



Committee of the Whole Report

For the Meeting of March 18, 2021

To: Committee of the Whole **Date:** March 4, 2021
From: Philip Bellefontaine, Director, Engineering & Public Works
Subject: AAA Cycling Network: Oaklands, Fernwood, Fort Central and Fort East

RECOMMENDATION

That Council:

1. Approve Fort Street East as the priority AAA cycling corridor for the Jubilee neighbourhoods, direct staff to complete detailed design, and incorporate construction costs into the 2022 Financial Plan;
2. Approve the design for Fort Street Central, direct staff to complete detailed design, and incorporate construction costs into the 2022 Financial Plan; and
3. Approve the designs for the Oaklands and Fernwood Connector projects and construct using existing funds in coordination with other planned capital initiatives in 2021.

EXECUTIVE SUMMARY

Go Victoria, the City's Sustainable Mobility Strategy, identifies a vision of *clean, seamless mobility options for everyone*. Key initiatives such as achieving zero traffic fatalities and investing in infrastructure to increase the number of people walking, cycling, and taking public transit, support this vision. The All Ages and Abilities (AAA) priority cycling network is a strategic priority of Council and directly aligns with the goals, policies and targets in Go Victoria.

Since the network was adopted in 2016, 13.5 kilometres of AAA cycling facilities have been completed or are under construction. An additional 8 kilometres is slated for construction in 2021 through the Richardson Street, Kings-Haultain corridor, Government Street North and the Kimta Road / E&N Trail projects.

This report contains recommendations to complete the next 4.8 kilometres of infrastructure through a combination of protected bike lanes and shared use neighbourhood bikeways. When this phase of construction is complete, 81% of the priority AAA cycling network will have been achieved.

The **Fort Street East** corridor is 1.3 km and was one of three priority route options explored for the Jubilee neighbourhoods. A comprehensive alignment analysis has resulted in a recommended design of one-way protected bike lanes on Fort Street from Pandora Avenue at Oak Bay Junction to Foul Bay Road.

The **Fort Street Central** corridor is 1.4 km. The recommended design consists of one-way protected bike lanes from Pandora Avenue at Oak Bay Junction to Yates Street with a transition to a two-way protected bike lane from Yates Street to Cook Street.

The **Oaklands Connector** is 1.0 km and extends from Hillside Avenue to Haultain Street via Doncaster Drive, Pearl Street, and Shakespeare Street. The recommended design is a shared road neighbourhood bikeway which utilizes two existing multi-use pathways.

The **Fernwood Connector** is 1.1 km and extends from Haultain Street to Begbie Street following Avebury, Oregon, and Stanley streets. The recommended design is a shared road neighbourhood bikeway with a short segment of protected bike lanes on Bay Street to support a new road crossing at the offset intersection.

Each project is intended to integrate road safety improvements, asset renewal, add to the urban forest wherever possible and improve accessibility of the built environment. Collaboration and concept refinement with stakeholders, emergency service providers, the City's Active Transportation Advisory Committee, neighboring municipalities, and agency partners have helped inform the recommended designs.

Staff will be bringing forward recommendations related to design, scheduling and funding for the remaining priority cycling network projects in the spring of 2021.

PURPOSE

The purpose of this report is to present the recommended route selection for the Jubilee neighbourhoods as well as associated designs for the next four corridors to support the delivery of the All Ages and Abilities priority cycling network.

BACKGROUND

Council approved the All Ages and Abilities (AAA) bicycle network in May 2016. In February 2019 Council affirmed its direction to complete the 32km priority network by the end of 2022. When complete, more than 90% of the municipality will be within 500m of an AAA cycling route, providing safe and convenient access to employment areas, shopping, parks, recreation centres and schools.

Go Victoria, which was approved by Council in November 2019, identifies several mobility policies that support integrated transportation and land use, emissions reduction, and a multi-modal level of service approach to infrastructure design. The AAA priority network is one of several strategies that the City is implementing to achieve its target of 80% mode share by transit, cycling and walking by 2030.



