



Spring Street Streetscape Functional Design Review

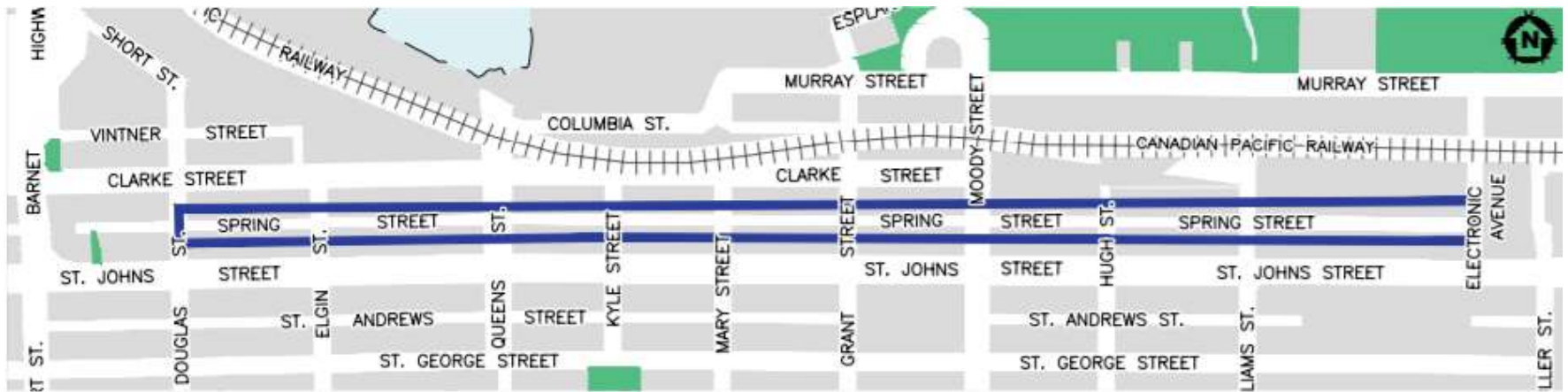
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June 24, 2019 – Transportation Committee

Spring Street Streetscape

- Existing Conditions
- Challenges
- Policies (OCP, MTP)
- Proposed Traffic Pattern
- Proposed Streetscape
- Discussion

