

AGENDA ITEM NO: 7.3

MEETING DATE: August 6, 2024

STAFF REPORT – COVER SHEET

SUBJECT: Princess Avenue One Way – Engagement Update DATE: July 25, 2024

DEPARTMENT: Engineering Department PREPARED BY: Doug Mossey

1. SUMMARY OF ISSUE:

The recommendation from Council to consult the Downtown Business Improvement Association, businesses and property owners on Princess Avenue between Mary Street and Young Road regarding the proposal to convert from two-way traffic to one-way traffic eastbound to allow construction of a protected multi-use pathway has now been completed. A meeting with the Downtown Business Improvement Association occurred on July 10, 2024 and two community engagement meetings were held on July 18, 2024. The general consensus was in support of the proposal. A decision to proceed with detailed design to convert this roadway to one-way traffic eastbound and create a multi-use pathway along this corridor is required.

2. RECOMMENDATION:

Recommendation that Council authorize staff to proceed to detailed design for Princess Avenue from Mary Street to Young Road to convert the roadway to one-way vehicle traffic eastbound and create a multi-use pathway connecting our Cycle Vision Network into the downtown core.



Kara Jefford, Director of Engineering

3. FINANCE COMMENTS:

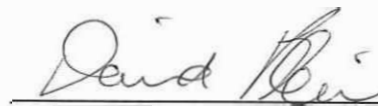
Funding for this detailed design has been allocated within the approved 2024 Financial Plan within the Active Transportation budget.



FOR: Glen Savard, Director of Finance

4. CHIEF ADMINISTRATIVE OFFICER'S RECOMMENDATION/COMMENTS:

Supports recommendation.



David Blain, CAO

**STAFF REPORT ON
Princess Avenue – Engagement Update**

PREPARED BY:	<u>Colette McDiarmid</u>	DATE:	<u>July 25, 2024</u>
POSITION:	<u>Supervisor of Roads, Transportation, Drainage & Dyking</u>	DEPARTMENT:	<u>Engineering</u>

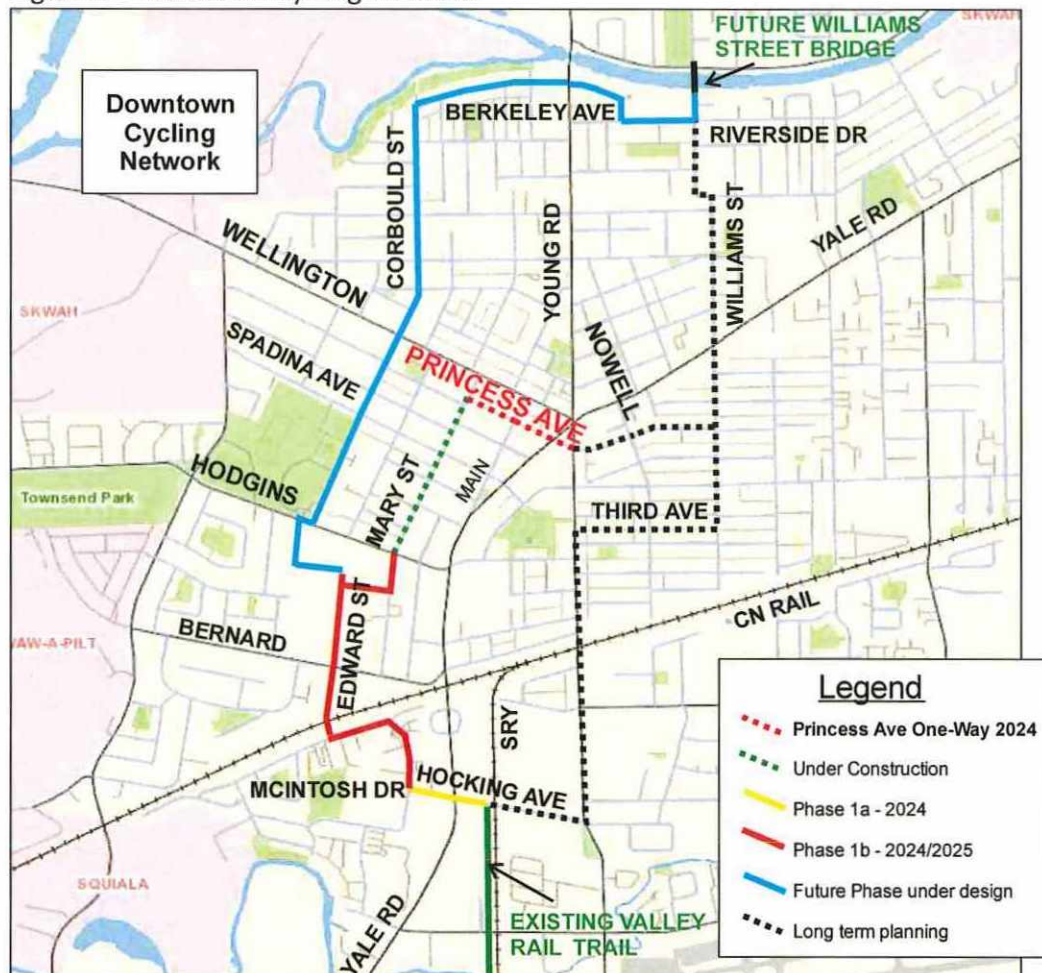
1. BACKGROUND:

- 1.1 In April 2022, Council received the report and presentation for information from Urban Systems on the Active Transportation Plan Draft and Cycle Vision Priorities Update. With the construction of the Valley Rail Trail to Hocking Road, the redevelopment of the downtown core and the planned construction of a pedestrian bridge at Williams Street, staff approached Urban Systems to provide recommendations on the approach to cycle routes identified in the Cycle Vision Plan to recommend connections from the rail trail north of the CN Tracks through Chilliwack Proper to Fairfield Island.
- 1.2 In February 2023, Council accepted the proposal for engineering detailed design services for the 2023 Active Transportation design project from McElhanney Ltd. for Luckakuck Way, Knight Road and the Downtown Cycling Network.
- 1.3 Downtown Cycling Network Public Engagements were held on April 26, 2023 at 1:30pm and 5:30pm. 1823 letters of invite were sent to the public along the proposed network roadways. The general consensus was in support of the option of a network that made provisions for a protected 3m wide multi-use pathway.
- 1.4 Princess Avenue from Mary Street to Young Road forms part of the path system, however the corridor is too narrow to accommodate the protected multi-use pathway. A traffic study had been completed to review traffic flow and impacts to adjacent signalized intersections if this change was to occur. The study concluded there would be minimal impacts.
- 1.5 Staff worked with McElhanney to create a cross section concept that would see retention of parking on one side of the roadway and the existing sidewalks, along with the creation of boulevard areas with street trees and a 3m wide multi-use pathway.
- 1.6 The results of the study and a conceptual cross-section were presented to Council in May 2024 and Council directed staff to consult the Downtown Business Improvement Association (BIA), businesses and property owners on Princess Avenue between Mary Street and Young Road with this proposed conversion and concept.

2. FACTORS:

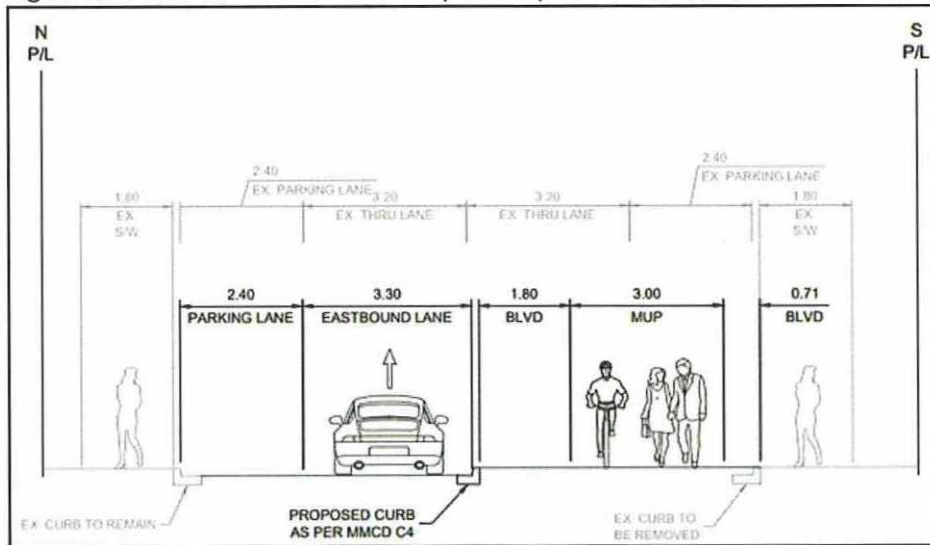
- 2.1 City staff met with the Downtown BIA and presented our proposed concept on July 10, 2024. Also, City staff held public engagement events on July 18 from 1-3pm and from 5:30-7:30pm.
- 2.2 The general consensus of the BIA and local business owners are in support of this proposal. Only one business owner from Mary Street indicated that, while they liked the concept, they were disappointed it would result in some loss of on-street parking. The total number of on-street parking stalls along this entire corridor from Mary to Young would decrease by 8 out of a total of 42 existing parking stalls.
- 2.3 By converting Princess Avenue from two-way traffic to one-way traffic, the City is able to preserve and add parking along the north side of the roadway which helps to offset the overall parking loss.
- 2.4 See Figure 1 below for the Downtown Cycling Network map, connecting the Valley Rail Trail to the downtown core and the future Williams Street bridge.

Figure 1: Downtown Cycling Network



- 2.5 See Figure 2 below for the Princess Avenue one-way concept with the multi-use path (MUP) and existing sidewalks.

Figure 2: Princess Avenue One-Way Conceptual Cross Section



3. RECOMMENDATION & SUBSTANTIATION:

Recommendation:

Recommendation that Council authorize staff to proceed to detailed design for Princess Avenue from Mary Street to Young Road in order to convert the roadway to one-way vehicle traffic eastbound and create a multi-use pathway connecting the Cycle Vision Network into the downtown core.

Substantiation:

This project will establish a protected active transportation corridor for pedestrians and cyclists to connect the Valley Rail Trail to the Downtown core while maximizing parking, introducing beautification and preserving traffic flow.