

# Fifth Street Bridge Rehabilitation Traffic Management Strategy

City Council Meeting      September 8, 2020



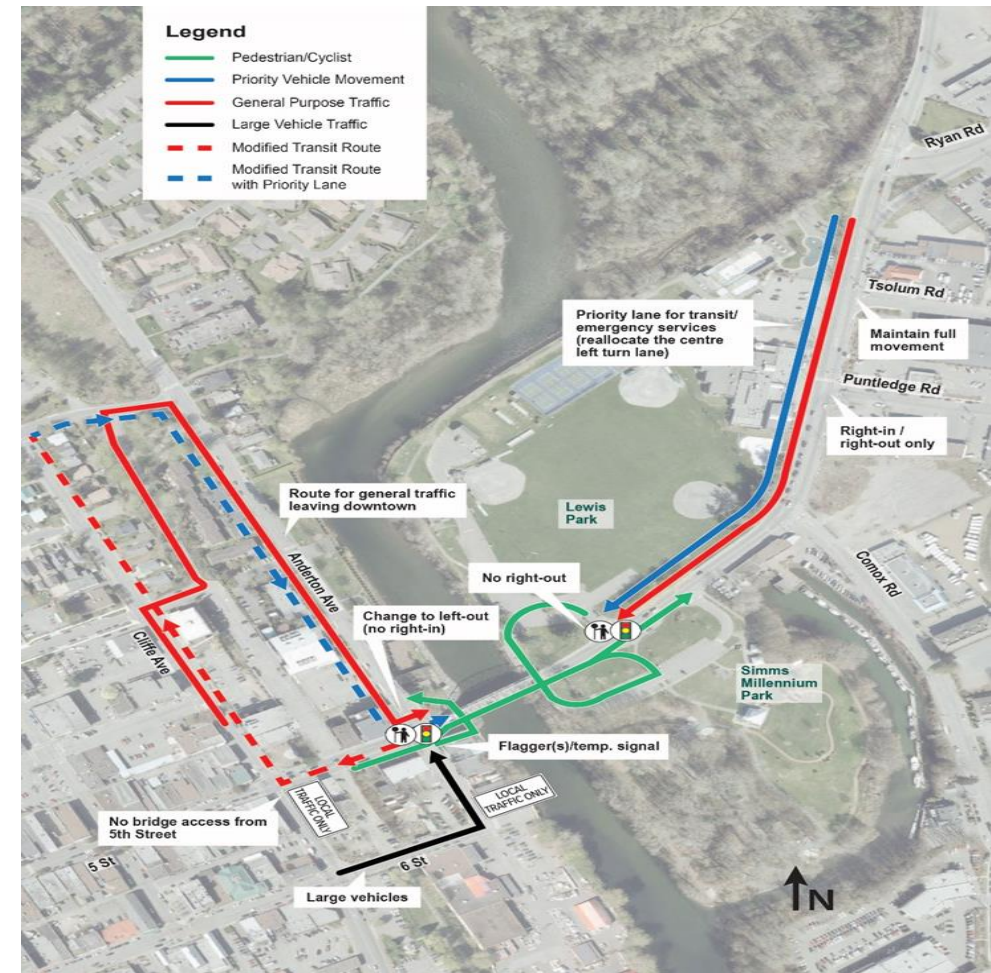
CITY OF  
**COURTENAY**  
Engineering Services



# Objectives

To present the Traffic Management Strategy including:

- General Purpose Traffic Flow
- Priority Vehicles
- Commercial Vehicles/  
Oversize Vehicles
- Pedestrians and Cyclists
- Park Access
- Transportation Demand Management