Spring Street Streetscape - Existing Conditions



Spring Street Streetscape - Challenges

- Development
- Access and Parking
- Utilities
- Safety
- Traffic Volumes

Challenges - Developments



Challenges— Access & Parking



2200 BK - Douglas to Elgin

- Public Parking
- Private Parking
- Access

Challenges— Access & Parking



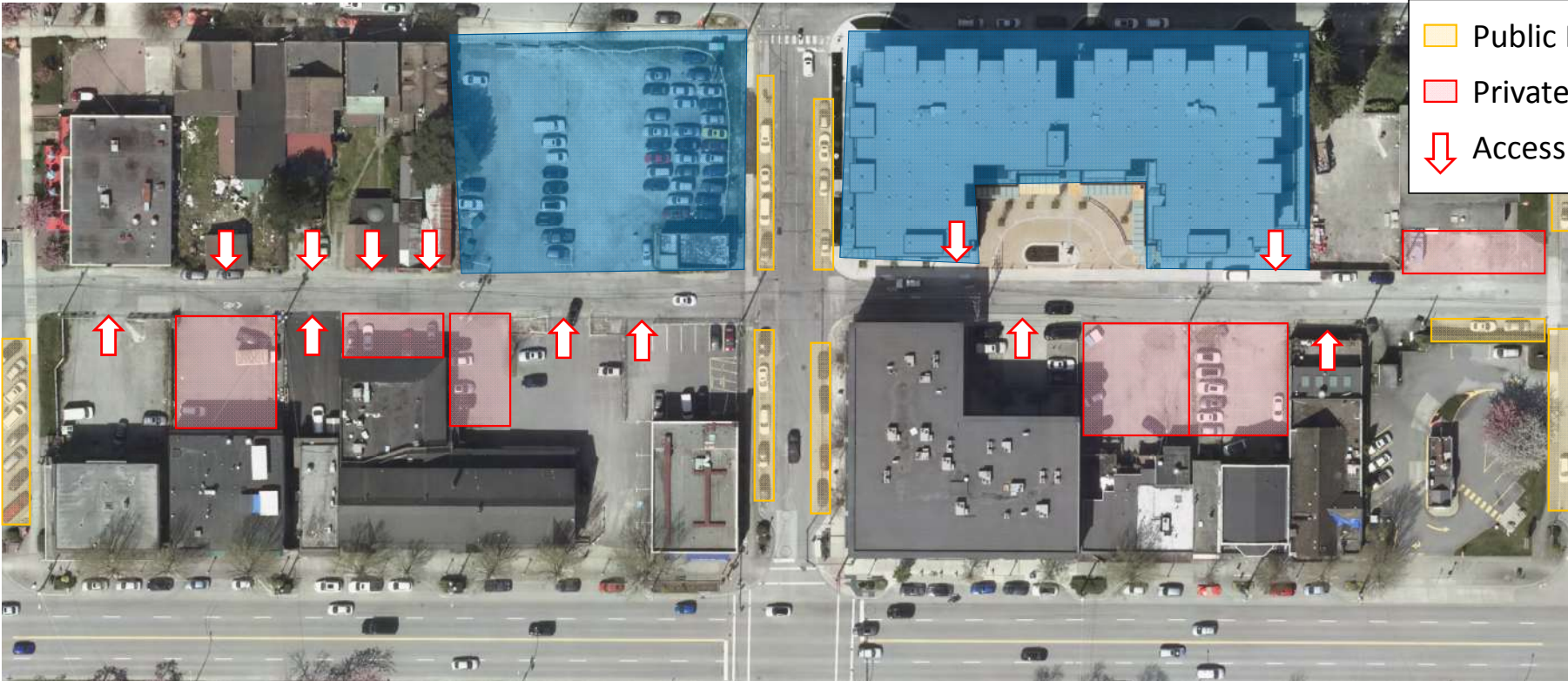
2200 BK - Douglas to Elgin

- Public Parking
- Private Parking
- Access

Challenges – Access & Parking

2400/2500 BK - Queen to Mary

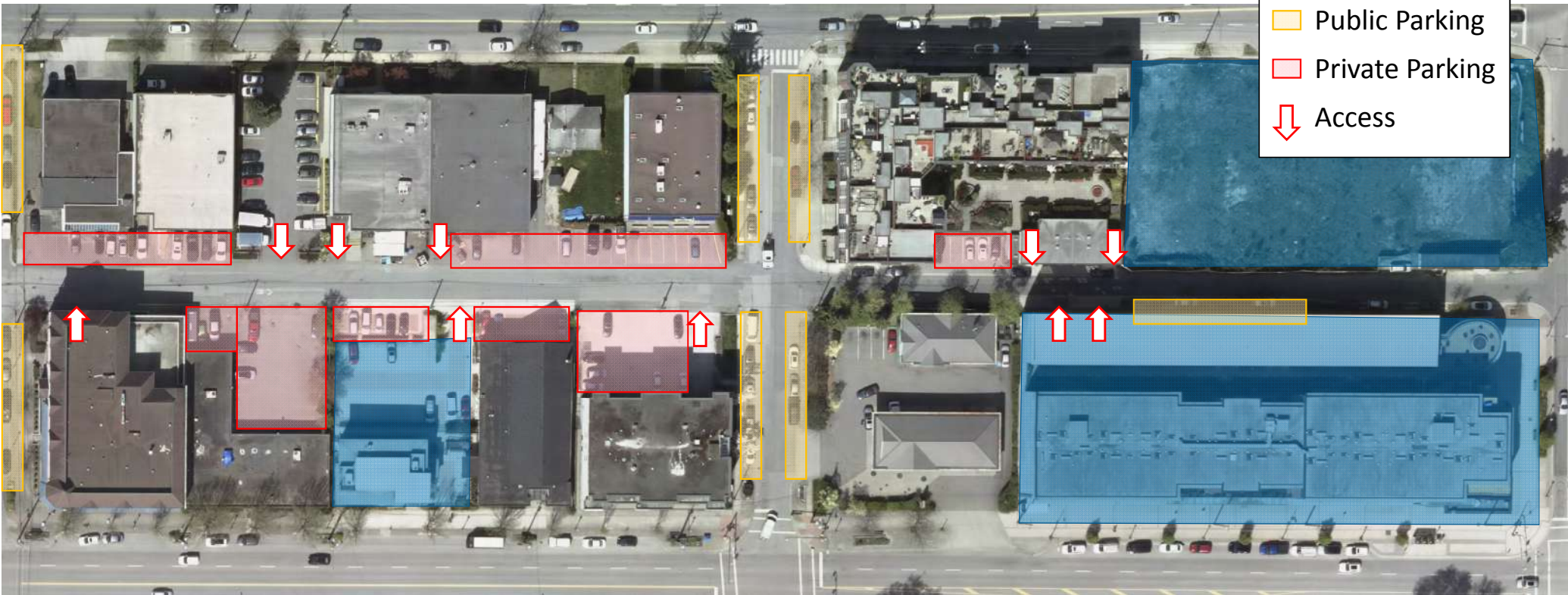
- Public Parking
- Private Parking
- Access



