



BRIEFING NOTE

To: Council
From: Chief Administrative Officer
Subject: 5th Street Complete Streets Pilot Project – Site Briefing

File No.: 8620-01; 16009
Date: September 22, 2016

ISSUE:

This Briefing Note is to provide Council with a summary of the work the City has undertaken to date on the Complete Streets Pilot Project, including proposed cross-section options, details regarding the removal of utility poles, and information regarding a possible pop-up intersection installation at 5th Street and Fitzgerald Avenue.

BACKGROUND:

City Council identified Complete Streets as a ‘Council NOW Priority’ in the 2015 Strategic Priorities. Implementing complete streets also builds on the City’s 25 Year Vision for Multi-Modal Transportation Strategy and subsequent Complete Streets Pilot project options evaluation.

Council further supported multi-modal transportation in the City of Courtenay’s 2016-2018 Strategic Priorities: “As we build new or replace existing transportation infrastructure, we are consistent with what we learn from our Complete Streets Pilot Project.”

At the April 4, 2016 Regular Council Meeting, Council considered staff’s report and resolved that:

Moved by Hillian and seconded by Wells that based on the April 4, 2016 staff report entitled “5th Street Complete Streets Pilot Project – Update and Presentation from Urban Systems Ltd,” and presentation, Council approve Option 1 and direct staff to proceed with public engagement as described in this report.

KEY CONSIDERATIONS:

Priorities identified through the above referenced public engagement process have been used to inform the design of five surface treatment options for 5th Street, between Fitzgerald Avenue and Menzies Avenue. These options take into consideration the space constraints of 5th Street, as well as the priorities identified by the public for the different facilities. Drawings have been attached to this document to demonstrate the five options; elements included in each are described in the table below.

	Travel Lane	Enhanced Sidewalk	Standard Bike Lane	Enhanced Bike Lane	Raingarden	Parking Lane
Option 1	✓	✓	✓	x	✓	✓
Option 2	✓	✓	✓	x	x	✓
Option 3	✓	✓	x	✓	✓	x
Option 4	✓	✓	x	✓	✓	✓
Option 5	✓	✓	x	✓	✓	x

Option 1 most closely resembles the conceptual cross-section described in the UBCM grant application that was the basis for the City obtaining \$3.25M in funding for this project.

When considering each option in further detail as we work toward the design phase, it should be noted that options with physically separated bike lanes pose a maintenance challenge for the City. Currently, all street sweeping operations are conducted by one machine designed to manoeuvre in standard roadway lanes widths. Special equipment may be required to be purchased to maintain isolated bike lanes on this 500 metre stretch of roadway. Snow clearing operations would also require the same consideration.

At the April 4, 2016 Regular Council Meeting, Council asked staff to investigate the possibility of removing the utility poles along the Complete Streets corridor. Staff, through Urban Systems Ltd., engaged PBX Engineering to develop an order of magnitude estimate for the conversion of the existing overhead BC Hydro, Telus, and Shaw Cable wiring to underground for the project. The cost estimate for this work is \$2.42 million. None of this cost is part of the UBCM Grant funding, and it is unclear how this would be funded and on whether this would delay the current approved and funded works.

BC Hydro has a Beautification Fund that provides financial assistance to Municipalities for the purpose of converting from overhead to underground facilities whereby BC Hydro will contribute up to one-third funding towards approved projects. The program has a fixed annual budget of \$1.0M. Should Council chose to advance with this aspect of the project, the City would be competing against projects from across the province for a portion of this funding which would be a small fraction of the overall cost of this work.

Through the public engagement process it was identified that the intersection of 5th Street and Fitzgerald Avenue will serve as an important gateway to the downtown core for residents, businesses, and visitors alike. It was acknowledged that potential changes at this intersection to balance the transportation modes may impact traffic patterns at the intersection and along adjacent routes. One way to test the potential impacts of a transportation change is through a temporary or “pop-up” intersection installation. Through the use of temporary curbs and bollards, signage, and paint markings, we can test the impacts on the transportation network in advance of completing our design, at a fraction of the cost of permanent construction.

