

## Pandora Two-Way Protected Bike Lane Update

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January 21, 2016

### Governance and Priorities Meeting



## Background

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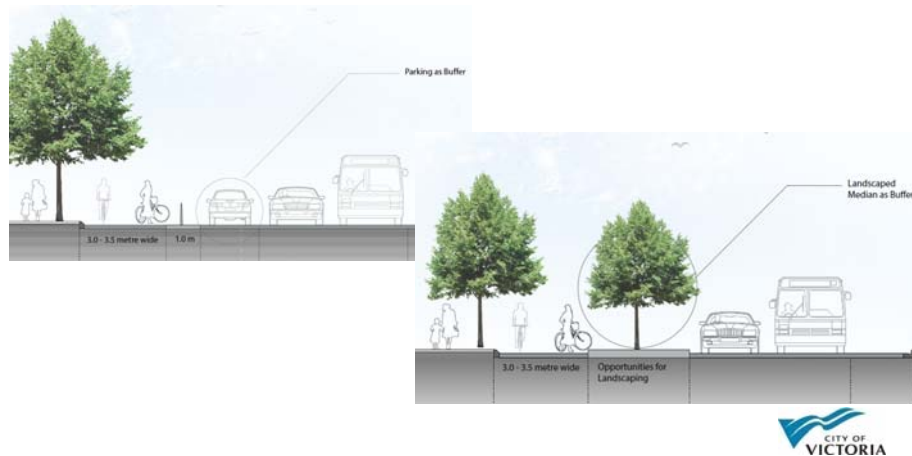
On July 2, 2015 Council approved:

- That Council endorse the design and construction of a two-way fully protected bike lane with traffic signal changes on Pandora Avenue, and marked bike lanes on Johnson Street
- That physical separation used in the design be primarily parked vehicles and bollards, with enhanced separation (concrete islands) used at bus zones, mid-block crosswalks, and at the approach to intersections where parking is not permitted



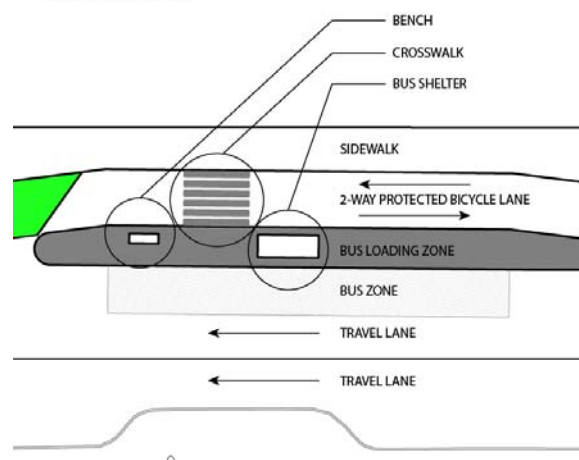
## Detailed Design Status

3.5 metre wide two-way facility is recommended to ensure future capacity for protected bike lane users with a minimum 1.0 metre buffer. Landscaping opportunities exist where buffer exceeds 1.5 metres.



## Detailed Design Status

### BLANSHARD AND PANDORA - TRANSIT STOP CONCEPT



Narrowing of the sidewalk is required at the transit stop on the 700 block of Pandora Avenue, to accommodate the additional infrastructure of bike paths and transit bays.

The width of the sidewalks at the bus zone will be maintained at no less than 2.8 metres.

Additional space required for bus zones in the 900 and 1000 block of Pandora Avenue

## Impacts and Mitigation

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- Loss of Parking: A total of 32 spaces to be removed (44 spaces was originally estimated), including 25 metered/time restricted stalls, two commercial loading zones stalls and five drop off stalls (reducing total downtown City parking by less than 1%)
- BC Transit: Two of the five bus stops (existing zones at Vancouver Street and at Quadra Street) are proposed to be consolidated to reduce the number of potential conflict points between bike riders and transit users. BC Transit is supportive of this consolidation plan
- Sidewalk Redesign: Additional design work and examination of options / trade-offs is required for specific zones, as part of ongoing liaison with key stakeholder groups



## Project Budget

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- Estimated project costs of \$2,090,000 (25% contingency)
- \$190,000 for retention of external consulting firm (detailed design, survey, electrical works)
- \$500,000 allocated to consultant fees of the \$7.75 million gas tax funding for the bike network initiative



## Next Steps

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- The external consultants will complete the final detailed design by end of February 2016
- Tender documents and implementation plans to be developed
- Communications and information sharing with residents, road users (motorists, cyclists, and transit riders), businesses owners and customers
- Final designs will be shared with Council in March 2016