Challenges – Access & Parking

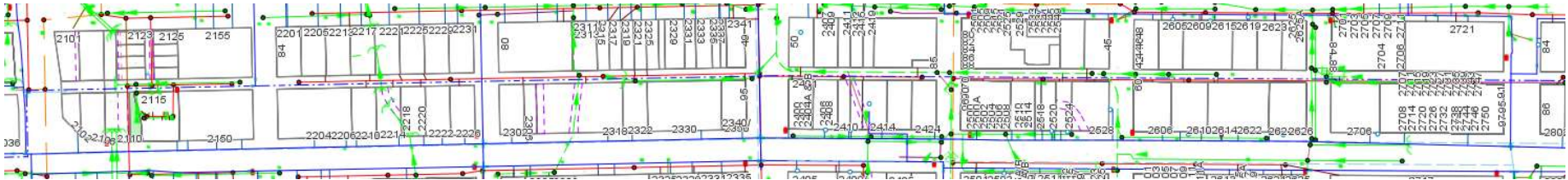
2600/2700 BK - Mary to Moody

- Public Parking
- Private Parking
- Access



Challenges- Utilities

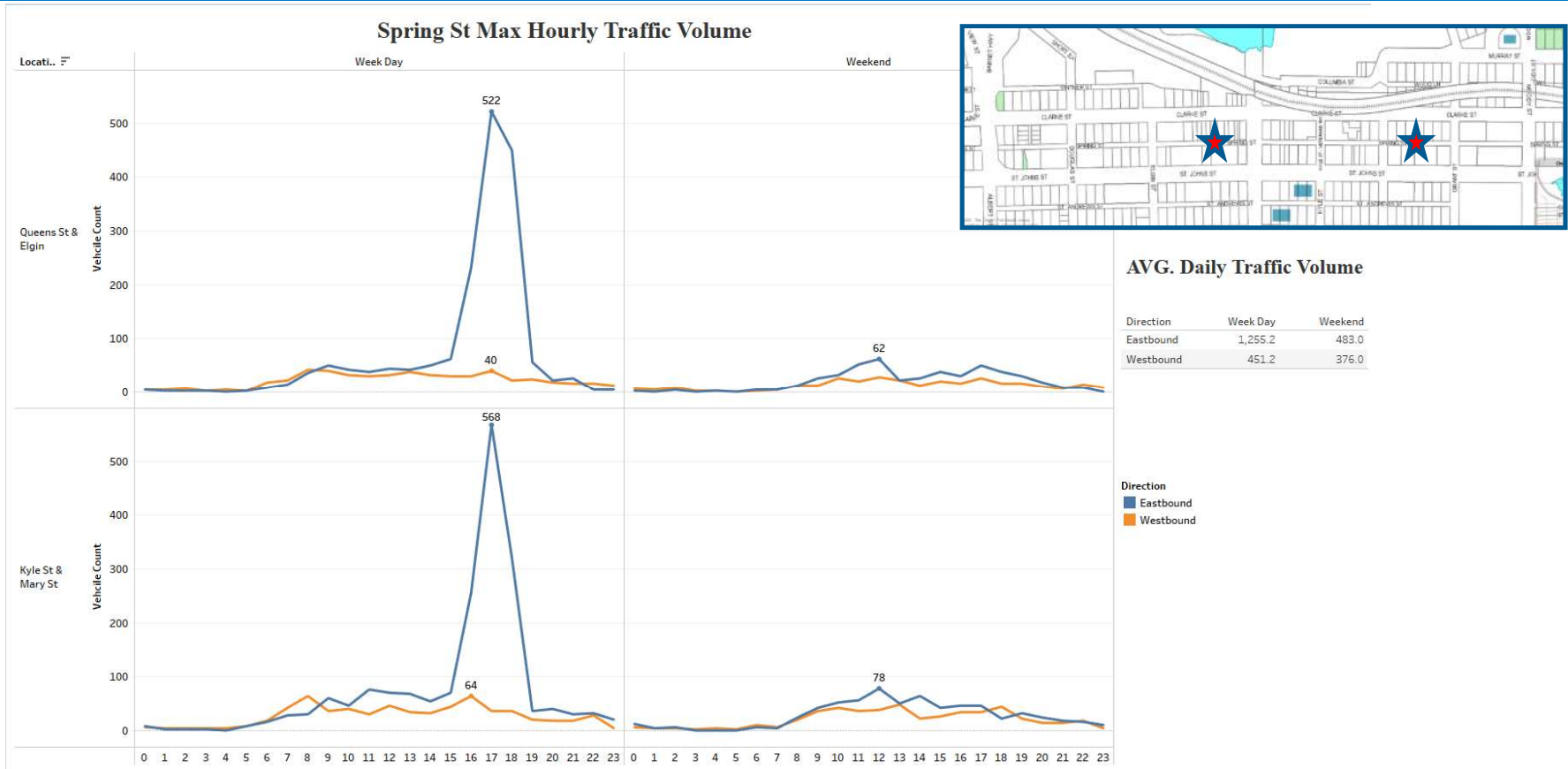
- Sanitary Sewer – Condition
- Storm Sewer – Capacity
- BA Water Line – Industrial Service
- Third Party Duct Banks



