

Bicycle Master Plan Implementation

All Ages and Abilities (AAA) Cycling Network Update

July 2, 2020

Committee of the Whole



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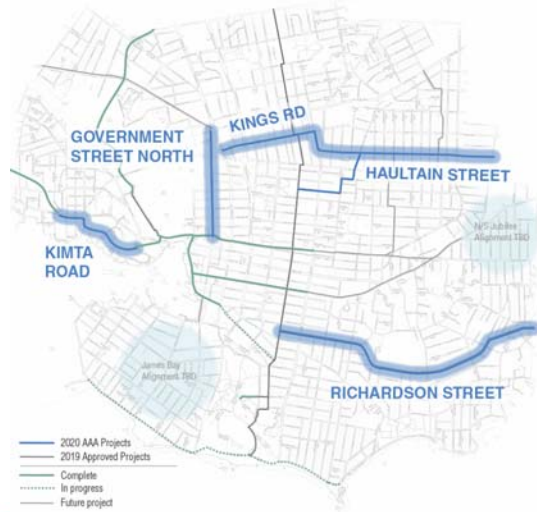
Presentation Outline

- Introduction
- Purpose of Report
- Context
- Complete Street Design
- 2020 Project Walk Through
- Dallas Road Considerations
- Summary
- Recommendations



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Purpose of Report



Presenting recommended project designs and seeking approvals to prepare tender documents for:

- Kings-Haultain
- Government Street North
- Kimta Road / E&N connection
- Richardson Street

Consideration of temporarily designating the Dallas Road cycling facility, between Lewis Street and Clover Point, as a multi-use pathway

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The Context

Our vision: **clean, seamless mobility options for everyone**

The AAA network is a part of the City's commitment to road safety, climate action, and affordability objectives.

32+ kilometers extending into every neighbourhood – connecting schools, parks, employment areas and destinations

- 4.5 kilometers completed
- 9 kilometers either under construction or approved for construction
- Next 8 kilometers of infrastructure represents achieving 67% of the priority AAA network



Victoria is leading the Capital Region - we are providing a totally different, safer cycling experience

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Advancing Multiple Priorities

Cycling infrastructure investments are nested in several City initiatives.

OFFICIAL COMMUNITY PLAN

- Safe, integrated, convenient transportation network
- Reduced fossil fuel dependence, conserve energy, reduce GHGs
- Vibrant streetscapes
- Accessible mobility options

COUNCIL STRATEGIC PLAN

- Health, Well-being, and a Welcoming City
- Climate Leadership & Environmental Stewardship
- Sustainable Transportation

LOCAL AREA PLANS

- Low carbon mobility
- Traffic calming
- Streetscape design

GO VICTORIA

- Adopt Vision Zero
- Accelerate Accessible and Active Transportation
- Shift to Zero Emissions

CLIMATE LEADERSHIP PLAN

- Low carbon mobility & resilient systems

DRAFT ACCESSIBILITY FRAMEWORK

- Remove barriers in the built environment



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Data helps to inform Design

Cycling becomes a viable option for **more people, more often** when there is a **safe connected** network

39% of cyclists and 42% of non-cyclists ➤ interested but concerned

Latent demand

Fear of traffic and **desire for connected bicycle routes** are top factors influencing the decision to ride (or not).

63% of cyclists and 48% of non-cyclists ➤ Likely to cycle more... More likely to cycle...

...if more infrastructure is built



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What We Are Trying To Achieve



When the priority network is complete, **95% of the municipality will be within 500m** of an AAA cycling route.

This network supports:

- Children and seniors
- Women
- Low income riders
- Shift workers
- People who occasionally bike



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COVID-19 Impacts

- Victoria is not alone as it faces new pressures and uncertainties.
- Public health recommendations act as a new driver for the re-allocation of road space.
- Pandemic and recovery emphasizes the importance of transportation infrastructure that is:
 - ✓ Equitable
 - ✓ Affordable
 - ✓ Resilient
 - ✓ Safe
- Investments can support near-term job creation and economic activity but must be considered in new financial realities

Toronto is finally closing streets to make more space for pedestrians and cyclists

Coronavirus: Boom time for bikes as virus changes lifestyles

By Roger Hamblin
BBC environment

7 May 20

Coronavirus

Paris To Create 650 Kilometers Of Post-Lockdown Cycleways

Bicycle sales, service booming in Greater Victoria

With gyms shut down because of the COVID-19 pandemic, cycling is replacing other forms of fitness

Louise Dicks

APRIL 24, 2020

World cannot return to 'business as usual' after Covid-19, say mayors

City leaders publish 'statement of principles' outline climate

Canada

How COVID-19 could change the way cities look and operate after the lockdowns

f t y g+ in

Physical distancing measures have already affected street use, transit and buildings

Andre Mayer | CBC News | Posted: May 01, 2020 4:00 AM ET | Last updated: May 5



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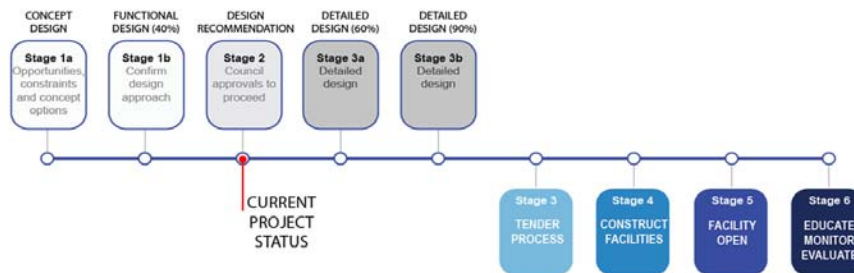
COVID-19 Impacts

- Like several other City initiatives, COVID-19 has had an impact on network completion.
 - Construction tender was delayed
 - Public engagement activities were deferred
 - 2021 project designs
 - Route alignment consultation in Jubilee and James Bay
 - The adoption of 2020 project designs were delayed
- Recommendations in this report also include:
 - **Advancing projects to “Shovel Ready” design** with consideration of construction costs in the 2021 Financial Planning Process
 - Hosting a workshop with Council focused on
 - **Maintaining momentum while considering scope and sequencing** with updated budgetary, social and environmental outlooks.