Urban Systems Ltd. has provided a conceptual design and estimated the budget to construct the temporary intersection installation will be \$30,000 - \$50,000, which will include the set-up, take-down, material purchases and internal staff time and labour costs. The installation would run approximately six months next year while detailed design of the balance of the roadworks is underway. During this period, staff would conduct traffic counts at key adjacent intersections to determine if traffic patterns change as a result of the modifications to the intersection. Although improvements at the intersection of 5th Street and Fitzgerald Avenue were not included in the original estimate for the UBCM grant, the results of this evaluation would inform the ultimate design of the intersection and the treatment required in connecting the west leg of the intersection. With Council’s support, staff would request this sum be added to the 2017 budget deliberations.

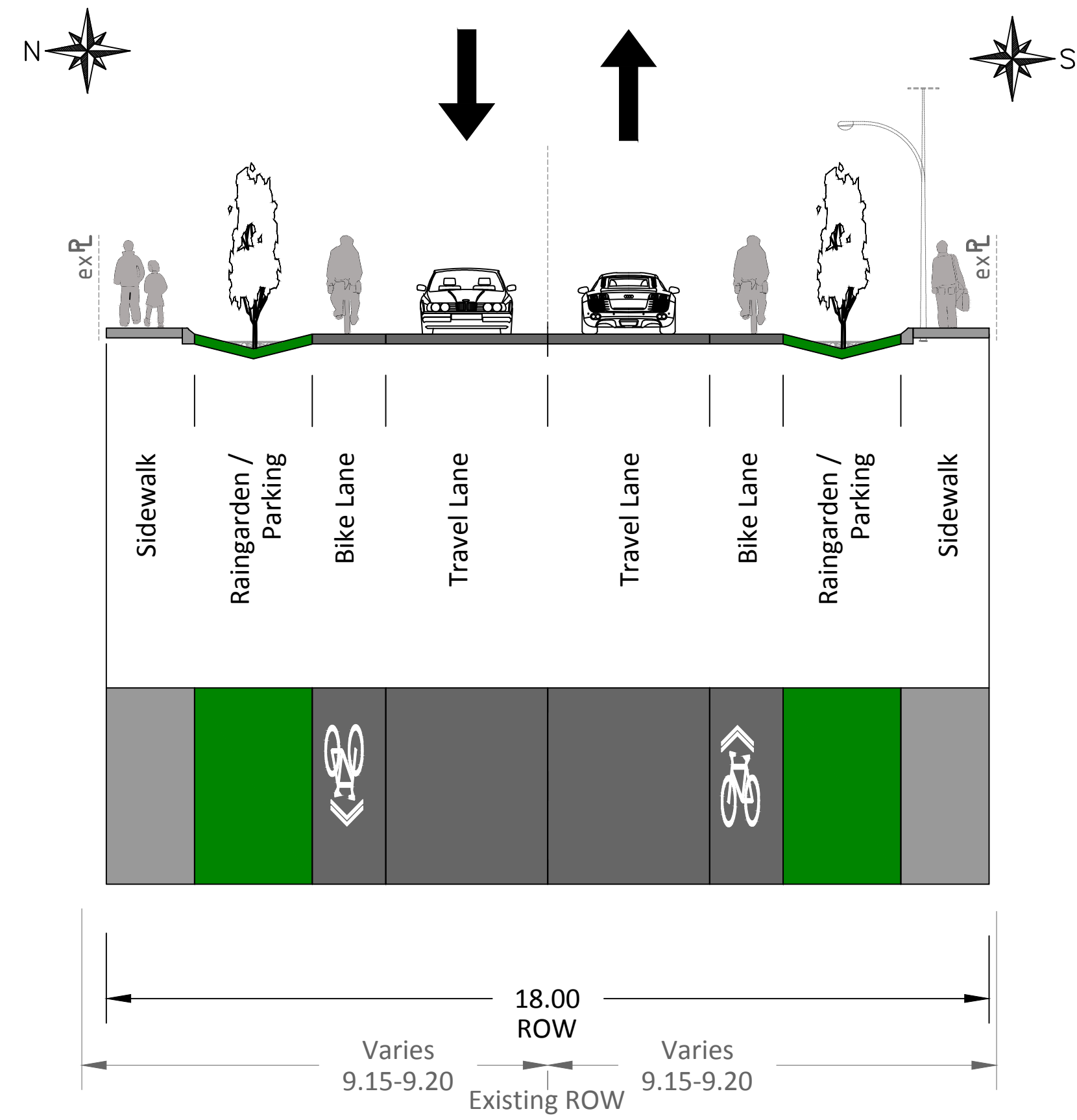
All of these topics will be reviewed onsite and discussed in greater detail at the October 3rd, 2016 regular Council meeting.

