

Quick-build Abbott Street active transportation corridor

Project overview

The City is planning to extend the Abbott Street active transportation corridor (ATC) from Rose Avenue to Boyce-Gyro Beach using a combination of ultimate and interim material. The existing Abbott ATC, from Downtown to Rose Avenue, was designed and constructed in 2012, and ultimate construction of the entire corridor to Boyce-Gyro Beach is planned for the year 2030 or later, pending budget availability.

From May 19 to June 7, 2021, the City sought public feedback on the proposed quick-build design/strategy both on Abbott Street and, more generally, city-wide. An online survey, open for three weeks from May 19 to June 6 on the City's Get Involved public engagement platform, received 1,145 responses. Public input will inform the design of both the proposed quick-build Abbott ATC and the potential future use of quick-build infrastructure to fast-track other active transportation projects in Kelowna.

From May 19 to June 6, 2021, we saw:



1,145
survey responses



2,700
open-ended
comments



1,700
project page visitors



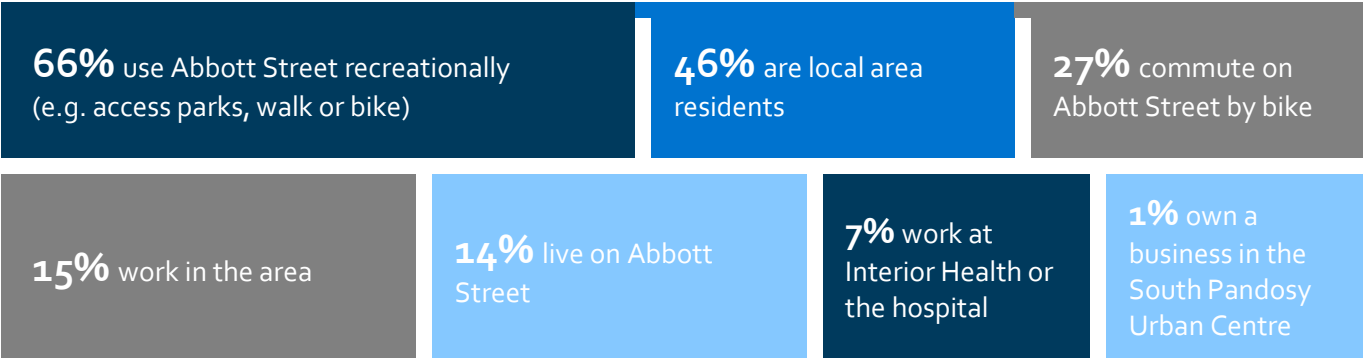
13
stakeholder & community
letter submissions

Who we heard from

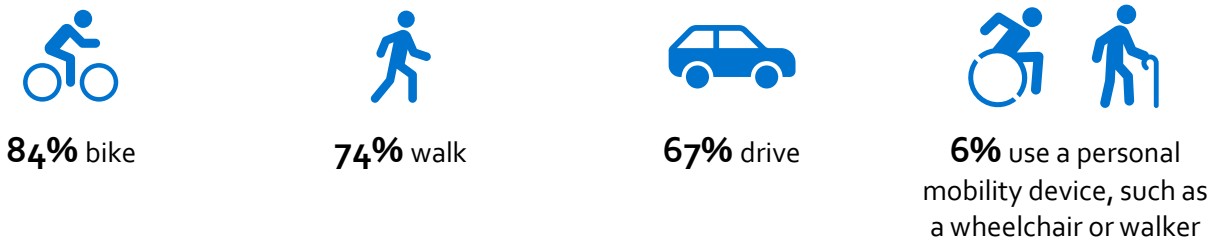
About the survey respondents:

- Fairly even distribution among age groups from 25 to 65+, as well as 3.3% who are under 25.
- Fairly even split between male and female respondents, as well as seven individuals who identify as non-binary.
- Larger representation from the V1Y (53%) and V1W (25%) postal code areas, which are located nearest to the project.

How respondents relate to the project:



How respondents travel on Abbott Street:



Stakeholders

In addition to reaching out to the public, the City reached out to various stakeholders to inform them of the public engagement opportunity, including: Kelowna Area Cycling Coalition, Interior Health, business associations, two neighbourhood associations, impacted property owners. City staff also received 13 stakeholder and community letters and received numerous comments from service requests and phone calls from the public about the project. During the preliminary design phase of the project, City staff held stakeholder meetings with Interior Health.

What we heard

We received 1,145 survey responses with more than 2,700 comments. Staff analyzed and themed each comment, which provided more detailed insight into respondents’ preferences and concerns. The top themes we heard are outlined in this section.

Abbott Street feedback: key themes

1. Most respondents are either somewhat or very satisfied with the proposed quick-build extension of the Abbott ATC

Most respondents (86%) indicated they are either very or somewhat satisfied with the project. Among the 10 per cent of respondents who expressed dissatisfaction, reasons included in the comments section included a general dislike for bikes and bike infrastructure; a preference for building the ultimate rather than interim infrastructure; and a desire to see a strong focus on accessibility. A small portion of dissatisfied respondents – mostly avid cyclists – expressed a dislike for all barriers, citing a preference for painted bike lanes.

2. Most important features of a quick-build, separated bike lane or multi-use path: ease of maintenance and aesthetically pleasing

Respondents were asked to rate the level of importance or unimportance of four different features of a quick-build, separated bike lane or multi-use path, including: ease of maintenance, aesthetically pleasing, reusability of the barrier, and low installation cost. Ease of maintenance was rated as either somewhat or very important by the most respondents (85%), followed by aesthetically pleasing (80%), reusability of the barrier (70%) and low installation cost (63%). “Low installation cost” was ranked as either somewhat or not at all important by 22 per cent of respondents)

3. Preferred barrier types: planter box and concrete barrier

Respondents were asked to choose a maximum of two preferred barrier types for use on Abbott Street, and the top two barrier types chosen were ‘planter box’ and ‘concrete curb,’ with other options including painted buffers with delineator posts and rubber curbs.

One common reason provided for choosing these two barrier types included a perceived higher level of safety. Reasons provided in the comments section for choosing the ‘concrete curb’ barrier type included the overall lower cost.