ISSUES AND ANALYSIS

A) Network Planning and Delivery Update

The Vancouver, Graham and Jackson project, along with associated interventions on Quadra and Cook Streets, is scheduled for completion in April 2021. This timeline reflects coordination with underground infrastructure replacement and road paving projects. This project forms the longest AAA connection through the municipality, extending 4.6 kilometres from Tolmie Avenue at the District of Saanich to Dallas Road. The status of remaining corridors are included in the table below:

Route	Stage
Kings-Haultain Corridor	Detailed design underway. Construction planned 2021. Traffic signals at Blanshard @ Kings and Princess @ Cook completed.
Government Street North	Detailed design underway. Construction in 2021
Richardson Street	Detailed design underway. Construction in 2021
Kimta Road / E&N Regional Trail	Detailed design underway. Construction in 2021
James Bay routes	Alignment and design consultation underway
Gorge Road	Planning and Concept Design
Pandora East	Planning and Concept Design

Network delivery will continue to be assessed in coordination with other capital projects and external initiatives. Staff are planning to bring forward recommendations related to design, scheduling and funding for the Gorge Road Project and James Bay AAA routes in the second quarter of 2021. Coordination of these projects with external partners, notably the District of Saanich (Gorge Road) and the Province of BC / Royal BC Museum (James Bay alignments), offers significant benefits for the City, but may have potential impacts on network delivery timelines and may require consideration of interim design treatments.

Following the BC Human Rights Tribunal ruling in 2020, City crews are preparing to retrofit the four existing floating bus stops on Pandora Avenue. While the bus stop designs are not unique to Victoria and meet provincial and national design guidance, the Tribunal ruled that they do not adequately meet the needs of transit users with vision loss. A modified design with flashing warning lights and accessible push buttons with audible messages, already used on Wharf Street, was found to be a reasonable accommodation. The Pandora Avenue East project (Cook Street to Begbie Street) was delayed while this Hearing was held. Public engagement for the Pandora Avenue East project, which will reflect designs that are consistent with the ruling, is scheduled for summer 2021 with construction anticipated in late 2022.

The focus of this report is to present outcomes and recommendations from the Jubilee alignment consultation process as well as associated design recommendations for this plus three other corridors including the Fort Street Central Project, the Oaklands Connector and the Fernwood Connector (Figure 1, below).



Figure 1: Map of Priority AAA network with subject corridors highlighted.

B) Community Engagement

Designs have been informed by extensive public and agency input with a goal to balance road user needs, maximize safety improvements, and coordinate construction with other capital investments. The COVID-19 pandemic necessitated a shift to the City's traditional consultation approach with, new online tools and virtual events deployed to encourage participation from a wide range of stakeholders from across the municipality.

Public consultation was conducted in two phases between August 15 to November 30, 2020. City staff sought input on both preliminary concepts and full-length designs for Fort Street Central, Oaklands and Fernwood Connectors. The City also engaged the public on designs for three candidate routes in the Jubilee neighbourhoods (Fort Street East, Oak Bay Avenue, and Fort-Leighton). Plain text descriptions of designs were made available for those who needed them.

Opportunities for public participation were directly promoted through:

- Print letters delivered to addresses on corridors.
- Social media advertisements.
- Print advertisements in Victoria News, Oak Bay News and Times Colonist.
- City of Victoria website.
- 'Have Your Say' engagement platform: engage.victoria.ca.
- City E-News: September, October, and November editions.
- Informational notices shared with schools and PACs, neighbourhood associations, community centres, the Intercultural Association, and several other stakeholder groups.
- Direct email notification to City distribution lists.
- Media release promoting the opportunity for public input.

All public feedback submitted online, via email, at virtual meetings, over the phone, and by mail was recorded, compiled, and considered by staff during the design process to best address the needs of the community while achieving AAA design objectives. Appendix E is the detailed engagement summary which includes all community feedback received for these projects. The summary also provides a breakdown of demographics of those who participated in the process. Highlights of the consultation include:

- 6,400 visits to the project page
- 2,700 informed visitors
- 1,198 surveys completed
- 653 new participant registrations
- 2,100 downloads of corridor designs
- 292 pins posted to the route map tool

City staff conducted virtual events and reviewed designs with agency partners between December 2020 and January 2021. Efforts included:

- 3 virtual open houses with neighbourhood associations
- 6 design review meetings with BC Transit, ICBC, Victoria Fire, Victoria Police, and BC Emergency Health Services.
- 4 design review meetings with staff from the District of Saanich and District of Oak Bay.
- 3 stakeholder meetings (business associations, pedestrian / cycling advocacy groups)

C) Jubilee Route Selection

As a part of the network development study in 2016, Oak Bay Avenue was identified as the priority corridor based on road safety improvement potential. Public concerns regarding impacts to on-street parking in Oak Bay Village resulted in direction to staff to continue consultation as well as develop alternative alignment options for consideration.