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Project Phasing



- Multi-phased design process
- Substantive up-front work to generate the best design outcomes
- Scale and scope of projects are significant; bundling projects works well
- Each project has different context – varying complexities that demand a careful, considered and respectful approach
- Continual improvement in design and construction as we build on lessons-learned



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More than just cycling infrastructure



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Complete Street Designs

- **Reduced disruption to the community**
 - Avoids re-work and going back to complete other projects on the same corridor
- **Higher levels of public support**
 - More people can “see” the benefits of investments
 - Demonstrates value for money
- **Increased potential for grant funding**
 - Attractive projects for funders / ability to apply to external programs
- **Streamlined departmental support**
 - Core business support from procurement; engagement; public works
- **It's the right thing to do**
 - We get a better project with a higher quality results



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Complete Street Coordination

Projects are coordinated for value added benefits:

- **Surface Infrastructure Improvement** – road paving, electrical system upgrades, sidewalk renewal, new traffic signals
- **Underground Infrastructure Improvements** – water, stormwater and sanitary sewer upgrades or replacements
- **Pedestrian / Accessibility Enhancements** – new and improved pedestrian crossings, accessible traffic signals, traffic calming for safer and more enjoyable experience
- **Public Realm and Urban Forest Enhancements** – new street trees and landscaping, bike parking, additional benches, and curbside parklets



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Partner Collaboration

In addition to broad consultation, partners help to influence and inform designs:

- **BC Transit** – customer amenities, functional space requirements, and service routing scenarios
- **Emergency Services** –operational requirements to accommodate fire, police and ambulance
- **CRD** – collaboration to address key network gaps and maintain design consistency between local and regional networks
- **Business, Neighbourhood & Community Groups** – user experiences, practical insights, public realm and place-making opportunities



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Public Engagement Process

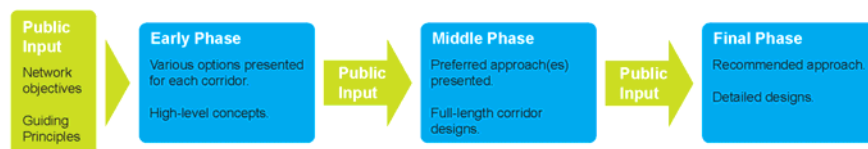
- October 2019 to February 2020
- Participation by more than 2,000 people
 - online surveys, email feedback, and in-person comments through several events
- Diverse promotional mechanisms to invite community and encourage input
 - On-street signs, pop-up stations, social media, radio and newspaper



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Public Input Has Shaped Outcomes

- Our goal is an engagement process where partners and the public have several meaningful opportunities to provide feedback
- Staff provide full consideration and evaluation of all suggestions
- Public input has resulted in updated designs on Richardson Street, Kings-Haultain Corridor and the Kimta Road / E&N Connector



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The 2020 Projects

A. Kings-Haultain

- Shared use neighbourhood bikeway
- Includes AAA connection to Vancouver

B. Government Street North

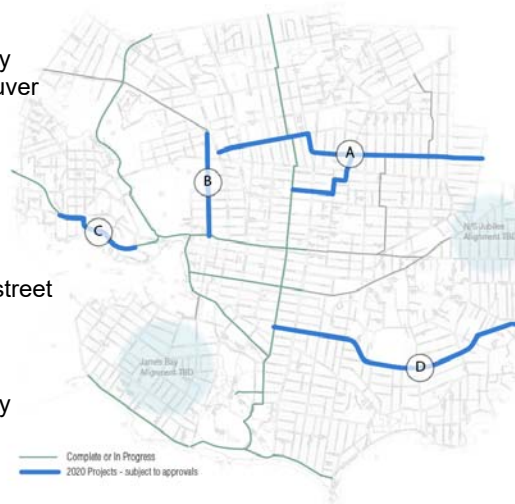
- One-way protected bike lanes
- Complete street enhancements

C. Kimta / E&N Connector

- Two-way protected bike lanes, off-street and multi-use pathway upgrades

D. Richardson Street

- Shared use neighbourhood bikeway
- Includes adjacent circulation enhancements



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Snapshot of Projects

This group of projects achieves several objectives:

- **Pedestrian improvements** – 14 new pedestrian crossings, 13 pedestrian crossing improvements, 265 metres of new sidewalk; **lower vehicle speeds** for enhanced pedestrian comfort or **increased separation** from motor vehicle traffic
- **Cycling improvements** – 5.8 km of safer neighbourhood bikeways, 2.1 km of protected bike lanes, several improved road crossings – all designed to AAA standards
- **Public Realm improvements** – Net increase of ~ 12 new trees, 3 place-making sites
- **Motorist improvements** – safer road design, **improved turning** movements, net increase of >100 on-street parking stalls, **managed access on local roads**



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The Right Design for the Context

Infrastructure design standards help determine which treatments are most appropriate – but all designs need to be considered in context of location.