Delineator posts and rubber curbs received the lowest preference ranking, in part due to the perceived lack of physical protection and less appealing aesthetic; however, a small minority who chose these options as a preference in part due to the ability for cyclists to enter/exit the cycle track more easily.

4. Most important area to retain on-street parking: Hospital area

The Hospital area between Rose and Christleton avenues received the most overall ‘very important’ rankings as an area to retain on-street parking, followed by the Kinsmen Park area.

5. Proposed quick-build Abbott ATC extension is either somewhat or very likely to increase walking and biking among 69 per cent of respondents

Among all respondents, most indicated they would be either somewhat or very likely to walk or bike more as a result of the project.

6. Features we missed

When asked if there are any features we may have missed, comments included requests for a higher level of wayfinding, signage, road markings, clear direction for users; improved pedestrian and accessibility features; and a higher level of ATC maintenance for snow and debris removal.

General feedback on quick-build infrastructure: key themes

In addition to providing feedback specifically on the proposed Abbott Street ATC project, respondents also had an option to provide their opinions on the general use of quick-build active transportation infrastructure in other areas of Kelowna, not including Abbott Street.

1. Most respondents are satisfied with the general use of quick-build active transportation infrastructure

Most respondents indicated that they are either somewhat or very satisfied with the use of quick-build active transportation infrastructure used in other areas of Kelowna.

2. Most important features of a quick-build, separated bike lane or multi-use path: ease of maintenance and aesthetically pleasing

Respondents were asked to rate the level of importance or unimportance of four different features of a quick-build, separated bike lane or multi-use path in other areas of Kelowna. Ease of maintenance was rated as either somewhat or very important by the most respondents, followed closely by aesthetically pleasing, and still with more than half of respondents selecting reusability of the barrier and low installation cost as somewhat or very important.

3. Top two preferred barrier types: planter box and concrete curb

Similar to the Abbott Street ATC, respondents also chose the planter box and concrete curb barrier types are the top two preferred options for quick-build active transportation projects in other areas of Kelowna.

Respondents who live on Abbott Street

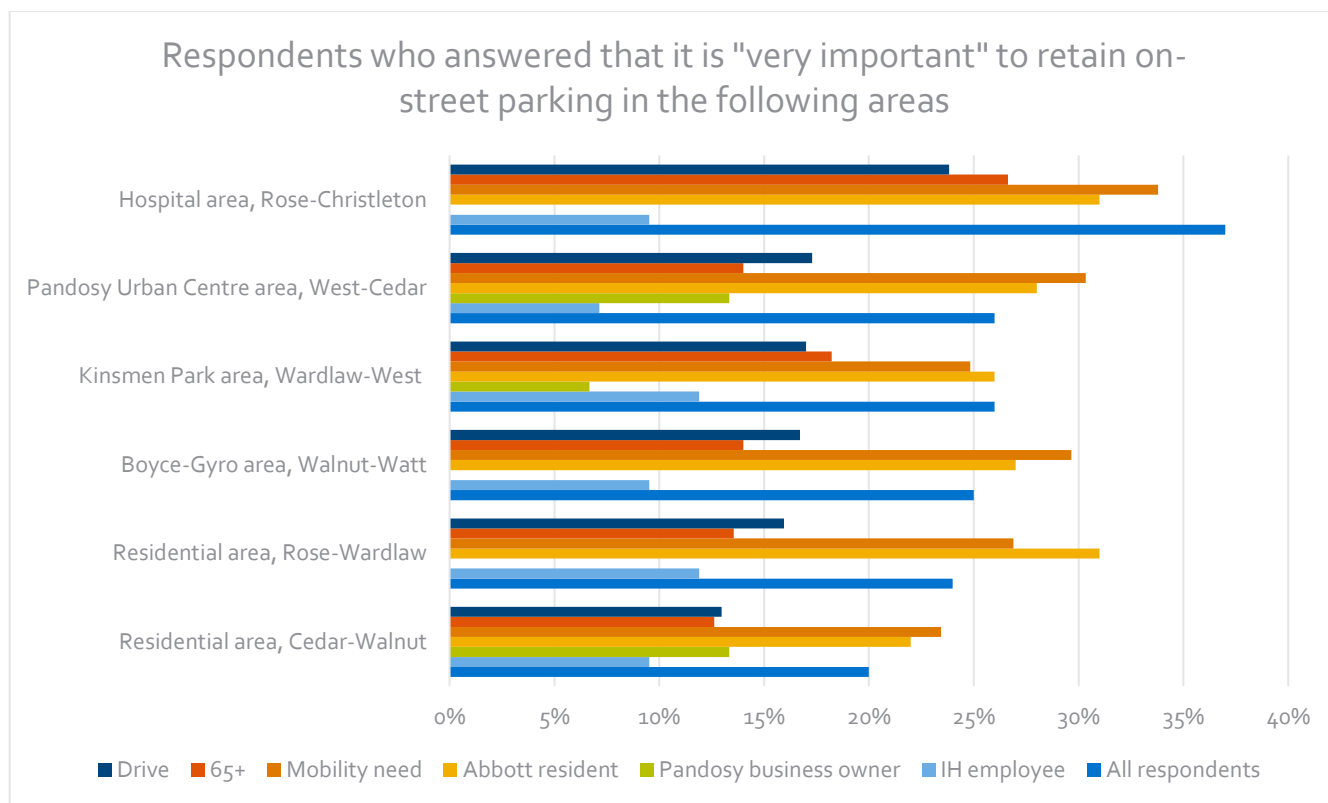
Among the 298 respondents who indicated they live on Abbott Street, the most important feature of the proposed quick-build Abbott ATC is 'aesthetically pleasing,' with a stronger preference for the planter box barrier type. Feedback on areas that are very important to retain parking are consistent with the overall results, with the Hospital area being the most important area. Consistent with overall results, respondents who live on Abbott Street generally indicated they would be likely to walk or bike more as a result of the project. Compared with overall results, there is a higher percentage of Abbott Street residents who walk or use a personal mobility device on Abbott Street.

