



Committee of the Whole Report

For the Meeting of August 5, 2021

To: Committee of the Whole **Date:** July 22, 2021
From: Philip Bellefontaine, Director, Engineering & Public Works
Subject: AAA Priority Cycling Network: Remaining Projects & Network Completion

RECOMMENDATION

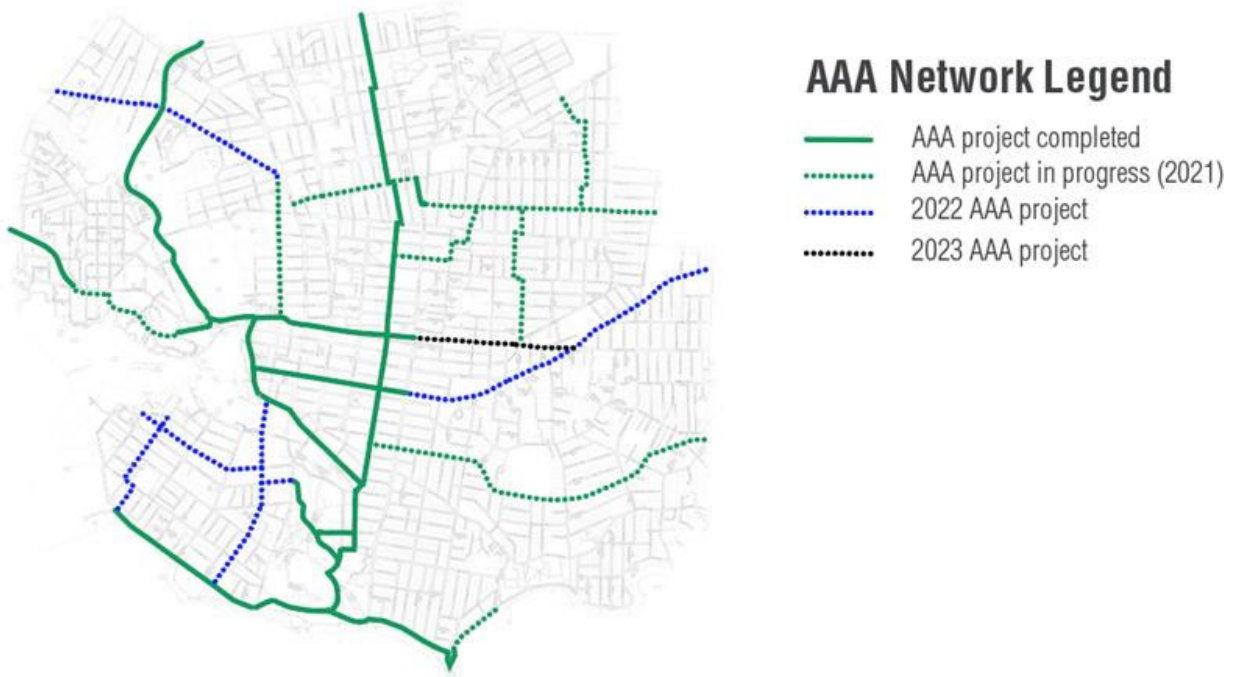
That Council:

1. Approve the designs for Superior Street and Montreal Street as part of the priority AAA cycling network and direct staff to incorporate detailed design and construction costs into the 2022 Financial Plan;
2. Approve the current designs for Government Street South as part of the priority AAA cycling network and direct staff to incorporate detailed design and construction costs into the 2022 Financial Plan. Continue to work with agency partners and community stakeholders on establishing an implementation strategy for achieving ultimate streetscape and public space designs in conjunction with future works in the Inner Harbour District;
3. Approve the Gorge Road project and direct staff to complete detailed design and construction, with costs incorporated into the 2022 and 2023 Financial Plans; and
4. Direct staff to undertake public engagement on the design of the Pandora East Project in 2022 and incorporate construction costs into the 2023 Financial Plan.

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.

With 11.1 kilometres of infrastructure slated to start construction in 2021 and 2.7 kilometres already approved for delivery in 2022, the priority network continues to expand across the municipality. This report contains recommendations to complete 3.5 kilometres of infrastructure in James Bay, along with next steps associated with delivering the final two priority network projects on Gorge Road and Pandora Avenue East.



