;
- Support across all age groups for Option 2, with strongest support in younger age groups;
- Support for Option 2 from residents within and outside the Shelbourne Valley, with slightly lower support from Shelbourne Valley residents;
- Retention of four vehicle lanes on Shelbourne Street was identified as the number one reason for why people supported Option 1; and
- Addition of a continuous bike lane on Shelbourne Street was identified as the number one reason for why people supported Option 2.

Key Issues

While there was general support for Option 2, a number of issues were identified in public engagement activities that highlighted areas where the design concept could be improved. The three most frequent issues raised were:

- Strong support for a continuous bike facility, but a desire for greater physical separation from vehicle traffic;
- Desire to minimize impacts on transit and motor vehicle travel times and limit diversion to parallel streets; and
- Desire to maintain left turn access to most businesses and side streets.

Based on the feedback received during this period of engagement, staff developed Option 3. Option 3 works to retain the elements that were favoured in the first two options, but includes changes that address the major concerns that were heard during public engagement.

Option 3

Option 3 was developed based on the feedback received on the initial two options. This option contains many of the fundamentals of Option 2 (as this option was supported by 58% of survey respondents) and some features from Option 1.

Key Option 3 mobility actions include:

- 2.3 km of upgraded sidewalks on Shelbourne Street, including from North Dairy Road to Pear Street;
- A new continuous bike facility on the full extent of Shelbourne Street, with physical separation for half the route;
- Maintenance of four travel lanes for 65% of Shelbourne Street, including in the southern half from North Dairy Road to Christmas Avenue;
- Maintenance of left turn access to most businesses and side streets;
- Upgrades to the UVic Bike Connector;
- Improvements to all transit waiting areas; and
- Pedestrian and transit improvements in University “Centre” and Shelbourne Valley “Centre”.







Option 3 provides significant changes in response to the primary concerns that were highlighted in public engagement on Options 1 and 2.

While Option 3 provides an enhanced cycling facility, significant pedestrian improvements, better access to businesses and side streets, and less lane reductions than in Option 2, a couple of trade-offs have been made to allow the concept to work within the constrained right-of-way. These include the requirement for limited property acquisition from 17 properties fronting Shelbourne Street and slightly more tree removal (approximately 70) than in Option 1 or 2. These impacts are primarily attributable to achieving conditions that provide space to add a cycle track and maintain four lanes in the south part of the corridor.

Cost Estimate

The preliminary cost estimate for Option 3 is \$12.5 million.

LEGEND

-  Buffered bike lanes with 2 lanes and centre turn lane
-  Buffered bike lanes with 4 vehicle travel lanes
-  Raised cycle track with 4 vehicle travel lanes
-  Separated cycle track with 4 vehicle travel lanes
-  UVic Bike Connector
-  Pedestrian and Transit improvements