Importance of parking

Question: "How important or unimportant is it to you that on-street parking is retained in the following areas?"

The chart below indicates which respondents indicated that it is "very important" to retain on-street parking in certain areas. Among all respondents, the Hospital area from Rose to Christleton avenues received the most "very important" ratings while the residential area between Cedar and Walnut avenues received the least.

On average, respondents who live on Abbott Street, and those who indicated they have a specific mobility need or interest, rated each area as "very important" to retain on-street parking on more than other respondents.



Barrier type preference

The top two preferred barrier types among all respondents remains fairly consistent across various groups: planter boxes and concrete curb barriers. However, nearly half of the respondents who travel on Abbott Street using a personal mobility device such as a wheelchair chose the rubber curb barrier as their preferred choice, followed by the planter box barrier type.

Another difference in preference is demonstrated among female respondents, among whom just over half chose planter box barriers and rubber curb barriers as their preferred two options. Respondents living on Abbott Street have a stronger preference for the planter box barrier, whereas respondents over the age of 65 have a strong preference for the concrete curb barrier.

Next steps

As part of next steps, staff will further review public and stakeholder feedback and identify opportunities to adjust the quick-build Abbott ATC design. Public and stakeholder feedback will also inform other potential future quick-build active transportation infrastructure projects in Kelowna. The final design for the Abbott ATC project will be shared on getinvolved.kelowna.ca by fall 2021, with the project scheduled for construction in spring 2022.