The recommended designs for James Bay are intended to integrate road safety improvements, asset renewal, additions to the urban forest, and improvements to accessibility of the built environment. Designs facilitate public transit, horse and carriage movements, commercial and emergency vehicle access. Collaboration and concept refinement with stakeholders, emergency service providers, the City's Active Transportation Advisory Committee, along with agency partners, have helped inform the recommended designs. The projects are described below:

- **Superior Street (Government Street to St. Lawrence Street).** This is one of two east-west candidates explored for the priority network. The proposed design includes one-way protected bike lanes between Government Street and Montreal Street with a single block of advisory bike lanes at the western end where traffic volumes are lower. Superior Street is recommended as the priority AAA corridor due to its highest potential for safety improvements, opportunity to provide support for all road users through comprehensive streetscape upgrades, and was identified as the preferred route through the consultation period.
- **Montreal Street (Kingston to Dallas, via Dock).** This route is proposed as a traffic calmed neighbourhood bikeway. The corridor already achieves the City's AAA design objectives of less than 1,000 vehicles per day, 30 km / hr speeds, and includes minor modifications to support safety and comfort for pedestrians and cyclists. Montreal Street connects to the back of MacDonald Park, including the playground and tennis courts, and provides a connection to the west end of the Dallas Road AAA pathway via Dock Street.
- **Government Street (Humboldt Street to Dallas Road).** This project includes a combination of protected bike lanes, painted bike lanes, and shared neighbourhood bikeway designs. The recommended design features both permanent and interim measures to provide safe network connections into James Bay with recognition that there will be several changes in the area over the coming years. These treatments will improve road safety and cycling comfort while City staff continue to work with agency and community partners on permanent streetscape designs, including intersection upgrades and new public spaces between Humboldt Street and Superior Street.

Adjacent community-supported active transportation improvements are also being recommended to move forward to enhance pedestrian safety, facilitate additional AAA network connections, and deliver multi-modal benefits to the neighbourhood. These proposed investments support road safety goals and include:

- Establishing an AAA connection to the Beacon Hill Park multi-use pathways via crossing upgrades and painted advisory lanes on Michigan Street between Government Street and Douglas Street.
- Completing initial streetscape safety improvements on Belleville Street (Government Street to Menzies Street) to support vehicle circulation and cyclist and pedestrian safety with a new traffic signal and painted bike lanes.
- Upgrading pedestrian crossings at Michigan Street and Menzies Street.

The two remaining projects in the priority network, Gorge Road and Pandora Avenue East, will also be initiated in 2022.

- **Gorge Road:** City staff are working with the District of Saanich staff on common design treatments for Gorge Road to provide a consistent and safe mobility experience between Admirals Road and Government Street. Staff are recommending moving directly into detailed design phase after completing a targeted consultation process with agency partners and property owners, building on the comprehensive engagement process to develop the Burnside Gorge Neighbourhood Plan. Completion of this project will also support a future AAA detour route for utility replacement and pathway widening work on the Galloping Goose between the Selkirk Trestle and Tolmie Lane in 2023.
- **Pandora East:** The design and engagement process for Pandora Avenue East, Cook Street to Fort Street, is anticipated to be initiated in 2022 with construction planned for 2023. Construction of this project will be planned to occur following the completion of the Fort Street AAA corridor (Cook Street to Foul Bay Road).

The completion of these projects will mark the delivery of the priority 32km AAA network. In the years ahead, the City will continue to plan, design and deliver cycling projects and road safety improvements increasingly through a complete streets delivery model where coordination and integration with other capital projects, land development and other mobility improvements will be a focus.

PURPOSE

The purpose of this report is to present the recommended routes and associated designs in support of delivering on the remaining All Ages and Abilities priority cycling network.

BACKGROUND

Council approved the priority AAA cycling network in May 2016. In February 2019 Council affirmed its direction to complete the 32km priority network by the end of 2022 with an objective to connect each neighbourhood to the AAA network, providing safe and convenient access to employment areas, shopping, parks, recreation centres, and schools. AAA projects completed to date have encouraged more trips to, from, and within the City by bike among a more diverse range of users.

Go Victoria, 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

James Bay Network Planning

Access into and out of James Bay relies on key corridors such as Douglas Street, Government Street, Belleville Street, and Oswego Street. The neighbourhood is one of the densest in the municipality, outside of the downtown core, with a diversity of land use types. James Bay experiences seasonal mobility pressures from cruise ship tourism and road closures to support special events and political activities in the Parliament Precinct.

