

From: "Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>

To: "Direct to Mayor and Council - DL"

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

Date: 1/16/2020 8:12:38 AM

Subject: Memo - Drake Street Upgrades Project - RTS 12873

Attachments: ENG - Memo to Mayor and Council - Drake Street Upgrades Project.pdf

Dear Mayor and Council,

Please see the attached memo from Cheryl Nelms regarding the Drake Street Upgrades Project – RTS 12873. A short summary of the memo is as follows:

- The second and final phase of public engagement on the project is launching later this month in conjunction with the final phase of engagement for the Granville Bridge Connector project. A public open house is scheduled for February 6, 2020.
- The proposed changes for the street include transportation and green infrastructure upgrades that will sustainably manage rainwater, upgrade signal infrastructure and improve safety, comfort and accessibility for people travelling along the street.
- Staff have refined the Preferred Option (Two-way protected bike lane and one-way eastbound vehicle traffic) from the first phase of engagement to address feedback and concerns about vehicle circulation and parking.

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

Best,
Sadhu

Sadhu Aufochs Johnston | City Manager
Office of the City Manager | City of Vancouver
604.873.7627 | sadhu.johnston@vancouver.ca

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

January 14, 2020

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

FROM: Cheryl Nelms, Acting General Manager, Engineering Services

SUBJECT: Drake Street Upgrades Project

The purpose of this memo is to provide an update about the Drake Street Upgrades project. The second and final phase of public engagement on the project is launching later this month in conjunction with the final phase of engagement for the Granville Bridge Connector project. The proposed changes for the street include transportation and green infrastructure upgrades that will sustainably manage rainwater, upgrade signal infrastructure and improve safety, comfort and accessibility for people travelling along the street.

The Drake Street upgrades propose extending the two-way protected bike lane from Hornby Street to Pacific Blvd. The extension would provide a new All-Ages and Abilities (AAA) cycling connection between the West End and Yaletown and fill a major gap in the cycling network by linking a number of routes including Burnaby Street, Hornby Street, Richards Street, and the Granville Bridge Connector. Upgrades to the existing two-way protected bike lane between Burrard Street and Hornby Street are expected to be delivered through adjacent redevelopment in summer 2020.

Currently, there are no viable cycling routes that connect the north end of the Granville Street Bridge to the rest of downtown. When Granville Bridge is upgraded to accommodate safe and comfortable cycling, an east-west route will be critical to connect cycling traffic from the bridge to other cycling routes downtown.

Engagement

During the first phase of engagement in spring 2019, we shared two preliminary design options with businesses, residents, and the public. We visited each business along the corridor to understand their needs and engaged business, residents and the general public through a number of meetings, a public open house and online.

During Phase 1 we asked for feedback on two different design options:

1. **Preferred Option:** The preferred design option proposed a bi-directional (two-way) bike lane on the south side of Drake Street with protected intersections and significant opportunities for new trees, landscaping and green infrastructure. In this option, Drake Street would become one-way eastbound for motor vehicles. Approximately half of the on-street parking would be retained.
2. **Option 2:** This option would provide uni-directional (one-way) bike lanes on both sides of the street. The option maintained two-way motor vehicle traffic, but would require turn restrictions at key intersections, such as Howe Street and Granville Street. Approximately one-quarter of the on-street parking would be retained – primarily in the Yaletown area.

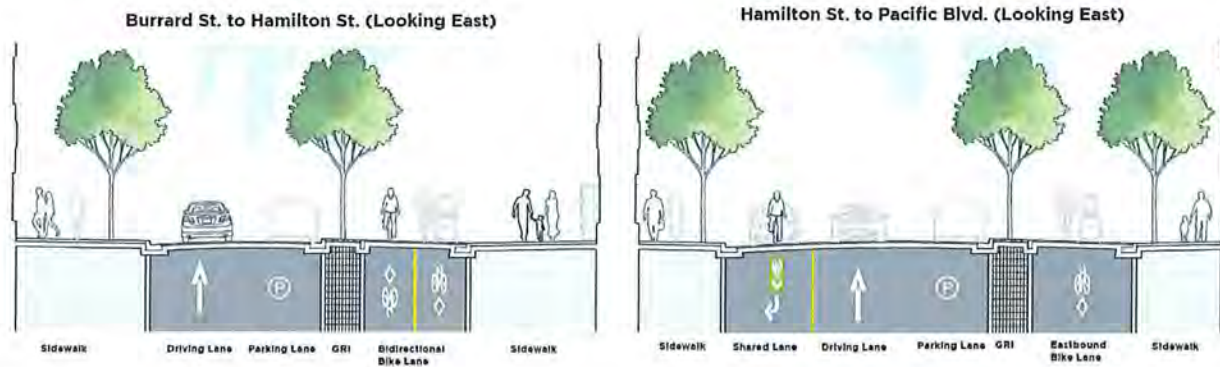
Although some participants shared that maintaining two-way motor vehicle traffic along Drake Street was important, many shared concerns that Option 2 (one-way protected bike lanes on each side of the street and two-way vehicle traffic) retained very little parking and loading zones. Through the engagement, we heard that much of the support for retaining two-way traffic was to facilitate convenient access to the Granville Bridge for motor vehicles; however, the turn restrictions required to make the project safe removed most of the benefit of retaining two-way traffic.

Based on what we learned during Phase 1, staff have continued to refine the **Preferred Option (Two-way protected bike lane and one-way eastbound vehicle traffic)** to address feedback and concerns.

- Many of the concerns we heard about one-way eastbound vehicle traffic and turn restrictions were located at the eastern end of the project area (Hamilton Street to Pacific Blvd) and were related to either Granville Bridge access or access to Hamilton Street. We have assessed these concerns and made a number of design modifications, including the removal of all turn restrictions at the intersection of Drake Street and Pacific Blvd, as well as allowing westbound vehicle traffic up to Hamilton Street. This addresses both key issues, as it provides more local routes to access the Granville Bridge and provides the same access to Hamilton Street as today.
- Additionally, we reviewed feedback about the importance of providing parking and loading options along Drake Street. We worked with stratas and businesses to provide a mix of parking, loading and passenger zones in each block, as required, and to find new opportunities for zones on adjacent streets.

During fall 2019, staff met with key businesses, BIAs and resident organizations to present the new recommended design and gather additional feedback to revise the design before the final round of engagement.

Recommended Design



Engagement Timeline & Next Steps

Local residents and businesses, as well as the broader public, are invited to attend a public open house on February 6, 2020 to discuss the new recommended design with staff. There will also be an online feedback form and e-newsletter. The Downtown Bike Network webpage (vancouver.ca/downtown-bike-network) will be updated to include information about the Drake Street engagement process.

Staff are also extending invitations to have one-on-one meetings with businesses, BIAs and stratas who want to discuss the proposal in more depth.

Staff plan to present the final design for the Drake Street Upgrades as well as a summary of feedback from both phases of engagement to Council in Spring 2020. Upgrades to the existing section (Burrard Street – Hornby Street.) of protected bike lane are expected to be delivered through adjacent redevelopment in summer 2020. Pending Council approval, the extension would be built in 2021.

If you have any questions about this project, please do not hesitate to contact me.

Sincerely,

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

604.873.7348 | cheryl.nelms@vancouver.ca