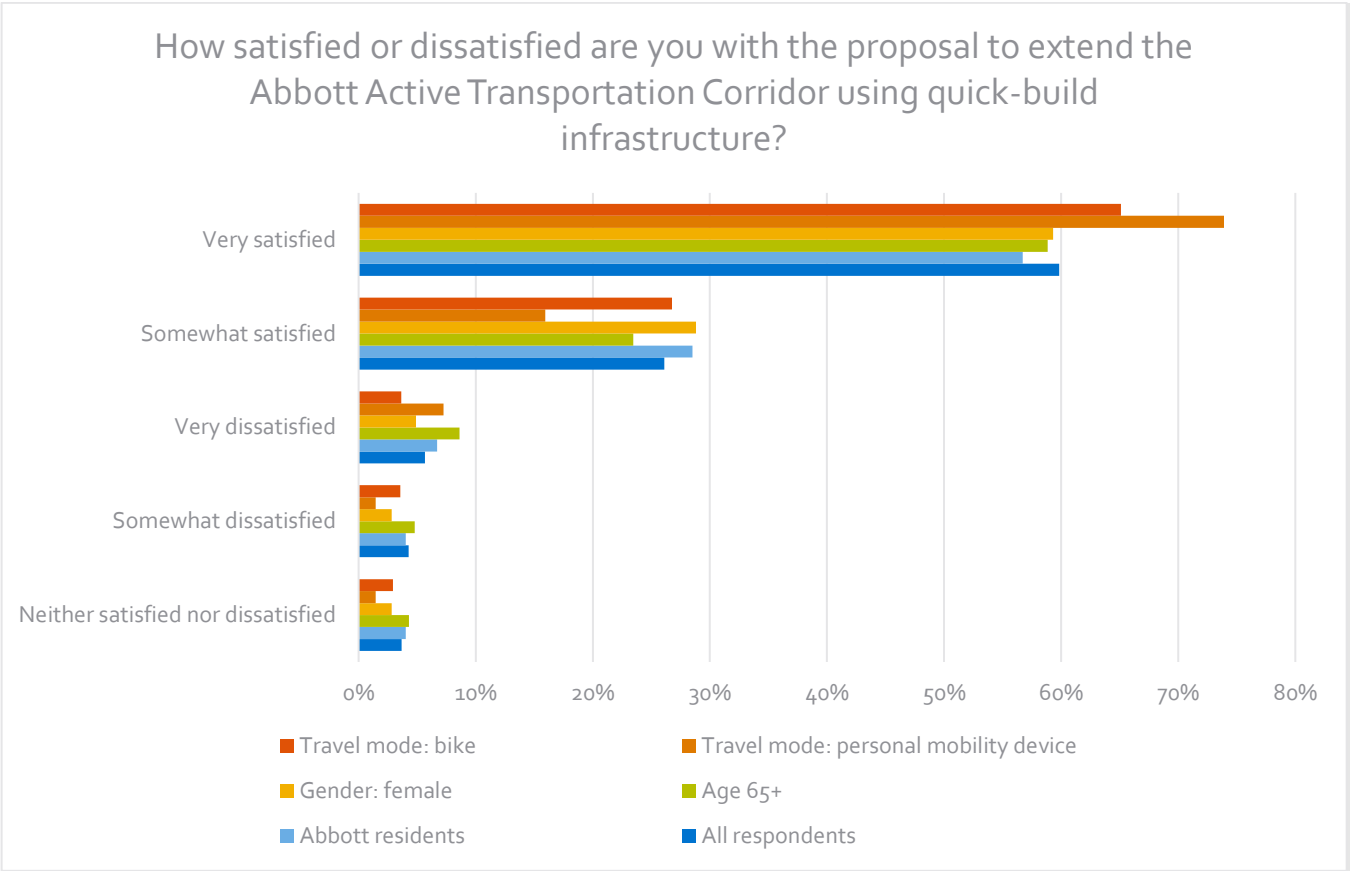
Appendices

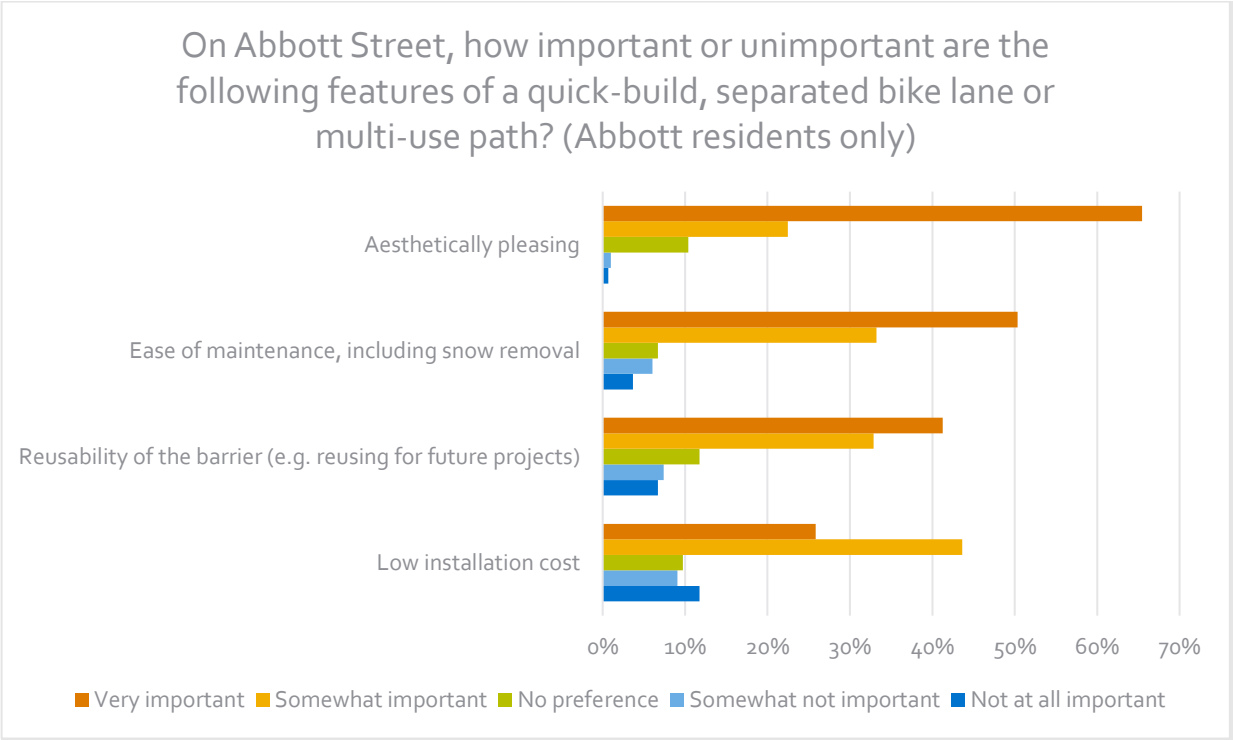
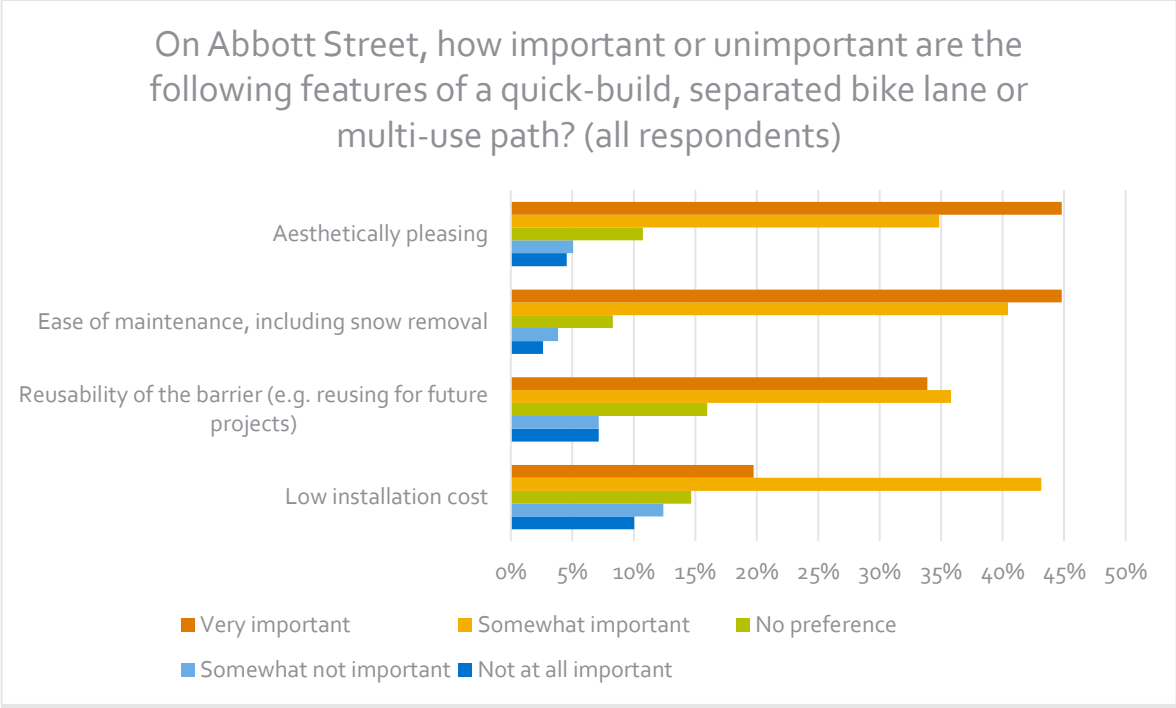
A. Survey results – raw data

