

Cross Town Commuter Bike Route

Illecillewaet Bridge to Big Eddy Bridge

Enhancement Committee

November 3, 2011

Wednesday, April 25, 2012

The Enhancement Committee is a committee appointed by Council. The members are:

Geoff Battersby
Steven Hui
Jason Roe
Fred Beruschi
Deenie Ottenbreit
Fraser Blythe
Chris Johnston, Council
Toni Johnston, chair

Staff
John Guenther, Planning
Laurie Donato, Liason
Alan Mason, Economic Development
Brian Mallett, Engineering

Consultant
Eileen Fletcher

Design Considerations



- User Groups
- Existing Street Widths
- Current Traffic Volumes



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At our March 2011 meeting, establishing a bike route was identified. The chair of the Tourism Infrastructure Committee commented that this committee had provided funding for a bike route and wanted one established. At this meeting, the committee unanimously stated that Victoria Road was not appropriate.

At the June, 2011 priority setting meeting, a commuter bike route through the enhancement area was established as our first concern.

The purpose of the enhancement committee is "to advance Revelstoke's economic viability through enhancement of the overall community experience offered to residents and visitors".

The next meetings in 2011 dealt with the possible scenarios for bike routes.

Our final recommendation went to Council in November of 2011.

The final recommendation represents the consensus of our committee and no one individual.

It is not the perfect solution but one that is economically viable, meets our criteria and is a beginning step for establishing bike lanes.

Who will use the Commuter Route?

- Confident Cyclists -



Experienced cyclist

- Cycles at speeds up to 30 KMH
- Comfortable cycling with traffic

Who will use the Commuter Route?

- Less Confident Cyclists -



Seniors and Children

- May travel at 8 - 12 KMH
- Have slower reaction times

Who will use the Commuter Route?