- **Fully protected bike lanes** introduce physical barriers between cyclists and vehicle traffic and are most appropriate when traffic volumes and/or speeds are higher and locations with higher density.
- **Off-street pathways** are designed to maximize travel space for pedestrians and cyclists while accommodating safe road crossings.
- **Shared use neighbourhood bikeways** target lower motor vehicle speeds and volumes.
 - Interventions work as a system to achieve safety goals
 - Will result in some traffic using alternative routes within the road network
 - Local travel patterns will change for some residents and commuters but overall network impacts are anticipated to be minimal

All proposed approaches have been successfully applied in other locations

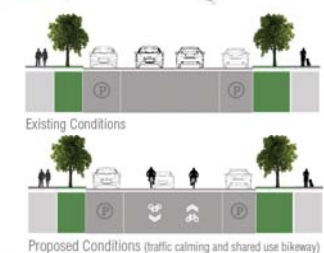


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Kings-Haultain – Project Overview

Design approach and features:

- Traffic calmed, neighbourhood bikeway (500-1000 vpd and 30km/hr)
- Strategically-located traffic diversions and traffic calming
- Additional AAA connection to Vancouver Street via Cedar Hill / Chambers / Princess
- Net gain of parking stalls, new landscaping, replacement trees, new public realm amenities, and accessibility retrofits
- Transit service relocated to Bay Street between Fernwood Road and Shelbourne Street
- Design changes to respond to feedback
 - Cedar Hill at Fernwood – no additional diverter
 - Pedestrian crossing upgrade at Richmond
 - New bus stops on Bay Street



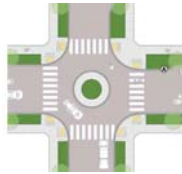
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Kings-Haultain – Design Tactics

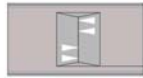
Vehicle Speed Management



Curb extensions narrow the roadway, resulting in slower vehicle speeds, shorter pedestrian crossing distances and opportunities for more on-street parking. Curb extensions are proposed in select locations along the corridor.



Traffic circles slow vehicles at select locations while allowing cyclists to keep their momentum.



Sinusoidal Speed humps are proposed in select locations where the road is wider and higher vehicle speeds can be anticipated.



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Kings-Haultain – Design Tactics

Traffic Volume Management

Median diverters, modified median diverters and angle diverter direct motor vehicles to designated roads to achieve target volumes of 1,000 vehicles per day or less.



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Kings-Haultain – Design Overview

KINGS ROAD | Douglas Street to Blanshard Street



Key features include:

- Signalized pedestrian and bike crossing at Blanshard Street in 2020
 - Loss of 3 trees; replacement of 6 new trees on City property
- Future conventional bike lanes on Bay Street to connect between Douglas Street and Government Street until ultimate AAA connection can be achieved



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Kings-Haultain – Design Overview

KINGS ROAD | Blanshard Street to Quadra Street



Key features include:

- Additional on-street parking on north side of Kings Road
- Improved road crossing for cyclists at Quadra Street



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Kings-Haultain – Design Overview

KINGS ROAD | Quadra Street to Blackwood Street



Key features include:

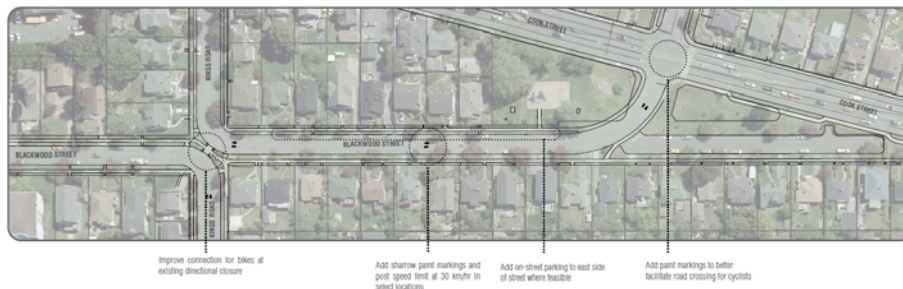
- Road markings and speed humps
- Improved connection for cyclists at the existing angle diverter
- New stop control on Blackwood and Kings



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Kings-Haultain – Design Overview

KINGS ROAD | Blackwood Street to Cook Street



Key features include:

- Additional on-street parking on north side of Blackwood Street
- Improved crossing for cyclists at Cook Street



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Kings-Haultain – Design Overview

HAULTAIN STREET | Cook Street to Cedar Hill Road



Improve crossing for cyclists and add centre median

Add marked pedestrian crossing

Add speed humps where the road is wider

Add marked crossing and traffic calm Cedar Hill Road

Key features include:

- Small median island at entrance to Haultain Street for cyclist safety and comfort
- Paint markings and speed humps
- New pedestrian crossings at Capital Heights and Cedar Hill Road



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Kings-Haultain – Design Overview

HAULTAIN STREET | Cook Street to Cedar Hill Road



Add speed humps where the road is wider

Restrict east and west movements and left turns to reduce traffic

Add new on-street parking where bus stops were located

Add traffic circles at cycling network junctions

Add bulb out and evaluate addition of marked crossing

Key features include:

- Median diverter at Fernwood Road
- Traffic circles and speed humps to support reduced vehicle speeds
- New pedestrian crossing and curb extension at Asquith Avenue



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Kings-Haultain – Design Overview

HAULTAIN STREET | Asquith Avenue to Scott Street



Improve pedestrian crossings and add additional on-street parking at Haultain Corners

Add additional on-street parking at bus stops

Add traffic circles at cycling network junctions

Key features include:

- Curb extensions and new pedestrian crossings at Belmont and Forbes
- Additional on-street parking and traffic circles to support reducing vehicle speeds
- Site for place-making – parklet potential @ Haultain Corners