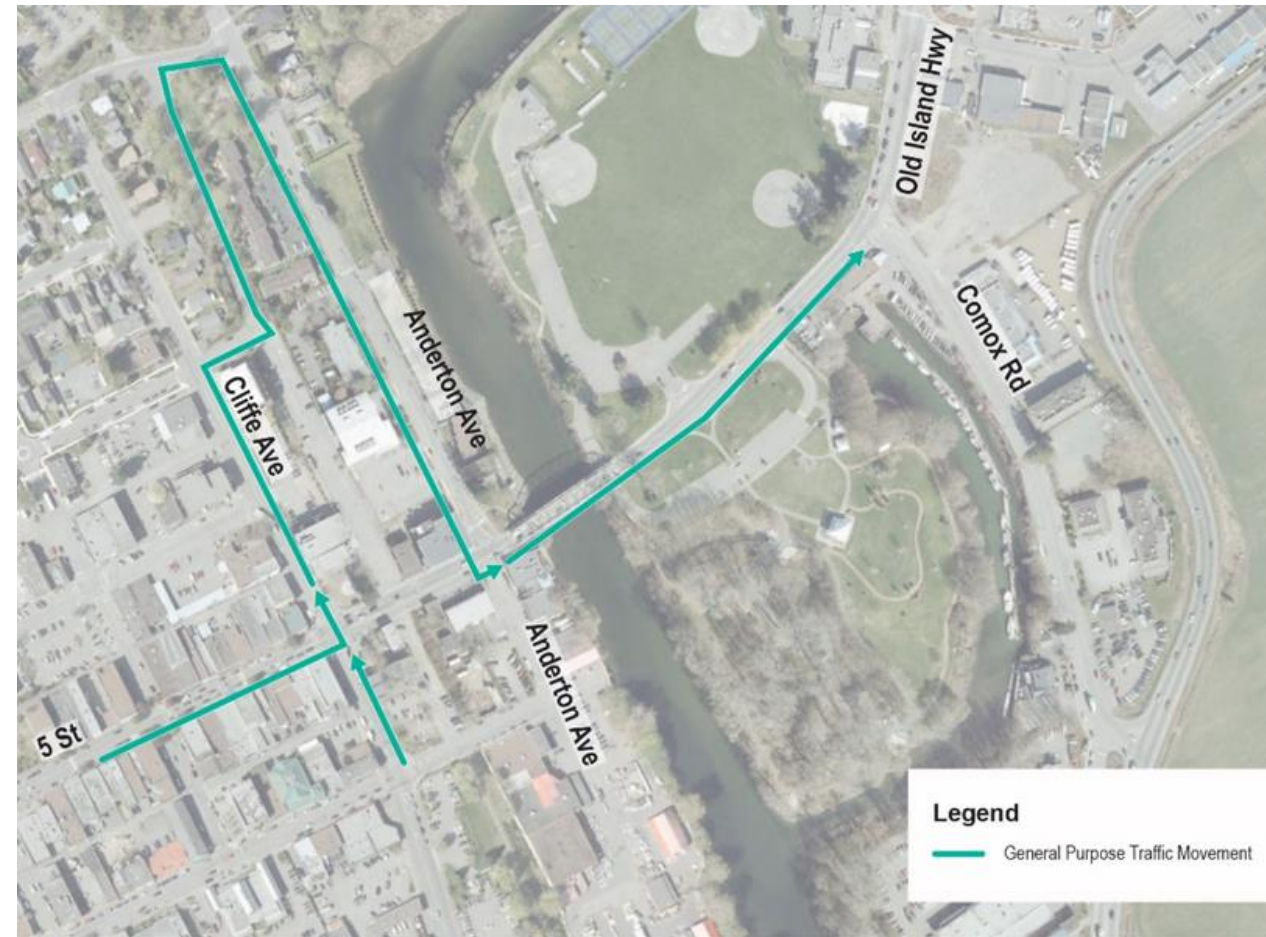




# General Purpose Traffic

## Leaving Downtown:

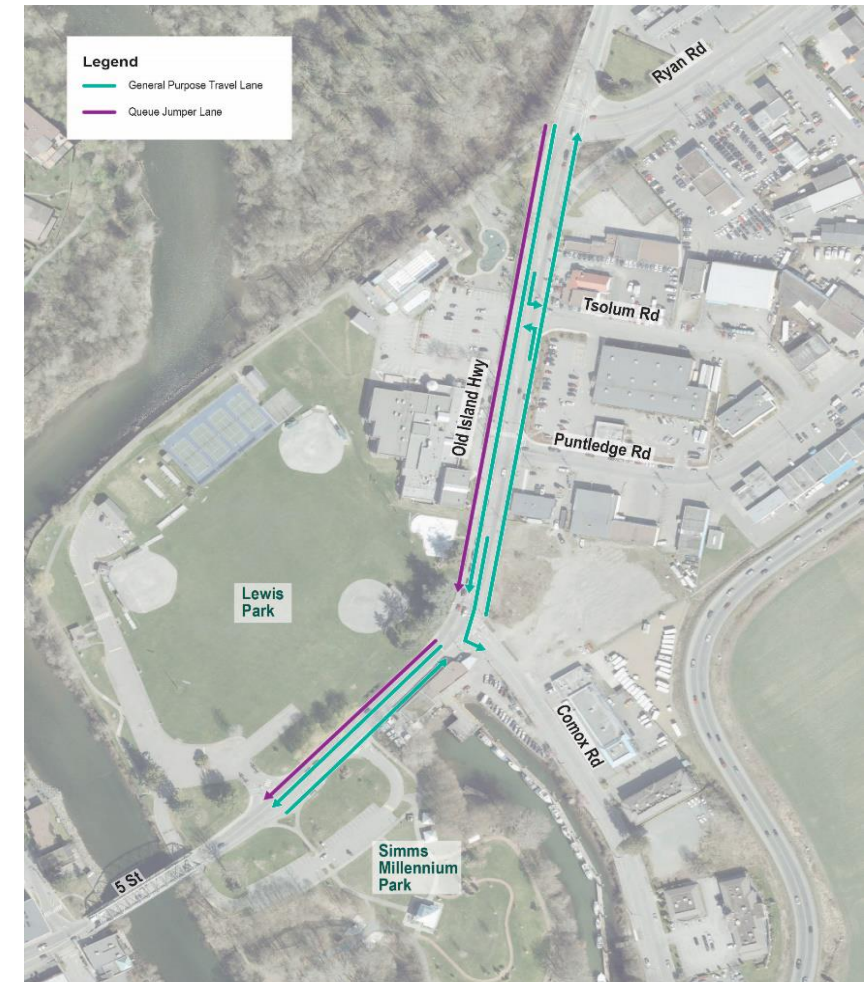
- 5th Street eastbound (towards bridge) closed at Cliffe Ave. except local traffic
- Detour route travelling north on Cliffe Ave., right on 3rd St., left into laneway between Cliffe and Anderton Aves., right on 1st Street and finally right onto Anderton Ave.
- Will minimize impacts to business and provide storage for most traffic queues on Anderton Ave. instead of 5th St.



# General Purpose Traffic

## Entering Downtown:

- No significant changes to current traffic patterns for general purpose traffic have been identified.