Planning for cycling infrastructure in James Bay dates back to the early 90's, however, little has been completed over the past few decades with only segments of bike lanes on Superior Street, Belleville, east of Menzies, and the recently completed Dallas Road AAA route. Experienced and confident riders may feel comfortable on several routes in James Bay, while new riders, including children and youth, have limited options to safely access destinations and amenities by bicycle.

Government Street, Belleville Street, and Menzies Street were originally explored as a part of the 2016 Biketoria Network study. While there was support to establish a scenic waterfront cycling route on Belleville Street to link to Dallas Road, community feedback at the time suggested that connectivity within the neighbourhood was preferred as a shorter term priority, along with completion of “missing links” into James Bay. Council supported continuing consultation and developing alternative alignment options for the priority network.

In 2018 the James Bay Neighbourhood Association's (JBNA) Active Transportation Committee developed recommendations to include Government Street, Superior Street, and Oswego Street in the priority AAA network. Menzies Street was identified as a candidate for future road safety and accessibility improvements with a major redesign of the “five corners” intersection but was recommended by the Committee to be removed for consideration in the priority AAA network.

In late 2019 staff embarked on a James Bay AAA network alignment analysis, similar to what was done for the Jubilee Neighbourhood. Several attributes informed the assessment including network connectivity, trip origins and destinations, bike network neighbourhood coverage and gaps, land use designations in the OCP, topography, collision history, traffic volumes, alignment with other planned asset renewal, as well as parking and traffic circulation. A total of seven candidate routes were identified in addition to Dallas Road.

Routes were explored in more detail with a community focus group in January 2020. Key outcomes from this session included the following:

- Government Street was confirmed as the most critical access into and out of the neighbourhood. The route provides a direct north-south link to the existing AAA facilities on Humboldt Street and Dallas Road.

- Montreal Street was recognized as an opportunity to provide an AAA connection on the western end of the neighbourhood and is in close proximity to schools, parks, playgrounds, and daycares.
- Two east-west candidates, Superior Street and Michigan Street, were identified for further exploration and consultation with the public, shown below.



Engagement Summary

In 2021, staff undertook a two-phase engagement strategy to inform recommended designs and confirm a preferred east-west priority AAA corridor. Engagement efforts aligned with COVID-19 protocols and were consistent with the recent approach that was undertaken for the Jubilee route selection. Public engagement was conducted between February and June 2021. City staff sought input on designs for Government, Montreal, Superior, and Michigan Streets and canvassed the public on a preferred east-west route. Feedback from the first phase was directly incorporated into revised designs that were shared in the second phase.

Opportunities for public participation were facilitated through the City's on-line engagement portal, as well as virtual meetings, and site visits. City staff conducted virtual events and reviewed designs with agency partners between February and June 2021. Efforts included:

- 8 stakeholder meetings (James Bay Neighbourhood Association, Southpark Elementary Parent Advisory Council, Walk On Victoria, Capital Bike, City of Victoria Active Transportation Advisory Committee, and three virtual Q & A sessions with staff); and
- 3 design review meetings with BC Transit and Emergency Service Providers.

The process was directly promoted through:

- Print letters delivered to addresses on corridors;
- Signs on corridors;
- Advertisements in Victoria News, Times Colonist, Monday Magazine, and the James Bay Beacon;

- Social media advertisements;
- Media releases promoting the opportunity for public input;
- ‘Have Your Say’ engagement platform: engage.victoria.ca;
- City E-News: February, March, May, June editions;
- Informational notices shared with two schools, James Bay Community Centre, James Bay Public Library, New Horizons Centre, local businesses, and several stakeholder groups; and,
- Direct email notification to City distribution lists.

All public feedback submitted online, via email, at virtual meetings, over the ‘phone, and by mail was recorded and considered by staff. Appendix A provides the detailed engagement summary which includes all community feedback received for these projects. While there were some people who felt that roads were “safe enough” and infrastructure investments were not needed, many respondents were excited to see the AAA network extend into the James Bay neighbourhood.

Highlights of the engagement process include:

- 6,000 visits to the project page;
- 2,972 informed visitors;
- 1,026 surveys completed;
- 238 people participated in 11 virtual stakeholder meetings;
- 67 people wrote or called directly to city staff;
- 971 downloads of corridor designs;
- 166 pins posted to the route map tool; and,
- 26 asked questions on digital forum.