Several themes and attributes informed route exploration. The technical assessment considered network connectivity, trip origins and destinations, neighbourhood coverage, land use designations in the OCP, network gaps, topography, collision history, existing level of traffic stress, compatibility with other planned asset renewal, parking impacts, traffic congestion impacts, and tree impacts.



Three candidate routes were investigated and are described below. All options extend from Pandora Avenue at Oak Bay Junction and continue to Foul Bay Road at the Oak Bay border. The engagement summary, found in Appendix E, provides stakeholder feedback received on each design as well as preferences for priority investment.

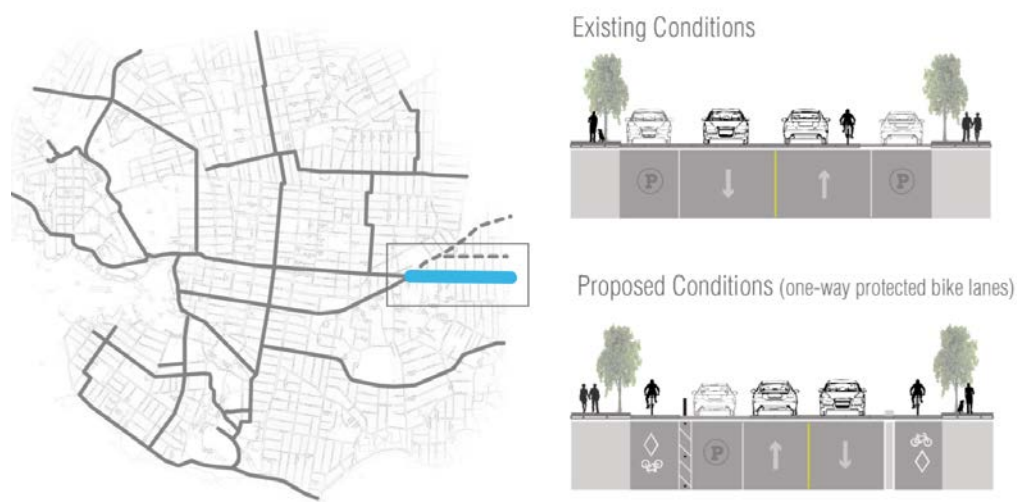
Route 1: Fort Street East (Pandora Avenue to Foul Bay Road) – Recommended Alignment

This design consists of one-way protected bike lanes on each side of the road. Key destinations within 200 metres of this route include the Royal Jubilee Hospital District, St. Patrick's School, Fern Street Park, and several commercial shops and services. Over one kilometre of the Fort Street East project is within the *large urban village* designation of City's Official Community Plan. This route connects to existing bike lanes on Richmond Road, Cadboro Bay Road, and Foul Bay Road. Constraints include sections with limited public road right-of-way as well as moderate topography for west bound riders.



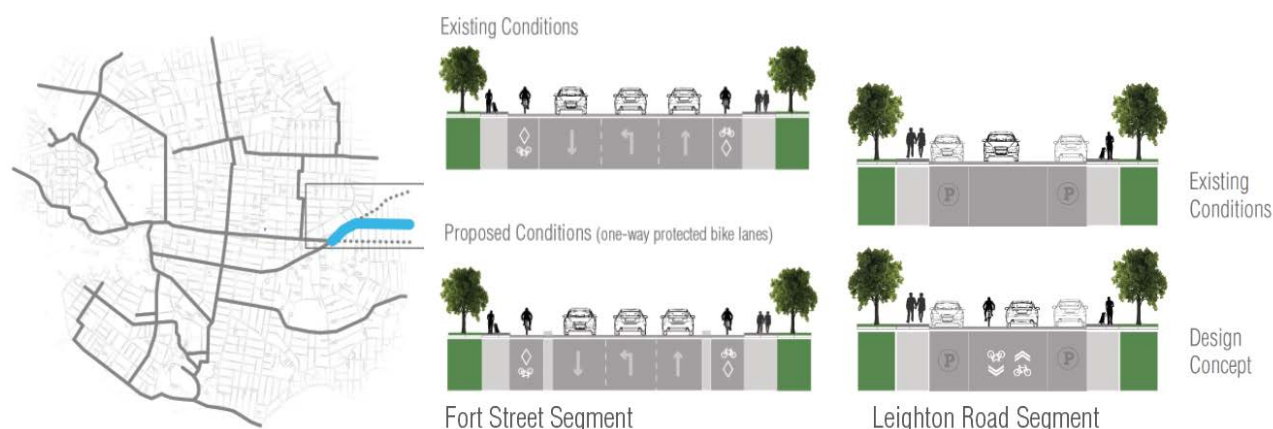
Route 2: Oak Bay Avenue (Pandora Avenue to Foul Bay Road)

