

**Sustainable Planning and Development for Small Communities Workshop
Sustainability Project Summary
Centre Square Bikeway and Pedestrian Enhancements
Route Selection, Corridor Planning and Design
Regina, Saskatchewan**

Regina's Bicycle Network Plan includes on-street links between Regina's Downtown and Wascana Park through Regina's Centre Square neighbourhood. Centre Square is one of the City's vital core communities and is bordered by Regina's Downtown to the north and Wascana Park to the south. In September 2006 the City hired Associated Engineering and Crosby Hanna & Associates to plan and design the Centre Square bikeway and pedestrian corridors under the direction of the City's Steering Committee. The project was fully funded by the City of Regina.

By integrating these projects the City had the opportunity to accomplish the following:

- Establish the foundation of the on-street cycling network within the core of the City
- Designate and improve places for cyclists and pedestrians
- Enhance access to Wascana Park's new pathways.

The process to plan the Centre Square Bikeway and Pedestrian Enhancements included identifying the opportunity, setting goals and objectives, data collection and analysis, developing alternatives, selecting the preferred alternative, and implementation.

As the project was likely to result in a major change in traffic operation it was believed that a very inclusive process was needed to ensure area residents and businesses understood the impacts and were supportive of the changes. This was achieved with a Technical Advisory Committee (TAC) and extensive public consultation which included the formation of a Public Advisory Committee (PAC). The TAC included representatives from the City of Regina, Regina Downtown Business Improvement District, and Wascana Centre Authority which is the jurisdiction that manages the adjacent Wascana Centre. The PAC consisted of area residents, businesses, cyclists and pedestrians that could be more directly involved in the planning and design process.

The following public consultation events were held throughout the process:

1. Public Meeting - March 7, 2007
2. PAC Meeting #1 – March 28, 2007
3. PAC Meeting #2 – May 3, 2007
4. Public Open House – May 30, 2007

Key objectives of the public consultation were to:

- Inform stakeholders that the project is being undertaken,
- Allow stakeholders to participate and provide their input into the project,
- Identify stakeholder's concerns, and
- Discuss options for route selection and street layout.

Traffic data collection, an industry practices review and an existing conditions assessment were undertaken to prepare a preliminary assessment for review with the Technical Advisory Committee. Consensus was reached to select two candidate streets per one-way street direction to discuss during the public consultation. The first public meeting was held to announce the project, invite area residents and businesses, walkers, runners, cyclists and other stakeholders to participate on a Public Advisory Committee (PAC) for the project, and to learn about cycling and walking travel preferences in the community.

Street selection was based on the results of the preliminary assessment, a survey distributed at the public meeting, discussions with the PAC and the TAC. An evaluation matrix was developed to summarize results and presented to the City for final selection of the preferred route. The project did not encounter any regulatory obstacles beyond standard rules of the road.

Street layout concepts for the on-street bikeways and the pedestrian enhancements were developed for review with the PAC. Consensus for the street selection and street layouts was reached after two PAC meetings. The recommended streets and design layouts were presented at an open house which was held May 30, 2007.

Recommended design layouts were finalized and approved by the City, incorporating feedback from the PAC and the public who attended the public meeting or the open house. The bikeway design was submitted to the City, resulting in the implementation and launching of the new bikeways on Lorne Street and Smith Street on August 22, 2007. A public campaign has been used to provide information to drivers and cyclists on sharing the roadway and proper utilization of the bicycles-only lanes. The City has received numerous compliments on the bike lanes and few complaints or concerns.

The project team worked with community residents and business owners, as well as commuter cyclists and pedestrians, to develop recommended bikeway and pedestrian enhancements for the area. Support for the project was achieved by involving stakeholders at every stage of the project.

Comprehensive involvement of key stakeholders was critical to the success of this project. One key component of the project was ensuring on-street parking and transit operations were not negatively impacted. As well, the support of city staff enabled timely installation of the bike improvements.

Street with Two Driving Lanes Prior to Bicycle Lane Installation



Street with Two Driving Lanes After Bicycle Lane Installation