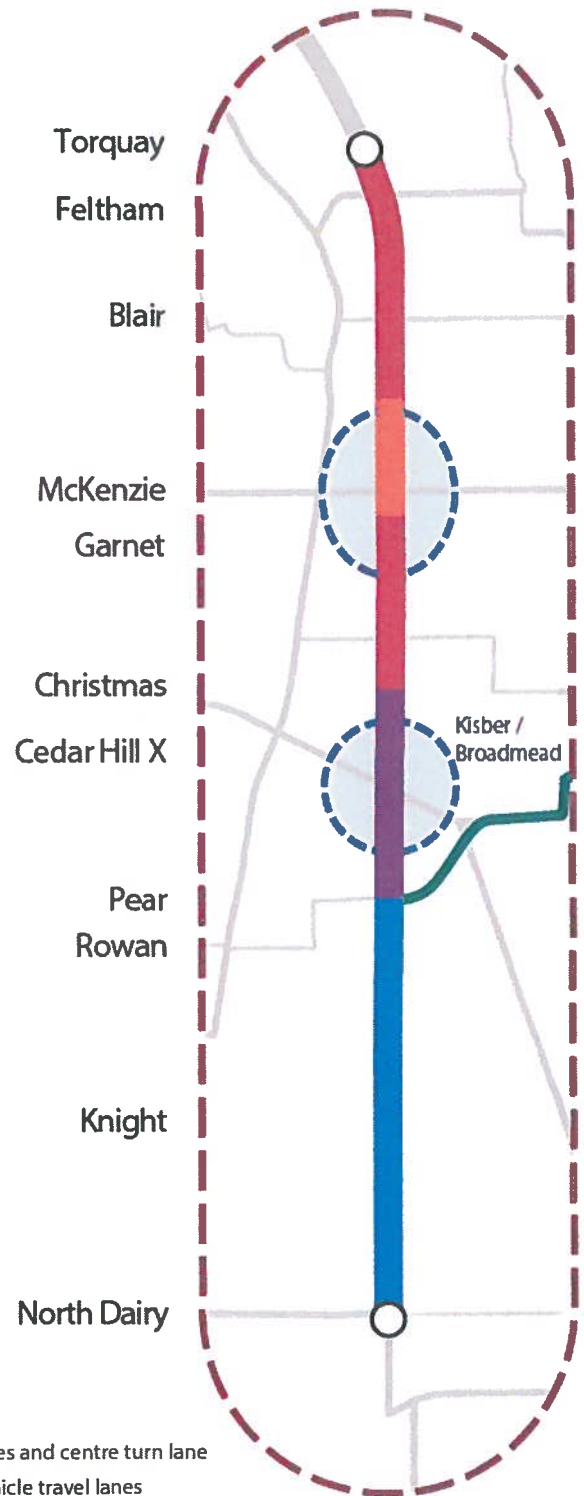


Figure 7: Option 3 Overview

Table 1 illustrates how the major concerns identified in public engagement on Options 1 and 2 are addressed in Option 3.







ITEM	WHAT WE HEARD	HOW OPTION 3 ADDRESSES THE CONCERN
 Priorities	The top short-term priorities on Shelbourne Street for survey respondents were cycling, public transit, and walking.	Option 3 provides a higher quality bike facility, significant sidewalk upgrades, and minimizes potential impacts to transit.
 Option Preference	The majority of survey respondents favoured Option 2, with the primary rationale for support being a continuous bike lane.	Many of the fundamental elements of Option 2 have been retained in Option 3, including the continuous bike facility.
 Bike Facilities	Many comments indicated the importance of a continuous bike lane and the desire to have greater physical separation from vehicle traffic.	The quality of the cycling facility has been enhanced significantly over what was presented in Option 1 or Option 2. Over 50% of the route includes physical separation, with a minimum of buffered bike lanes.
 Pedestrian Facilities	Desire to further enhance and improve sidewalks and pedestrian facilities.	Option 3 includes upgraded sidewalks on both sides of Shelbourne Street from North Dairy to Pear Street, as well as improvements in other focused locations.
 Impacts to Transit and Motor Vehicles	Concern about impacts to transit and motor vehicle travel times and potential diversion to other streets in Option 2.	Option 3 maintains four traffic lanes for 65% of the corridor. By contrast, Option 2 maintains four lanes for 25% of the corridor.
 Left Turn Access	Concern about restrictions to left turn access to some businesses, side streets and residential properties.	Option 3 maintains left turn access at major locations along Shelbourne Street, including at Church Avenue, Garnet Road, and Kisber Avenue.

Table 1: Option 3 – Response to Initial Public Feedback

Public Feedback on Option 3

Public Engagement

Numerous activities were undertaken that enabled the public and stakeholder groups to review and provide feedback on the Option 3 design. The primary objectives of this phase of engagement were to:

- Inform people how their input on Option 1 and 2 had been used to develop Option 3;
- Provide an opportunity for people to indicate their level of support for Option 3; and
- Provide the opportunity to provide feedback on the Option 3 design.