Recommended Designs:

Recommended designs for Government Street, Superior Street, and Montreal Street have been informed by extensive public and agency input with a goal to balance road user needs, maximize safety improvements, and coordinate implementation with other capital investments.

Wherever possible, designs incorporate placemaking opportunities, new trees or landscaping. Accessibility improvements such as tactile domes, audible signals, public accessible parking stalls, curb let downs, and seating also help to support mobility needs for people with disabilities. With the recent approval of the draft EV Charging Strategy, staff will also explore suitable candidates for public charging stations on each corridor during detailed design. No traffic diversions are identified in the final design recommendations.

Both phases of the engagement process confirmed Superior Street as the preferred east-west AAA corridor (63% of 1,174 survey respondents).

Primary reasons for public support of Superior Street were cited as:

- representing a bigger safety improvement for the community;
- providing a better balance for all road users; and,
- building on existing infrastructure and connections to the rest of the cycling network and accessing neighbourhood destinations.

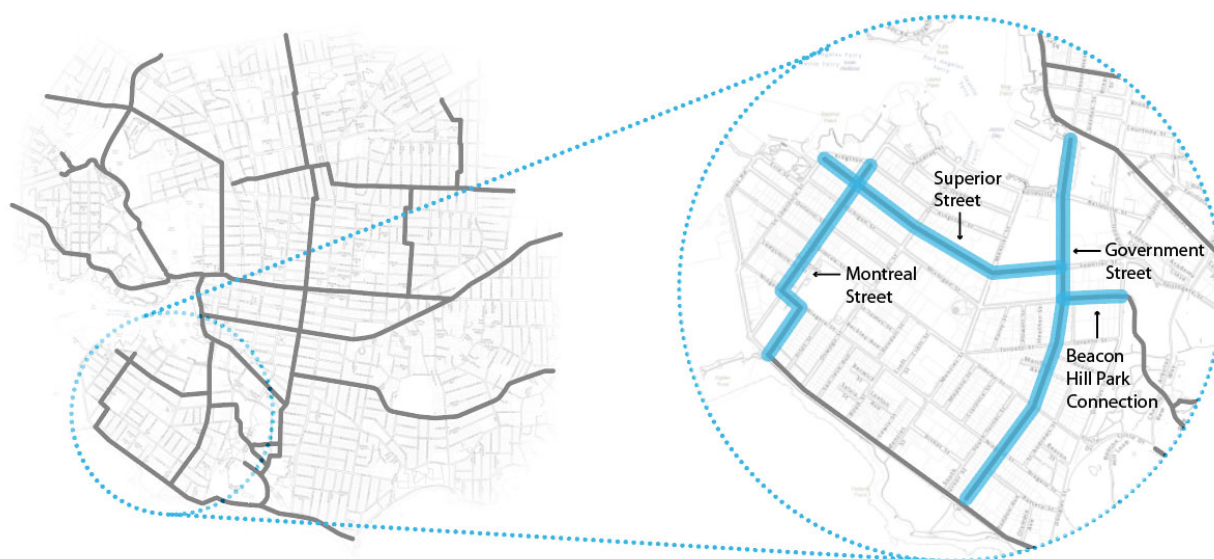
The design for Michigan Street was supported as an option to retain more on-street parking within the neighbourhood but was also recognized by the community as not providing the same level of safety improvements when compared to Superior Street (for example, protected bike lanes on

the busier street which is often used by larger commercial vehicles and has higher vehicle speeds). Some respondents felt that Michigan Street was too narrow to accommodate more cyclists and while others were concerned about proposed localized parking loss (18 stalls) between Menzies Street and Government Street.

Historical collision data supports investments on Superior Street with twenty reported collisions over the past five year period compared to three on Michigan. 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
Michigan	Low	Moderate	Moderate	High	High	Low
Superior	High	High	High	High	Moderate	High

Based on results of the technical assessment and feedback from the public, it is recommended that Government Street, Montreal Street and Superior Street form the remaining priority AAA corridors in James Bay, shown in the image below.



Michigan Street will remain on the City's long-term bicycle network. Staff are proposing to implement a Beacon Hill Park Connector on Michigan Street from Government Street into the park, and crosswalk upgrades at Michigan and Menzies Street in 2022 based on support and community feedback collected through the engagement process. Both of these proposed improvements are described later in this report.