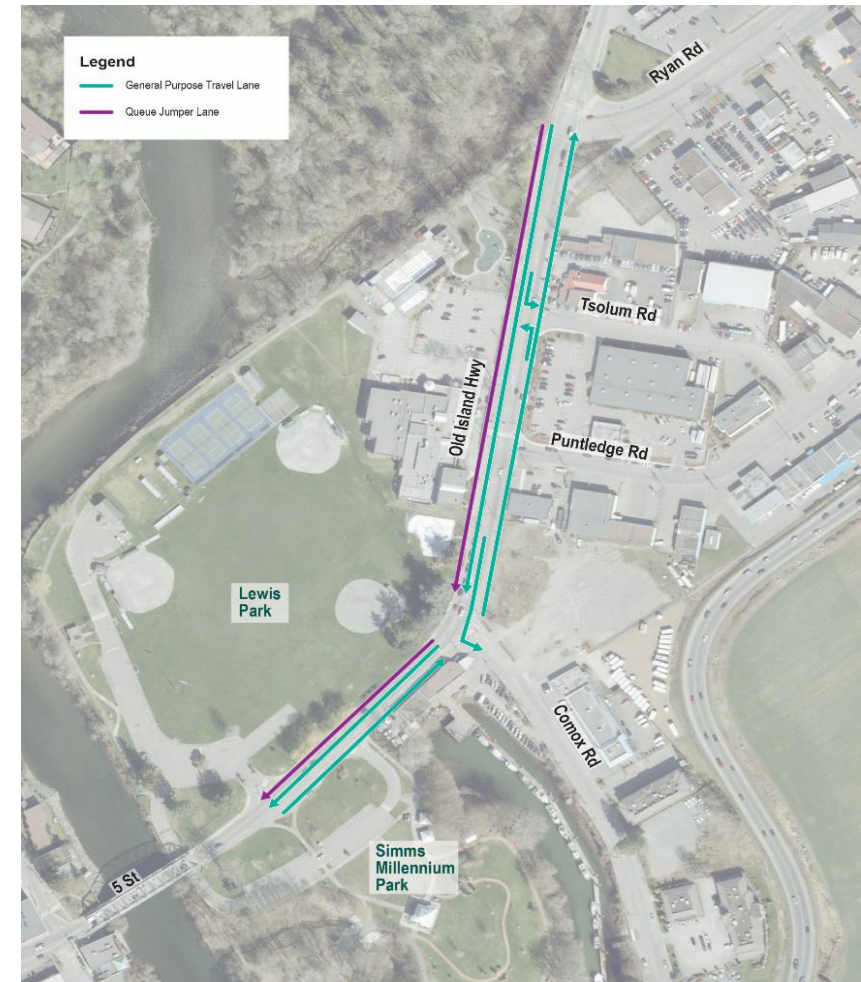


# Priority Vehicles

Priority vehicles include transit, emergency services, school buses, and potentially carpool or high-occupancy vehicles.

Entering Downtown:

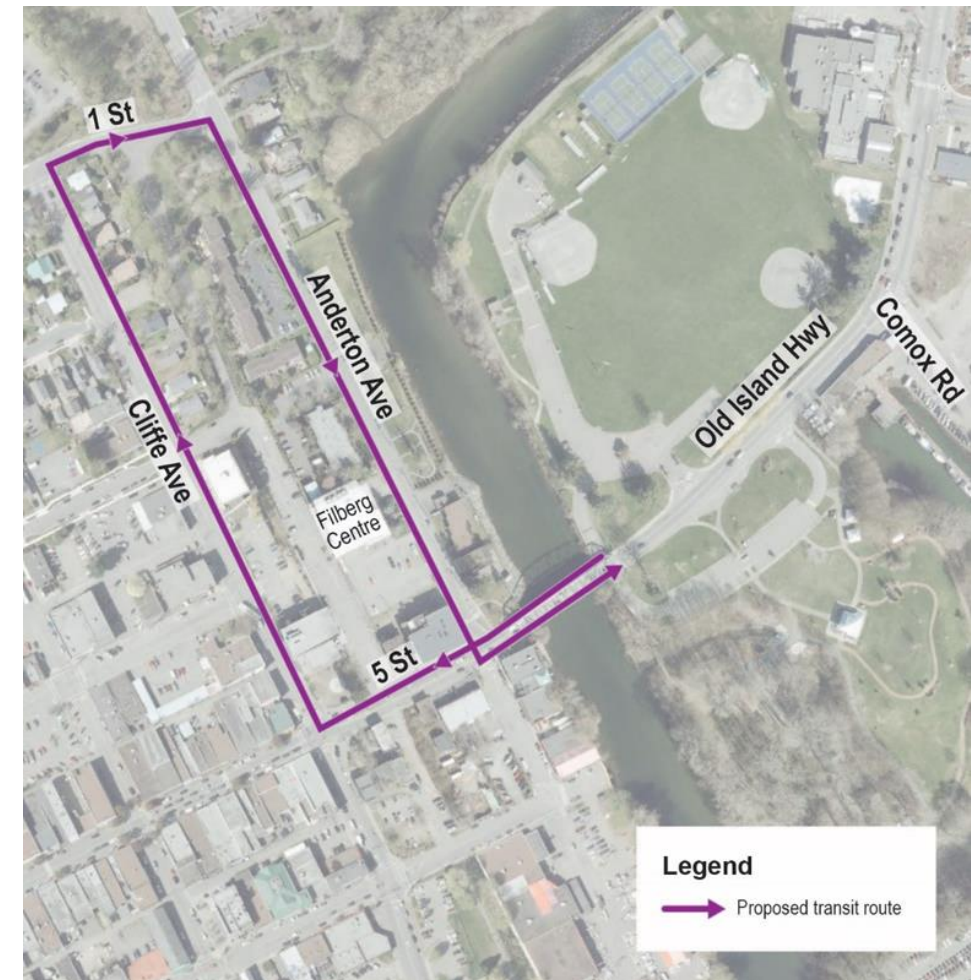
- Create a dedicated priority vehicle lane on Old Island Highway from Ryan Road to the bridge to enable BC Transit and emergency services to bypass the general traffic queues.
- Locating the priority vehicle lane in the curb (right) lane would allow vehicles travelling to Lewis Park to also use the priority vehicle lane.