Numerous engagement techniques were used to raise awareness of the potential changes and solicit input from the public and stakeholder groups. Key engagement activities included:

- Two public open houses attended by approximately 800 people;
- Online and paper surveys completed by 1,328 people;
- 7,000 flyers delivered to homes and businesses within the Shelbourne Valley;
- Advertisements in the Saanich News and Times Colonist;
- Large displays of the Option 3 design concept at the Mt. Tolmie VanCity branch and Cedar Hill Recreation Centre;
- Virtual Open House and videos of design options on the project webpage;
- Posts on Saanich Facebook, Twitter and LinkedIn accounts; and
- Meetings with stakeholder groups, including:
 - Shelbourne Valley Stakeholder Committee;
 - BC Transit;
 - Major landowners in the Shelbourne Valley;
 - Bowker Creek Initiative;
 - Greater Victoria Cycling Coalition;
 - Saanich Planning, Transportation and Economic Development Committee;
 - Saanich Bicycle and Pedestrian Mobility Advisory Committee; and
 - Gordon Head Residents Association.

Council Advisory Committees

As noted above, meetings occurred with two Council Advisory Committee, with a focus on a review of the Option 3 design. Both committees passed motions in support of Option 3.

On October 6, 2016 the Bicycle and Pedestrian Mobility Committee passed a motion as follows:

“That the Bicycle and Pedestrian Mobility Advisory Committee supports in principle the design concept of option three for the Shelbourne Valley Action Plan, as presented.”

On October 13, 2016, the Planning, Transportation and Economic Development Committee passed the following motion:

“That the Planning, Transportation and Economic Development Advisory Committee supports Option 3 as presented by the manager of Community Planning at the Planning, Transportation and Economic Development Advisory Committee October 13, 2016.”

Public Survey Results

In total, 1,328 people completed the public survey on Option 3. A full account of engagement and survey results is included as Appendix B of this report. The focus of this public survey was to assess support for Option 3 and to understand any remaining concerns/suggested changes. In assessing support, 60% of survey respondents indicated that they supported the Option 3 design concept, with 84% either supporting or partially supporting Option 3. Figure 8 shows the response to the question: Do you support the proposed Option 3 design?

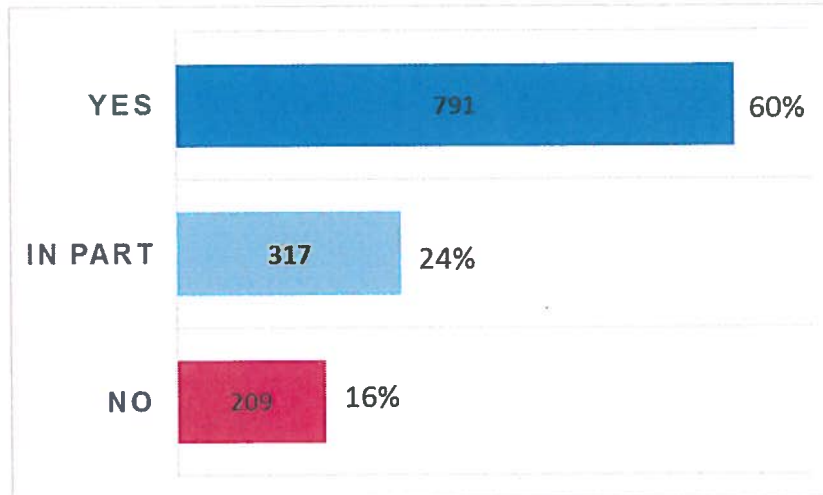


Figure 8: Responses to Question “Do you Support the Proposed Option 3 Design”

Another question the survey asked respondents was, which elements of the Option 3 design were most important to them. The most important elements identified were as follows:

1. Continuous bike facility of Shelbourne Street (67% of respondents);
2. Separation of bike facilities from vehicle traffic (63%);
3. Retention of four travel lanes – North Dairy Road to Christmas Avenue (38%);
4. Improvement of UVIC Bike Connector (37%); and
5. Addition of new pedestrian/cyclist signals – Knight Avenue and Torquay Drive (33%).

