

ADMINISTRATIVE REPORT TO COUNCIL

ON

**LANSDOWNE STREET MULTI-USE PATHWAY AND CLAPPERTON ROAD
SIDEWALK/SHARED BIKE FACILITY
BC ACTIVE TRANSPORTATION INFRASTRUCTURE GRANTS**

PURPOSE

The purpose of this report is to seek Council's authorization to amend the Transportation Master Plan by adding a multi-use pathway on the north side of Lansdowne Street from 2nd Avenue to 6th Avenue and by adding a sidewalk and shared bike route along Clapperton Road between Cedar Street and Leigh Road and to apply to the 2023 BC Active Transportation Infrastructure Grant for two active transportation projects.

COUNCIL STRATEGIC PLAN

This report supports Council's strategic priorities and areas of focus regarding:

- **Safety and Security**
 - Safety: We prioritize the safety of our community for residents, businesses, and visitors.
 - Built Environment: We create diverse community spaces for people to safely travel through, gather in, and experience our community.
- **Governance and Service Excellence**
 - Fiscal Responsibility: We are accountable to Kamloops residents and businesses in providing effective management, best value, and responsible use of tax dollars.
- **Livability and Sustainability**
 - Recreation and Culture: We prioritize the development of amenities to cultivate diverse and equitable opportunities for recreation, arts, and culture.
 - Healthy Community: We foster an environment that supports and promotes healthy living through community, recreation, and social connection.
 - Inclusivity: We reduce barriers for underrepresented groups to bring inclusivity, diversity, and fairness to our community.
 - Climate Action: We practice discipline in our environmental responsibility by enhancing the City's resiliency and capacity for mitigating climate change. We actively implement actions to reduce our environmental impacts.
 - Mobility: We improve accessibility for our citizens by intentionally creating a safe, well-connected city for people of all ages and abilities using various modes of transportation.
- **Economic Health**
 - Growth Management: We are deliberate and purposeful in planning for the growth of our community.

Our corporate mission is...

MAKING KAMLOOPS SHINE

SUMMARY

The City recently constructed several key active transportation facilities including the 6th Avenue protected bike lane (from Columbia Street to Lansdowne Street), the Westsyde Road multi-use pathway (from Batchelor Hills Drive to Westmount Drive), and the Summit multi-use pathway (from Notre Dame Drive to Whiteshield Crescent). These links are key segments of the Kamloops north-south active transportation corridor. In response to community input, the City is currently updating the active transportation sections of the 2018 Transportation Master Plan in collaboration with the recently formed Active Transportation Engagement Group.

The City was the successful recipient of a BC Active Transportation Infrastructure Grant for the Westsyde Road multi-use pathway in 2021 and the Highway 5A multi-use pathway in 2022. For the 2023 intake cycle, Kamloops is able to apply for BC Active Transportation Infrastructure Grants for up to two projects.

City staff have identified an opportunity to construct an active transportation facility on Lansdowne Street in coordination with the planned 2024 City Centre Sanitary Project. This facility would be another key link in the Kamloops north-south active transportation corridor by connecting the 6th Avenue protected bike lane and the Lansdowne Transit Exchange with Riverside Park and the Rivers Trail. Coordinating the construction of an active transportation facility with the existing utilities project would reduce costs and disruptions due to construction. The facility's design minimally impacts on-street parking, as only four of the 62 existing on-street parking stalls within the project's corridor would be removed.

An engineering consultant with expertise in active transportation was hired to determine an appropriate facility and produce a design for an active transportation facility on Lansdowne Street. The proposed facility is a multi-use pathway on the north side of Lansdowne Street between 6th Avenue and 2nd Avenue. As a multi-use pathway on Lansdowne Street is not currently included in the Transportation Master Plan, it would need to be amended.