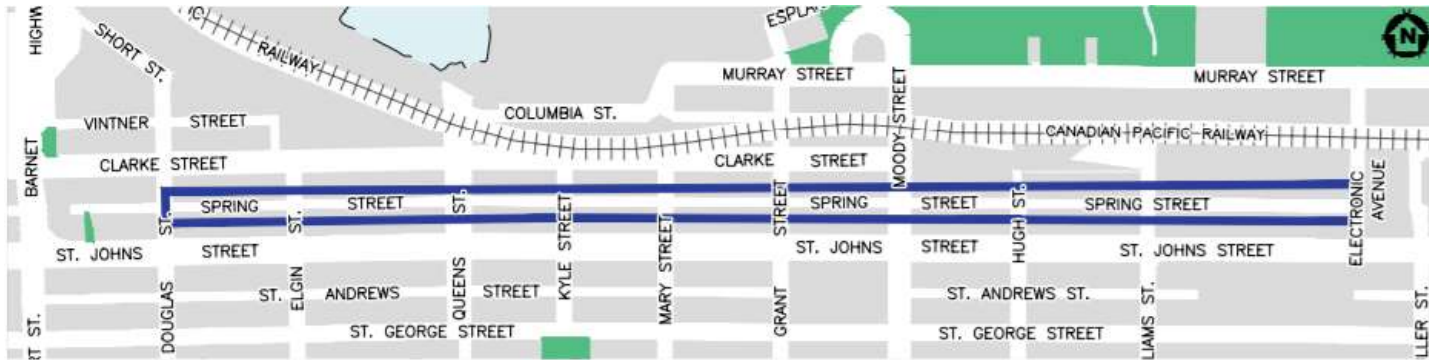
Challenges- Safety

- Sidewalks
- Traffic
- Lighting
- Emergency Access

Challenges- Traffic Volumes

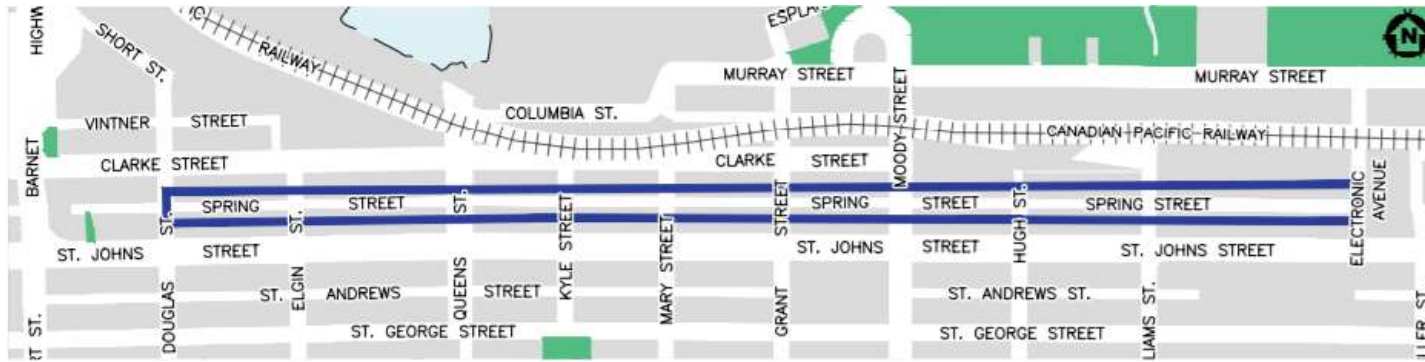


Official Community Plan - Spring Street Promenade