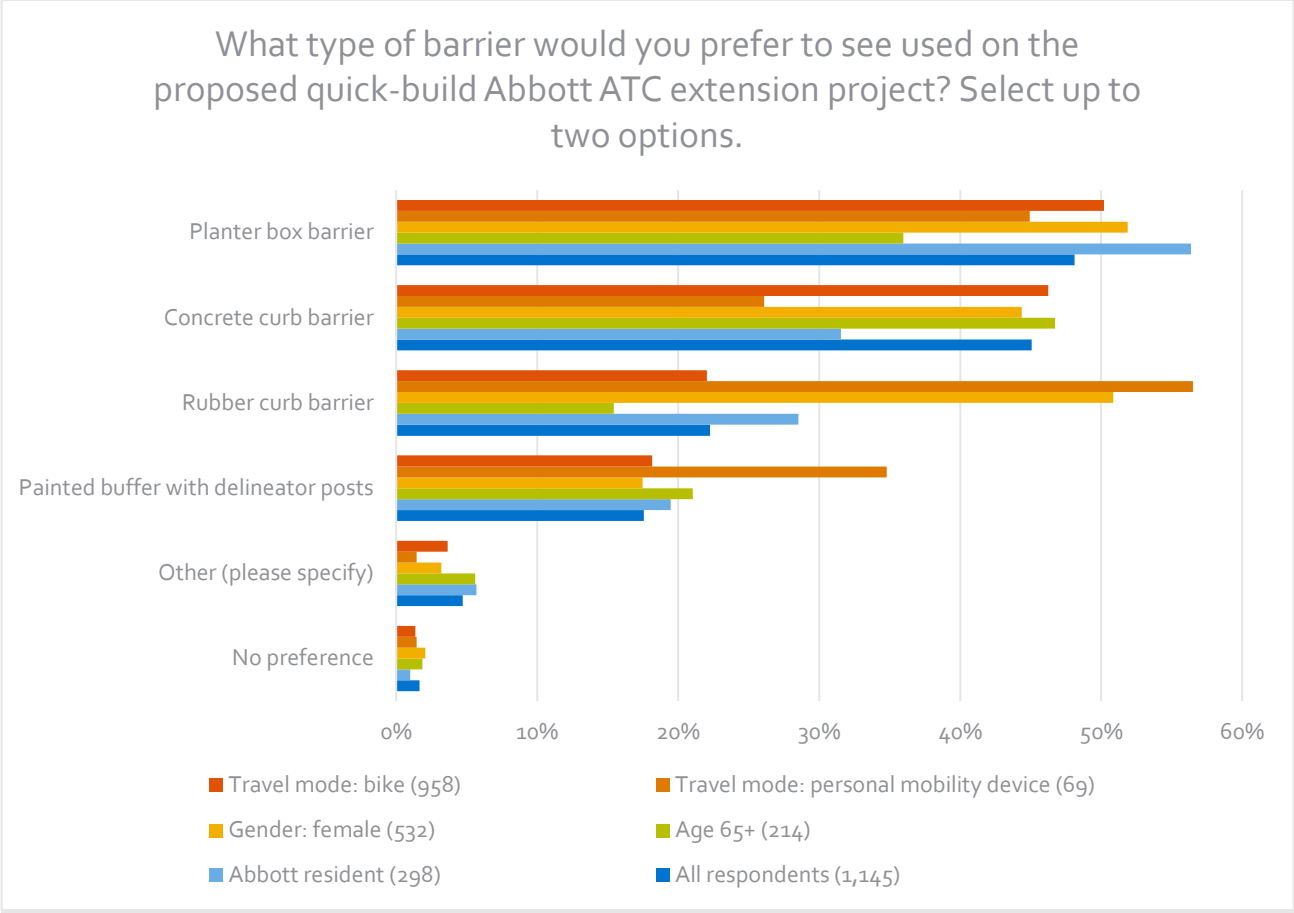
Number respondents who indicated they live on Abbott Street: 298

