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To: "Direct to Mayor and Council - DL"

CC: "City Manager's Correspondence Group - DL"
"Nelms, Cheryl" <Cheryl.Nelms@vancouver.ca>

Date: 12/19/2019 5:08:56 PM

Subject: Memo - Richards Green Complete Street Improvements - Cordova to Pacific Street

Attachments: ENG - Memo to Mayor and Council - Richards Green Complete Street Improve....pdf

Dear Mayor and Council,

Please see the attached memo from Cheryl Nelms regarding the Richards Green Complete Street Improvements. A short summary of the memo is as follows:

- Richards Green Complete Street Improvements is starting construction Jan 6th 2020.
- The project includes the upgrade of critical street infrastructure along Richards Street between Cordova and Pacific Street, and will include green infrastructure to sustainably manage rainwater, and transportation upgrades.
- Construction is scheduled from January 2020 to Summer 2021. Works will begin on Phase 1 of the project (Cordova Street to Nelson Street) using already allocated and approved 2019 funding of \$3M through the Active Transportation program.
- The Project Delivery Branch would like to send out notification letters to residents and businesses as soon as possible.

If you have any questions, please feel free to contact Cheryl Nelms at 604-873-7348 or cheryl.nelms@vancouver.ca.

Best,
Sadhu

Sadhu Afochs Johnston | City Manager
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Pronouns: he, him, his



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.

MEMORANDUM

December 19, 2019

TO: Mayor and Council

CC: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager
Lynda Graves, Administration Services Manager, City Manager's Office
Rena Kendall-Craden, Civic Engagement and Communications Director
Katrina Leckovic, City Clerk
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Anita Zaenker, Chief of Staff, Mayor's Office
Lon LaClaire, Director of Transportation
Taryn Scollard, Director of Streets
Karima Mulji, Director of Engineering Projects and Development Services

FROM: Cheryl Nelms, Acting General Manager of Engineering Services

SUBJECT: Richards Green Complete Street Improvements – Cordova to Pacific Street

The purpose of this memo is to provide an overview of the Richards Green Complete Street Improvements project, which is planned to start on January 06, 2020. The project is situated on Richards Street between Cordova and Pacific Street, (see Figure 1).

The project includes upgrading aging street & electrical infrastructure, building a protected bike lane, installing electric vehicle and additional public bike share stations, and introducing green initiatives to manage storm water run-off.

A new protected bi-directional bike lane will be constructed on the east side of Richards Street. The bike lane will be separated from traffic by a concrete median and a row of trees, (see Figure 3). Traffic signals, street lighting, and intersections will be upgraded to accommodate the new bike lane and to improve the safety and comfort for all street users.

Other improvements;

- Installation of storm water tree trenches to make better use of storm water run off
- Planting over 100 trees and planter boxes to manage water at the street level
- Introduction of silva-soil cells to minimize root damage to new & existing street infrastructure
- Sidewalk repair to improve safety and accessibility for all users

- Installation of an electric vehicle (EV) charging station
- Installation of two new public bike share (PBS) stations, and relocation of the existing four

Background

In 2016, interim designs for Richards Street upgrades (based on supporting plans and policies listed in Appendix B) were discussed with stakeholders and the public. Generally, feedback was that the concepts did not go far enough and more permanent and complete designs should be considered.

In late 2018, updated concepts (as shown in Appendix C) were shared with stakeholders, businesses, residents and the broader public. Staff received feedback from over 700 people, both in-person and online. This included door-to-door talks with businesses on the street, multiple meetings with key stakeholders (including TransLink and Vancouver Fire and Rescue Services along with the Downtown and Gastown BIAs), a public open house at the Vancouver Public Library on Dec. 6, 2018 and an on-line survey. Overall, there was a high level of support for the upgrades to the Richards Street. and, in particular, for a two-way and fully protected all-ages and abilities cycling facility.

The project includes approximately 102 new trees along the Richards Street Corridor. The Green Infrastructure Branch includes making coordinated upgrades to reduce street runoff by constructing stormwater tree trenches. This will promote large tree canopies and encourage biking and walking by providing healthy soil volume, water and growing space for trees, (see Figure 2). Several sidewalks will also be repaired to improve safety and accessibility.