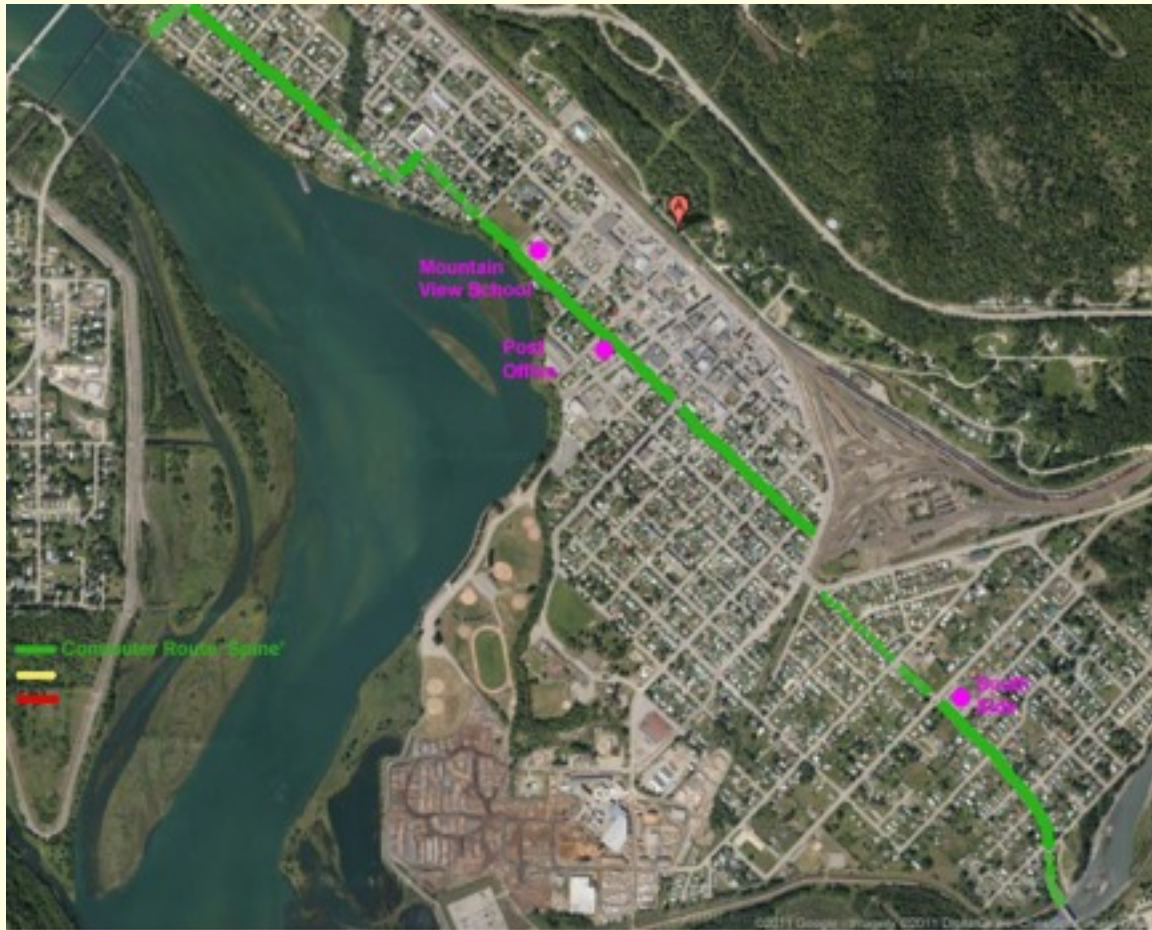
- Utilitarian Cyclists -



Cycling for transportation

- Cycling to work, shopping, recreation
- Cycle at speeds of 10 to 20 KMH
- Less confident cyclists may ride on sidewalk