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Kings-Haultain – Design Overview

HAULTAIN STREET | Asquith Avenue to Scott Street



Reduce traffic volumes on Haultain by restricting northbound left turn from Shelbourne Street

Explore speed humps on this long block of the Haultain corridor

Improve pedestrian and cyclist crossing at Richmond Road

Key features include:

- Modified median diverter at Shelbourne Street
- Modified median diverter at Richmond Road for pedestrian safety
- Speed humps in select locations



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Kimta Rd/E&N – Project Overview

Design approach and features:

- Multi-use pathway from JSB to Tyee Road
- Two-way protected bike lanes on the north side of Kimta Road
- Off-street two-way cycling facility and new sidewalk south side of Esquimalt Road from Robert Street to Catherine Street
- New and improved road crossings for cyclists and pedestrians in key locations
- A net loss to on-street parking
- Design changes to respond to feedback
 - No advisory bike lanes
 - Modest widening of existing multi-use pathway



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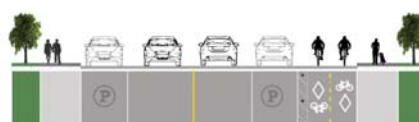
Kimta Rd – Design Approach

Given the utilization rates of on-street parking (average 26%) and wide road (11m – 14m), a two-way protected bike lane offers a safe, predictable and high-quality connection between to the E&N Regional Trail

Some parking loss is required – but overall design retains 72% of on-street parking stalls



Existing



Proposed

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Kimta Rd – E&N Extension

Robert Street to Russel Street



Major crossing upgrade

New two-way protected bike lane on south side of Esquimalt Road

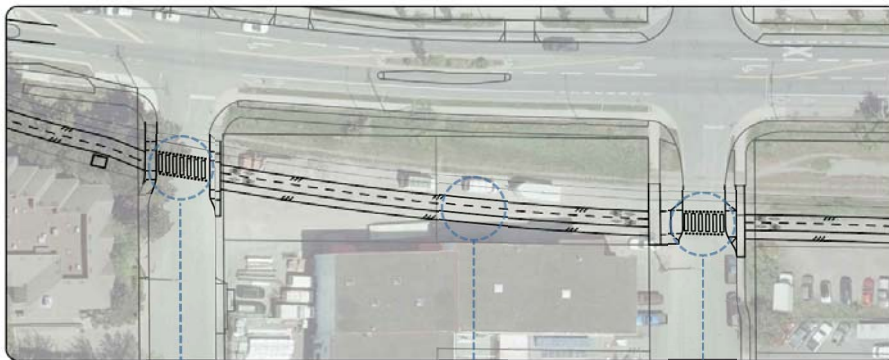
New multi-use road crossing



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Kimta Rd – E&N Extension

Russel Street to Mary Street



New multi-use road crossing

Off-street two-way bike lane and separated pedestrian sidewalk on south side of Esquimalt Road

New multi-use road crossing



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Kimta Rd – E&N Extension

Mary Street to Catherine Street



New multi-use road crossing

New off-street two-way bike lane and separated pedestrian sidewalk on south side of Esquimalt Road

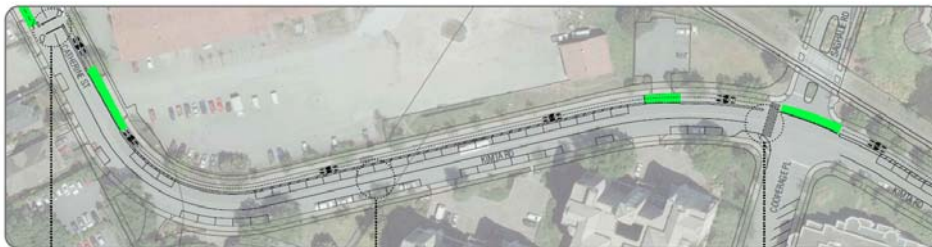
New road crossing for cyclists



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Kimta Rd – Protected Bike Lanes

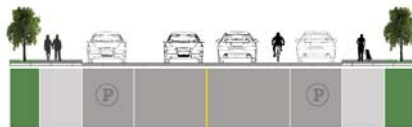
Catherine Street to Saghalie Road



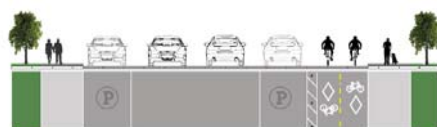
Add crossing for cyclists

Retain on-street parking where feasible

Add pedestrian crossing and curb cut



Existing



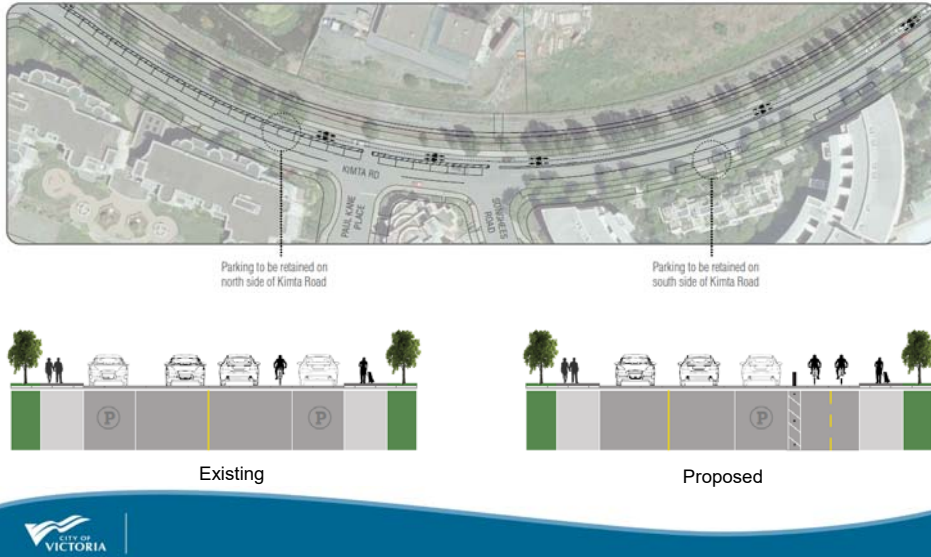
Proposed



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Kimta Rd – Protected Bike Lanes