Prepared by:

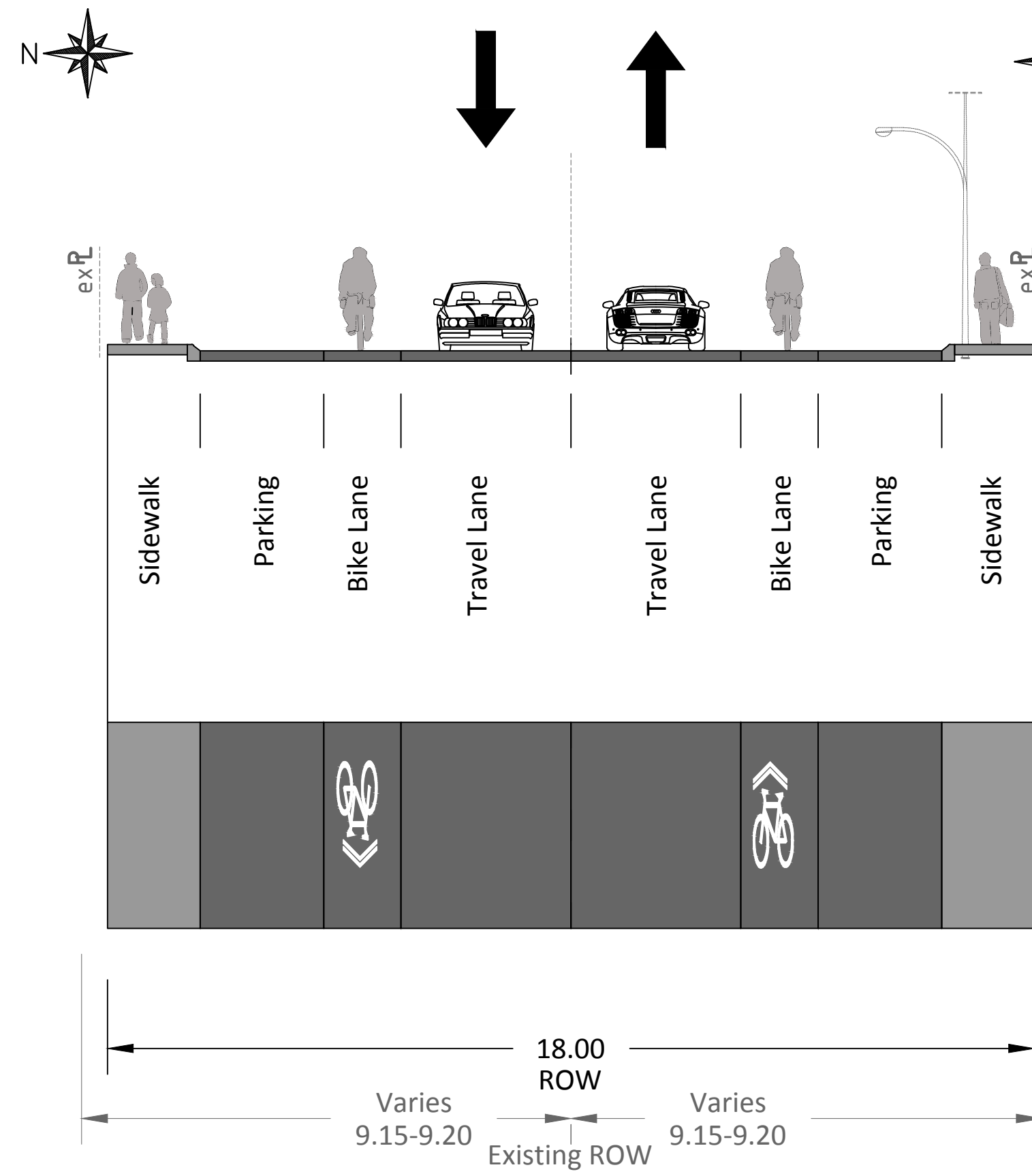


Lesley Hatch, P.Eng.
Director of Engineering Services