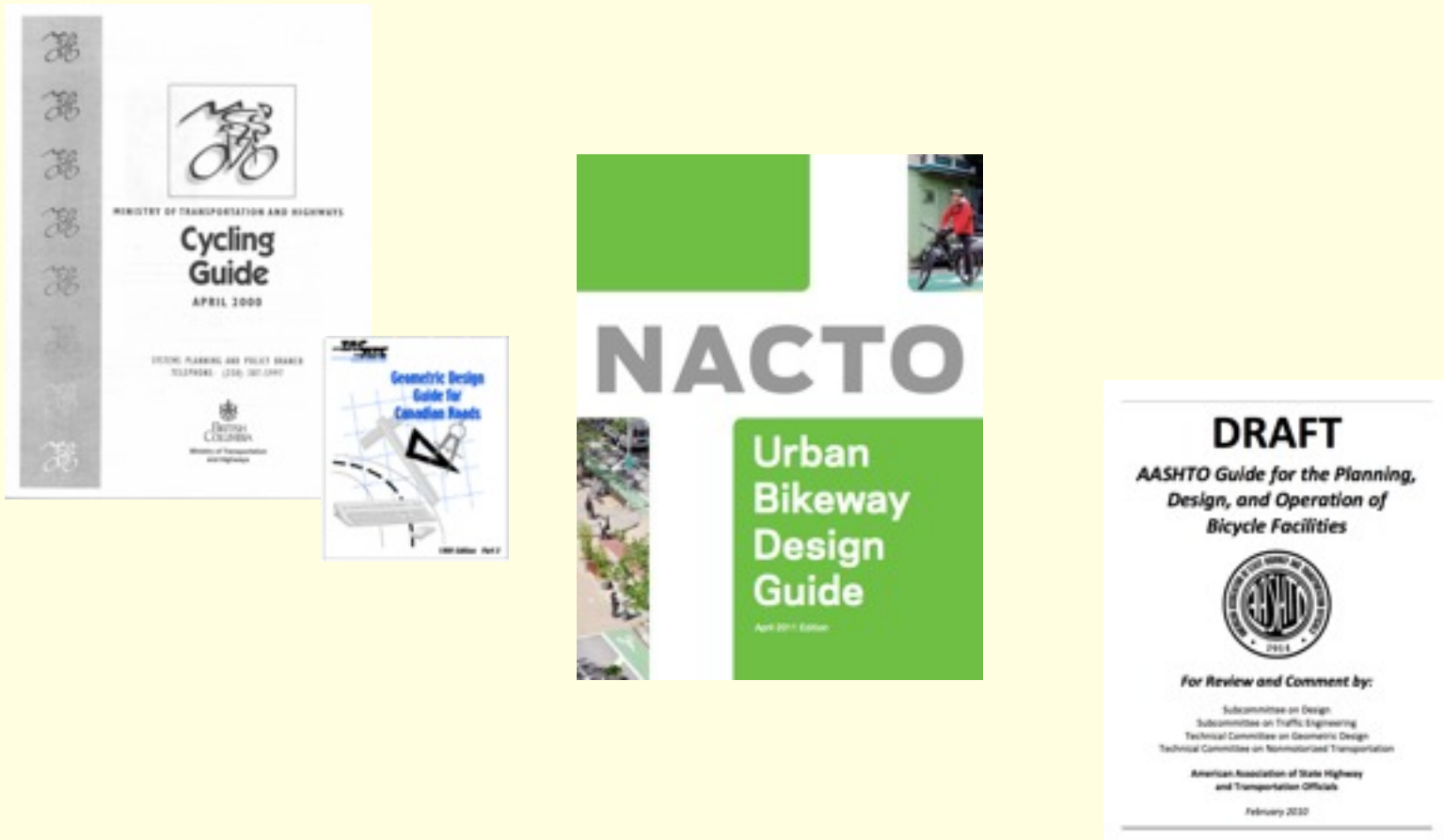
Preliminary Recommendations



Commuter 'Spine':

- *Big Eddy Bridge*
- *Douglas through Lower Town*
- *Third through Central*
- *Revelstoke*
- *Fourth through Southside*
- *Illecillewaet Bridge*

Reference Standards for Bikeway Design



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We were advised to follow the guidelines of the provincial and national guidelines. The committee agreed that following these guidelines was prudent and recognize the needs of the less confident cyclist and reduces the City's liability. It also enables us to access provincial funding. The provincial funding program has been cancelled for this year, but should it be renewed in the future, guidelines have to be followed.

Recommended Lane Widths for Bicyclist Safety

National Association of City Transportation Officials -

Urban Bikeway Design Guide;

BC Ministry of Transportation - *Cycling Guide*

Shared Use Lanes

Traffic volumes < 1,000 VPD

- 2 Vehicle / Bike Lanes (14') = 28'
- 2 Parking Lanes (9') = 18'
- TOTAL WIDTH = 46'

Exclusive Use Lanes

Traffic Volumes >1,000 VPD

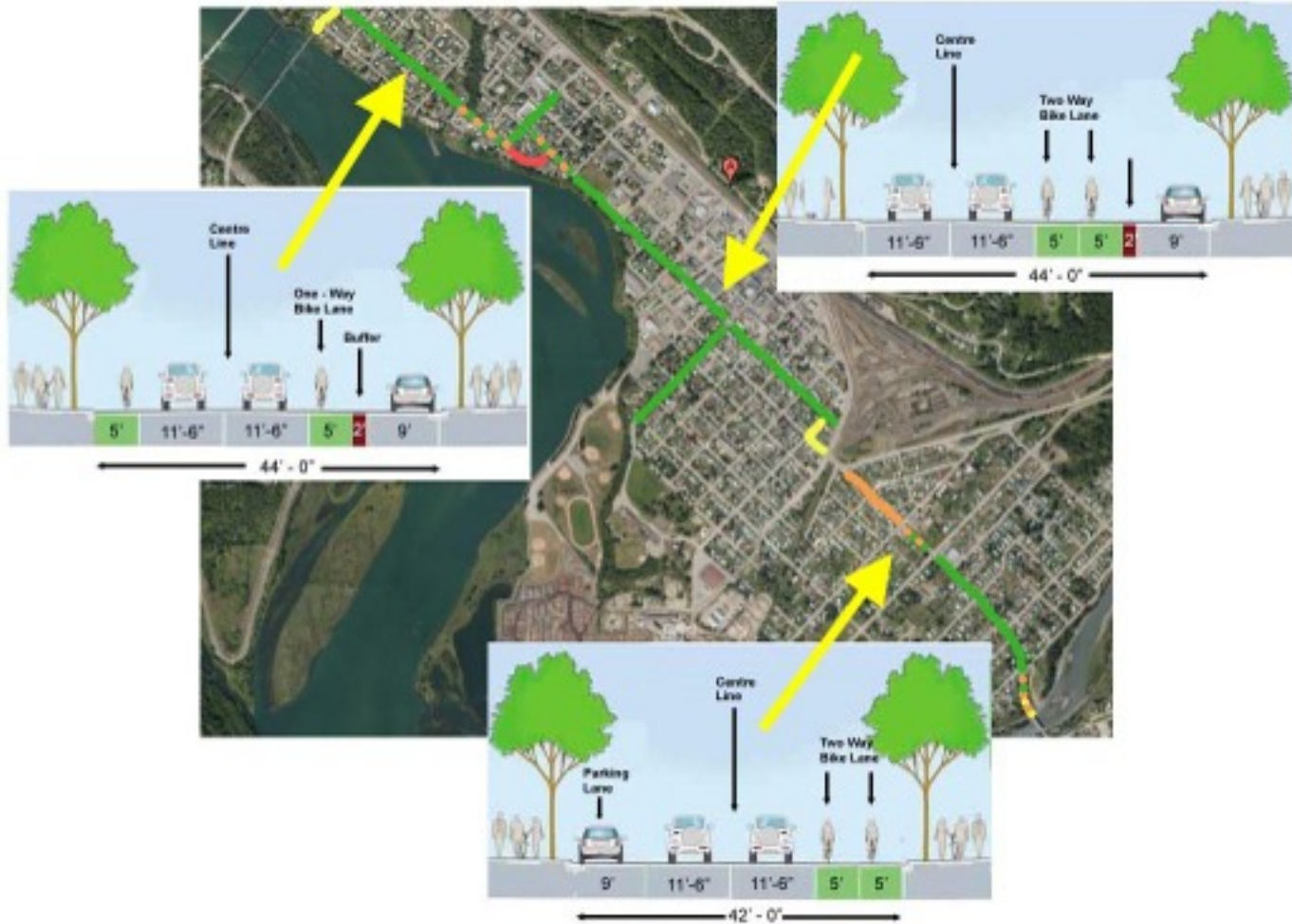
- 2 Vehicle Lanes: 23'
- 2 Bike Lanes: 10'
- 2 Parking Buffers: 4'
- 2 Parking Lanes: 18'
- TOTAL WIDTH 55'