A) Superior Street (Government Street to St. Lawrence Street):

Given the neighbourhood context and alignment between staff's assessment and public feedback, Superior Street is the recommended route for an east-west priority AAA corridor. The design, shown in Appendix B, builds on the existing cycling infrastructure adjacent to Capital Park and extends to St. Lawrence Street at Fisherman's Wharf Park.

The recommended designs reflect traffic volumes, commercial truck routes and transit service on the corridor. The design includes one-way protected bike lanes from Government to Montreal Street and painted advisory lanes from Montreal Street to St. Lawrence Street. Curbside transit stops are maintained with new pedestrian crossings, curb bulges, and let downs. The design also provides opportunities for new street trees / landscaping in select areas and a new commercial loading zone to support businesses located in the 100 block.

BLOCK	AAA DESIGN APPROACH	PEDESTRIAN IMPROVEMENTS	PARKING CHANGES
500 block (Government to Menzies)	One-way protected bike lanes	None applicable	Retain 3 of 3
400 block (Menzies to Oswego)	One-way protected bike lanes	Improved pedestrian crossing at Oswego Street with new curb bulges and let downs	Retain 24 of 61
200 block (Oswego to Montreal)	One-way protected bike lanes	New pedestrian crossing at Montreal Street with new landscaped median islands	Retain 23 of 50
100 block (Montreal to St. Lawrence)	Advisory bike lanes	Traffic calming and new landscaped median islands at St. Lawrence and Montreal	Retain 21 of 27 including new loading zone

The initial design concept that was shared with the public included protected bike lanes for the full extent of the corridor. Based on public feedback during the first phase of public engagement, designs were modified to introduce advisory bike lanes in the 100 block to retain more on-street parking where there are several heritage buildings without driveways and commercial business. The recommended design retains more of the on-street parking supply (87 stalls or 55% retention of the corridor) as well as transit stops and loading zones. On-street parking demands will continue to be high in this zone, particularly because of proximity to Fisherman's Wharf Park.

There are no improvements planned to the existing bike lanes on Superior Street east of Government Street due to limited roadway widths and lack of pathway connectivity through Beacon Hill Park at Douglas Street. This routing would be explored as part of long term network expansion and would include significant design reviews of the intersection at Superior and Douglas.

B) Montreal Street (Kingston Street to Dallas Road, via Niagara and Dock):

Montreal Street provides an opportunity to 'close the loop' in James Bay by connecting the western end of Dallas Road to the proposed AAA route on Superior Street. The route extends from Kingston Street to Niagara Street and then connects to Dallas Road via Dock Street (Appendix C).

Staff explored continuing the single route on Montreal Street from Kingston Street to Dallas Road but did not pursue this design due to sightlines, location of the driveway at Victoria Cruise Ship Terminal, on-street parking loss, and cost. Staff would explore extending the Dallas Road facility to Montreal, or further, in co-ordination with any future development on the cruise ship terminal lands.

Both Montreal Street and Niagara Street had previously been identified for traffic calming improvements and speeds humps were recently installed in select areas on both corridors. Given the existing vehicle volumes and posted speed limit of 30km / hr, Montreal Street requires minimal interventions to be included in the AAA network.

The project proposes an improved cycling connection with opportunity for new landscaping at the northern end, an upgraded pedestrian crosswalk at Kingston Street, new paint markings at Simcoe Street, and an upgraded crossing at Dallas Road. All loading zones are retained on the corridor. Up to two parking stalls would be removed at the north end to accommodate new landscaping.

C) Government Street (Humboldt Street to Dallas Road):

Government Street is recognized as a key multi-modal connection to and from James Bay. It represents a missing link between existing AAA cycling facilities on both Humboldt Street and Dallas Road. The recommended design includes a combination of AAA facilities and conventional cycling infrastructure in response to several anticipated large-scale developments and City-led underground utility replacement projects that will be delivered over the coming years.

As shown in Appendix D, the design between Humboldt Street and Toronto Street proposes a combination of one-way protected lanes, advisory lanes and conventional painted bike lanes. This is an approach that uses existing road infrastructure that can be upgraded with future adjacent site redevelopment and maximizes on-street parking retention.