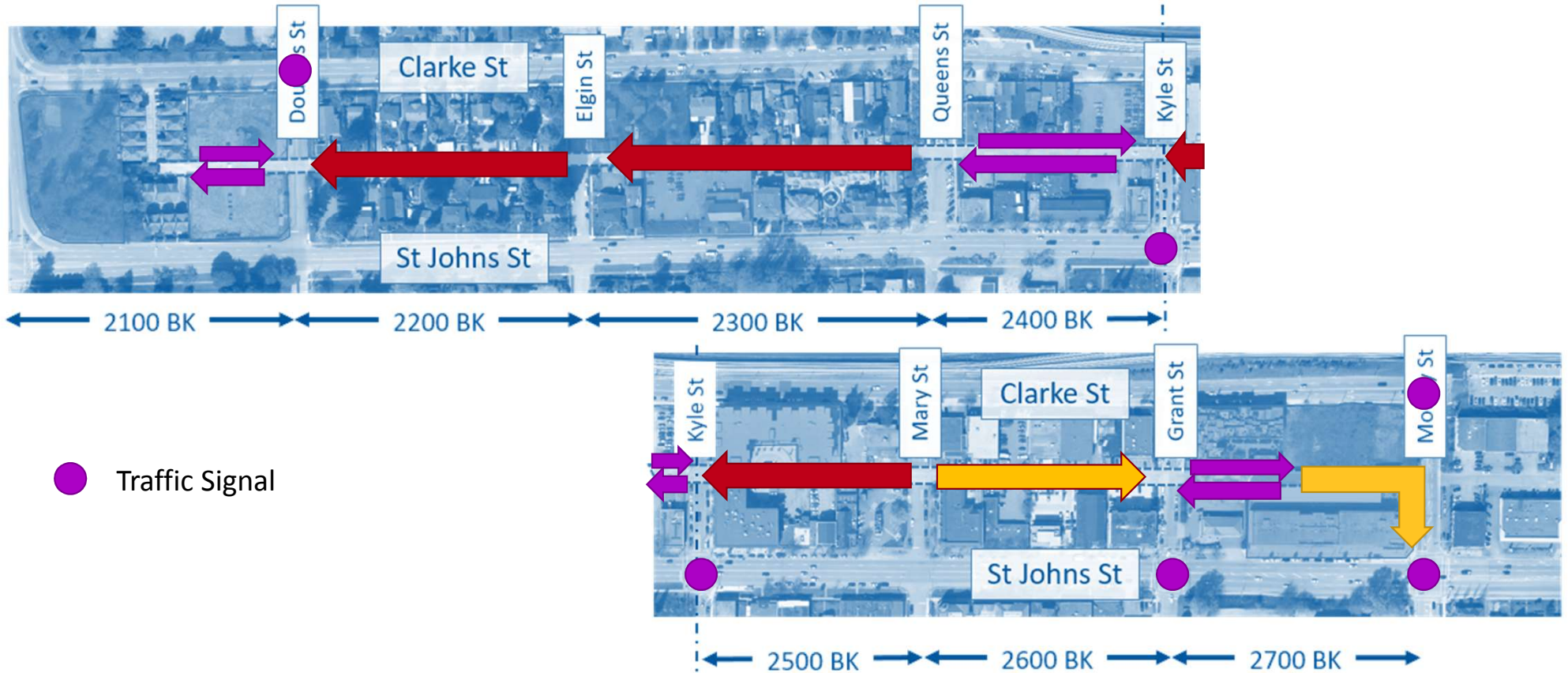
- Pedestrian and Bicycling Realm
- Local Traffic Only
- Narrowed Street Entrances
- Varied Paving Materials
- Landscaping
- Pedestrian Lighting
- Street Furniture
- Street Parking