A question was also asked regarding what changes people would make to Option 3. Table 2 shows the top responses by survey respondents who were partially in support or not in support of Option 3.

Suggested Change	# of Mentions
Maintain four lanes/minimize traffic congestion	284
More bike lane separation	44
Reduce travel lanes/more two lane sections	37
Increase green space/minimize tree loss	14
Faster Implementation	7
Improve Turn Access	7
Reduce speed on other streets/Minimize traffic diversion	7
More transit improvements	7

Table 2: Top Suggested Changes by Survey Respondents who Did Not Support or Partially Supported Option 3

DISCUSSION

Option 3 was developed through careful consideration of public feedback received on Options 1 and 2, a desire to progress towards the ultimate vision on Shelbourne Street and the reality of existing conditions. Option 3 makes many significant changes that will begin to transition the fundamental character of Shelbourne Street to a more complete street that comfortably accommodates a wide range of users.

Given the constraints on Shelbourne Street and the many goals of the long-term vision, an optimal outcome for all considerations cannot be achieved in the short-term. Option 3 provides many significant improvements, but does include trade-offs.

The following text highlights key items raised in feedback received on Option 3 in the public survey, stakeholder meetings, and written submissions.

Impacts to Vehicle Travel Times/Diversion to Parallel Streets

As in initial engagement phases, a key item identified by members of the public was concerns around the impact of lane reductions on Shelbourne Street in Option 3. Specific concerns included slower travel times, increased diversion to parallel streets, and transitions at merge points.

When compared to Option 2, Option 3 has increased the extent of four lane sections and reduced the number of merge points. Specifically, four lanes have been retained in the southern portion of Shelbourne Street, which carries the highest traffic volumes (25,000 vehicles a day).

The number of travel lanes is proposed to be reduced between Christmas Avenue and Garnet Road and between just north of McKenzie Avenue to Torquay Drive. Lane reductions are recommended in these locations as a means to accommodate the addition of bike facilities.

Traffic analyses have been completed for Option 3 and based on traffic models, travel times have been estimated for existing and proposed conditions for Shelbourne Street between Feltham Road and Hillside Avenue. Current peak travel times are 9 minutes in the southbound direction in the morning peak and 10 minutes in the northbound direction in the afternoon peak. Under Option 3, travel times are estimated to increase by about 1.5 minutes in the southbound direction in the morning peak and just over 2.5 minutes in the northbound direction in the afternoon peak.

Potential diversion has also been examined with estimated impacts as follows:

- Traffic increase of 10-15% on Cedar Hill Road in peak periods;
- Traffic increase of 3-4% on Richmond Road in peak periods; and
- Traffic increase of 15-20% on Gordon Head Road in peak periods.

It is important to note that non-peak hour/direction travel times on Shelbourne Street would largely be unchanged.

While there are impacts for motor vehicles in the short-term, there are also many changes that will improve conditions:

- Removal of bikes from travel lanes, creating a safer condition for both vehicle drivers and cyclists;
- The addition of central turn lanes promoting safer turning movements in the north part of the corridor;
- Greater separation of travel lanes from sidewalks, creating a much more pleasant walking environment; and
- The addition of new or upgraded traffic signals that will promote safer access.

Any travel lane reductions made in the short-term will be returned back to four lanes as additional right-of-way is acquired through redevelopment, consistent with the long-term vision.

Retention of Four Lanes from Christmas Avenue to Garnet Road

A number of public comments focused on modifications to maintain four lanes from Christmas Avenue to Garnet Road, providing a continuous four lane segment from North Dairy Road to McKenzie Avenue. While the right-of-way in this section could technically accommodate four lanes and a minimum size bike facility, there are two key factors that play into the design that is proposed.

Firstly, this segment (Christmas Avenue to Garnet Road) has a number of high value trees that strongly contribute to the character of the street. Any configuration that retained four lanes and also added cycling facilities would require removal of virtually all the trees in this segment.

