



The Corporation of the City of Courtenay

Briefing Note

To: Council
From: Director of Operational Services
Subject: Cycling Network Plan – 2024 Implementation Plan

File No.: 5640-07
Date: May 8, 2024

ISSUE:

The purpose of this briefing note is to provide Council with information on the planned 2024 capital works relative to the implementation of the City's Cycling Network Plan.

BACKGROUND:

Since the completion of the Connecting Courtenay: Cycling Network Plan (CNP) in 2019, the City of Courtenay has significantly invested in advancing active transportation (AT) and road safety priorities. The AT program is supported with grant opportunities and partnerships to offset funding requirements for various infrastructure projects. Total grant funding for the City's AT program received or pending through grant funding programs amounts to over \$6.10 million.

The implementation of the CNP continues to progress as recommended. This report proposes plans for the next five years to advance projects with more than 54 lane-km of all ages and abilities active transportation infrastructure. Highlights include:

- 23.4 lane-km construction projects of neighbourhood bikeways with speed reductions to 40 km/h
- 16.3 lane-km construction projects of buffered painted bike lanes
- 1.3 lane-km construction projects of painted parking protected bike lanes
- 13.8 lane-km of design projects including more than 11 lane-km of protected bike lanes
- 2 protected intersection design projects
- 1 pedestrian bridge design project

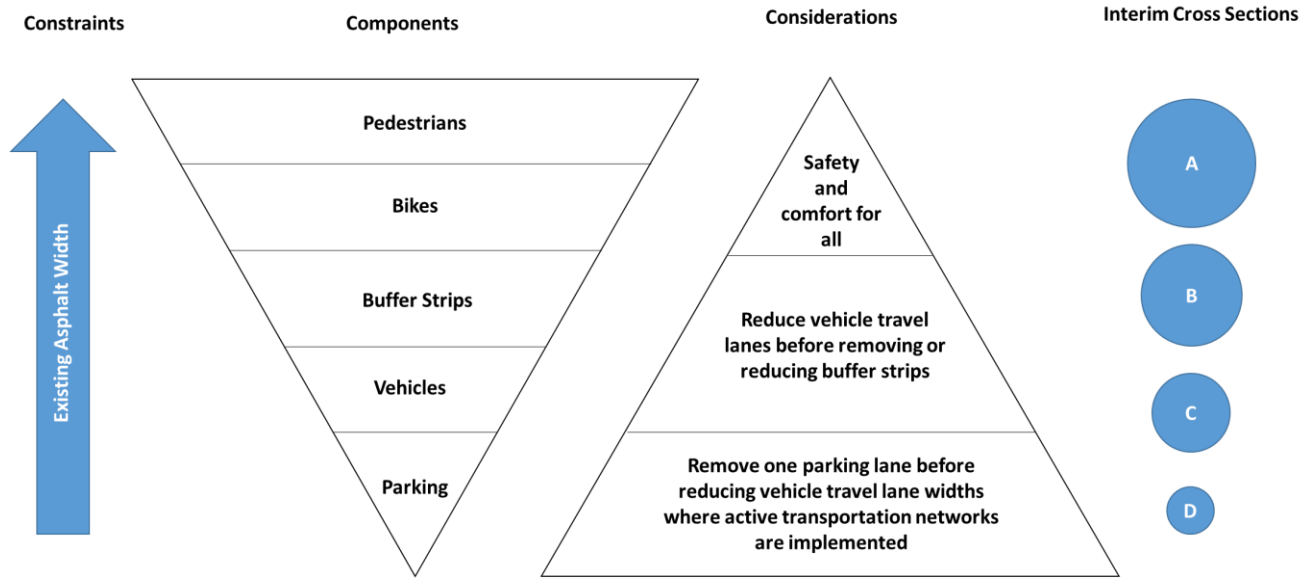
DISCUSSION:

The City of Courtenay has built a strong foundation upon which to further develop active transportation (AT) options for residents and visitors. This includes policies in support of AT, such as the new OCP, network planning, an expanding network of bicycle facilities for people of all ages and abilities, and increased funding to implement the CNP through capital projects that deliver AT infrastructure.

To minimize costs and risks while delivering desired levels of service, the type of AT project was developed for each infrastructure project with the framework below to design in accordance with context.

This framework considers constraints from the existing asphalt width, the prioritization of components for inclusion, and considerations of various trade-off for the order in which modifications will be made where there are space constraints on existing roadways. Outputs from design activities generated four interim cross-sections for implementing the CNP within the available right-of-way.

Figure 1: Active Transportation Design Framework



The proposed 5-year CNP capital plan is estimated to require \$1,007,800 in capital construction expenditures with the corresponding increase to operations and maintenance expenditures estimated to be \$92,000 (from \$12,000 to \$37,000 per year, based on project types and timing). These expenditures are summarized for each of the five years in the CNP capital plan.

Capital funding for the 2024 projects as listed in **Table 1** are included in the approved 2024 financial plan. The continuation of the capital investment relative years 2025-2027 of 5 year capital plan will be subject to Council’s review during the regular budget approval process.

Table 1 – Proposed Five Year CNP Capital Plan Construction and Maintenance Costs

Year	Construction Cost (Annual)	Operations and Maintenance Costs (Annual Increase)
2024	\$399,800	\$37,000
2025	\$201,000	\$24,000
2026	\$196,000	\$19,000
2027	\$211,000	\$12,000
Total	\$1,007,800	\$92,000

The capital program for the 2024 projects as listed in **Table 2** include the 2023 carry forward projects and the 2024 planned projects. Additionally, the City will be funding the 5th Street corridor CNP improvements with a BC Active Transportation (BCAT) grant in the amount of \$433,200 for the section of 5th Street from McPhee Avenue to Willemar Avenue. Corridor improvements include painted parking protected bike lanes for all ages and abilities (AAA) and intersection improvements at the intersection of 5th Street & Woods Ave and 5th Street & Stewart Ave. Improvements include curb extensions at pedestrian crossings to reduce pedestrian exposure to vehicle traffic.

Table 2: 2024 CNP Capital Plan Projects

Location	Road Classification	Length (m)	Facility Type	Year	Interim Cross-section			
					A	B	C	D
1st Street	Collector Residential	1227	Buffered Painted Bike Lane	2023				
Piercy Avenue	Collector Industrial/Commercial	623	Buffered Painted Bike Lane	2023				
Willemar Ave	Collector Industrial/Commercial	704	Buffered Painted Bike Lane	2024				
5th Street	Arterial Minor	771	Painted Parking Protected Bike Lane	2024				
Cumberland Rd	Collector Industrial/Commercial	725	Buffered Painted Bike Lane	2024				
Headquarters	Arterial Minor	1500	Buffered Painted Bike Lane	2024				
Vanier Drive	Arterial Major	1120	Buffered Painted Bike Lane	2024				

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Attachment 1: CNP – 5 Year Implementation Map

Attachment 2: CNP – Interim Cross-Sections