In addition to the proposed Lansdowne Street multi-use pathway staff have identified a sidewalk project with a shared bike facility on Clapperton Road from Cedar Street to Leigh Road as strong candidates for BC Active Transportation Infrastructure Grant applications. As a separated sidewalk and shared bike route along Clapperton Road is not currently included in the Transportation Master Plan, it would need to be amended.

BC Active Transportation Infrastructure Grant funding is available for up to 50% of eligible project costs up to a maximum of \$500,000. Eligible municipalities may apply for up to two projects by the October 27, 2023 deadline. The program's total funding is \$20 million. Although both projects can be covered by existing active transportation funding, provincial funding for either project would allow the City to accelerate the build-out of the active transportation network. The total estimated cost for the Lansdowne Street pathway project is \$2.75 million, and the total estimated cost for the Clapperton Road sidewalk and shared bike route is \$770,000.

RECOMMENDATION:

That Council authorize staff to:

- a) amend the Transportation Master Plan to include a multi-use pathway on Lansdowne Street between 2nd Avenue and 6th Avenue**
- b) apply for a BC Active Transportation Infrastructure Grant for a multi-use pathway on Lansdowne Street between 2nd Avenue and 6th Avenue**
- c) amend the Transportation Master Plan to include a sidewalk and shared bike route on Clapperton Road between Cedar Street and Leigh Road**
- d) apply for a BC Active Transportation Infrastructure grant for a sidewalk and shared bike route on Clapperton Road; and**
- e) upon notification of the grant results, have the Corporate Services Director update the 2023 – 2027 Five Year Financial plan**

SUPPORTING COUNCIL AND CORPORATE DIRECTION

The 2018 Kamloops Transportation Master Plan lists “Maintain or increase investment in cycling, pedestrian, and transit infrastructure, and continue promotion of sustainable transportation choices” as a sustainable transportation strategic direction.

The City’s Community Climate Action Plan lists “Car-Light Community” as one of its “Big Moves” with the 2050 target of having 50% of all trips in Kamloops to be by active transportation and transit.

DISCUSSION

In response to growing demand for active transportation infrastructure, the City is updating the active transportation sections of the 2018 Transportation Master Plan. This update is expected to be completed in 2024. The recently created Active Transportation Engagement Group will be extensively engaged in the update process. The main goal of updating the active transportation sections of the Transportation Master Plan is to review/update standards, develop a list of priority projects and establish future capital funding requirements for active transportation infrastructure.

Many of the City’s recent active transportation projects form segments of the Kamloops north-south active transportation corridor. These include the recently completed 6th Avenue protected bike lane and the planned Highway 5A multi-use pathway that were awarded grant funding.

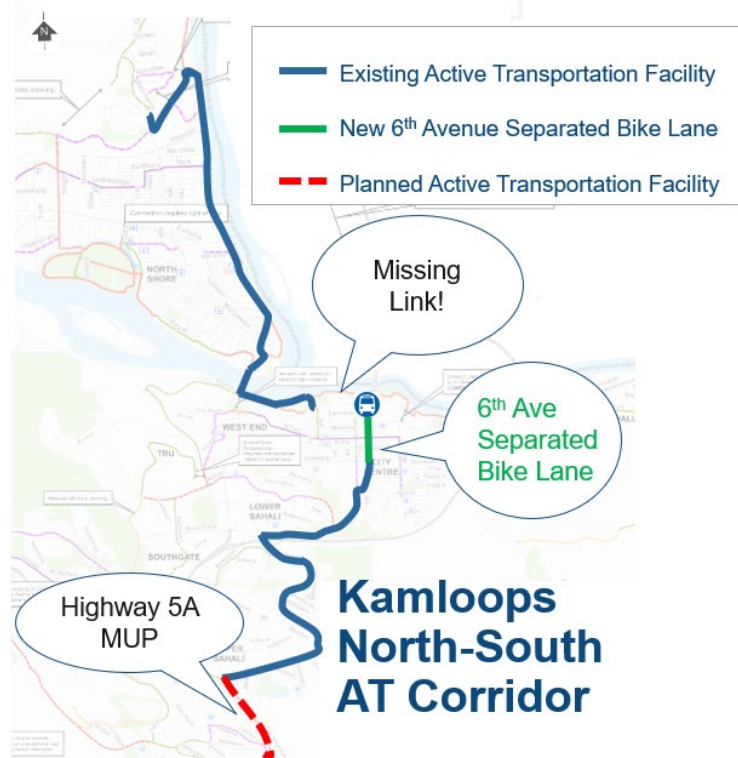
BC Active Transportation Infrastructure Grant Applications