Secondly, the sidewalks in this segment are in relatively good shape, unlike portions in the south part of the corridor where the sidewalks are in urgent need of repair. In the case of Christmas Avenue to Garnet Road, retaining four lanes and adding cycle tracks would have significant cost and streetscape implications.

Impacts to Transit

Many of the general traffic impacts noted above also apply to transit vehicles. The Victoria Regional Transit Commission expressed some concerns with the Option 2 concept when it was presented for feedback earlier in the year. Option 3 provides a better outcome, as there are greater number of travel lanes, as well as a reduction in the number of potential conflict points between buses and bikes. Given the prominence of Shelbourne Street as a vital transit corridor, it is important to continue to work towards maintaining transit efficiency and enhancing the rider experience.

Option 3 helps to accomplish this through:

- Removing cyclists from vehicle lanes which will reduce some delay to transit that currently exists;
- Re-spacing transit stops to align with BC Transit guidelines, which creates time savings through removal of five stops;
- Adding bus shelters at all stops along the corridor. Currently only 11 of 24 stops have shelters;
- Improving pedestrian and cycling connections, providing easier transitions between travel modes;
- Removing some bus bays which will improve the transit operations as well as pedestrian waiting areas; and

- Participating in a traffic signal priority study, which could potentially improve transit travel times.

Tree Impacts

The Option 3 design concept estimates that approximately 70 trees would need to be removed, with approximately 90 trees replanted on Shelbourne Street. There would be more tree loss in this option than the previous two options as the entire stretch of Shelbourne Street from North Dairy Road to Pear Street would be reconstructed to include a new sidewalk and cycle track behind the curb. North of Pear Street, the impacts to existing trees would be minimal.

It is important to note that many of trees being proposed for removal would not be retainable in a standard sidewalk upgrade project or as part of the implementation of the ultimate design. In detailed design work, options will be explored to enable design modifications that could preserve existing trees.

Bike Facility Design

Feedback has been received on further increasing the amount of physically separated segments of bike lane on Shelbourne Street. The Option 3 design concept provides a significant step forward in this regard, as over 50% of the route is physically separated from traffic. The remainder of the route is buffered bike lane which potentially could incorporate physical separation, such as bollards, in the future. This could be explored further at the detailed design stage.

Property Acquisition

The Option 3 design concept includes limited acquisition from the frontages of 17 properties. 15 of these 17 acquisitions are on the west side of Shelbourne Street between North Dairy Road and Knight Street and are required to accommodate a bike facility and maintain four travel lanes in this narrow segment. The remaining two acquisitions would facilitate left turn bays at Garnet Road and Kisber Avenue. Should Council approve the design concept, negotiations would commence with property owners. If these negotiations are unsuccessful, design modifications would be explored.

Stormwater Management

During consultation with stakeholder groups, including the Bowker Creek Initiative, there was significant interest in how stormwater management would be improved in short-term concepts. The intention of the project is to integrate stormwater management areas into vegetated boulevards where possible. To this end, budget has been allocated in the preliminary cost estimate for stormwater management. The exact location of these areas would be determined through detailed design.

IMPLEMENTATION CONSIDERATIONS

The proposed transportation improvements represent a significant undertaking that would have impacts for future engineering priorities and staff resources. This section of the report identifies potential phasing, funding, alignment with underground infrastructure projects, and maintenance considerations.

Potential Phasing

Regardless of the option chosen by Council, the implementation of mobility improvements will involve a multi-phased process and include coordination with the upgrading of underground utilities. It is estimated that the first year of the project would be dedicated to detailed design work, with construction being initiated as early as 2018.

Figure 9 shows potential project phasing, with the area north of McKenzie Avenue and the UVIC Bike Connector identified as Phase 1, as they have less complex design considerations.

Funding

Funding for the project would be from the transportation capital budget. Staff have developed scenarios where existing capital funding allocations could be managed to fund the project. This would likely delay some other transportation capital projects, such as the Sinclair Road upgrades, Douglas Local Connector project, and the Glanford complete street project.