This design consists of one-way protected bike lanes on each side of the road. Key destinations within 200 metres of the route include École Beausoleil Elementary School / Bank Street School, and a direct connection to Oak Bay Village, which is designated as a Small Urban Village within the City's Official Community Plan. Constraints include limited right-of-way to accommodate an AAA design while avoiding the removal of half of the parking along the corridor, including within the main commercial district. There are some underground utility conflicts and no current plans for cycling infrastructure or streetscape improvements east of Foul Bay Road within the District of Oak Bay.



Route 3: Fort Street / Leighton Road (Pandora Avenue to Foul Bay Road)

This design consists of one-way protected bike lanes on Fort Street and traffic calmed neighbourhood bikeway on Leighton Road. Key destinations within 200 metres of the route include École Beausoleil Elementary School / Bank Street School, Fern Street Park, Redfern Park, and some commercial shops and services at the west end. The lack of destinations and connection points at Foul Bay Road (where there is no current cycling infrastructure) was the primary constraint for this route. There were also limited opportunities for further traffic calming to achieve the target of 1,000 vehicles per day or less.



Alignment Summary

To compare corridors, population density and community demographics were assessed alongside several technical components, described earlier in this report. A third-party firm was engaged to review route options and support the assessment of benefits and trade-offs. All options maintain transit service and have potential to introduce placemaking and remove barriers within the built environment for people with disabilities. A high-level summary comparison of the key issues and constraints between corridors is provided in the table below:

	Road Safety Improvement Potential	Infrastructure and Network Connectivity	Current and Future Cycling Demand	Vehicle Circulation Retention	Parking Retention	Synergies with Asset Renewal
Fort Street East	Moderate	High	High	High	High	High
Oak Bay Avenue	High	Moderate	High	High	Low	Moderate
Fort Street – Leighton Road	Moderate	Low	Moderate	Moderate	High	Low

Based on the best overall balance of all factors, staff recommend that the Fort Street East corridor be selected as the priority AAA cycling route. This route was the preferred alignment from consultation activities, including formal feedback from the District of Oak Bay. The Fort Street East supports transportation demand management goals at one of the largest trip generators in

the region (Royal Jubilee Hospital) and serves several different land uses. The project can be accommodated within available road right of way and is less than a 4-minute bicycle ride, via local streets, to the heart of Oak Bay Village.

The Oak Bay Avenue and Fort-Leighton routes are not being recommended *at this time*. These routes would remain on the City's long-term cycling network.

On Oak Bay Avenue, the City will continue to pursue additional right-of-way through re-development activities to accommodate future AAA infrastructure. As a part of near-term capital planning, the City will pursue crosswalk enhancements at Clare Street and Davie Street and transit shelter upgrades at select locations. A new crosswalk is also planned to be constructed at Redfern Street in association with an approved development project. In the medium-term, painted bike lanes will be added in locations where there is adequate road width to minimize impacts to other curbside uses, such as parking and loading.

Leighton Road currently provides a comfortable local cycling route for residents. The Fort East project enables a safer connection to this route by providing protected bike lanes between Oak Bay Junction and Leighton Road as well as an upgraded crossing at Chestnut Street. Additional features on Leighton Road will be considered as a part of the City's traffic calming program, with a focus on zones adjacent the school.

