



THE CORPORATION OF THE CITY OF COURTENAY

STAFF REPORT

To: Council
From: Chief Administrative Officer
Subject: Courtenay Cycling Network Plan and BikeBC Grant

File No.: 5335-20
Date: February 4th, 2019

PURPOSE:

The purpose of this report is for Council to consider adoption of the Cycling Network Plan portion of Courtenay's Master Transportation Plan, and to provide approval to apply for grant funding through the Government of British Columbia's Ministry of Transportation and Infrastructure BikeBC program.

CAO RECOMMENDATIONS:

That based on the February 4th, 2019 staff report "Courtenay Cycling Network Plan and BikeBC Grant" Council approve Option 1 and adopt the Cycling Network Plan portion of Courtenay's Master Transportation Plan and authorize the City to make an application for grant funding for two cycling network projects through the Provincial Government's BikeBC program.

Respectfully submitted,

David Allen, BES, CLGEM, SCLGM
Chief Administrative Officer

BACKGROUND:

The City is in the final stages of the development of Connecting Courtenay – Courtenay's Master Transportation Plan, with anticipated completion in mid-2019. In late 2018, a cycling infrastructure grant opportunity through the Provincial Government's BikeBC program was identified for possible project funding related to the cycling network component of the Master Transportation Plan. Eligibility for this funding opportunity requires an adopted Cycling Network Plan in advance of the February 18, 2019 grant application deadline.

The draft Cycling Network Plan is at the following website: www.courtenay.ca/connectingcourtenay

The plan provides recommended medium and long-term cycling networks for the City, details regarding cycling support facilities and programs, implementation considerations, and approximate medium and long-term costs associated with projects identified in the plan. **It should be noted that the projects and costs presented in the Cycling Network Plan do not represent a financial plan, and are for future consideration only. Future cycling projects and initiatives will be determined as part of the ongoing annual budget processes.**

The BikeBC program was developed by the Ministry of Transportation and Infrastructure to encourage healthy living and help address climate change by cost-sharing cycling infrastructure projects with local government. BikeBC will provide up to 50% of the total eligible project costs for projects which form part of the City's adopted cycling network plan.

Eligible projects include those that encourage transportation cycling by accelerating the development of cycling infrastructure focusing on cycling for commuting purposes including cycling trips to and from school, work and errands. Applications must meet best practices for cycling infrastructure design and are evaluated on how they improve safety for cyclists.

Proposals are selected using a priority ranking systems to determine which applications best meet the program's goals of encouraging transportation cycling, creating healthy living environments, and reducing traffic congestion and greenhouse gas emissions through safe and effective cycling infrastructure.

Funding for projects is awarded based on the following:

- Community's support for healthy living and physical fitness
- Enhancing tourism cycling
- Cost effectiveness
- Ridership
- Facility Type
- Catchment population size
- Timing
- Multimodal connections
- Proponent's priority
- Endorsement letters

To maximize the City's chance of funding through applications to the BikeBC grant program, consultants considered a variety of projects for eligibility criteria, including previously identified and conceptual projects. The list of projects was originally identified through consultation with the Comox Valley Cycling Coalition. Since that consultation, two projects have been identified which are deemed to have the best possibility of success;

- 1) Improving the bike lanes along Fitzgerald Avenue – providing connectivity from 5th Street to 26th Street and along 19th Street to the existing Riverway Trail
- 2) Connecting Ryan Road to the trail network at Hawk Drive with a neighbourhood bike route along Hobson Avenue as a first step to developing the spine of the cycling network on the on the east side of the City.

DISCUSSION:

The first phases of the Master Transportation Plan included data collection, data review, and analysis of existing conditions. The focus of the initiative in 2018 included extensive public and stakeholder consultation, forecasting and assessment of future conditions, and development of medium and long-term plans for each mode of transportation.

In late 2018, a provincial cycling infrastructure grant opportunity through the BikeBC program was identified for possible project funding related to the cycling network component of the Master Transportation Plan. Eligibility for this funding opportunity required the City to accelerate and finalize the

Cycling Network Plan portion of the Master Transportation Plan in advance of the February 18, 2019 deadline for BikeBC grant applications.

On December 18th 2018 and January 8th 2019, meetings were held with City staff, consultants, and the Comox Valley Cycling Coalition, for review and feedback of components of the Cycling Network Plan portion of the Transportation Master Plan. Input from the Comox Valley Cycling Coalition was incorporated into the Cycling Network Plan, and was used to prioritize potential projects for the Bike BC grant program. The two projects described above were selected based on the Bike BC program's goals as outlined above and considered anticipated municipal resources.

The two proposed projects for submission to the BikeBC grant program are detailed below:

- Project 1: Fitzgerald Avenue (three sections) from 5th Street to 26th Street (maintaining existing surface treatments from 8th – 21st Street) and expanding the existing bike lanes to connect to 26th Street to the south, and along 19th Street to the east to connect to the existing Riverway Trail.
- Project 2: Hobson Neighbourhood Route (Ryan Road to east of Hawk Drive). This route is predominantly designated as a neighbourhood bikeway or bicycle boulevard with some painted lanes required. The Hobson Neighbourhood Route will connect Hobson Park, Hurford Hill Nature Park, Hawk Glen Park, to the existing 1.6 km Hawk Greenway (Sheraton Walkway – Hawk Drive – McDonald Road to Idiens Way).

The exact scope of these two projects is evolving in preparation for the funding deadline, the current Class D estimates are \$310k for Project 1, and \$150k for Project 2. These costs will be refined prior to the application deadline.