The City has previously applied and received BC Active Transportation Infrastructure Grants, which provide up to \$500,000 for eligible projects. BC Active Transportation Infrastructure Grants support community-specific active transportation networks that are safe, accessible, and convenient for all ages and abilities, as committed to in the Province's Active Transportation Strategy. For the 2023 intake cycle, municipalities are permitted to apply for BC Active Transportation Infrastructure Grants for up to two projects.

City staff have identified the proposed pathway on Lansdowne Street and a planned sidewalk and shared bike route project on Clapperton Road as strong candidates for BC Active Transportation Infrastructure Grant funding. The 2023 intake cycle for this grant closes on October 27, 2023.

Lansdowne Street Multi-Use Pathway

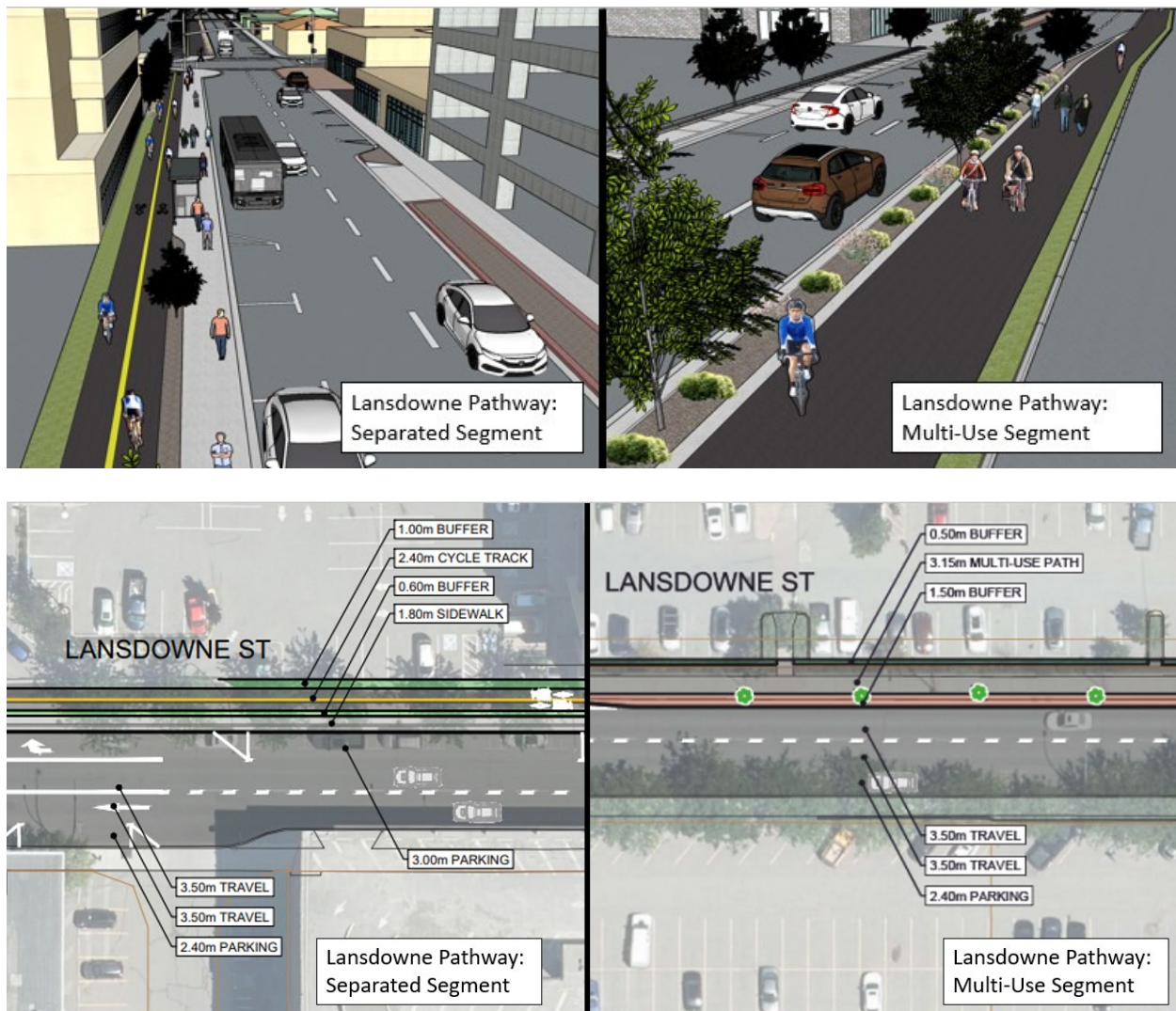
As shown in the following figure, the area between 6th Avenue and Riverside Park/the Rivers Trail is currently a missing link in the Kamloops north-south active transportation corridor. Staff have identified Lansdowne Street as a potential connection to complete this missing link and also identified the potential to coordinate the construction of an active transportation facility on Lansdowne Street with major utility upgrades planned for 2024. Such coordination would reduce construction costs and local disruptions.



