



## **Governance and Priorities Committee Report**

### **For the Meeting of December 3, 2015**

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**To:** Governance and Priorities Committee      **Date:** November 26, 2015  
Katie Hamilton, Director of Citizen Engagement and Strategic Planning  
**From:** Thomas Soulliere, Director of Parks, Recreation and Facilities  
Mandi Sandhu, Manager of Interdisciplinary Projects  
**Subject:** Heron Cove and Raymur Point Bridge Widths

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#### **RECOMMENDATION**

That Council direct staff to proceed with detailed design and costing for a 5.0 metre wide multi-use bridge at Heron Cove and Raymur Point.

#### **EXECUTIVE SUMMARY**

At the November 19, 2015 Governance and Priorities Committee meeting, Council directed staff to report back as soon as practical on the advisability of expanding the bridge widths from 4.0 metres to 5.0 or 5.5 metres at Heron Cove and Raymur Point. Consulting firm Morrison Hershfield had previously provided Class C cost estimates for 4.0 and 5.0 metre wide bridges.

Widening the bridges beyond 5.0 metres would create load issues, resulting in the need to deepen the trusses to a point that would likely reduce the aesthetic attributes of the bridges and significantly increase costs. The consultants have advised that more time is required to get cost estimates for two 5.5 metre bridges, which would result in a delay in moving forward with the project. A number of standards for pathway widths have been assessed from different agencies, which suggest that the typical width for a two-way, multi-modal pathway should be between 3.0 metres to 4.0 metres. A 4.0 metre bridge width was originally recommended as it met the above guidelines and was the most cost-effective.

However, a further analysis of the guidelines suggest adding an additional width of between 1.2 - 2 metres of horizontal clearance to accommodate lateral obstructions such as railings. In addition, the 2008 Harbour Pathway plan specifies a bridge width of 5.0 metres. Given this information, staff are recommending Council approve a 5.0 metre wide bridge.

#### **PURPOSE**

The purpose of this report is to obtain Council approval on the proposed bridge width at two locations - Heron Cove and Raymur Point. Based on Council direction, detailed design and costing will be initiated in December 2015.

#### **BACKGROUND**

A key objective of the 2008 Harbour Pathway plan was to complete existing connection gaps along the pathway. The plan envisions a five kilometre recreational cycling and pedestrian pathway from Ogden Point to Rock Bay. At various locations along the pathway pedestrians and cyclists are either

(1) combined on a shared off-road route, (2) separated on an off-road route, or (3) separated with cyclists on adjacent roads and pedestrians on sidewalks.

Currently, the pathway is primarily used by pedestrians, with occasional cycling use, largely by visiting tourists. This is due to a number of factors including signage prohibiting cycling on the pathway, narrow sections, and a lack of clear access points from adjacent roads.

The Harbour Pathway plan also identified the construction of two multi-use bridges at Heron Cove and Raymur Point in the James Bay Neighbourhood, which specified a bridge width of 5.0 metres, with cyclists dismounting as they cross the bridge.

At the November 19, 2015 Government and Priorities Committee meeting, Council approved a bridge type (steel pony truss) and alignment (39 metre and 49 metre lengths at Heron Cove and Raymur Point, respectively). At that meeting, Council questioned the recommended width of 4.0 metres and directed staff to report back as soon as practical on the advisability of 5.0 or 5.5 metre wide bridges at both sites.

### OPTIONS & ANALYSIS

The Biketoria consulting team has been engaged to determine current best practises and guidelines for off-street, two-way pathways. The Biketoria team provided their expert opinion and referred staff to existing guidelines and standards for recommended widths of off-street, multi-use pathways as outlined in Table 1 below.