The design between Toronto Street and Dallas Road features a shared use neighbourhood bikeway intended to support a safer riding environment with reduced vehicle volumes and speeds and also retains on-street parking. A new pedestrian crossing at Toronto Street with curb bulges and extension of the sidewalk through Government Street at Dallas Road is also included in the recommended designs.

The 600 block of Government Street between Belleville Street and Superior Street will not initially meet AAA design standards, but will provide much improved safety and comfort by introducing designated space for cyclists within painted bike lanes. This interim upgrade is recommended due to the constrained right of way between the Royal BC Museum and the Parliament Buildings, where today BC Transit has a significant layover and passenger pick up presence on both sides of the road. If fully protected bike lanes were introduced, it would result in a highly impactful displacement of transit to other locations for both BC Transit and the City.

Given the limited space, the recommended designs are intended to provide cycling access into and out of James Bay, maintain circulation for vehicles, and as much as possible, accommodate transit's current operational needs. However, the recommended design necessitates the removal of three layover spaces and one transit stop. Staff have identified several alternate locations that align with curb management priorities identified in Go Victoria and will be continuing to work with BC Transit over the next several months through the detailed design process to confirm alternate routing and/or new layover locations.

The competition for valuable downtown curb space for different mobility priorities will become an increasingly important area of attention for staff against the backdrop of future RapidBus implementation as well as ongoing growth of public transit in the region. Staff have already begun identifying and assessing future candidate locations for additional transit layover and pick up/drop off, for example, on Douglas Street in the vicinity of Crystal Gardens and the Victoria Conference Centre or further west on Menzies Street within the Legislative Precinct.

BLOCK	AAA DESIGN APPROACH	PEDESTRIAN IMPROVEMENTS	PARKING CHANGES
700 block (Humboldt to Belleville)	One-way protected bike lanes	Additional improvements such as crosswalk upgrade and widened sidewalks will be phased in with other capital projects over future years	24 of 25 retained – sight seeing bus parking stands to be maintained

600 block (Belleville to Superior)	One-way painted bike lanes	Redesign and pedestrian scramble at Belleville Street intersection to be phased in with other capital projects over future years	0 of 14 retained
500 block (Superior to Michigan)	One-way protected bike lanes	None applicable	6 of 16 retained with commercial loading zone on east side
400 block (Michigan to Toronto)	One-way advisory bike lanes	Traffic calming and new pedestrian crossing at Toronto Street	16 of 19 parking stalls to be retained
300/200 block (Toronto to Simcoe)	Neighbourhood bikeway	Traffic calming	No parking loss
100 block (Simcoe to Niagara)	Neighbourhood bikeway	Traffic calming	No parking loss
000 block (Niagara to Dallas)	Neighbourhood bikeway	Traffic calming	No parking loss

In the coming years the 600 block of Government Street is expected to experience significant changes with planned improvements to the Parliament Building frontage and proposed redevelopment and modernization of the Royal BC Museum. Further, there are several major underground infrastructure renewal projects and several private land development projects, which together present strategic opportunities for the area.

Later this fall, the City will bring together partners for a multi-day charette to identify common objectives and supportive design treatments to support the long-term success of this Precinct while delivering on policies in the Official Community Plan, the Downtown Core Area Plan, the Downtown Public Realm Plan and Go Victoria. Ultimately, an AAA cycling connection, intersection upgrades at Belleville Street and Government Street, as well as sidewalk widening and public realm enhancements will be a part of these discussions.

Other Neighbourhood Mobility & Safety Improvements:

In addition to the three corridors proposed for AAA network investments, the engagement process provided staff with the opportunity to review ideas and feedback on other active transportation improvements in the vicinity which support network circulation, access and safety. The following improvements (Appendix E) are also being recommended for implementation in 2022.

- A) Beacon Hill Park AAA connector – Advisory bike lanes on Michigan Street between Government Street and Douglas Street with new bicycle crossings into the park to connect with existing pathways. This design maintains on street parking and loading zones.



- B) Belleville Street road safety improvements between Government Street and Menzies Street - This involves lane changes and introduces a new traffic signal at Menzies and Belleville with painted bike lanes. These upgrades will facilitate additional route service options for BC Transit and improve the operation of this intersection for all road users.
- C) Pedestrian crossing upgrades on Menzies and Michigan - This will improve visibility, accessibility and connectivity between the commercial areas at Capital Park and Irving Park.