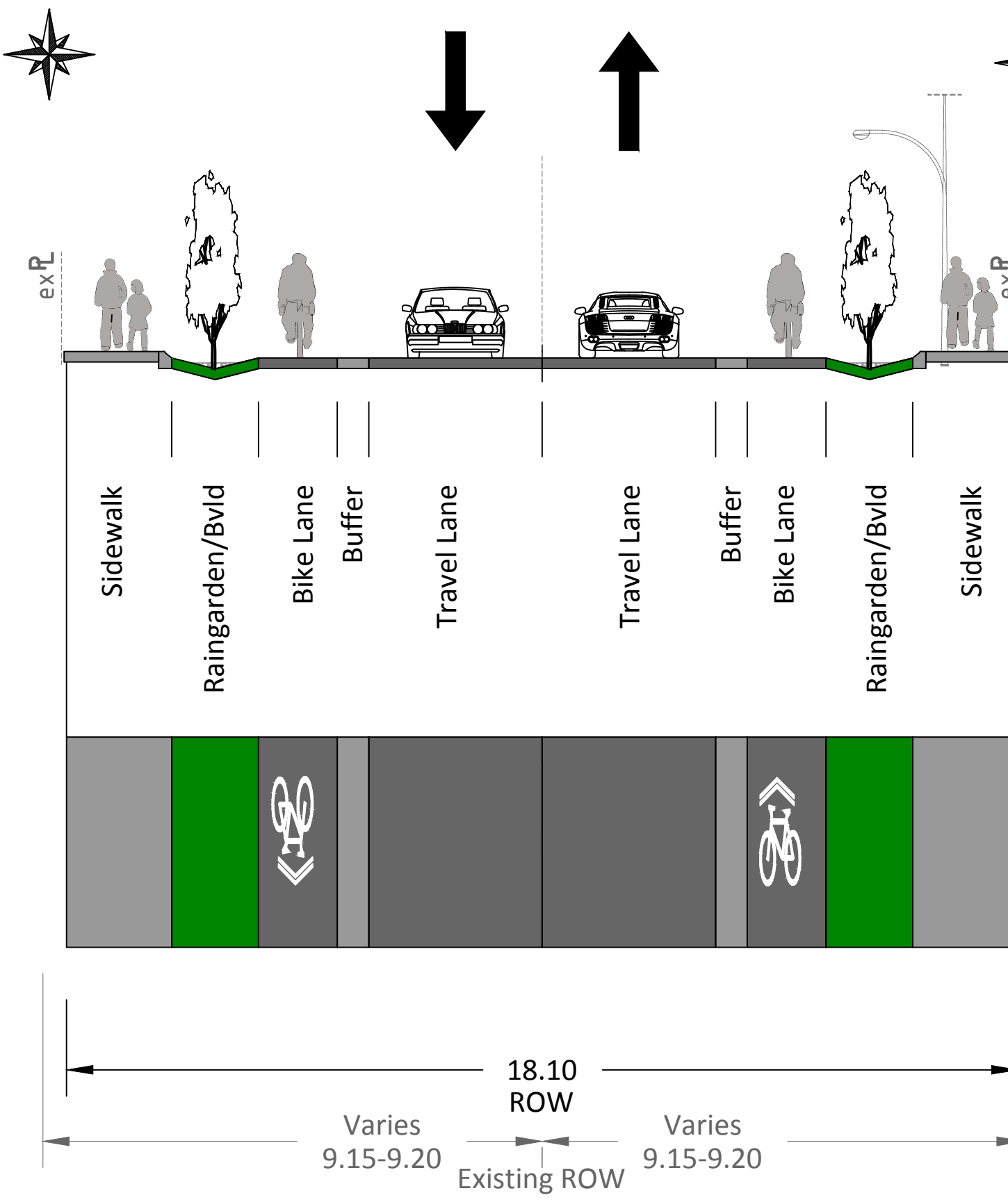
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OPTION 1