An engineering consultant with expertise in active transportation was hired to develop a design for an active transportation facility on Lansdowne Street. Several potential facility types, including separated bike lanes and a multi-use pathway, were evaluated during the design process. The consultant determined that a multi-use pathway between 2nd Avenue and 6th Avenue was the most appropriate facility for Lansdowne Street given the corridor's constraints. The following figure shows the alignment of the proposed pathway.



The proposed multi-use pathway would be between 3.1 m and 3.5 m wide, with a landscaped buffer between the pathway and Lansdowne Street. The proposed multi-use pathway would require the removal of four on-street parking stalls on the north side of Lansdowne Street between 2nd Avenue and 3rd Avenue. The businesses adjacent to these parking stalls were engaged and were not concerned about the removal of on-street parking. There are currently 62 on-street parking stalls and a 229 stall parkade on Lansdowne Street between 2nd Avenue and 6th Avenue. To accommodate the multi-use pathway, the travel lanes will be narrowed from 4.1-3.8 m to 3.5 m along Lansdowne Street from 2nd Avenue to 6th Avenue. The section of the proposed pathway between 3rd Avenue and 4th Avenue would have separate areas for cyclists and pedestrians to accommodate the higher pedestrian volumes observed at that block. The following figures show renderings and plan view drawings of the separated and multi-use segments of the pathway.



The active transportation engagement group was surveyed about the proposed Lansdowne Street multi-use pathway with 82% of respondents “somewhat” or “strongly” supported the project while “9%” of respondents were “somewhat” opposed to the project. No respondents were strongly opposed to the project. The Kamloops Central Business Improvement Association was also surveyed. The majority of respondents were in favour of the project. The main concerns brought forward by respondents were the loss of parking, lack of demand for bike facilities, and the lack of separation between cyclists and pedestrians along the entire length of the facility.

A multi-use pathway on Lansdowne Street is not currently included in the Transportation Master Plan. To proceed with the project, an amendment is required to include the proposed facility on Lansdowne Street. The total estimated cost for the Lansdowne Street pathway project is \$2.75 million. Funding has been set aside for this project in anticipation for this work to occur in conjunction with the sewer project beginning in 2024.