FINANCIAL IMPLICATIONS:

Funds are available within the 2019 general operating budget to support the grant applications. **It should be noted that the projects and costs presented in the Cycling Network Plan do not represent a financial plan, and are for future consideration only. Future cycling projects and initiatives will be determined as part of the ongoing annual budget processes.**

ADMINISTRATIVE IMPLICATIONS:

Grant applications are included in the Corporate Work Plan for 2019.

ASSET MANAGEMENT IMPLICATIONS:

The Cycling Network Plan component of Courtenay's Master Transportation Plan identifies medium and long-term priorities related to cycling infrastructure, programs, and policies, that will work towards the overall goal of asset management – achieving sustainable service delivery. The priorities identified in the Master Transportation Plan will help to ensure that future transportation related services and initiatives are delivered in a socially, economically, and environmentally responsible manner that does not compromise the ability of future generations to meet their own needs.

Future projects will be vetted through the Asset Management Working Group as part of the ongoing annual budget process.

STRATEGIC PLAN REFERENCE:

The development of the Cycling Network Plan component of Courtenay's Master Transportation Plan is aligned with the third strategic theme from the City of Courtenay's Strategic Priorities 2016-2018.

We value multi-modal transportation in our community

- We support developing multi-modal transportation network plans
- As we build new or replace existing transportation infrastructure, we are consistent with what we learn from our Complete Streets Pilot Project
- ▲ Support our regional transit service while balancing service improvements with costs

OFFICIAL COMMUNITY PLAN REFERENCE:

The development of the Cycling Network Plan component of Courtenay's Master Transportation Plan is aligned with the goals included in Section 5.2 of the Official Community Plan:

5.2 Goals

1. integrate land use changes with transportation planning to coordinate changes and increases to traffic patterns.
2. development of a transportation system that provides choices for different modes of travel including vehicle, transit, pedestrian, cycling and people with mobility impairments.
3. protect the integrity of the road classification system to facilitate the purpose and function of the specific road types.
4. support an integrated transportation system that works towards reducing travel distances and congestion.
5. support a transportation system that recognizes the importance of the character and overall appearance of the City.
6. provide an effective transportation system that facilitates the movement of vehicles throughout the community and the Comox Valley to major regional services such as the Little River Ferry System and the Comox Valley Airport.

REGIONAL GROWTH STRATEGY REFERENCE:

The development of the Cycling Network Plan component of Courtenay's Master Transportation Plan is aligned with the transportation goal from the Regional Growth Strategy.

Goal 4: Transportation:

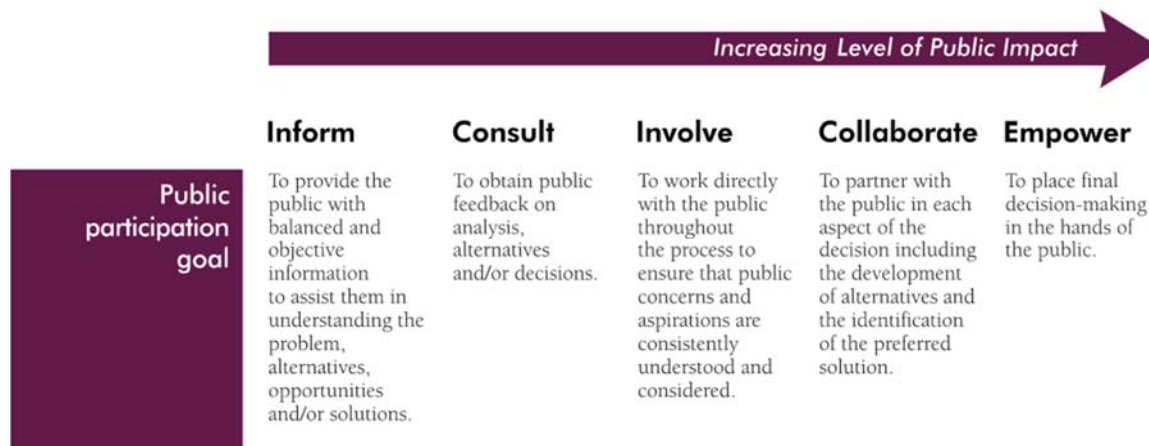
Develop an accessible, efficient and affordable multi-modal transportation network that connects Core Settlement Areas and designated Town Centres, and links the Comox Valley to neighbouring communities and regions.

CITIZEN/PUBLIC ENGAGEMENT:

Citizen and public engagement has been a priority throughout the development of Courtenay’s Master Transportation Plan. On January 8, 2019, at a workshop with City staff and consultants components of the draft Cycling Network Plan were presented to the Comox Valley Cycling Coalition for review and comment. In addition, feedback from the Comox Valley Cycling Coalition was used to prioritize a list of projects to consider for the proposed projects for the BikeBC grant application.

Staff would **inform** and **consult** the public based on the IAP2 Spectrum of Public Participation:

http://c.ymcdn.com/sites/www.iap2.org/resource/resmgr/imported/IAP2%20Spectrum_vertical.pdf



OPTIONS:

- Option 1: That Council adopt the Cycling Network Plan, and authorize the application for grant funding for two cycling network projects through the Provincial Government’s BikeBC Program.
- Option 2: That Council not adopt the Cycling Network Plan portion of Courtenay’s Master Transportation Plan as presented, and proceed with the finalization of the Master Transportation Plan.

Prepared by:

Ryan O’Grady, P.Ag., P.Eng.
Director of Engineering Services

Angela Spence, P.Ag.
Engineering Technologist

Lisa Butler, P.Eng.
Manager of Engineering Strategy