# Priority Vehicles

## Leaving Downtown:

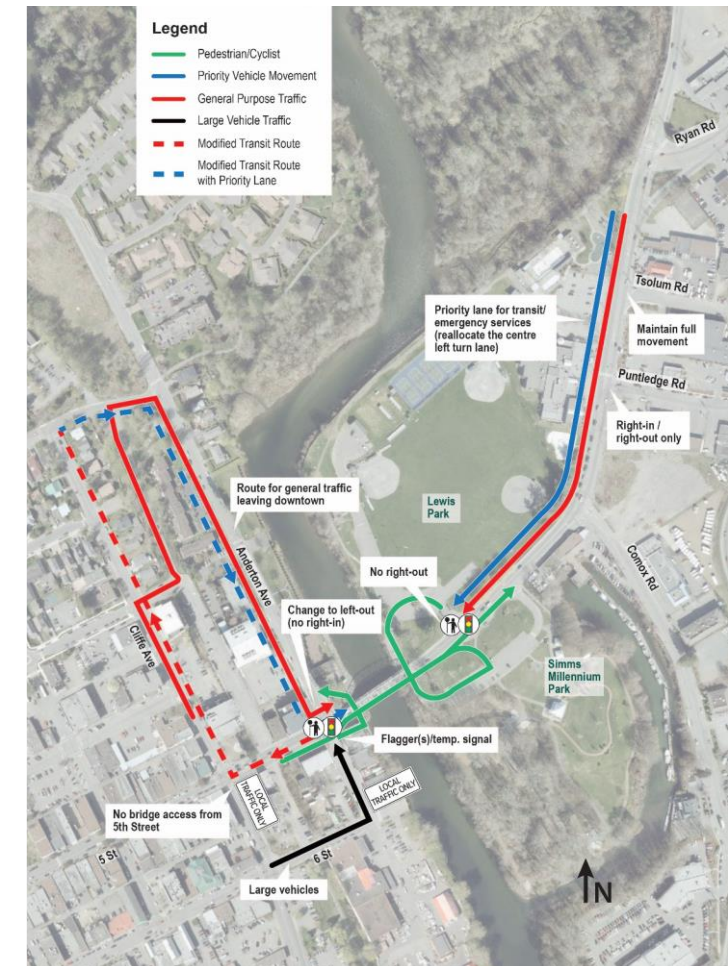
- Transit will need to be re-routed to leave downtown via 1st Street and Anderton Ave.
- As two-way traffic is being maintained on Anderton Avenue in addition to the bridge queue, priority vehicles can use the travel lane to bypass the queue and get to the front of the line for the bridge.