D) Design Overviews

AAA cycling facilities need to balance many competing road user needs and priorities, within limited rights of way. The goal is to improve road safety, enhance the public realm, improve public asset condition, and remove barriers to accessibility. A complete street design lens has been an important factor in attracting several million dollars in external grants and provides tangible streetscape improvements beyond cycling infrastructure improvements. While this approach adds to project complexity, schedule and budget, it also helps build broad stakeholder support and minimizes future re-work and disruption to the community.

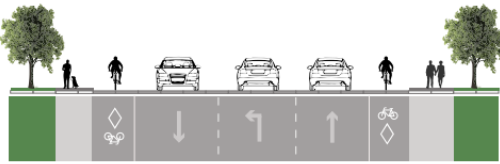
Provincial and national infrastructure design standards help determine which treatments are most appropriate in different contexts to ensure a higher level of safety and comfort for riders of all ages and abilities. As a part of the detailed design process for all projects, staff will work with the Road Safety Engineering team at ICBC and third-party engineering firms on design treatments and approaches.

i) Fort Street East:

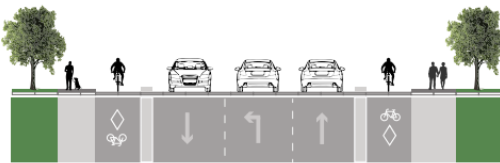
Fort Street East extends from Foul Bay Road and connects directly to the Fort Street Central route at Oak Bay Junction. The traffic volumes and vehicle speeds on this corridor require a protected bike lane treatment.

The design approach includes one-way protected bike lanes on either side of the road with pedestrian crossing enhancements, while accommodating frequent transit service. The AAA design is achieved by upgrading existing painted bike lanes to protected bike lanes with associated intersection treatments. The design maintains all existing vehicle circulation, will not significantly impact vehicle travel times and considers asset renewal requirements. The proposed design is found in Appendix A.

Existing Conditions



Proposed Conditions (one-way protected bike lanes)



Consideration	Existing Conditions	Proposed Conditions
Road Classification	Arterial	No change
Traffic Volumes	14,500 vpd	No change
Vehicle Speeds	45 km/hr (posted at 50km/hr)	No change
Vehicle Circulation	Select areas with restrictions	No change
Transit Service	Frequent Transit Corridor	No change
Pedestrian Amenities	Select locations	Crosswalk upgrade at Chestnut Street; curb let down improvements and tactile dome installations at select locations
Landscaping and public realm	Select locations with planted medians	Removal of planted medians at Chestnut Street and Fern Street
Cycling Amenities	Painted bike lanes	Protected bike lanes
On-street parking / loading	8 time-limited parking stalls	No change

Key findings from public and agency feedback include:

- Support for road safety improvements and one-way protected bike lanes.
- Interest in pedestrian safety improvements at Oak Bay Junction and Richmond Road.
- Strong support for new pedestrian crossing at Chestnut Street.
- Interest in transit shelter upgrades.
- Desire for landscaping and place-making features.
- Comments about curbside bus stops, compared to floating bus stops.
- Desire for AAA transition to existing cycling infrastructure on Foul Bay Road.

Designs have been modified to respond to public and agency feedback to:

- Add curb extensions at Bank Street.
- Maintain the left turn lane at Lee Avenue.

Staff will explore the potential for a transit queue jump / at Richmond Road, bus stop consolidation between Ashgrove and Chestnut Streets, and candidate locations for bus shelter upgrades.

The design includes curbside bus stops which are commonly found throughout the City on conventional painted bike lanes. In this scenario, the bus travels into the bike lane at stop locations to pick up or drop off passengers. A person cycling is required to yield to the bus as it re-enters the vehicle travel lane. The limited right of way does not provide enough space for floating bus stop treatments on this corridor, as additional width is required to provide an accessible passenger landing area between the bus travel lane and the bike lane. As additional space is acquired through private land redevelopment, there may be opportunities to retrofit select locations.