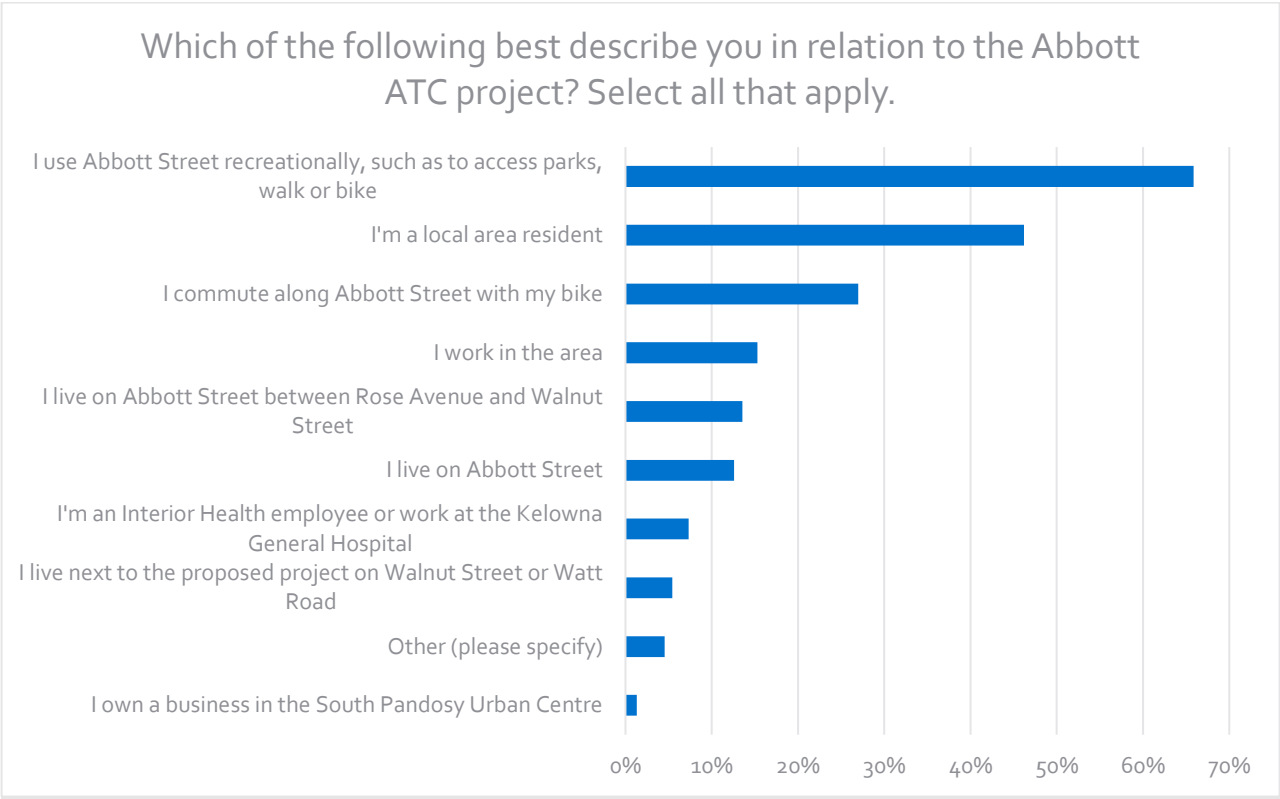
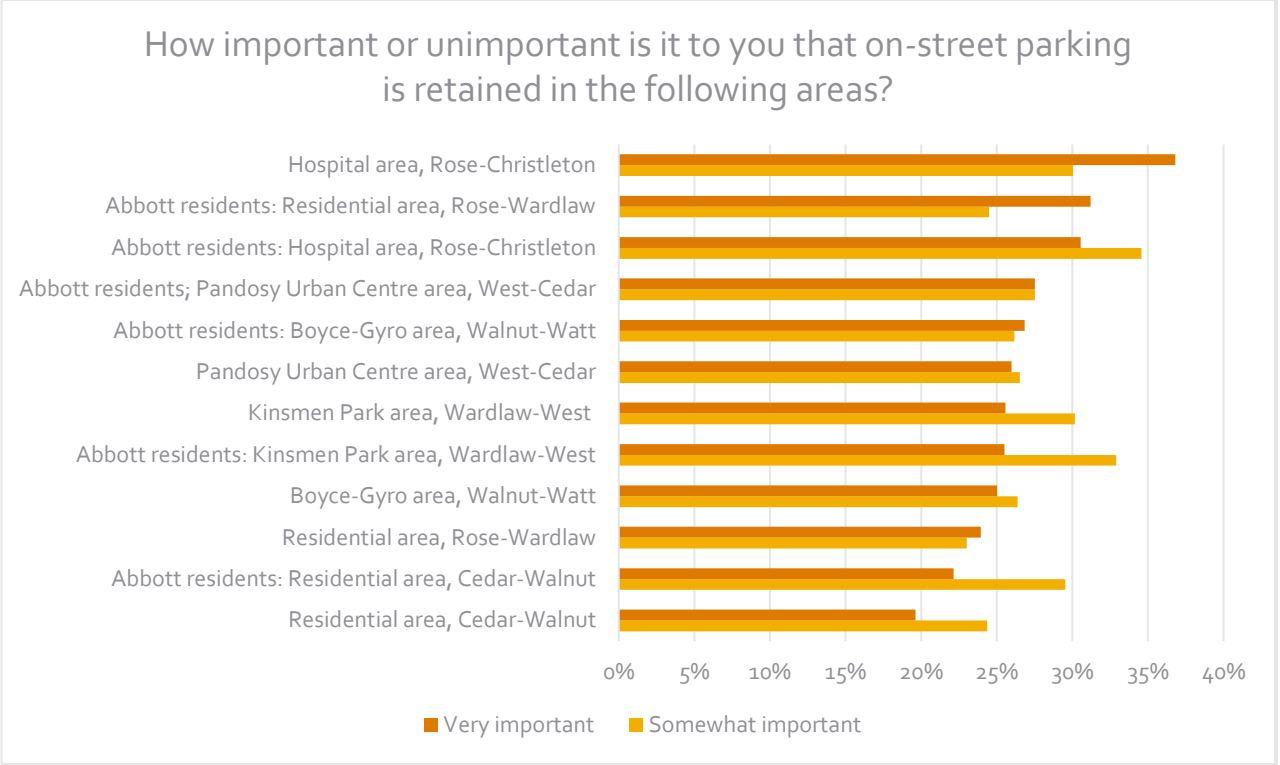
Total survey responses: 1,145

