

**To:** Chief Administrative Officer **Date:** August 16, 2021  
**From:** Paul Butterfield, Engineering Technologist III – Traffic and Transportation  
**Subject:** **2nd Round Public Engagement Update and Preferred Design Option for the 7th Avenue Greenway Project**

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## **Recommendation**

This report is provided for information. No Staff recommendation accompanies this report and Council action is not required.

## **Purpose**

This report updates Council on the status of the second round of public engagement and the preferred design options to proceed to the detailed design for the 7<sup>th</sup> Avenue Greenway Project.

## **Background**

The first engagement process ran from March 9 to April 2, 2021. In total, 363 people participated in the survey. Social media directed many people to the survey and also acquired many comments from the public; some with over 125 comments on a single post.

On July 5, 2021, the second round of public engagement was launched for the 7<sup>th</sup> Avenue Greenway Project. This engagement presented the public with several design concepts and asked for feedback on preferred options.

This second round of engagement focussed on expanding the awareness of the project by diversifying the opportunity for the public to become aware and provide feedback to the project planning and design. This included:

- Social Media: July 6 to 21 resulted in 285 comments and 35 shares
- Stakeholder Outreach: engagement letter sent to 24 stakeholders with 26 follow-up calls
- Stakeholder meetings: five one-hour stakeholder meetings were held with
  - Ecole Mission Secondary school
  - Mission Community Cycling Coalition
  - Mission Downtown Business Association
  - Firehall #1 and
  - ZZ Cuts
- The website engage.mission.ca was active from July 5 to 26
- An in-person open house took place on July 11<sup>th</sup> from 11 am to 2 pm with 8 participants
- A virtual open house also took place on the evening of July 15<sup>th</sup>, from 6 pm to 7:30 pm, where 4 people attended
- The online survey portion of the engage.mission.ca website had 130 visitors and 102 completed surveys

The Draft Public Engagement Summary Report - Round Two is included in Attachment A.

## Discussion and Analysis

### Highlights from 2<sup>nd</sup> Round Public Engagement

- Equity: 83% of respondents indicated the plan supports greater mobility options
- Positive Asset: 74% of the respondents believe this project will be a positive asset for the city
- Support Transit Well: 56% indicated the design supports Transit well
- Address Safety: 62% of respondents indicated the design addressed safety
- Intersection Safety: 63% of respondents indicated the design accommodates intersection safety for those walking or wheeling
- Personal Safety: 61% of respondents indicated the design addressed personal safety
- Potential Users: 55% of respondents indicated they would use the greenway once constructed
- Equity: 68% of respondents indicated the plan provides for greater equity mobility

### Three Conceptual Design Options

Three conceptual design options were shown during the public engagement process, as follows:

- 1) **Uni-directional:** this concept created an active transportation facility in each direction between parked vehicles and the sidewalk. On-street parking was maintained in the critical area, but it demanded additional land (>1000 m<sup>2</sup>) along the north side and impacted several trees along the greenway.
- 2) **Bi-directional:** this created a stand-alone bi-directional facility, maintaining the sidewalks on both sides of the road as well as the parking within the critical sections. Parking was reduced on the north side to accommodate a bi-directional cycle facility. This concept requires approximately 500 m<sup>2</sup> property acquisition in front of the school property and has some impacts to the trees along the north side.
- 3) **Multi-Use Path:** the north side of 7<sup>th</sup> Avenue widened the sidewalk into a 3.0 m multi-use path for all users while maintaining parking in the critical area. Elsewhere, new infrastructure would remove parking on the north side of the road to accommodate a separate bi-directional cycle facility. This concept requires no land and does not impact any trees.

### Preferred Design Option

Based on the results of the 2<sup>nd</sup> round of public engagement, it appears that option 2 was chosen by the majority of the public as the preferred choice. The percentage of public that prefers the 2<sup>nd</sup> option are as follows:

- Between Wren Street and Juniper Street: 65%
- Between Juniper Street and Taulbut Street: 43%, multi-use path option at 32.6% support
- Between Taulbut and Stave Lake Street: 65%

The bi-directional option was preferred likely due to the following factors:

- A two-way protected active transportation facility that has less conflict between user groups
- The lowest impact on vehicle traffic and parking
- More accessible for strollers and wheelchairs/scooters and
- Generally safer than other options.

The preliminary design drawing is included as Attachment B.

### Next Steps

The project will proceed to the detailed design phase based on the preferred option. Detailed design drawings and cost estimates will be developed and reviewed in the next few months.

There was a recent funding announcement by the Province for 50% and up to \$500,000 of funding to support local governments on active transportation infrastructure projects. A separate report seeks Council's endorsement and funding approval for Phase 1 of the 7<sup>th</sup> Avenue Greenway Project between Grand Street and Fraser River Heritage Park was prepared.

### **Council Goals/Objectives**

The project designs an active transportation element that provides balance to mobility choice that is equitable, and accessible, enhancing the safety and security of a community that has more social opportunities, and aligns with the idea of "Livable Complete Communities".

The greenway meets the "Safe Community" goal by providing a safe place, outside of the travel lanes, for all ages and abilities, to walk or roll, across almost the entire length of Mission.

In order to ensure an Engaged Community, the engagement process of this design is comprehensive, stakeholder focussed, and serves the majority of the public.

### **Financial Implications**

There are no financial implications associated with the contents of this report.

### **Communication**

The Parks, Recreation and Culture Department is a key stakeholder in the project and is included in the the project's internal communication with the consultant, with weekly meetings.

Staff will send letters to residents/property owners along 7<sup>th</sup> Avenue to inform them of the preferred design options and to seek their feedback prior to finalizing the design.

A site tour with the Consultant and Council to review the preferred design option will be organized for September of 2021.

### **Summary and Conclusion**

This report summarizes activities and results from the 2<sup>nd</sup> round of public engagement for the 7<sup>th</sup> Avenue Greenway Project.

Based on the 2<sup>nd</sup> round engagement results, the project will proceed with the detailed design and cost estimation for the preferred option with a bi-directional bike lane.

**Report Prepared by:** Paul Butterfield, Engineering Technologist III, Traffic & Transportation

**Reviewed by:** Allen Xu, Manager of Engineering Planning and Assets

**Reviewed by:** Tracy Kyle, Director of Engineering and Public Works

**Approved for Inclusion:** Mike Younie, Chief Administrative Officer

### **Attachments**

Attachment A: Public Engagement Summary Report– Round Two

Attachment B: Preferred Design Option