Table 1. Guidelines – Off Street Pathways

Agency	Two-way, Multi-use
Transportation Association of Canada	3.0 m - 4.0 m
Velo Quebec	3.0 m - 4.0 m

A further analysis of both the Transportation Association of Canada and Velo Quebec guidelines determined that an additional horizontal clearance should be included to accommodate lateral obstructions such as railings. The Transportation Association of Canada guidelines suggest 0.6 metres of additional clearance on both sides, whereas Velo Quebec suggests a horizontal clearance of 1.0 metre on each side. Given this information, a 5.0 metre wide bridge would be within the recommended range.

### Costs

The consultant for this project, Morrison Hershfield, has provided Class C cost estimates for 4.0 and 5.0 metre wide bridges (see tables 2 and 3 below) and is in the process of determining costing for a 5.5 metre bridge. Preliminary advice from the consultants has indicated that increasing the width of the bridge beyond 5.0 metres would have loading implications, resulting in the need to deepen the trusses to a point that would likely be aesthetically displeasing and result in a significant cost increase. The 5.0 metre option is still within the projected budget of \$3 - \$3.5 million.

Table 2. Heron Cove Cost Estimates

Length (m)	Width (m)	Tender Range (\$M)		Increase
49	4	1.603	1.633	
49	5	1.786	1.816	\$ 183,000

Table 3. Raymur Point Cost Estimates

Length (m)	Width (m)	Tender Range (\$M)		Increase
39	4	1.447	1.482	
39	5	1.634	1.669	\$187,000

### *Existing Pathway Width*

The pathway width between Raymur Point bridge and Heron Cove bridge varies between approximately 3.5 - 5.0 metres total, including both the upper asphalt path and lower pedestrian boardwalk. A concrete curb and railing, with a total width of 0.6 metres is also included in the above total. In some sections, landscaping has encroached on the cyclist pathway by between 0.5 - 1 metre, creating very narrow sections. It is important to note that this section of the pathway is owned by the WorldMark Resort. Although the City of Victoria has a registered Statutory Right of Way over the pathway, changes to the existing pathway will require property owner approval.

### *Relationship to City-Wide Cycling Initiatives*

The Biketoria consulting team has identified Harbour/Wharf/Belleville streets as a priority network to be constructed by 2018. If approved and advanced, this cycling network located on streets adjacent to the pathway could provide an alternative route for cyclists on the David Foster Harbour Pathway.

### **ASSESSMENT**

The prior recommendation from staff for a 4.0 metre bridge was within the range of standards and guidelines in other jurisdictions. The original design standard envisioned in the 2008 Harbour Pathway plan was 5.0 metres. Following an additional review with the Biketoria consulting team, staff are now recommending 5.0 metre wide bridges, particularly given anticipated pedestrian and cycling traffic. The additional cost for the wider bridges is estimated to be just under \$400,000 and within the budget allocated for this project. Pending Council approval of a 5.0 metre bridge, next steps include continued negotiation with property owners, preliminary surveying and detailed design.

If Council prefers to delay a final decision until an estimate for a 5.5 metre bridge is provided, there are a number of risks associated with delaying the project, including potential loss of grant funding due to an inability to meet grant deadlines, construction delays and missed permitting windows.

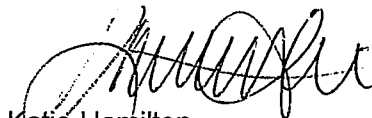
### **CONCLUSIONS**

Based on an assessment of the additional costs for widening the bridges as well as a further assessment current best practises with regards to off-street pathway widths, a 5.0 metre wide bridge at both Heron Cove and Raymur Point is recommended. This will provide increased safety, comfort and enjoyment for both pedestrians and cyclists without incurring significant costs and delays.

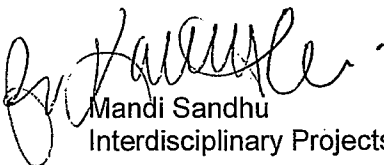
Respectfully submitted,




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Thomas Soulliere  
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**Report accepted and recommended by the City Manager:**

  
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**Date:** Nov. 27, 2015