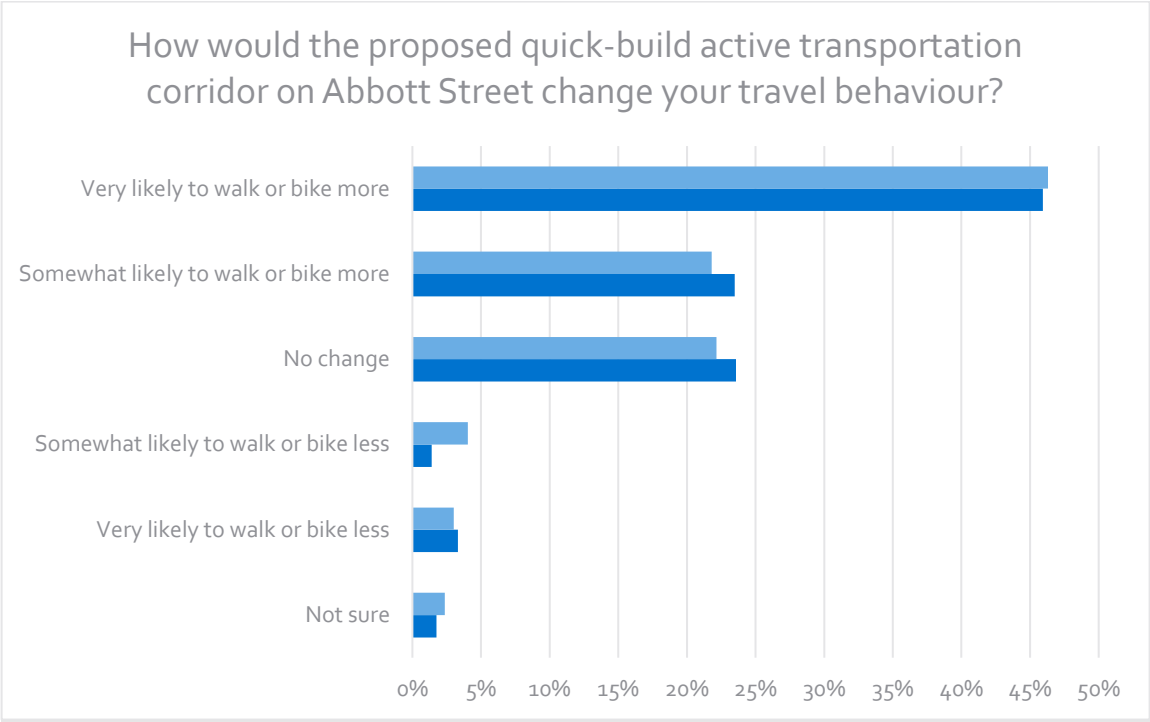
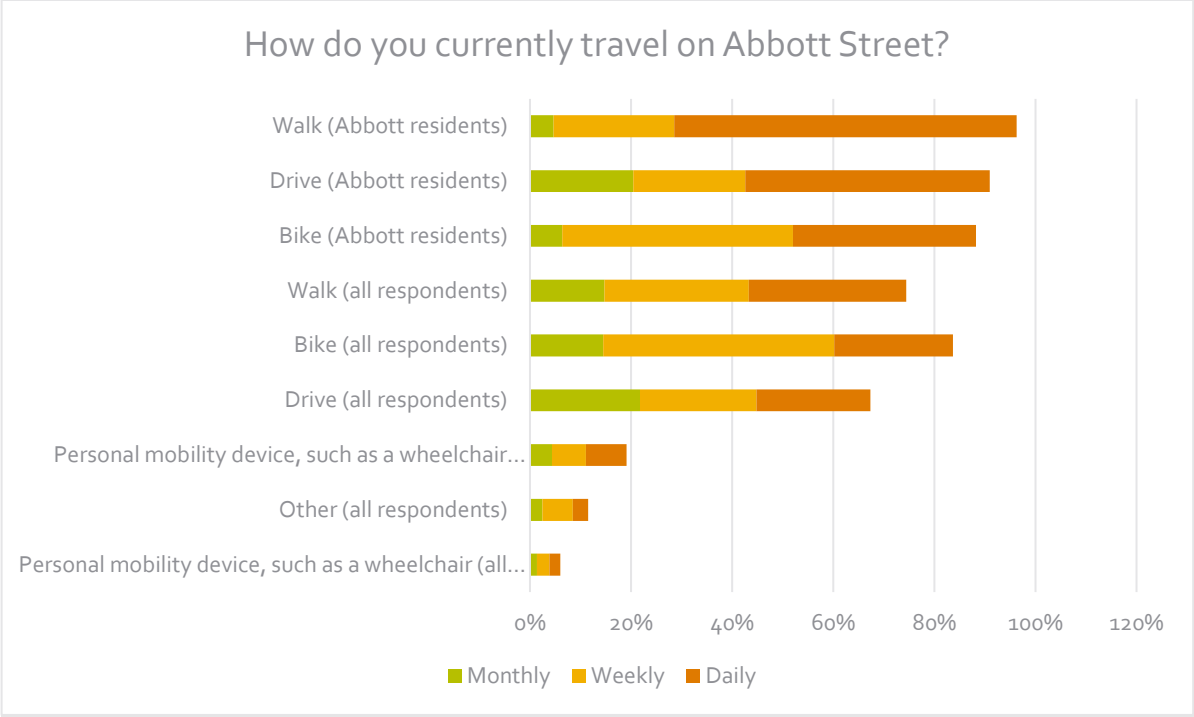
Feedback on the proposed Abbott Street quick-build ATC project