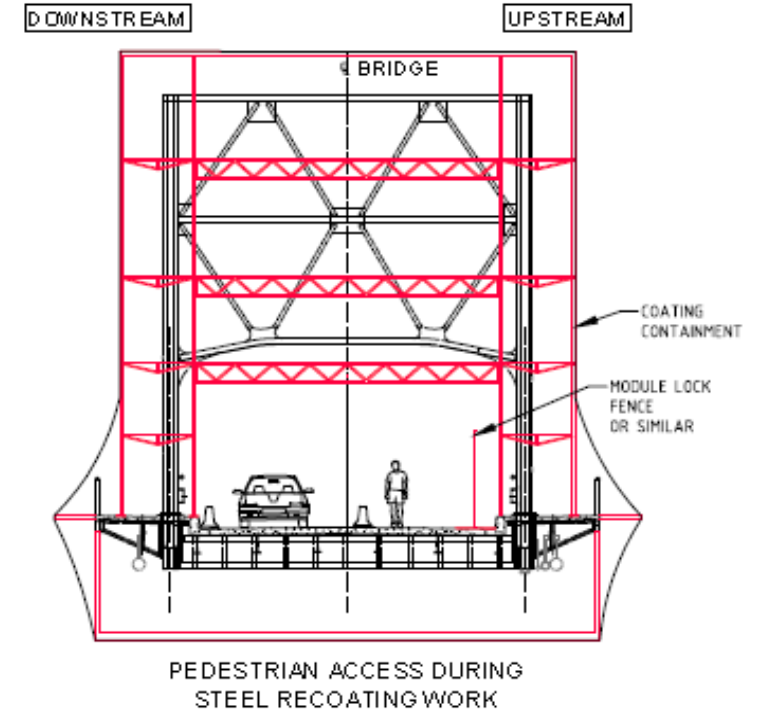
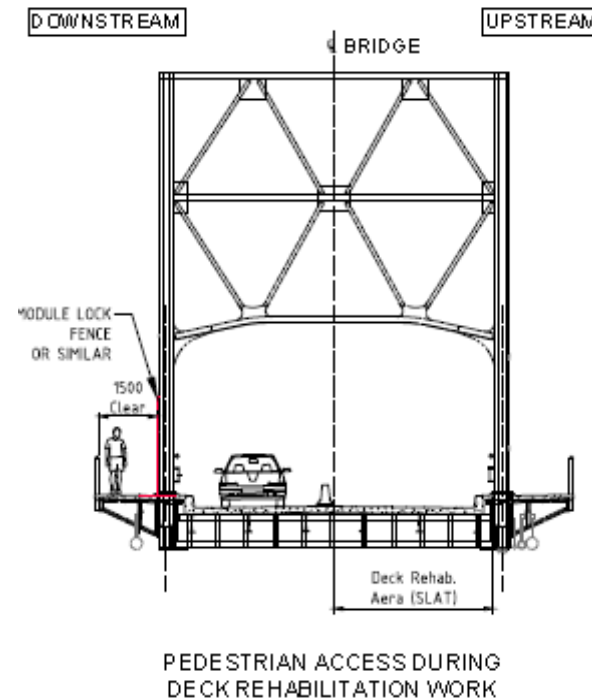
# Commercial/Oversize Vehicles

- As the bridge will have a maximum height of 3.6m due to scaffolding, some large vehicles will not be able to use the Fifth Street Bridge. These vehicles will need to use the 17th Street Bridge.
- Large vehicles that can use the 5<sup>th</sup> St Bridge may be detoured down 6<sup>th</sup> Street due to turning limitations in the 3<sup>rd</sup> Street laneway.
- Signage and communication will need to be developed as part of the communications strategy.