Completion of Priority Network

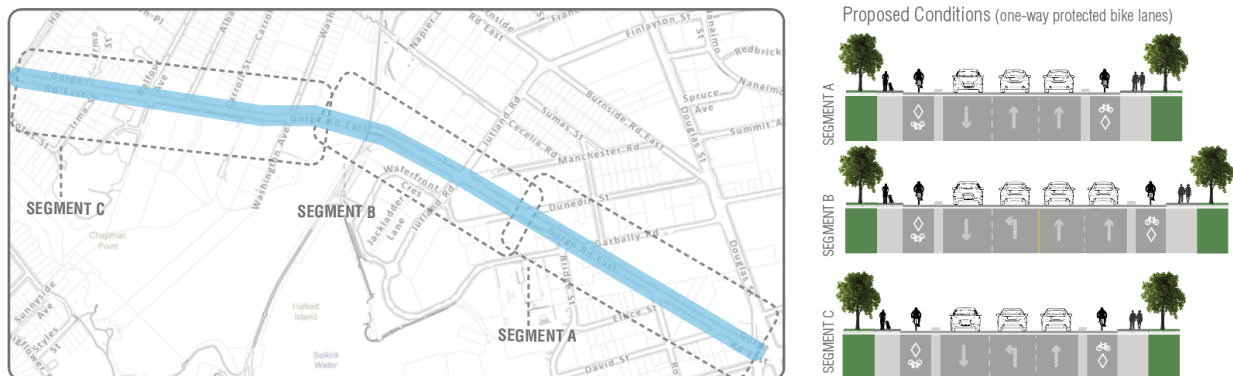
The two remaining projects in the priority AAA network, Gorge Road and Pandora Avenue East, will also be initiated in 2022. An update on these corridors, as well as emerging opportunities to support future improvements on the regional trail network, is provided below.

A) Gorge Road

Preliminary planning for AAA facilities on Gorge Road is underway. Completion of this corridor will represent a significant milestone in multi-modal connectivity within the municipality and support road safety priorities identified in the 2017 Burnside Gorge Neighbourhood Plan.

The route extends from Government Street to the municipal border of the District of Saanich at Harriet Road and consists of one-way protected bike lanes on either side of the road, shown in the image below. Two-way protected bike lanes are not suitable on this corridor with high volumes of vehicle turns in both directions.

Road safety improvements and reduced community severance created by the road will be achieved by reducing the number of general-purpose travel lanes and introducing dedicated turning lanes at key intersections to improve operational efficiency and safety. Several design concepts were explored in 2016 as a part of the Biketoria Network Study and again in more detail in 2017 through the Neighbourhood Plan. In 2020 staff confirmed this design approach as the most viable concept for Gorge Road. To accommodate the improved cycling facility and maintain traffic flow, the treed median between Bridge Street and Jutland Road will be impacted. Through detailed design, staff will work to minimize the impacts and retain as many trees as possible. For any trees requiring removal to accommodate vehicle turning movements, staff will ensure appropriate replacement species are selected and located in new areas with adequate soil volumes and irrigation. Similar to the process to replace median trees associated with the traffic signal at Kings and Blanshard, the City will ensure any replacement trees are successfully established and support the City's strategic urban forest goals.



In addition to protected bike lanes, transit shelter upgrades and pedestrian crossing improvements at several locations, Gorge Road is scheduled for future road paving and traffic signal rebuilds as a part of the City's asset management programs.

The District of Saanich is also planning for construction of protected bike lanes on Gorge Road (Admirals Road to Harriet Road) in 2022 and 2023. Their project will be delivered in two phases and will start on the western end at Admirals Road where underground utility upgrades are planned. Staff would propose to build the corridor in 2022 and coordinate with the District of Saanich to connect with their work at Harriet Road. There are several benefits to coordinating upgrades including design consistency and minimizing impacts to corridor users.

Staff are planning focused stakeholder engagement in partnership with the District of Saanich. Unlike other corridors, the Gorge Road project has no other functional design options and has previously undergone extensive consultation through the development of the Burnside Gorge Neighbourhood Plan in 2017. Staff propose to undertake a single phase of consultation with directly impacted businesses, residents, and property owners on the corridor as well as the Burnside Gorge Community Association, business associations and agency partners.

B) Pandora Avenue East

The concept design for Pandora East includes a continuation of the two-way protected bike lane on the north side of the street from Cook Street to Begbie Street. The facility then transitions to one-way protected bike lanes on each side of Pandora Avenue between Johnson Street and Fort Street (1400 and 1500 block).