Staff plan to coordinate the intersection design and traffic signal upgrades at Foul Bay Road with the District of Oak Bay and will also further investigate signal timing modifications at Richmond Road to improve pedestrian service and comfort. If this route is approved by Council, the construction of the Fort Street East project will be coordinated with the Fort Central Project and include segments of road re-paving in 2022 subject to financial plan approvals. The segment between Duchess Street and Foul Bay Road is likely to use paint and bollards as an interim treatment until underground infrastructure replacement in this zone is completed in the next decade.

ii) Fort Street Central:

The Fort Street Central Route extends from Cook Street to Pandora Avenue at Oak Bay Junction. The route is on a frequent transit network and connects the downtown AAA network with destinations such as Central Middle School and Stadacona Centre. The traffic volumes and speeds on this corridor require a protected bike lane treatment. The proposed design is found in Appendix B. The AAA design is achieved by reallocating existing road space to accommodate protected bike lanes and associated intersection treatments.

The design features a two-way protected bike lane on the north side of Fort Street between Cook and Yates Street, extending the existing treatment from Wharf Street. Between Yates Street and Pandora Avenue, one-way protected bike lanes on both sides of the road are planned. Should council adopt the Fort Street East alignment, this treatment would continue all the way to Foul Bay Road. The detailed design phase will explore further intersection refinements at Yates Street to support the safe moment of all road users while considering future land use changes.



Consideration	Existing Conditions	Proposed Conditions
Road Classification	Arterial	No change
Traffic Volumes	7,400 VPD west of Yates 12,400 VPD east of Yates	No change
Vehicle Speeds	45 km/hr (posted at 50km/hr)	No change
Vehicle Circulation	Select areas with restrictions	No change
Transit Service	Frequent Transit Network	No change
Pedestrian Amenities	Select locations	Crosswalk upgrades at Yates Street; curb let down improvements and tactile dome installations at select locations
Landscaping and public realm	Select locations with planted boulevards and street trees	Opportunities for additional trees and landscaping in new median islands
Cycling Amenities	Painted bike lanes	Protected bike lanes
On-street parking / loading	136 stalls comprised of time limited metered parking, Residential Parking Only, Passenger and Commercial Loading	99 stalls comprised of time limited metered parking, Residential Parking Only, Passenger and Commercial Loading

Key findings from public and agency consultation:

- Support for road safety improvements and protected bike lane treatments.
- Comments about on-street parking loss.
- Comments about south-bound vehicle restrictions on Fernwood Road and vehicle access to Ormond Street.
- Support for maintaining tour bus loading zone.
- Comments on visibility for vehicles exiting driveways on north side of road.
- Comments about curbside bus stops.
- Desire for landscaping, place-making features and wayfinding to popular destinations.

Designs have been modified to respond to public and agency feedback to:

- Include rapid flashing beacons at the pedestrian and bicycle crossings at Yates Street.
- Maintain two-way circulation on Fernwood Road and explore traffic signal.
- Establish a new location for tour bus loading.
- Modify the parking layout on north side of road to improve sightlines.
- Add a left turn lane at Ormond Street to support motor vehicle circulation.

Staff will also explore the addition of a second pedestrian and bicycle crossing at Moss Street at the existing traffic signal through the detailed design process.

Some on-street parking loss is required to accommodate the proposed design and maintain adequate sight lines between users. While all efforts have been made to minimize impacts, the project will remove 37 of 136 stalls along the entire length of the corridor, retaining 73% of existing on-street supply. Through the detailed design phase, staff will seek to maximize the retention of on-street stalls, while ensuring road safety for all users.

All existing bus stops between Cook Street and Yates Street are on the south side of the street and will not be impacted by the protected bike lanes proposed for the north side of the street. Between Yates Street and Oak Bay Junction, there will be curbside bus stops due to similar road width constraints in the Fort Street East design.

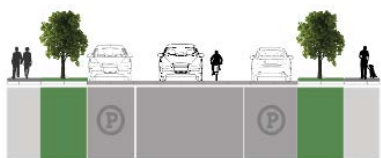
New street trees and landscaping opportunities will continue to be explored where median islands are being proposed but could be constrained by underground utility conflicts or sightline requirements for road safety.

With Council's approval, this project would be coordinated with the Fort Street East project, planned road re-paving and traffic signal renewal subject to 2022 financial plan approvals.

iii) **Oaklands Connector:**

The Oaklands Connector is a north-south route extending from Hillside Avenue to Haultain Street via Doncaster Drive, Pearl Street, Shakespeare Street and through Oaklands Park. This route will provide a connection between the Haultain Street AAA route and existing painted bike lanes on Doncaster Drive which extend to North Dairy Road.

