



City of
Courtenay

Project Update

Ryan Road Sidewalk



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Ryan Road Sidewalk Project Update

Purpose

- **Status Update:** Provide Council with the current status of the Ryan Road Sidewalk Project
- **Direction Requested:** Advance sidewalk-only design into construction for the 2026 season.

Project Background

Corridor Context

Jurisdiction: Ryan Rd is a major arterial corridor owned by MoTT

Regulatory Oversight: All improvements require provincial review, approval, and permitting

The Problem: A 350m gap in the sidewalk on the North Side poses a significant pedestrian safety concern



Design Options

3 Options were assessed

Option 1

Bike lane with Fill Slopes

- Major fill encroachments, impacts 6 properties
- High approval/agreement risk

Option 2

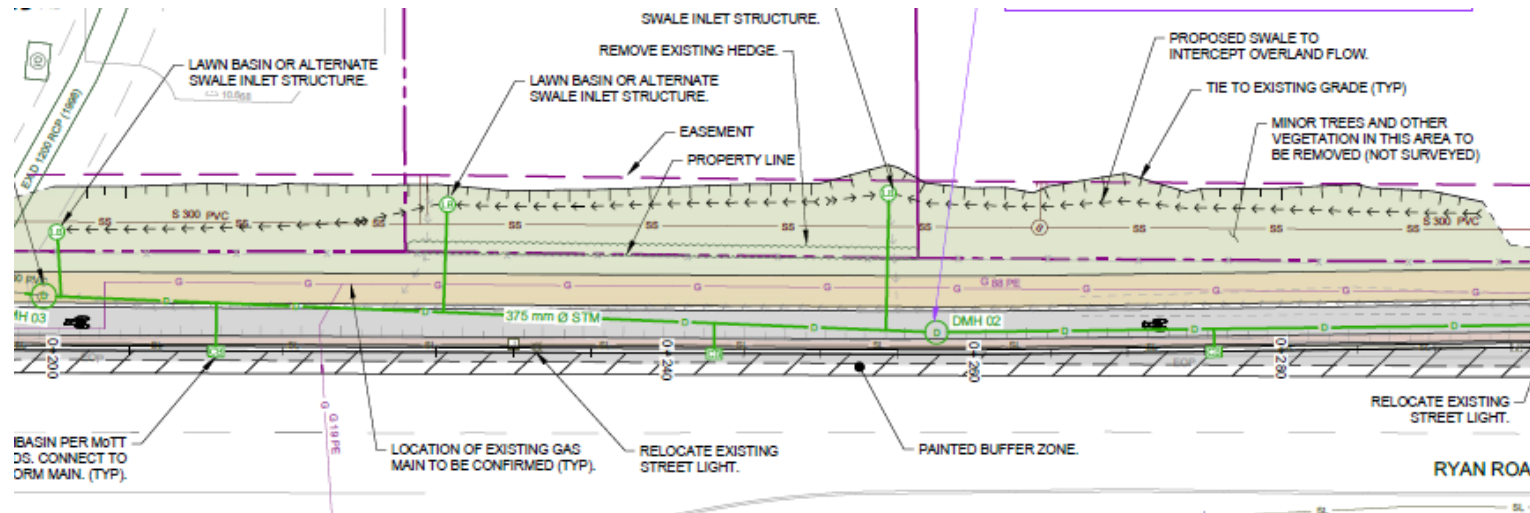
Bike Lane with Retaining Walls

- Reduces property encroachment.
- Introduces high structural costs and maintenance obligations

Option 3

Sidewalk Only

- Closes the 350 m gap without a protected cycle lane at this time.
- Fastest path to construction



Option Comparison

Category	Option 1- Bike Lane Design with Fill	Option 2 - Bike Lane Design with Retaining Walls	Option 3 – Sidewalk Only
Operational Impacts	Major fill encroachments affecting six private properties, requiring access agreements and ongoing maintenance, with steep grading that complicates municipal access and upkeep.	Retaining walls reduce fill spread but introduce ongoing inspection/maintenance obligations, limit future flexibility, and create issues with operational access through private property.	Eliminates cycling facility behind curb, substantially reducing grading spread and encroachments. Simplifies operations and long-term maintenance.
Schedule Impacts	Multiple encroachment agreements and SRWs are required, along with MoTT review of the behind curb cycling infrastructure, creating a high risk of delays to design completion and tender readiness.	Reduces number of required agreements but still requires some SRWs (sidewalk encroachments at two properties). Wall design and approvals add design time. MoTT review still required.	Removes most property impacts. Minimal or no SRW/encroachment needs. Faster design completion and reduced MoTT approval complexity.
Cost Impacts	Fill slopes expand construction footprint, increase material quantities, increase storm infrastructure needs, and trigger property acquisition/compensation.	Retaining walls reduce fill but add wall construction costs (typically higher per metre). Some savings from reduced encroachment-related work.	Narrower cross-section and reduced grading/utility relocations significantly cut construction scope and property-related costs.
Benefits for Pedestrians and Cyclists	Provides protected bike lane + sidewalk with physical separation. However, behind-curb bike lane introduces access and visibility constraints.	Same benefits but with a more compact footprint. Walls may create constrained environments and less forgiving edges.	Pedestrians still gain a safe sidewalk, but cyclists lose protected facilities. Does not support AAA cycling goals or long-term corridor plan.