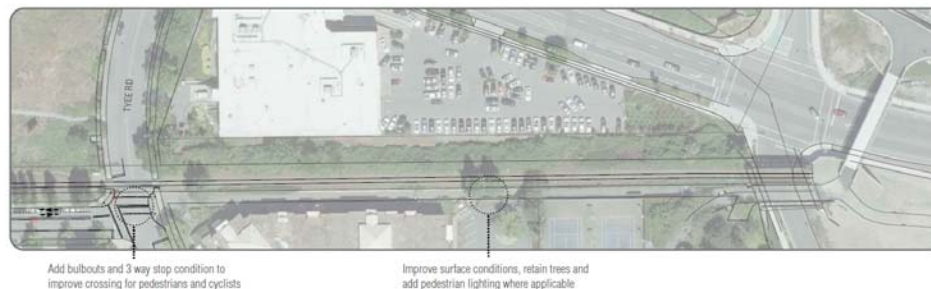
Saghalie Road to Tye Road



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Kimta Rd – Protected Bike Lanes

Tye Road to Johnson Street Bridge



Key features include:

- New road crossing at Tye Road for pedestrians and cyclists
- Surface improvements, lighting, and modest widening on multi-use pathway
- Protects opportunities for future rail corridor investments



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Government St – Project Overview

Design approach and features:

- One-way protected bike lanes
- New and improved road crossings for cyclists and pedestrians
- Dedicated left turn lanes and signal modifications
- Significant construction synergies with surface and underground infrastructure renewals
- Net gain in on-street parking stalls, new street trees, new public realm amenities, and accessibility retrofits.

The renewal of this streetscape is in line with the OCP, supports adjacent land uses consistent with Victoria 3.0 Economic Action Plan, and does not preclude further investments in southern extents of the corridor.



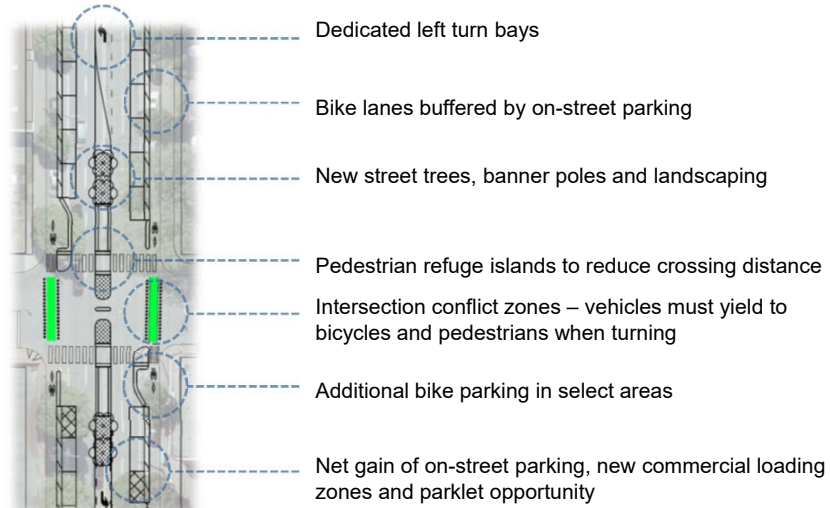
Government St – Road Diet Approach

Given the surplus road capacity on Government Street, a 'road diet' will convert the existing 4 vehicle lanes to 3 vehicle lanes. Benefits of this approach include :

- Protected bicycle lanes buffered by parked cars or medians
- Safer vehicle movements with dedicated left turn lanes and single directional travel lanes
- Space for a centre median offering reduced pedestrian crossing distances and landscape opportunities
- A design that is more reflective and consistent with our urban streetscape environment



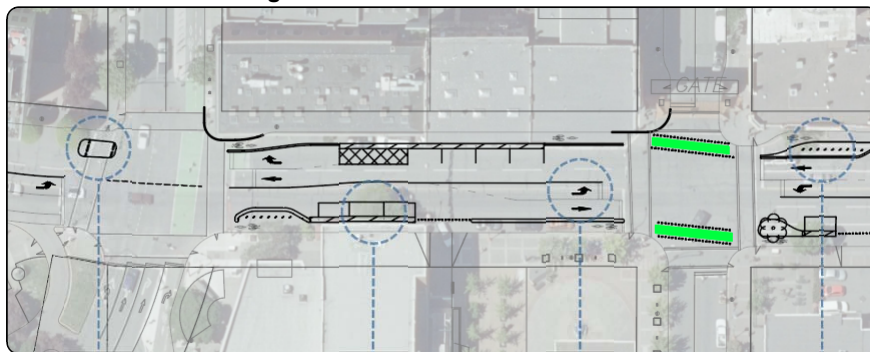
Government St - Design Tactics



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Government St – Design Overview