A summary of changes made in response to feedback is available in Appendix D, while the stakeholder and public engagement summary can be found here; <https://vancouver.ca/files/cov/eng-rsu-stakeholder-and-public-engagement-summary-report.pdf>

Schedule

Construction work along Richards Street will be carried out by City of Vancouver crews. The project is planned to start on January 06, 2020 and is anticipated to be completed by summer 2021.

The project will be delivered in two phases, (also see Figure 1);

- Cordova St. to Nelson St from Jan 2020 to Summer 2020
- Nelson St. to Pacific St. from Summer 2020 to Spring 2021

Traffic Management Strategy

A traffic management strategy has been developed to minimize the impact of construction on the neighborhood and commuters. Pedestrian and vehicle access will be maintained to homes and businesses throughout construction. The existing sidewalks will be maintained, or alternate facilities will be provided. There may be significant periods where the current bike lane is closed in order to construct the new protected bike lane; however cyclists will be accommodated throughout construction. A minimum of one lane of traffic on Richards St. will be maintained at all times with an additional lane or turning lane added after hours when possible.

Parking maps showing all available parking in the area will be provided to Stakeholders in an attempt to minimize any parking impacts due to construction. CMBC and Translink will be coordinated with throughout construction for any potential impacts to bus services.

Throughout the project, traffic impacts will be monitored and the traffic management strategy will be adjusted as required.

Communication Plan

The Project Delivery Branch's Corporate Communications representative will coordinate communication for the project. The use of heavy equipment may increase noise levels in the area, and traffic along the alignment may be disrupted due to construction. These impacts will be communicated to stakeholders according to the Project Communication Plan which includes the following:

- Advance notification letters to residents and businesses;
- Meetings/Check-ins with the local neighborhood, residents, businesses, and key stakeholders along the project corridor will be held as required;
- A Project Website will be established with regular project updates;
- For day-to-day support of area businesses and residents, a community/stakeholder liaison has been added to the project team (Community Liaison, Emma Mendoza emma.mendoza@vancouver.ca)

If you have any questions or concerns, please contact me directly.



Cheryl Nelms, P.Eng., PhD
Acting General Manager, Engineering Services

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Appendix A – Construction Area and Phasing



Figure 1; Project Location

Appendix B – Supporting Plans and Policies

The project aligns with various City plans, including:

1. Engineering Strategic Plan

This project will contribute to meeting the following Engineering Strategic Plan Goals;

- ◆ Goal 2.1: Deliver on capital plans while maintaining cost-effectiveness
- ◆ Goal 6.2: Advance the implementation of the City's strategic and sustainability plans, initiatives, and policies
- ◆ Goal 8.1: Improve safety and perception of safety in the public
- ◆ Goal 10: Vancouver's assets and infrastructure are well-managed and resilient

2. Asset Management

The City plans for, develops, and sustains the low carbon, energy resilient, environmentally sound, cost effective, reliable, and safe public works and infrastructure that play an essential role in making Vancouver a healthy, safe, and prosperous city.

3. Greenest City 2020 Action Plan

The implementation of upgraded, more efficient, infrastructure components with the sewer upgrade will contribute to the City's Goal to become the greenest city by 2020.

4. Citywide Integrated Rainwater Management Plan/Rain City Strategy

- ◆ Goal 1: Protecting water quality through green infrastructure.
- ◆ Goal 2: Adapting to climate change and fostering resilience.
- ◆ Goal 3: Supporting liveability through healthy urban and natural ecosystems.

5. 2018 Urban Forest Strategy Update

- ◆ Goal 2: Plant trees to grow the urban forest

6. Transportation 2040

Street rehabilitation will contribute to the following Transportation 2040 Plan Goals:

- ◆ Goal C1.2: Upgrade and expand the cycling network to efficiently connect people to destinations
- ◆ Goal W1.1: Make streets safer for walking; and
- ◆ Goal M1.3: Improve safety and neighborhood livability