Existing Conditions



Proposed Conditions



Shared use neighbourhood bikeway



The proposed design is found in Appendix C. Doncaster Drive, Pearl Street, and Shakespeare Street are quiet residential roads with existing traffic volumes that meet design targets of 1,000 vehicles per day or less. Formalizing this route as part of the AAA network would involve using two existing multi-use pathways, lowering the speed limit to 30km/hr, adding speed humps, and introducing safety features at key crossings.

The design approach retains all on-street parking and has minimal impacts to the existing street conditions. This project has no impacts to public transit and retains access for emergency vehicles. Improvements to curb let downs and the installation of tactile domes in select locations will also be a part of the project.

Key findings from public consultation:

- Support for road safety improvements and shared-use neighbourhood bikeway design.
- Support for intersection improvements at Myrtle Street and Ryan Street.
- Desire for crossing enhancements at Hillside Avenue and future bike lane upgrades on Doncaster Drive.
- Comments about increased use of the existing multi-use pathway in Oaklands Park.

- Comments about broader improvements (widening and lighting) on the two existing multi-use pathways.
- Desire for road repaving on Doncaster and Pearl.

As a part of the detailed design phase, the City will explore future fencing treatments in Oaklands Park that can provide a level of increased separation between the playground and existing multi-use pathway, without blocking access to exercise equipment located on the east side of the park. Current volumes and demand do not warrant extensive treatments on these pathways at this time and as such as light-touch will be considered in these zones.

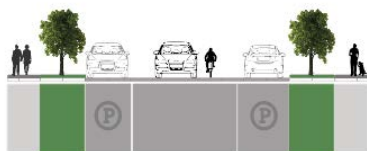
The project scope does not include widening or lighting on the two existing multi-use pathways as there were cited concerns from the public about light pollution and loss of greenspace. Staff will work to identify locations for additional amenities, such as drinking water fountains or bike racks, within the park.

If approved, this project would be coordinated with road paving on Doncaster Drive and installation of sidewalks on select blocks of Pearl Street.

iv) Fernwood Connector:

The Fernwood Connector is a north-south route that extends from Haultain Street to Begbie Street along Avebury, Oregon, and Stanley Avenues. This neighbourhood route will provide a connection between the Haultain AAA and future Pandora Avenue East AAA routes.

Existing Conditions



Proposed Conditions



The proposed design is found in Appendix D. Avebury, Oregon, and Stanley Avenues are quiet residential roads with existing traffic volumes that meet design targets of 1,000 vehicles per day or less. Formalizing this route as part of the AAA network would involve lowering the speed limit to 30km/hr, adding speed humps, and introducing safety features at key crossings.

In order to accommodate a new road crossing for pedestrians and cyclists at the offset intersection at Avebury and Oregon Avenues, there is an anticipated loss of 6 unrestricted parking stalls on Bay Street. This road crossing will continue to be refined with input from agency partners and will also accommodate appropriate vehicle lane dimensions. This design approach retains vehicle circulation, has no impacts to public transit and retains access for emergency vehicles. Improvements to curb let downs and the installation of tactile domes in select locations will also be a part of the project.

Key findings from public consultation:

- Support for road safety improvements and shared-use bikeway design.
- Strong support for road crossing improvements at Bay Street.
- Support for intersection improvements at Gladstone Street and Walnut Street.
- Desire for enhanced wayfinding to Fernwood Village.
- Desire for a future AAA connection at Begbie Street / Pandora Avenue.

OPTIONS AND IMPACTS

- 1. Approve Fort Street East as the priority AAA cycling corridor for the Jubilee neighbourhoods, direct staff to complete detailed design, and incorporate construction costs into the 2022 Financial Plan (RECOMMENDED).**

This route provides the best overall balance for meeting road safety objectives within available right-of-way, serves existing and future demand, and connects to established infrastructure within the District of Oak Bay. The designs have been updated to accommodate feedback collected through the consultation period and there is support from both the public and agency partners. Detailed design would be completed in 2021 using existing funds and construction costs will be referred to the 2022 Financial Plan for Council's consideration.

Under this option, Oak Bay Avenue and Leighton Road would remain on the City's long term AAA network. Spot improvements on Oak Bay Avenue and Leighton Road would be achieved over near and medium term through the City's annual capital program.