Pandora Avenue to Fisgard Street



Shorter pedestrian crossing

Buffer bike lanes with on-street parking

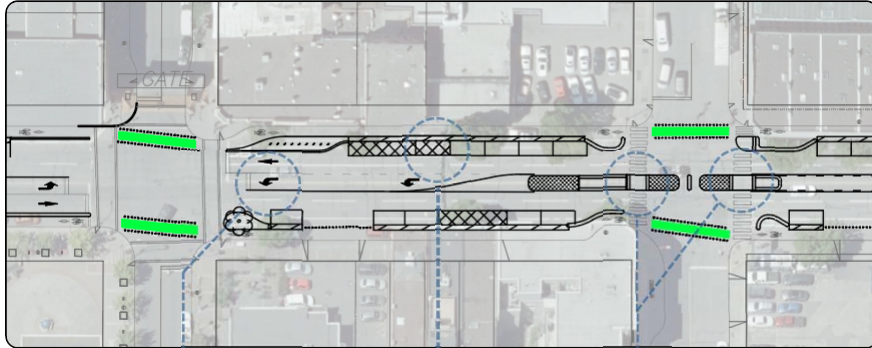
Add left turn lanes and signal to improve access Fisgard Street

Added bike parking

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Government St – Design Overview

Fisgard Street to Herald Street



Add left turn lane and signal to improve access to Centennial Parkade

Retain commercial loading zones and on-street parking

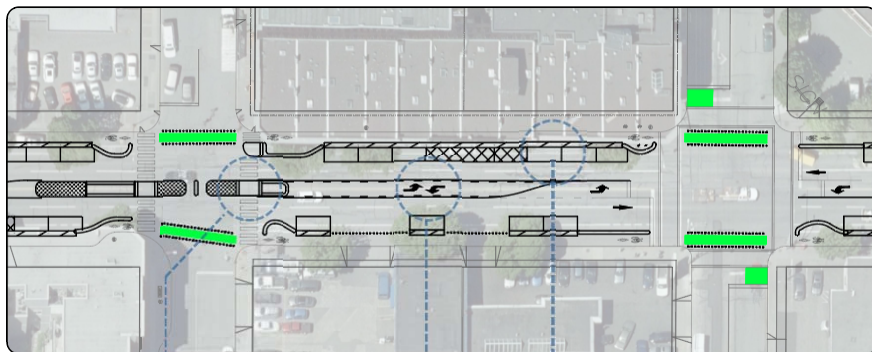
Add pedestrian crossings and landscaped median



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Government St – Design Overview

Herald Street to Chatham Street



Add pedestrian crossings and landscaped median

Add left turn lanes to improve access to businesses

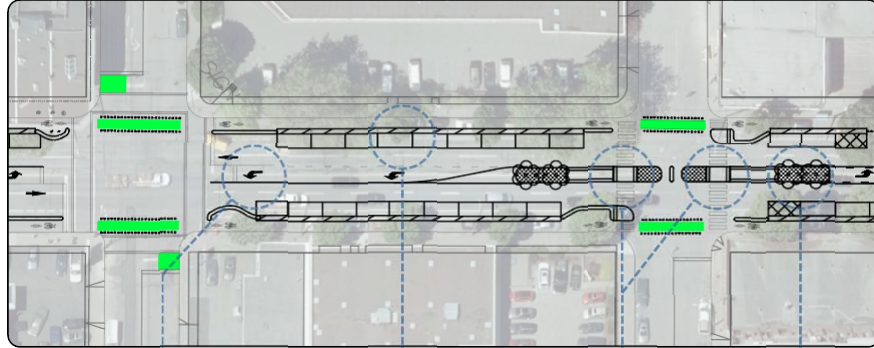
Potential parklet location



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Government St – Design Overview

Chatham Street to Discovery Street



Add left turn lanes and signals to improve access Chatham Street

Buffer bike lanes with on-street parking

Add pedestrian crossings and landscaped median

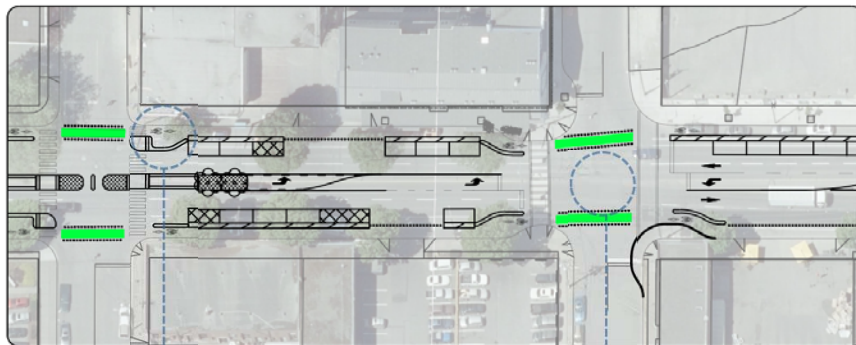
Add new street trees



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Government St – Design Overview

Discovery Street to Pembroke Street



Add bike parking

New signal proposed at Pembroke Street to improve access to Store Street



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Government St – Design Overview

Pembroke Street to Bay Street



Key features include:

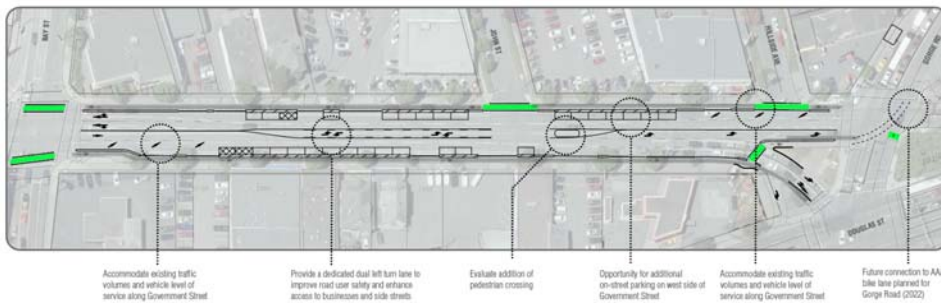
- New on-street parking
- Future pedestrian crossing opportunity at Queens Avenue, as densification occurs
- Accommodation of higher traffic volumes and movements at intersections