Given the comprehensive, multi-modal improvements that are being considered, this project would be a strong candidate for Federal and Provincial grant programs. If funding was obtained it would reduce the overall project cost and/or potential delays to other projects.

Underground Infrastructure Projects

Most of the major storm, sewer, and water pipes under Shelbourne Street are 80-100 years old and reaching the end of their useful life. Many of these pipes are scheduled for replacement in the next 7-10 years under the Capital Replacement Program.

Preliminary cost estimates for required upgrades are as follows:

- Water - \$5.9 million
- Sewer - \$4.6 million
- Stormwater - \$7.9 million

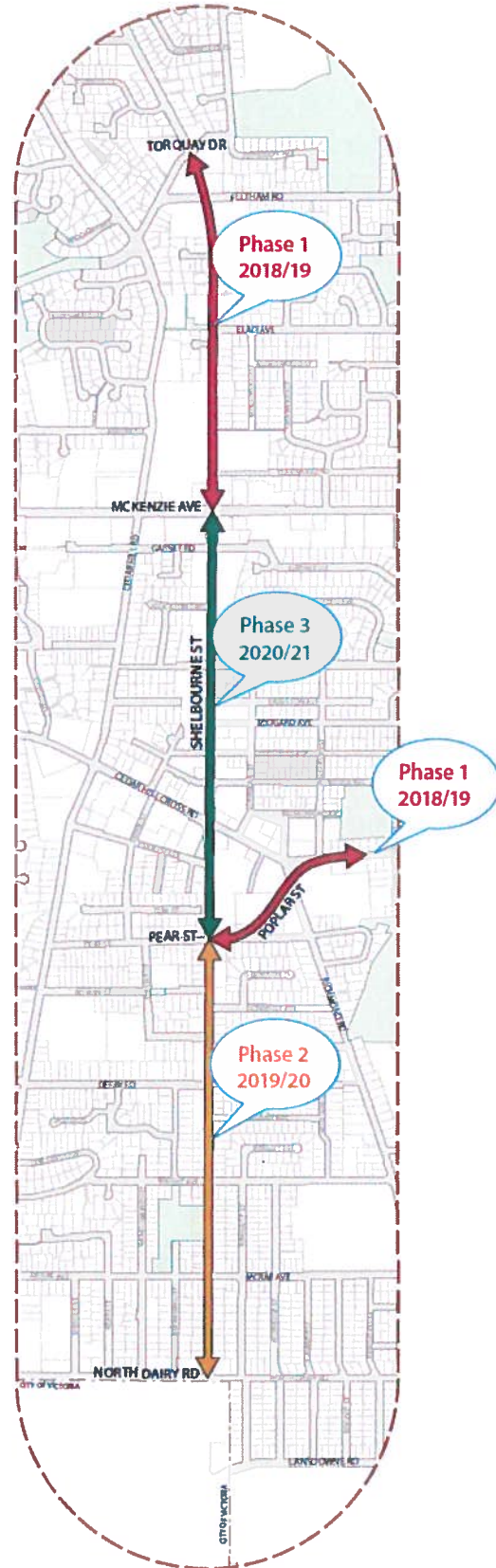


Figure 9: Potential Project Phasing

The major roadwork associated with this project provides an opportunity to coordinate underground and transportation work and minimize overall impacts to residents and businesses. To enable this coordination, infrastructure design work would need to begin in concert with the initiation of transportation design work. Underground infrastructure projects are funded through separate utilities. As with the transportation capital projects there would need to be a realignment of short-term priorities within each utility to facilitate this work.

Maintenance Considerations

A large portion of the Shelbourne Street right-of-way could undergo a wholesale transformation, which would have implications for both Engineering and Parks maintenance budgets.