Council could direct staff to pursue alternate alignments of either Oak Bay Avenue or Fort-Leighton Road as outlined in this report. Both options are technically feasible and can be delivered within the same timeframe as Fort Street East corridor. Additional consultation, however, is not expected to yield further design solutions that will achieve AAA design standards without the trade-offs that are described within this report.

- 2. Approve the design for Fort Street Central, direct staff to complete detailed design, and incorporate construction costs into the 2022 Financial Plan (RECOMMENDED).**

This design achieves AAA objectives with some impacts to on-street parking. The design has been updated to accommodate feedback collected through the consultation period. Under this option, detailed design would be completed in 2021 using existing funds and construction costs and will be referred to the 2022 Financial Plan for Council's consideration.

- 3. Approve the designs for the Oaklands and Fernwood Connector projects and construct using existing funds in coordination with other planned capital initiatives in 2021 (RECOMMENDED).**

These two designs achieve AAA objectives by using existing multi-use pathways and build on neighbourhood traffic calming initiatives with strategic investments at road crossings. The proposed designs were widely supported through the consultation process. Under this option, detailed design and construction will be completed in 2021 using existing funds.

Accessibility Impact Statement

Improving road safety for vulnerable users, including people with disabilities, is an important objective of all capital projects. All four proposed projects include barrier removal and new accessibility features. Examples include replaced or improved wheelchair let downs, accessible pedestrian signals, sidewalk restoration and installation, public seating, and tactile domes at intersections and crossings. Any new landscaping will consider a range of low-allergen species

selected in coordination with the Parks Department. The City will also seek out candidate locations for new public accessible parking stalls located near village centres and commercial zones.

Impacts to Financial Plan

Detailed design and construction for the Oaklands Connector and Fernwood Connector can be completed using existing funds and will be completed as a part of the Kings-Haultain project, scheduled for 2021.

Detailed design for the Fort Central and Fort Street East projects can be completed with existing funds in 2021. Construction costs will be incorporated into the City's 2022 Financial Plan for Council's consideration with contingency amounts reflective of project complexity and the City's Capital Cost Estimates Policy.

Planned contributions from other applicable capital budgets (such as the Major Roads Program, Traffic Calming program, or Underground Infrastructure Renewal Program) will support complete street elements. Combining and/or sequencing these works wherever possible will reduce the overall construction related impacts to the public in the long term and avoid having to come back to the corridor later, with additional administrative costs. Future costs to maintain and operate these new assets will be included in future operating budgets.

2019 – 2022 Strategic Plan

The AAA Bicycle Network implementation program is an approved Strategic Priority of Council.

Official Community Plan Consistency Statement

The AAA Bicycle Network program supports actions in the Official Community Plan under the following thematic goals:

- Goal 6: Land Management and Development (goals 6A, 6B, and 6C)
- Goal 7: Transportation and Mobility (7A, 7B and 7C)
- Goal 8: Placemaking – Urban Design and Heritage (8A)
- Goal 9: Parks and Recreation (9A)
- Goal 10: Environment (10A)
- Goal 11: Infrastructure (11A)
- Goal 12: Climate and Energy (12A, 12C, and 12E)
- Goal 15: Community Well-being (15F and 15G)

CONCLUSION

Go Victoria, the City's Sustainable Mobility Strategy, identifies key initiatives to achieve Vision Zero and increase the number of people walking, cycling and taking public transit. Implementation of the All Ages and Abilities cycling network is an important strategy to achieve these goals.

After completing a comprehensive design development and stakeholder engagement process between August 2020 and January 2021, City staff have prepared design recommendations for the Oaklands Connector, Fernwood Connector, Fort Street Central and Fort Street East projects. Once constructed, these projects will add an additional 4.8 kilometres of AAA infrastructure and contribute to more than 80% completion of the priority cycling network.

Respectfully submitted,

Sarah Webb
Manager, Sustainable Transportation
Planning and Development

Ross Kenny
Assistant Director, Transportation

Philip Bellefontaine
Director, Engineering & Public Works

Report accepted and recommended by the City Manager.

List of Attachments

Appendix A: Design Fort East
Appendix B: Design Fort Central
Appendix C: Design Oaklands
Appendix D: Design Fernwood
Appendix E: Engagement Summary and Email Submissions