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Government St – Design Overview

Bay Street to Gorge Road



Key features include:

- New on-street parking
- Future pedestrian crossing opportunity at John Street, as densification occurs
- Accommodation of higher traffic volumes and movements at intersections

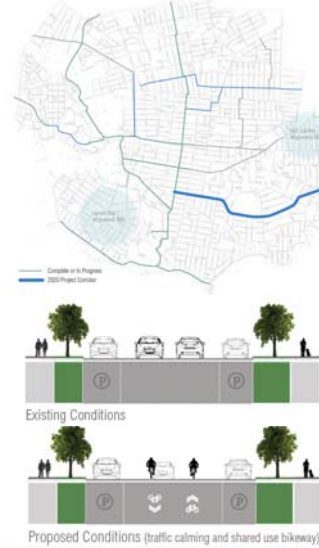


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Richardson St – Project Overview

Design approach and features:

- Traffic calmed, neighbourhood bikeway (500-1000 vpd and 30km/hr)
- Strategically-located traffic diversions and traffic calming
- Net gain in on-street parking stalls, new plaza space with street trees, new pedestrian crossings and accessibility upgrades
- Adjacent vehicle circulation improvements
- Design changes to respond to feedback
 - No advisory bike lanes
 - Improvements to north/south greenways
 - Changes to St. Charles diverter
 - Continued Transit services with minor route modifications



Richardson St – Design Tactics

Vehicle Speed Management



Curb extensions narrow the roadway, resulting in slower vehicle speeds, shorter pedestrian crossing distances and opportunities for more on-street parking. Curb extensions are proposed in select locations along the corridor.



Median islands slow vehicles at select locations while allowing cyclists to keep their momentum. Traffic circles are proposed at select junctions in the AAA network.



Sinusoidal Speed humps are proposed in select locations where the road is wider and higher vehicle speeds can be anticipated.

Richardson St – Design Tactics

Traffic Volume Management



Directional diverters limit vehicle access into the local street network and permit access out.



Intersection channelization restrict specific vehicle movements.



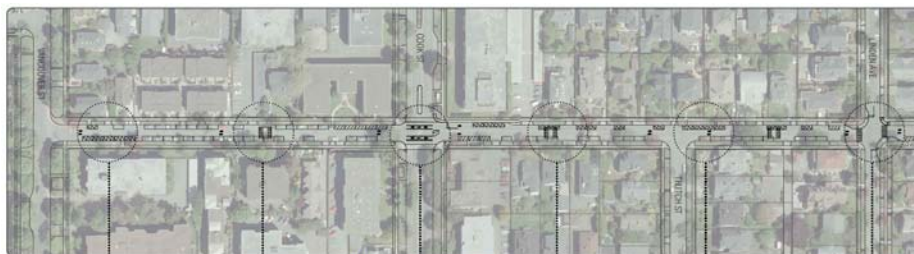
Partial closures at select locations will restrict through movements of vehicles but permit access for emergency vehicles, transit buses and cyclists.



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Richardson St – Design Overview

Vancouver Street to Linden Avenue



Add on-street parking in select areas

Add speed humps in select areas

Add signalized road crossing and restrict southbound left turns and eastbound through movements

Add speed humps in select areas

Add on-street parking in select areas

Add new pedestrian crossings and bulb outs

Key features include:

- Signalized crossing for pedestrians and bikes at Cook Street
- Restriction of eastbound movements at Cook Street except from the South
- Additional speed humps and new on-street parking on north side of Richardson
- New pedestrian crossing and curb extensions at Linden Avenue



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Richardson St – Design Overview

Linden Avenue to Moss Street



Add new pedestrian crossings and bulb outs

Add on-street parking in select areas

Add speed humps in select areas

Add pedestrian and cyclist road crossing markings

Add speed humps in select areas

Key features include:

- Additional speed humps and new on-street parking on north side of Richardson
- New pedestrian crossing at Moss Street



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Richardson St – Design Overview

Moss Street to Lotbiniere Avenue



Add pedestrian and cyclist road crossing markings

Add speed humps in select areas

Add sidewalk between Minto Street and Carnsew Street and relocate on-street parking to north side

Add landscaped plaza to reduce cut through traffic - transit, emergency vehicles and cyclists to be permitted

Key features include:

- Additional speed humps and new on-street parking on north side of Richardson
- New sidewalk from Minto Street to Carnsew Street (southside)
- Partial road closure at Lotbiniere Avenue (permits emergency vehicles, transit and cyclists) with improved pedestrian crossing to greenway



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Richardson St – Design Overview

Lotbiniere Avenue to St. Charles Street



Add landscaped plaza and restrict cut through traffic Add speed humps in select areas Add speed humps in select areas Add speed humps in select areas Restrict eastbound traffic - permit transit, emergency vehicles and cyclists

Key features include:

- Additional speed humps along the corridor
- Eastbound directional closure at St. Charles Street (permits emergency vehicles, transit and cyclists) – westbound vehicle movements will be permitted
- Curb extensions at St. Charles Street



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Richardson St – Design Overview

St. Charles Street to Richmond Avenue



Restrict eastbound traffic - permit transit, emergency vehicles and cyclists Add speed humps in select areas Add grade raised mid-block crossing Add speed humps in select areas Add pedestrian and cyclist road crossing markings