Appendix C – Example Intersection and Cross-section



Figure 2; Example protected intersection design for Richards St at Dunsmuir St

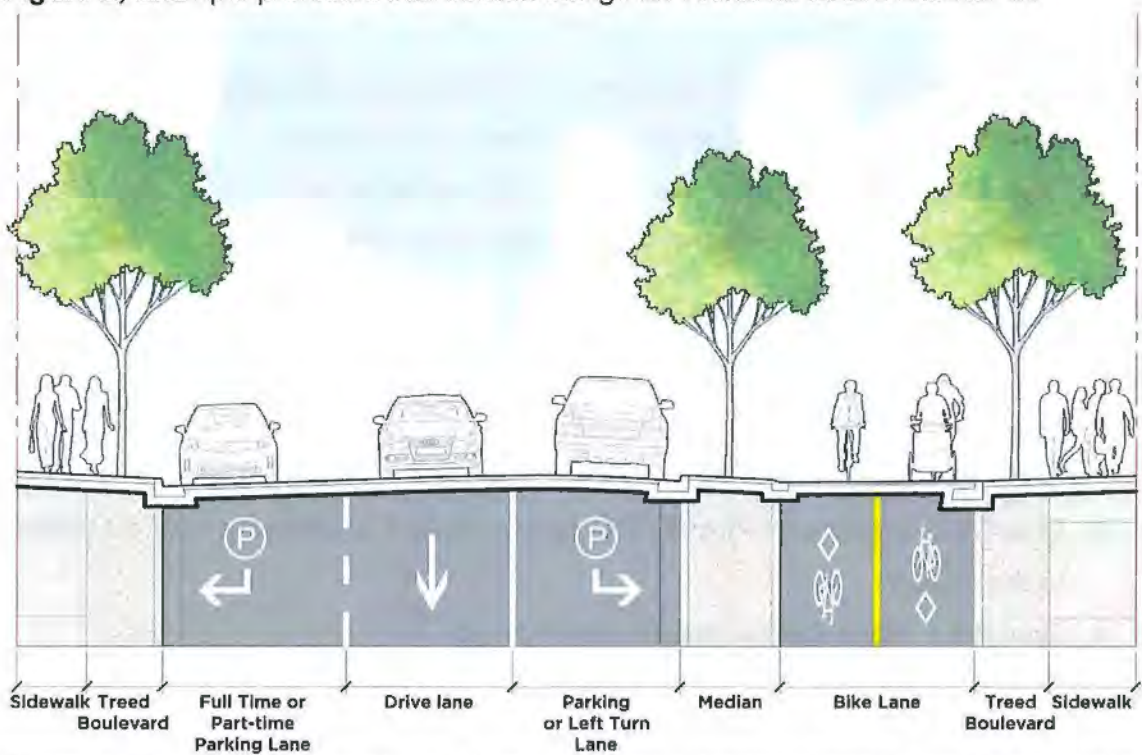


Figure 3; Example cross-section with green infrastructure median south of Dunsmuir St

Appendix D: Revisions Based on Engagement

Revisions to the Design

The following changes to the design were made between public engagement in 2016 and in 2018:

- Install the protected bike lane on the east side of Richards St. to avoid conflicts
- Improve northbound connections by making the protected bike lane two-way
- Create protected intersections to connect east-west cycling routes and reduce conflicts
- Add trees and raise the bike lane to provide an improved streetscape.
- Retain capacity for current motor vehicle volumes, with one through lane plus turn lanes and rush hour parking restrictions between Dunsmuir St. and Nelson St.
- Retain most parking spaces (approximately 85%) while adding physical separation to address conflicts with parked cars
- Relocate four existing Mobi bike share stations and install two new Mobi stations

The following changes have been made in response to feedback from stakeholders and the public in the most recent round of engagement:

- Construct the section north of Dunsmuir with interim materials, in recognition of the ongoing Gastown Complete Streets transportation planning process
- Extend the tour bus zone north of Hastings into the former transit bus stop
- Adjust the location of Italian Consular Zone southward of the new Mobi station at Pender and maintain its existing length
- Retain the passenger zone at the Kingston Hotel, subject to potential future changes along the west curb as required for traffic patterns or emergency services
- Relocate the layover for the 20 bus from farside Georgia to farside Dunsmuir, removing three parking spaces alongside parking lots, but adding four alongside businesses
- Realign the bike lane south of Georgia to support a curbside patio and/or parklet, while maintaining the bike connection to Telus Garden and adding two parking spaces
- Adjust the loading zone south of Davie to include a ramp to bike lane/sidewalk level
- Seek onward southern connections, such as to the Seaside Greenway