OPTION 2



OPTION 3

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CITY OF COURTENAY



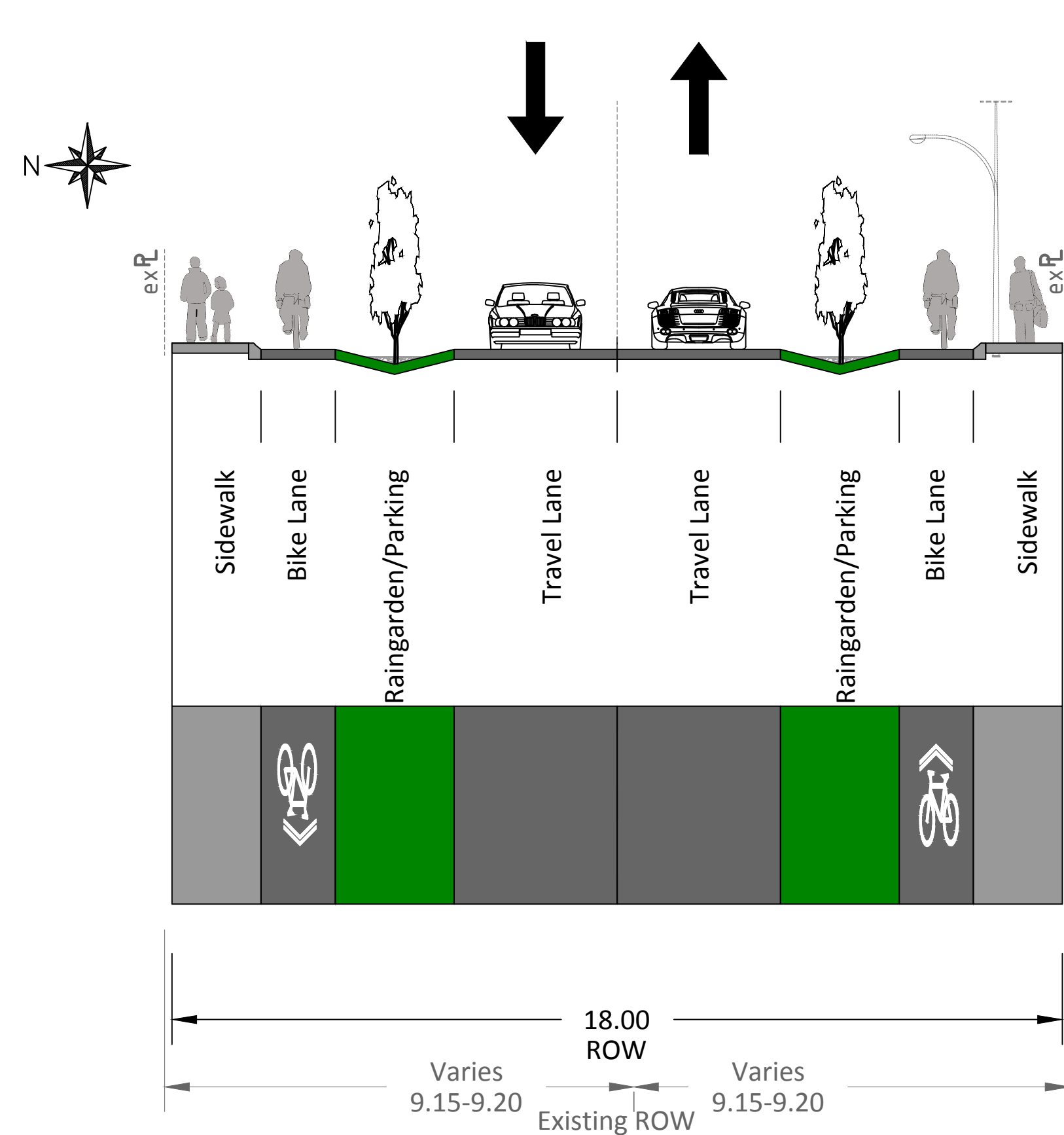
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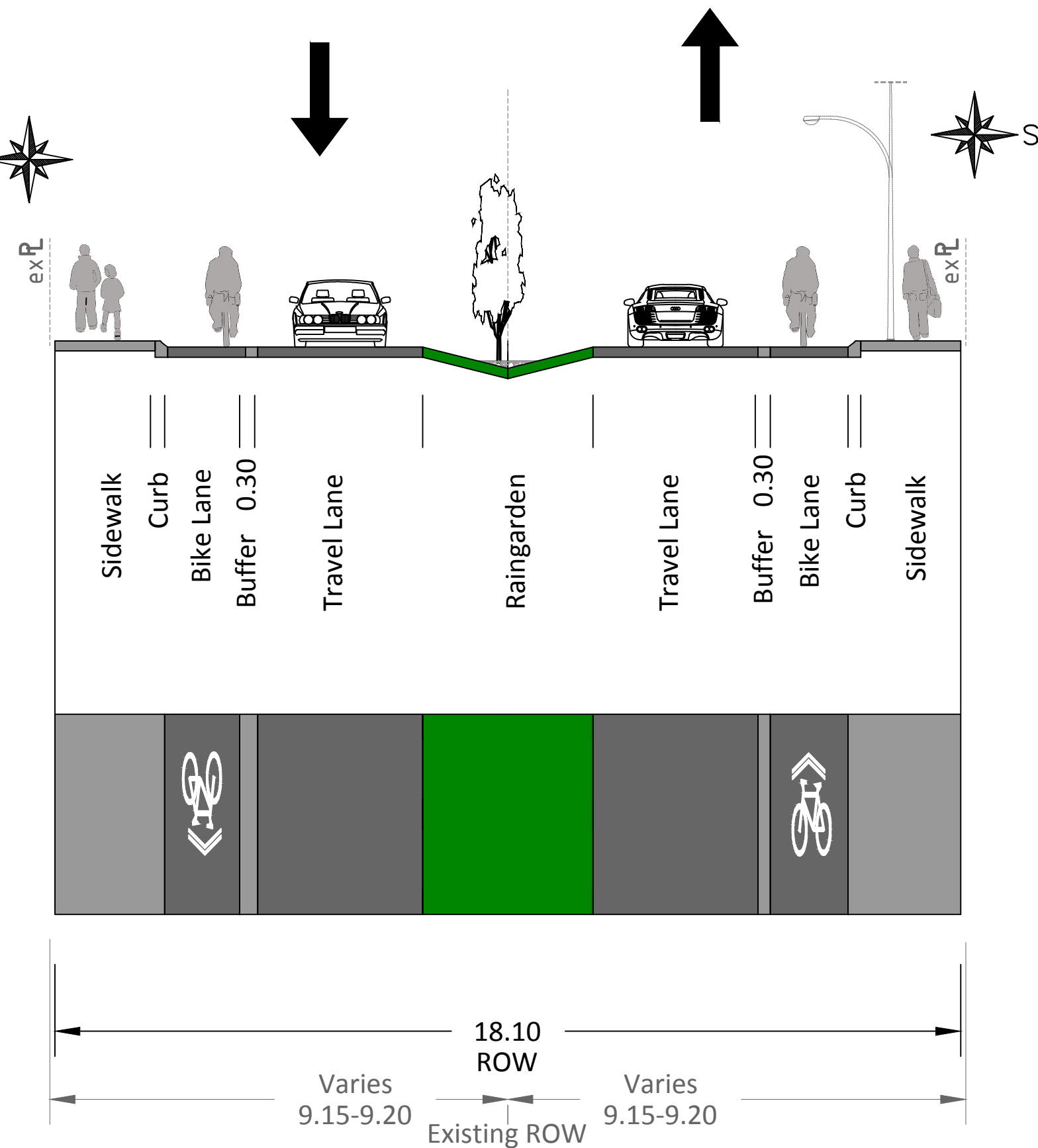
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Sheet Number 1 of 2
Project Number 3222.0014.01 Drawing Number 01 Revision ####

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OPTION 4



OPTION 5

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Sheet Number 2 of 2
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