Technical & Safety

Key Constraints

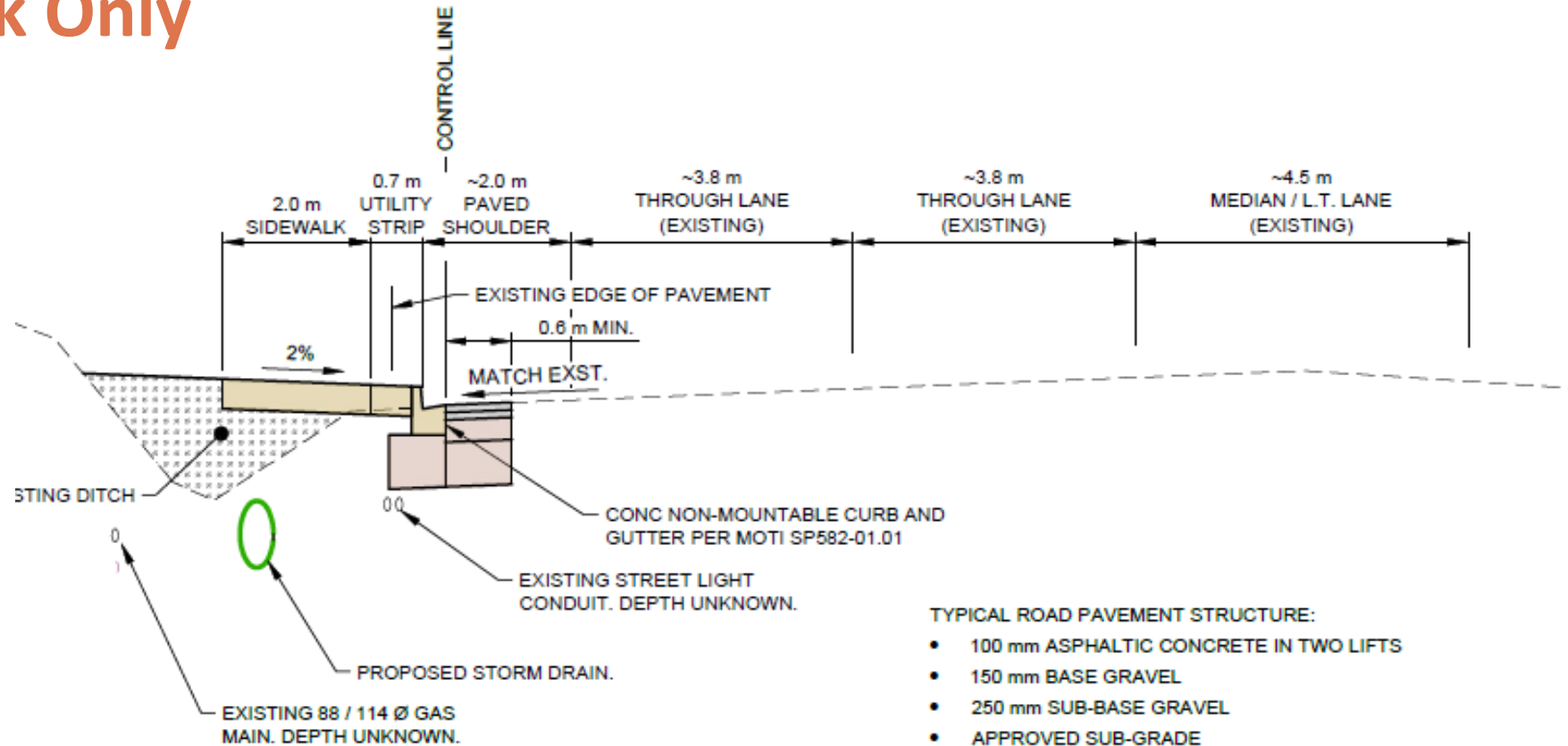
The Orphan Segment- A protected bike lane would end abruptly, forcing cyclists to merge into live traffic at a known collision hot spot

Future Planning- The CNP identifies Ryan Rd as a long-term “spine” intended for protected lanes through future corridor widening (not incremental standalone work).

Interim Solution- Maintaining a paved shoulder still accommodates cyclists while minimizing current property and permitting delays

Cross-Section

Sidewalk Only



1 **TYPICAL SECTION** 1:75
RYAN ROAD
STATION: 0+000 TO 0+190

Schedule

Sidewalk Only Option- Summer 2026

SCHEDULE – SIDEWALK ONLY	2026					
	Jan - Feb	Mar - Apr	May - Jun	Jul - Aug	Sep - Oct	Nov - Dec
MoTT Stakeholder Engagement						
Permitting						
Detailed Design						
Tender Process						
Construction						

Permitting

Current Status



Archaeological: Provincial Heritage and Site Alteration permits are in place. Valid until Dec 2027



Environmental Notification under the WSA is underway. Contractor will prepare a CEMP

Permit Required	Current Status
1. Heritage Inspection Permit – Province of BC Archaeology Branch	Permit In Place
2. Site Alteration Permit – Province of BC Archaeology Branch	Permit In Place
3. Changes in and about a stream – Notification to Ministry of Water, Lands and Resource Stewardship	Underway
4. Cultural Heritage Investigation Permit – K’ómoks First Nation	Underway

Financial & Key Risks

Based on Class D Cost Estimate



2026 Capital Budget: \$2.5M



Emerging Cost Risks: Electrical & Gas. MoTT-owned streetlights and conduits must be relocated and Fortis gas main is in close proximity, potentially requiring relocation.



Budget Status: Expected to be sufficient to complete the project

Recommendations

Next Steps

Staff recommends that Council;

1. Direct staff to proceed with the sidewalk-only design (Option 3).
2. Complete detailed design and begin construction in Summer 2026