From an engineering perspective, the complexity of the street environment would be greatly enhanced by the addition of three types of bike facilities and a significant amount of new paint markings. From a parks perspective, while the amount of area to maintain is not dramatically different, there would be 90 new trees that require care to establish properly and boulevard segments that would be challenging to irrigate and maintain. These changes and the corresponding increase in maintenance requirements will need to be considered in the operational budgets of these departments.

NEXT STEPS

Council Decision on Mobility Options

Council could endorse in principle any of the three short-term mobility implementation options. All have relatively similar costs and implementation timelines.

Option 1 maintains four travel lanes and focuses improvements in strategic locations. It does not however create a fundamental change on Shelbourne Street and does not include a continuous bike facility, which has been identified as a critical element by many stakeholders.

Option 2 includes a continuous bike lane, focused pedestrian improvements, and lane reductions on 75% of Shelbourne Street. While achieving the goal of a continuous bike lane, concerns were expressed around the impacts to transit and motor vehicles, the quality of the bike facility, and access to businesses.

Option 3 provides a continuous, high quality bike lane, significant pedestrian improvements, maintains left turn access in most locations, and preserves four travel lanes for 65% of Shelbourne Street.

Recommendation

Staff believe that Option 3 represents the best combination of improvements that advance pedestrian and cycling conditions in the short-term, while respecting the role and function of Shelbourne Street as a whole. It also represents the biggest step towards the ultimate design for Shelbourne Street of any of the options.

Shelbourne Valley Action Plan

Council endorsement of a short-term mobility implementation option would enable staff to incorporate short-term actions into a final Shelbourne Valley Action Plan. The revised Plan would then be presented to Council for consideration for adoption in early 2017.

Detailed Design and Construction

Endorsement in principle would provide clarity on preferred short-term implementation actions. While this direction would enable staff to initiate initial preparatory work, detailed design work, including the hiring of consultants and property negotiations, would not commence until formal adoption is given to the full Shelbourne Valley Action Plan.

SUMMARY

The purpose of this report is to present information on potential short-mobility implementation options, share feedback received from the public and stakeholders and seek Council endorsement of a short-term mobility implementation option.

Working from Council direction to explore options for accelerating pedestrian and cycling improvements in the Shelbourne Valley, staff developed two short-term mobility improvements options. Public feedback on Options 1 and 2 was received in February and March of 2016, with 58% support in the public survey for Option 2, which included a continuous bike lane and travel lane reductions on 75% of Shelbourne Street. Public feedback also highlighted concerns regarding changes to left turn access, the quality of the bike facility and the extent of lane reductions on Shelbourne Street. In response, staff developed a third option to address these concerns.

Option 3 retains the fundamental element of Option 2 (continuous bike lane), but includes enhancements to maintain left turn access in most locations, enhance the quality of the bike facility, maintain a focus on pedestrian improvements, and reduce the extent of lane reductions on Shelbourne Street.

Engagement with the public and stakeholders indicated general support for Option 3, with 84% of survey respondents supporting or partially supporting Option 3. For those that did not fully support Option 3, the key concern was the impacts of travel lane reductions.


Changes to Shelbourne Street in the short-term are being contemplated within significant constraints. Staff believe Option 3 strikes a balance between creating meaningful and transformative changes to pedestrian and cycling conditions on Shelbourne Street, while respecting its existing context and roles. Therefore, it is recommended that Council endorse Option 3 and direct staff to integrate this as the final piece of the Shelbourne Valley Action Plan.

RECOMMENDATION

That Council:

1. Endorse in principle Option 3 short-term mobility implementation actions.
2. Direct staff to incorporate Option 3 short-term implementation actions into the Shelbourne Valley Action Plan and bring the Plan forward to a subsequent meeting of Council for final review and consideration.

Report prepared by:


Cameron Scott, Manager of Community Planning

Report reviewed by:


for Sharon Hvozdzanski, Director of Planning

CS/ads

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Attachment

cc: Paul Thorkelsson, CAO
Harley Machielse, Director of Engineering

CAO'S COMMENTS:

I endorse the recommendation of the Director of Planning


Paul Thorkelsson, CAO