

Report to Council



Date: February 11, 2019
File: 1850-30
To: City Manager
From: Transportation Engineering Manager
Subject: Active Transportation Corridors Progress Update
Report Prepared by: C. Williams, Transportation Planning Engineer

Recommendation:

THAT Council receives, for information, the report from the Transportation Engineering Manager dated February 11, 2019, with respect to Active Transportation Corridors Progress Update.

Purpose:

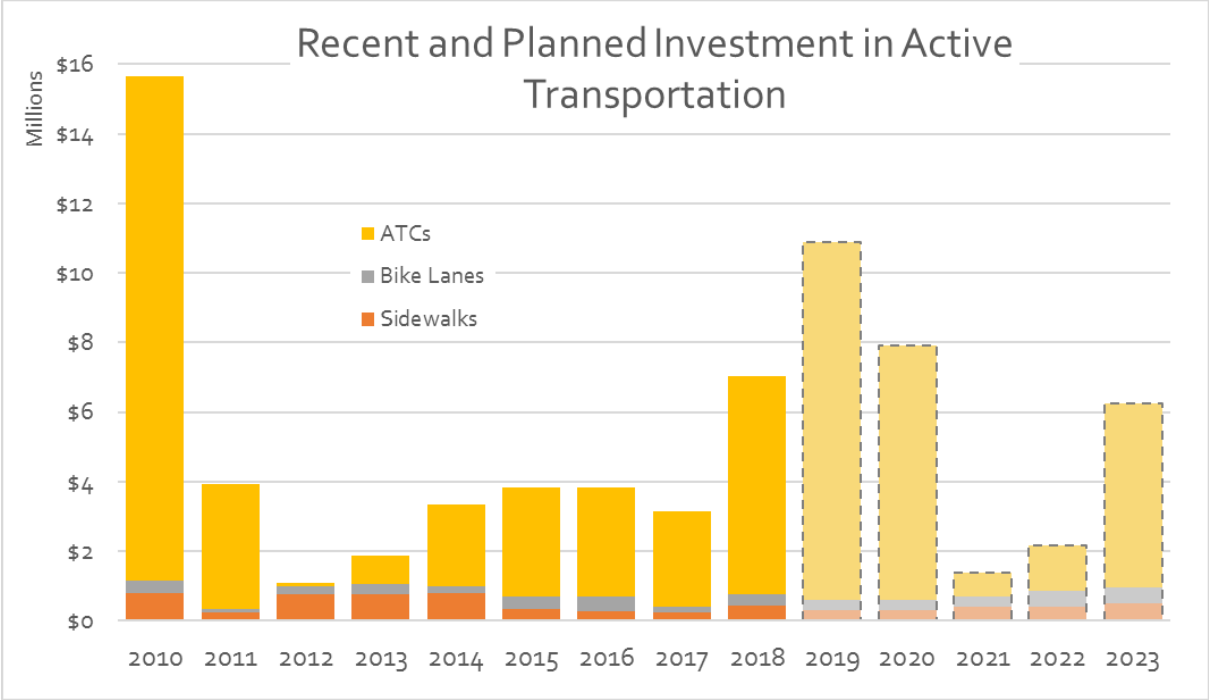
To provide Council with an update on the Active Transportation Corridor.

Background:

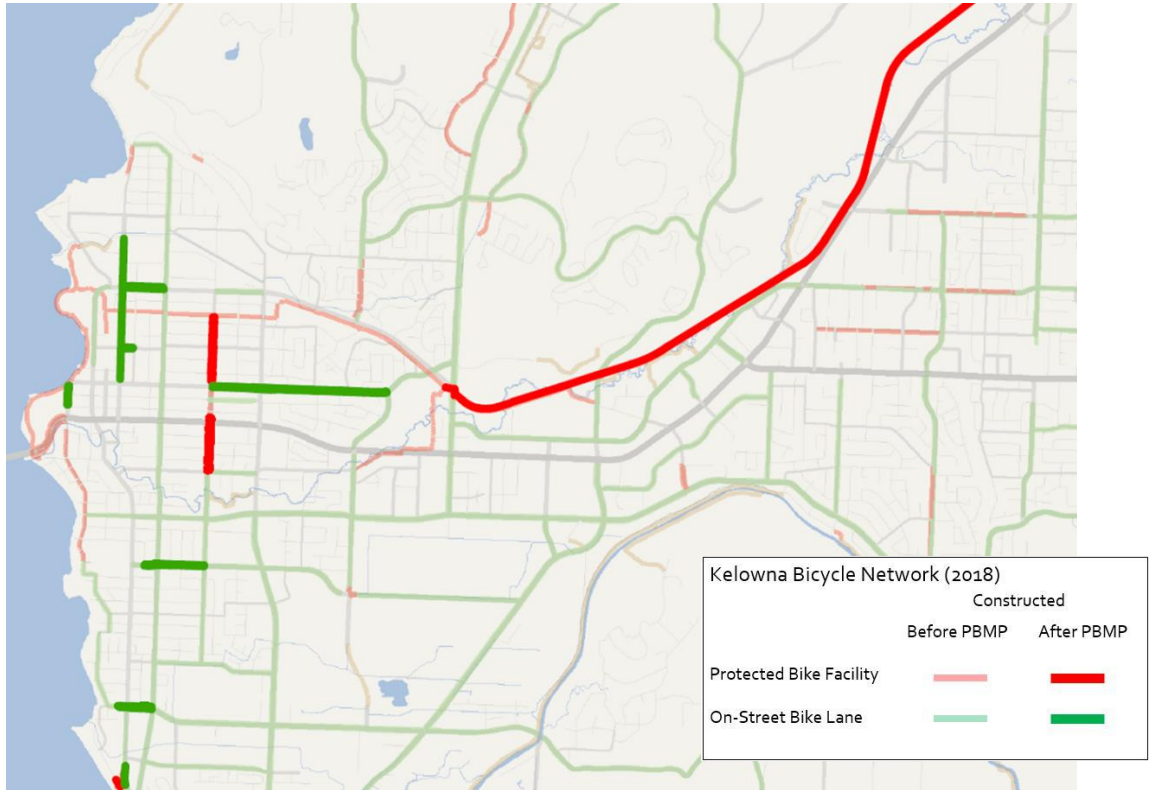
The Pedestrian Bicycle Master Plan (PBMP), adopted by Council in 2016, seeks to make walking and biking safe and convenient for people of all ages and abilities. Promoting active transportation is aligned with the Imagine Kelowna vision as a cost effective strategy. This will allow Kelowna to mitigate traffic congestion and its potential impacts on our economic competitiveness as we grow. A balanced transportation network is essential to ensure Kelowna remains an attractive place to live, work and play.

