
City of Kelowna

MEMORANDUM

DATE: July 6, 2005
FILE: 5400-20 Abbott Street
TO: City Manager
FROM: Transportation Manager
RE: **Extension of Abbott Street Recreation Corridor**

RECOMMENDATION:

THAT Council receives the report of the Transportation Manager dated July 6, 2005 for information.

AND THAT Council direct staff to bring forward any procedural or bylaw amendments necessary to allow implementation of Phase Three of the Abbott Street Recreation Corridor, through development of adjacent properties;

AND FURTHER THAT Council direct staff to come back with funding and implementation strategies in conjunction with other off road corridor and community beautification projects as part of the 10 Year Capital Plan updates later this year.

BACKGROUND:

In October, 2004 Council passed a resolution to direct staff to include funding in the 2005 Budget to undertake a preliminary design study to determine costs and other implications for extending the Abbott Street Recreation Corridor to Gyro Beach. This would be the third phase of this corridor. The preliminary design work and public consultation process has recently been completed.

The preliminary design of the extension of the recreation corridor from Strathcona Ave to Gyro Beach is generally consistent with the right-of-way (R/W) cross-section that now exists further to the north on Abbott Street. This includes a narrow (6.3 m) roadway, pullouts for parking on the east side, curb & gutter both sides, sidewalks both sides (Phases 1 & 2 only had one side) and a three metre wide paved multi-use trail. In places where the R/W isn't wide enough to accommodate all of these features some property acquisition is proposed or alternatively, some features (i.e. sidewalk) could be removed from the design. Traffic calming is proposed similar to the early phase but two traffic circles are also being proposed.

The estimated cost for this extension is approximately \$7.7 million. This doesn't include land acquisition that would involve 17 to 22 properties.

There are a number of factors that should be considered prior to making a decision to move forward with this project. They include:

1. The existing Abbott Street Recreation Corridor was initiated in response to public safety concerns related to conflicts between automobiles, cyclists, inline skaters and skateboarders. The section of Abbott St where it was built was experiencing automobile traffic volumes on 6000 vehicles per day. The proposed section handles 3400 vpd.
2. Prior to constructing the existing Recreation Corridor there were no bike lanes in place over this section. In the proposed section, bike lanes exist over 40% of Phase 3 section. A sidewalk is in place on at least one side for 95% of it.
3. There is no funding source identified for this project. A significant portion of the previous project was covered by the need to do major utility work. That is not the case in this proposed section. The 10 Year Capital Plan will require further review and adjustments to accommodate these works.
4. There is expected to be a considerable amount of redevelopment within the proposed section with the hospital expansion(s) and the City's plans for the waterfront properties at the foot of Cedar Ave. Implementing portions of the trail could be done more cost effectively as part of these redevelopment projects.
5. A number of other multi-use trails are at various stages of planning and design. These include:
 - **Rails with Trails** - Phase 1 from Cerise to Spall preliminary design complete and about to award design assignment
 - **Rutland Bluff Trail** - planning of corridor from Mission Creek Greenway to proposed Mill Creek/Rails with Trails corridor is complete
 - **Lakeshore Rd Recreation Corridor** - Gyro Beach to Mission Creek Greenway preliminary design about to be awarded.

In recognition of the above factors, it is recommended that staff be directed to implement this corridor through two strategies. Firstly this plan should be incorporated within any redevelopment opportunities that occur within the corridor. Secondly staff should continue to review the 10 Year Capital Plan and report back to Council later this year how this project would fit with other corporate priorities.

Ron Westlake, P.Eng.
Transportation Manager



Approved for inclusion
John Vos
Director of Works & Utilities

RW/ms

cc. Director or Financial Services
Development Engineering Manager