Key features include:

- New pedestrian crossings at St. Charles Street and Richmond Avenue
- Additional speed humps along the corridor
- Grade-raised mid-block crosswalk to existing greenway



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Richardson St – Design Overview

Richmond Avenue to Foul Bay Road



Restrict westbound traffic and explore landscaping opportunities

Add on-street parking in select areas

Add speed humps in select areas

Improve pedestrian crossing and normalize intersection

Restrict westbound traffic and explore landscaping opportunities

Key features include:

- New crossing and west-bound vehicle restrictions at Maddison
- Additional speed humps along the corridor
- Normalized intersection modifications at Cowichan
- West-bound traffic diverter at Foul Bay with landscaping



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Richardson St – Design Overview

As a part of the design, the following improvements on adjacent corridors are also proposed. These interventions are intended to pre-emptively address potential short-cutting on other local roads in the neighbourhood while maintaining local access.

- A new traffic signal at Fairfield Road and St. Charles Street
- A traffic signal upgrade for an advanced left turn at Richmond Avenue and Oak Bay Avenue.
- A full closure on the north side of Maddison at Quamichan
- A full closure at Gonzales Avenue east of Richmond Avenue

The traffic calming approaches and locations distributes interventions equitably on the corridor – no single street will face a disproportionate burden.



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Dallas Road – Opening in 2020

- Two-way off-street cycling facility
 - Designed as a part of WWTP project amenities
 - Intended to serve as complementary infrastructure
- Segment from Lewis Street to Clover Point has been substantially finished for several months.
 - CRD Contractor has informally allowed users to enjoy the pathway at their own risk
 - Wide, smooth and pathway-lit sections has attracted diverse users
- Adjacent works such as the segment between Ogden Point and Lewis Street, the Public Plaza at Clover Point, and landscaping, are still underway.
 - The asset will be formally transferred to the City once all components are fully completed and inspected.



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New Context for Dallas Road Park

- **COVID-19 and continued need for physical distancing**
 - Dallas Road park is an important destination for recreation and mobility
 - Pedestrian only pathway is not adequate for current needs
- **Inclusive Mobility & Recreation Space**
 - Multi-use approach has been functioning generally well for several months
 - Opportunity to streamline sign and paint approach – reduce clutter
- **Advancement of Park Management Priorities**
 - Avoids in-direct connections from parking
 - Off-leash dog areas
 - Ecosystem restoration areas



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Dallas Road – Opening in 2020

- Physical distancing likely remain a priority for several months.
 - Temporarily designating the off-street cycling facility to an off-street multi-use pathway still supports the AAA cycling experience.
 - Provides more options for pedestrians to stay active while staying apart
- Providing dedicated and separate spaces for different users generally provides the best experience and greatest safety benefit – but a multi-use approach will work on Dallas Road.
 - Those who want a quieter, slower experience can use the park space or the pedestrian-only pathway; those who want a faster cycling experience can use Dallas Road
 - Several successful examples -- Oaklands Park, Redfern Park, the Galloping Goose, E&N Trail, and Beacon Hill Park pathways.
 - Pathway widths exceeds referenced Design Guidelines
- Limited engagement – opportunity to direct final stages of project
 - Education and evaluation will be required



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Summary

- These projects contribute to 67% network completion – representing a step change in infrastructure achievements
 - Contribute to vision zero, mode share targets, transportation equity, improved air quality and accessibility improvements
 - Support asset renewal and capital project coordination
 - Facilitate neighbourhood and regional connections
- A comprehensive and meaningful engagement process
 - Resulted in changes to recommended designs
 - Balanced approach to meet needs of several road users and constrained urban environments



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Summary

- The City is facing new realities and different contexts
 - A temporary designation for Dallas Road to become a multi-use pathway helps with our response
- Advancing designs and preparing tender documents provides the City with the opportunity to be prepared with “shovel ready” projects for potential stimulus funding
 - Upcoming workshop with Council – discussion on how we maintain momentum of overall program while considering modifications to scope and sequencing opportunities
 - Construction cost consideration in conjunction with other Council priorities as the 2021 Financial Planning Process



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RECOMMENDATIONS

1. Approve the design for the Kings-Haultain corridor as per the details of this report and direct staff to complete engineering drawings and prepare construction tender documents;

2. Approve the design for the Kimta Road / E&N Connector and direct staff to complete engineering drawings and prepare construction tender documents; and

Authorize City Staff to apply for funding for the Kimta Road / E&N Connector project through the Province of BC Active Transportation Grant Program. If successful, authorize the City Clerk to execute the agreement under terms similar to those of the 2020/2021 grant program; and

Authorize the City to enter into an agreement with the Capital Regional District (CRD), on terms acceptable to the Acting Director of Engineering and Public Works and in the form satisfactory to the City Solicitor, for cost-sharing towards the detailed design of the Kimta Road / E&N Connector project that includes the provisions outlined in the report



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RECOMMENDATIONS

3. Approve the design for the Richardson Street corridor as per the details of this report and direct staff to complete engineering drawings and prepare construction tender documents;
4. Approve the design for the Government Street North corridor as per the details of this report and direct staff to complete engineering drawings and prepare construction tender documents;
5. Approve designating the Dallas Road Project, between Lewis Street and Clover Point, as a temporary multi-use pathway for up to 18 months;
6. Direct staff to incorporate construction and other costs for the 2020 projects referenced in this report into the 2021 Financial Planning process for consideration by Council;
7. Direct staff to organize a workshop with Council prior to the 2021 Financial Planning process to assess changes to the scope and sequencing of remaining corridors in the network while considering the current budgetary, social and environmental outlooks.