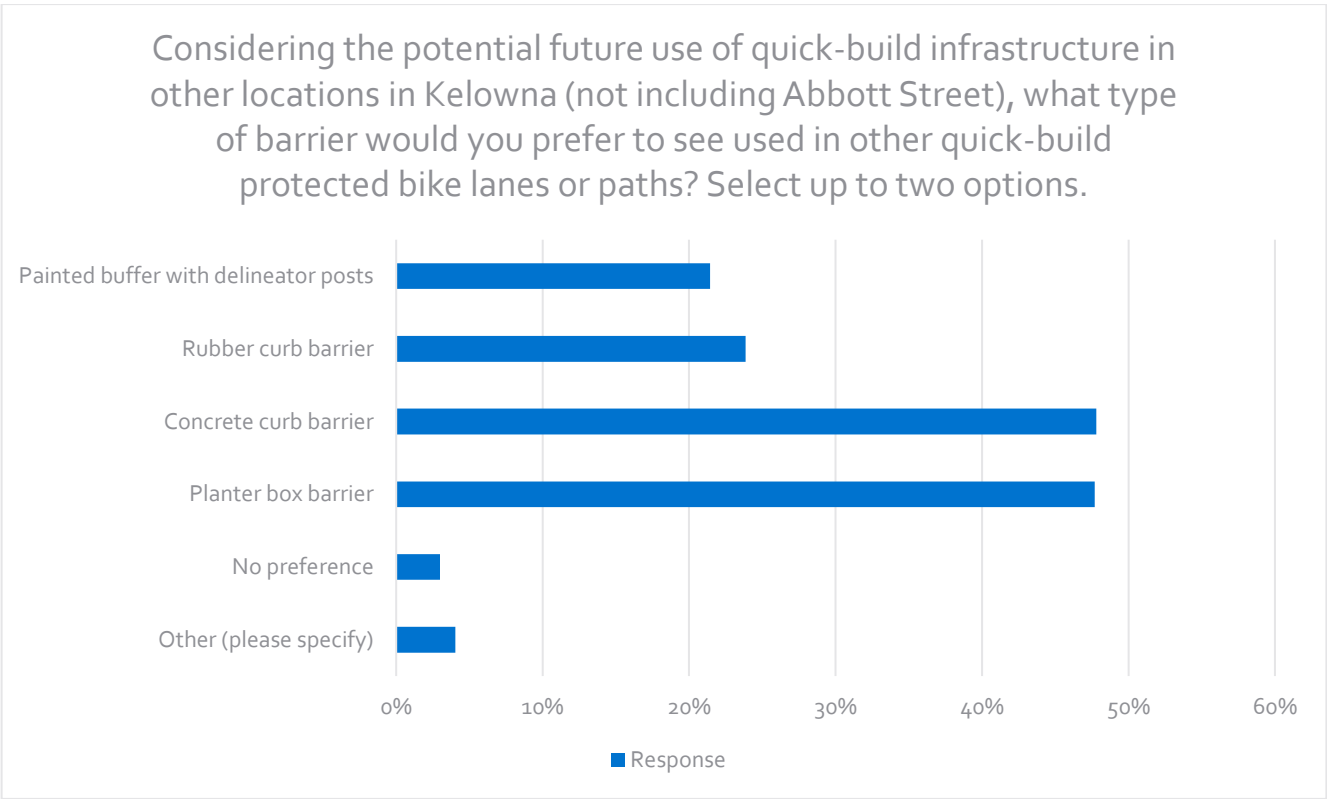
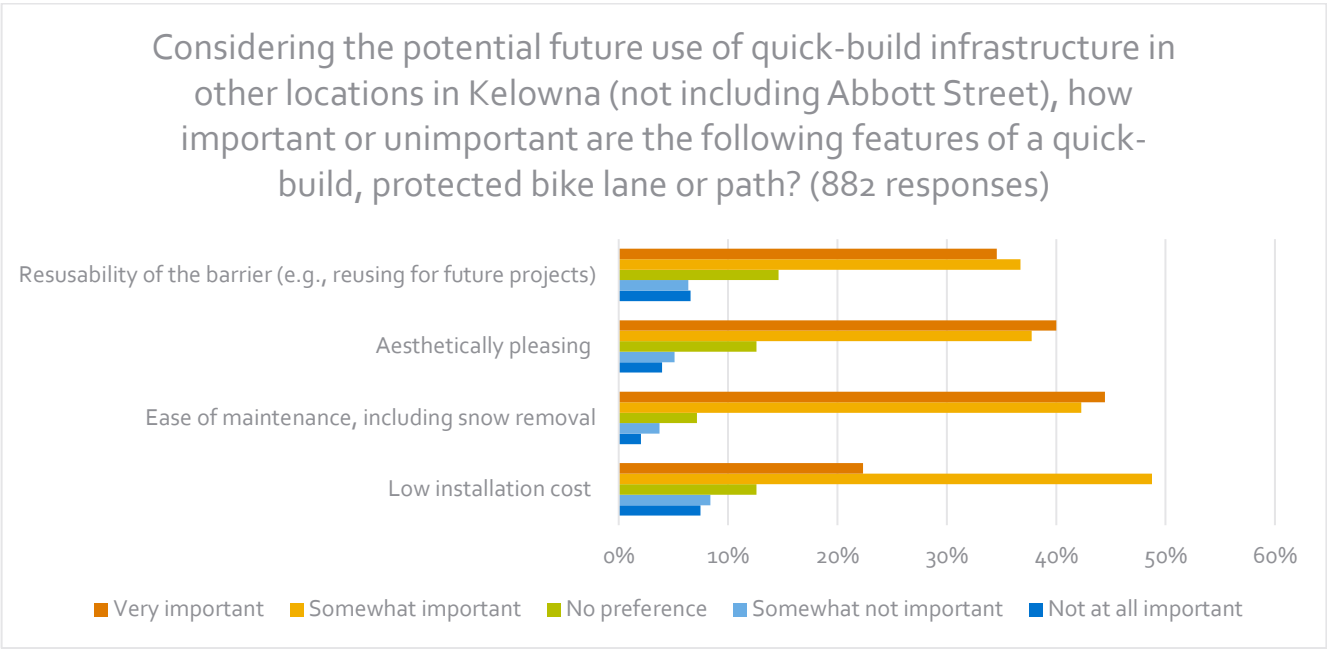


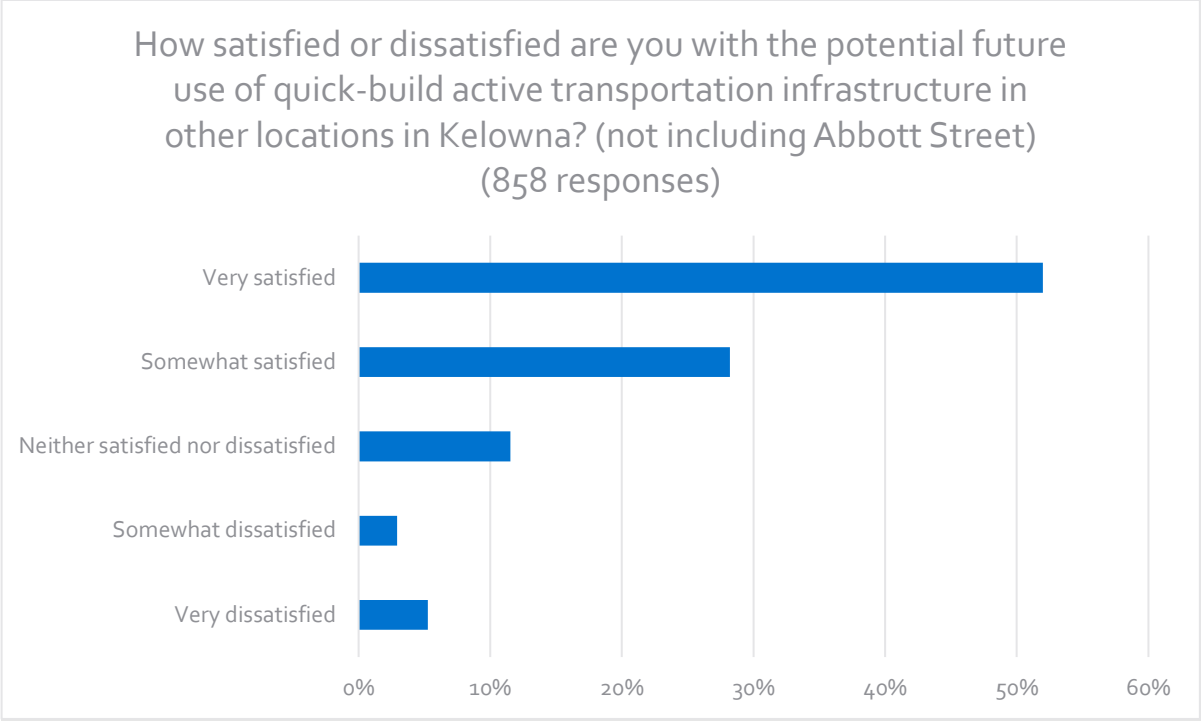






General feedback on quick-build active transportation infrastructure in other areas of Kelowna, not including Abbott Street





Other results