# Pedestrians and Cyclists

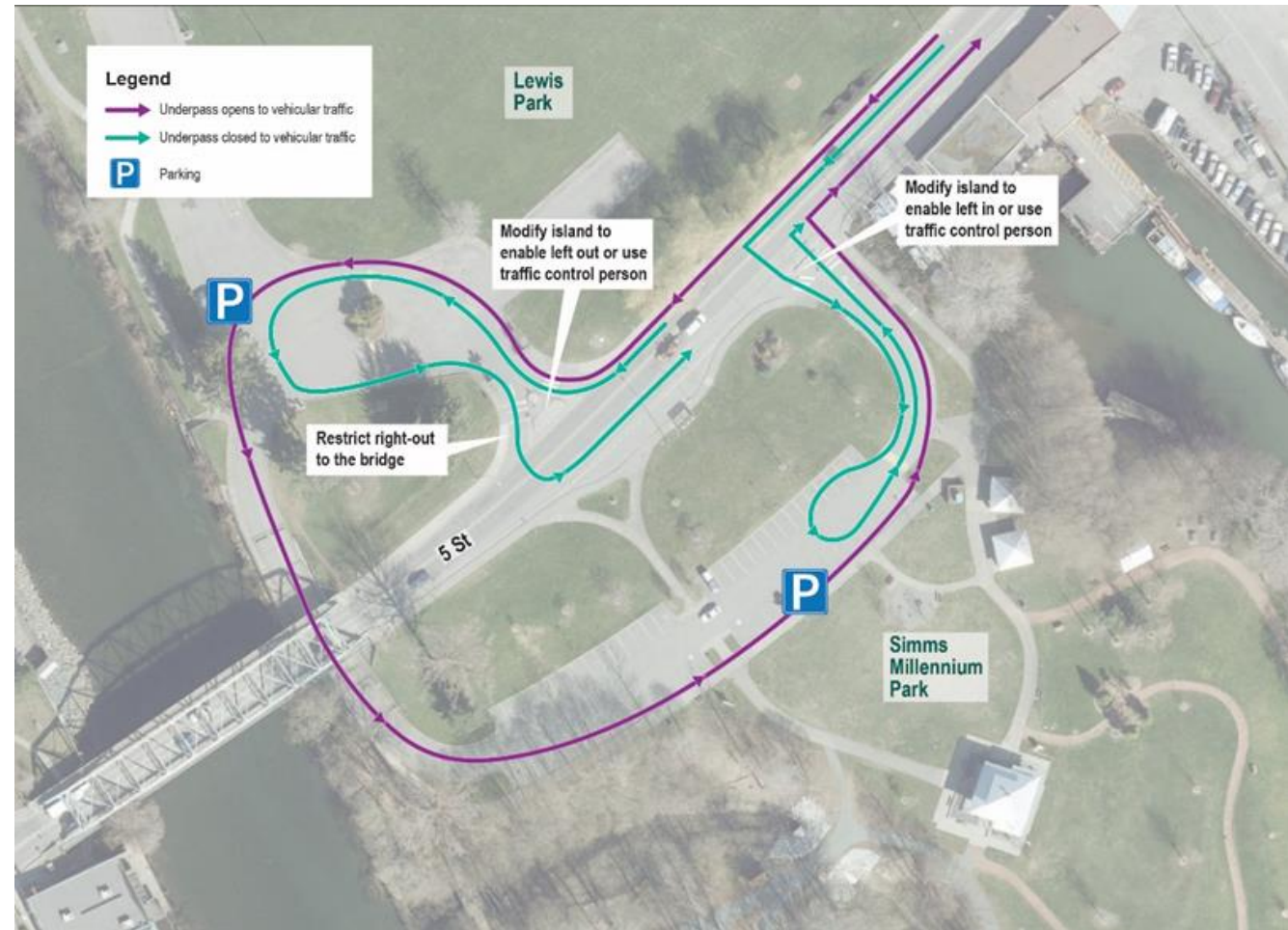
- During the re-coating phase, pedestrians and cyclists will have full-time two-way access to cross the bridge on the bridge deck.
- During the re-decking phase, pedestrians and cyclists will have full-time two-way access to cross the bridge on the existing walkways.





# Park Access

- Access to the Lewis Park and/or Millennium Simms Park parking lots should be maintained for park users and as a potential park-and-ride or park-and-walk/bike location.
- Traffic accessing the parking lots could be permitted to utilize the priority vehicle lane which would provide a time savings and incentive to bike/walk across the bridge.



# Transportation Demand Management

- Options for Transportation Modal Shift will be explored.
  - Park-and-ride
  - Transit
  - Rideshare
  - Shuttle
  - Park-and-walk/bike
  - Time-of-Day Travel



# Budget and Funding

No foreseen changes to project cost estimates or budget.

Project Element	Estimated Cost
<b>Outcome</b>	Rehabilitated crossing with 20-year updated useful service life with full utilization of the grant, including cathodic protection and deck replacement.
Bridge Recoating & Deck Renewal	\$4.1 million
Structural and Traffic	\$2.2 million
<b>Total</b>	<b>\$6.3 million</b>
Fed/Provincial Grant	\$1.96 million
Reserves	\$0.94 million
<b>City Borrowing Amount</b>	<b>\$3.4 million</b>
Tax Implications (based on 2019 assessments and tax rates)	Average residential property \$13 per year  Average commercial property \$82 per year



# Project Timeline

While the ongoing COVID-19 pandemic has delayed some items by a few months, overall the project is still on track to meet the original schedule for construction.

City of Courtenay Fifth Street Bridge - Summary Schedule								
	2020			2021			2022	
	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar
Communications and Public Consultation	[Green bar spanning all quarters from 2020 to 2022]							
Complete Traffic Management Strategy	[Orange bar]							
Complete Design	[Blue bar]		[Blue bar]					
Borrowing Process	[Yellow bar]		[Yellow bar]	[Yellow bar]				
Procurement			[Light Orange bar]	[Light Orange bar]				
Contractor Submittals				[Dark Orange bar]				
Construction					[Blue bar]	[Blue bar]		
Project Close-out							[Grey bar]	

# Next steps

1. AAP Borrowing Process.
2. Complete design and procurement package.
3. Begin contractor procurement in late 2020.
4. Construction start in second quarter of 2021.