Consultation for this project was originally scheduled for Fall 2020 but was delayed due to the Provincial Human Rights Tribunal process on floating bus stop design. This delay prevented staff from coordinating consultation with the Fort Central, Oaklands Connector, Fernwood Connector and Jubilee route selection. Staff are hoping to commence design consultation starting early 2022, but with construction expected to start in 2023. Staff will continue to find opportunities to focus and streamline public engagement efforts to help minimize any implementation delays. By then, the Fort Street project (Cook to Foul Bay) is expected to be complete, offering reduced construction impacts to road users on this parallel arterial roadway.

C) Other Regional Initiatives

The Galloping Goose Regional Trail is a critical active transportation corridor and linear park serving the City of Victoria and regional destinations. The City has two existing sanitary sewer lines within the trail alignment. The trail corridor is owned by Ministry of Transportation & Infrastructure (MoTI) and the Capital Regional District (CRD) has a license to manage and operate the trail in this location.

Staff have begun planning for a Spring / Summer 2023 sanitary sewer line replacement project below the Galloping Goose Trail. Construction activities will last several months and require a full closure and replacement of several segments of the trail. Completion of the AAA route on Gorge Road before this work is undertaken will provide part of a safe designated detour to serve the thousands of daily trail users. This work will be completed in the Spring / Summer due to technical requirements to work in the dry season with low sewer flows and environmental regulations.

The underground project provides a unique coordination opportunity to support trail safety and accessibility objectives by widening the trail and add lighting. The segment between Selkirk Trestle and Tolmie Lane has been identified as a candidate for priority improvement and will be considered by the CRD Board as a part of the proposed Trail Widening and Lighting Project this fall. These improvements would support goals identified in Go Victoria and fulfill previous Council

direction for improved safety along this route. City Staff have had initial meetings with both the CRD and MoTI to discuss coordinated planning and construction. Funding for trail improvements would be provided by these agencies, while City staff would provide technical design support. Staff will keep council apprised of these projects as they are developed.

OPTIONS AND IMPACTS

Council has directed the completion of the priority AAA network by the end of 2022 to improve road safety and encourage sustainable transportation use in our growing community. Recommended designs for James Bay routes integrate feedback from the public while supporting the needs of different road users, transit and emergency services. Additional active transportation, pedestrian and public space improvements in James Bay also help to support safety and connectivity and can be completed in coordination with the AAA projects. The final two projects in the priority AAA network, Gorge Road and Pandora Avenue East, are also proposed to be advanced in 2022.

Accessibility Impact Statement

Improving road safety for vulnerable users, including people with disabilities, is an important objective of all capital projects. Each project includes opportunity for barrier removal and accessibility improvements. Examples included in these projects include replaced or improved wheelchair let downs, accessible pedestrian signals, public seating, and tactile domes at intersections. 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 through the detailed design process.

Impacts to Financial Plan

Funding for the priority AAA cycling network comes from The Canada Community-Building Fund (formerly known as the Federal Gas Tax Transfer program) and development cost charge contributions. In addition, City staff pursue external grants from road safety partners like ICBC.

Design and construction costs will be incorporated into the City's 2022 and 2023 Financial Plans for Council's consideration. Contingency amounts will be included which reflect project complexity and the City's Capital Cost Estimates Policy. Planned co-ordination with other applicable capital budgets may also be used to support complete street objectives. Future costs to maintain and operate these new assets will also be included in subsequent 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 achieve 80% of trips to, from and within Victoria to be taken by transit, cycling and walking by 2030. 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 February and June 2021, City staff have prepared design recommendations for the Superior Street, Government Street, and Montreal Street as well as other road safety improvements in the James Bay neighbourhood.

Staff are also recommending proceeding with Gorge Road in 2022 to establish inter-municipal AAA connections with the District of Saanich and support opportunities to facilitate future regional trail widening and lighting upgrades in 2023. Design consultation for the Pandora East Project is scheduled for 2022, with construction in early 2023. This will complete the City's 32km AAA priority 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: Engagement Summary and Public Feedback
- Appendix B: Design recommendation for Superior St
- Appendix C: Design recommendation for Montreal St
- Appendix D: Design recommendation for Government St
- Appendix E: Design recommendation for Additional AT Improvements