Over the last three years the City has taken concrete steps to implement the PBMP through investments in infrastructure – including sidewalks, shared paths, and bike lanes – and programs such as Bikeshare, Safe Routes to School, and Bike to Work Week.

Active transportation projects are funded through a number of different programs that are identified in the City's 10-Year Capital Plan. Of this funding, the majority of recent and planned investment supports active transportation corridors.



Investments follow priorities set in the PBMP, which considered gaps in the network, connectivity to key destinations such as schools and parks, and prioritizing areas with the highest potential for cycling - areas with higher densities of residents and jobs.



Strategies for Implementing Bicycle Infrastructure:

While all bike network improvement projects work towards developing a safer and more convenient cycling network, facilities are delivered through a range of strategies, including;

1. Road Resurfacing Program: Concurrent with resurfacing / repaving, bike lane markings are placed to reflect current design standards. Examples include: Glenmore Rd (Clement to High) and Springfield Rd (East of Dilworth).
2. Spot Safety Improvements: Changes to intersection and crossings to reduce potential conflicts between vehicles and people walking and biking. Examples include: the intersection of Gordon and Casorso and the intersection of KLO and Benvoulin.
3. Bike Lane Program: Painted bike lanes, buffered where conditions allow, to expand and fill in gaps in the network. Examples include: Ellis St (Bernard to Recreation) and Bernard Ave (Lakeview to Ethel)
4. Active Transportation Corridors: ATCs are comfortable, protected bicycle and pedestrian facilities for users of all ages and abilities. In many cases, these are delivered in conjunction with other roadway and utility upgrades. Examples include: Okanagan Rail Trail and the Ethel Street.

The City also partners, for additional funding, with ICBC through their Road Improvement Program and the Ministry of Transportation and Infrastructure's Bike BC grant program where applicable.

Over the first three years of the PBMP, expansion of ATC facilities, to create a minimum grid of all ages and ability facilities, has included:

- Ethel 1 (2015, Bernard to Harvey, construction cost \$6.4K per m)
- Ethel 2 (2016, Cawston to Bernard, construction cost \$4.9K per m)
- Ethel 3 (2017, Harvey to Sutherland, construction cost \$6.9K per m)
- Okanagan Rail Trail (2018, Dilworth to YLW)

Upcoming projects:

- Ethel 4 & Ethel 5 (2019/2020, Sutherland to Rose, projected cost \$5.2K per m)
- Sutherland 1 (2019, Pandosy to Ethel, projected cost \$2.4K per m)

A Decade of Learning:

Design standards for bicycle infrastructure have evolved over the years. The City has learned and adopted new practices through implementing the PBMP. While each project is different, and costs vary with context, the City has made efforts to find cost effective and safe solutions to more quickly deliver the active transportation network. Moving towards street-level facilities separated by medians, rather than raised cycle tracks is one example of an approach the City is taking to achieve these goals. Additionally, designs which do not require a full rebuild of the street are being applied where feasible. For example, the design of Sutherland 1 will greatly improve comfort and safety while maintaining some parking, mature street trees and reducing real estate impacts.

Internal Circulation:

Active Transportation Coordinator
Commutations Consultant
Divisional Director, Infrastructure
Infrastructure Delivery Department Manager

Senior Project Manager
Transportation Planner

Considerations not applicable to this report:

Alternate Recommendation
Communications Comments
Existing Policy
External Agency/Public Comments
Financial/Budgetary Considerations
Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Personnel Implications

Submitted by:
G. Foy, Transportation Engineering Manager

Approved by:
R. Villarreal, Integrated Transportation Department Manager

Approved for inclusion:



A. Newcombe, Divisional Director, Infrastructure

Attachment 1 - Active Transportation Corridors Progress Update Presentation

cc: Divisional Director, Infrastructure
Divisional Director, Corporate Strategic Services