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Most of the road widths of Revelstoke's commuter spine route are about 44 feet. Therefore, these roads do not meet the guidelines for exclusive use lanes or shared use lines. The street widths together with the guidelines for traffic volumes clearly do not meet the guidelines.

Commuter Route Location and Layout

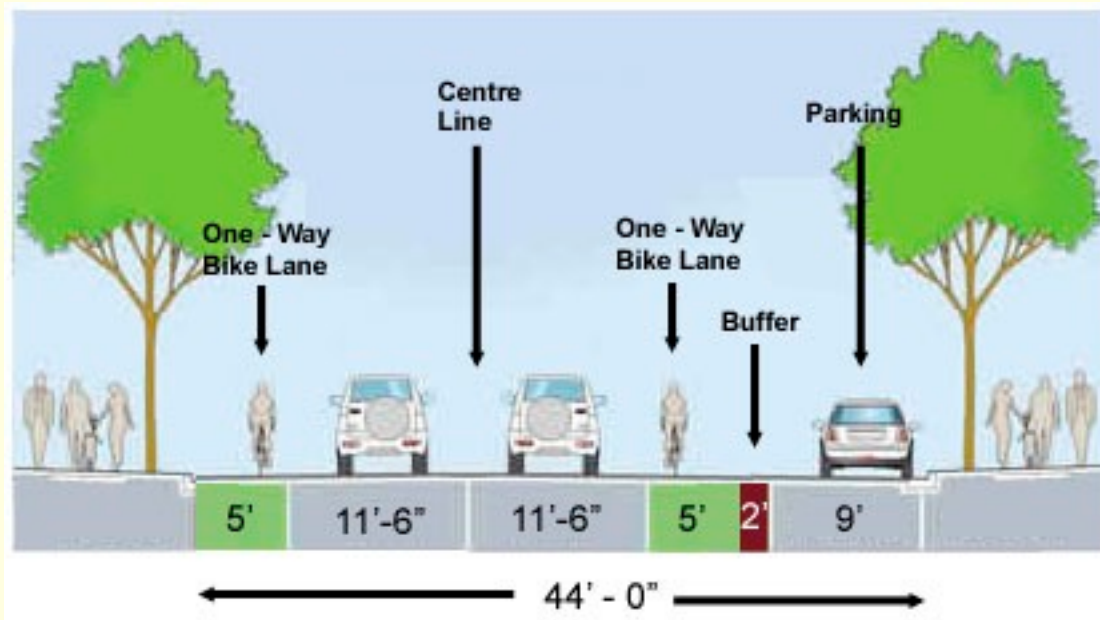
- 3 Options were considered -



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These three options were considered using our commuter user group, street widths, traffic volumes and ease of implementation.

Enhancement Committee Recommendations - November 3, 2011-



Commuter 'Spine' - Street Cross Section:

- *One-way exclusive use bike lanes*
- *Each side of Douglas, Third and Fourth*
- *Parking on one side only*
- *April to October*

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In consideration of our target user group and the guidelines, the committee's recommendation is as above. We also recommend that a public meeting be held to inform the public about the bike route.