Master Transportation Plan - Pedestrian Priority Street

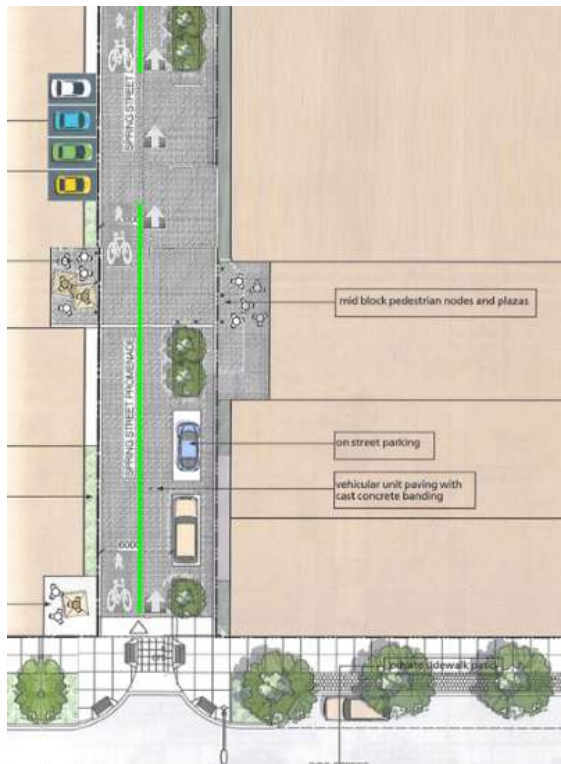


- Pedestrian Priority
- Neighborhood Bikeway
- Local Traffic Only
- One Way Traffic
- Curb Extensions
- Pavement Markings
- Crossing Treatments
- Loading Zones

Proposed Traffic Pattern – Local Traffic Only



Proposed Streetscape



Streetscape Design Overview

- 3m mixed bike and pedestrian zone
- 3m one-way traffic pattern
- 2.5m parking zone
- 1.5m pedestrian zone
- Curb bulges at intersections
- Raised planters
- Traffic calming



Discussion

Discussion



Suggested Motion

THAT the Transportation Committee endorse the conceptual Spring Street streetscape and traffic pattern changes as presented by staff at the June 19, 2019 Transportation Committee meeting.