Clapperton Road

A painted pedestrian shoulder on Clapperton Road is included in the Transportation Master Plan. A bike route on Clapperton Road is also included in the 2022 North Shore Neighbourhood Plan. An amendment to the Transportation Master Plan is required to include a sidewalk and shared bike route on Clapperton Road. The proposed project includes a 450 m long, 1.5 m wide concrete sidewalk and a painted/signed shared bike route. A shared bike route was selected because of insufficient road width to construct a multi-use pathway or other protected facility. The sidewalk will provide safe pedestrian connections to Leigh Road and Tranquille Road. The shared bike route will connect to planned shared routes on Leigh Road and Knox Street, as indicated in the North Shore Neighbourhood Plan. The following figure shows the location of the proposed Clapperton Road sidewalk and shared bike route in relation to the existing and planned active transportation infrastructure on the North Shore. Prior engagement and support from the NSBIA and the residents has occurred for this project.



The total estimated cost for the Clapperton Road sidewalk and shared bike route is \$770,000. This project is identified with funding allocated in the capital plan.

ALTERNATIVES/OPTIONS

The alternative to pursuing the Lansdowne Street multi-use pathway would be to implement a similar project after it is added to the Transportation Master Plan through the 2024 update of the active transportation sections of the Transportation Master Plan. This will result in higher costs

and more construction disruptions on Lansdowne Street as the project will not be coordinated with the 2024 City Centre Sanitary project.

The alternative to pursuing the Clapperton Road sidewalk is to construct a painted pedestrian shoulder as indicated in the current Transportation Master Plan.

The alternative to pursuing the BC Active Transportation Infrastructure Grant applications is to pay for these infrastructure improvements through existing capital budgets.

FINANCIAL IMPLICATIONS

BC Active Transportation Infrastructure Grant funding is available for up to 50% of eligible project costs up to a maximum of \$500,000. Receiving grant funding for either project would allow the City to reallocate funds to other active transportation projects, including those identified during the update to the active transportation sections of the Transportation Master Plan.

Because of the reduction in lane widths and the addition of a multi-use path, there will no longer be any space for snow storage. Therefore, \$20,000 will need to be added to the snow budget annually so that snow can be hauled away from this portion of Lansdowne Street.

PERSONNEL IMPLICATIONS

The Transportation Division and the Capital Projects Division would be responsible for commissioning and delivering both projects. The Communications and Community Engagement Division would help with communications and outreach for both projects. Current service levels for multi-use pathways in Kamloops include plowing, sanding, and salting within 24 hours.

Therefore, additional operational costs would be needed to maintain the Lansdowne Street pathway after delivery and will be added to the 2025 budget accordingly. The approximate annual maintenance cost of the Lansdowne Street multi-use pathway is estimated to be \$4,062, assuming an annual cost of \$6.25 per linear metre.

SUSTAINABILITY IMPLICATIONS

The importance of active transportation is referred to as key components of the City's sustainability and climate action strategies in the Sustainable Kamloops Plan, the development of the Community Climate Action Plan, KAMPLAN: City of Kamloops Official Community Plan, and the Transportation Master Plan. Building active transportation infrastructure would reduce auto trips and the need for road infrastructure upgrades, which would reduce greenhouse gas emissions and the overall carbon footprint. Sustainable targets and goals that this project would directly support include the following:

- increasing the percent share of active transportation infrastructure to 33% by 2039 (Transportation Master Plan)
- annually increasing in both bicycle and pedestrian usage

- increasing share of travel to work by sustainable modes to 30% by a population of 120,000 (2039)

SOCIAL IMPLICATIONS


The main short-term social benefit of these projects is job creation through building new infrastructure. In the long term, increased active transportation infrastructure results in environmental benefits, improved community health, reduced congestion, reduced infrastructure costs, and enhanced transportation safety.

IMPLEMENTATION PLAN

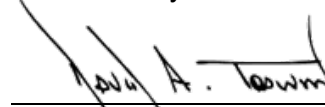
If added to the Transportation Master Plan, the Lansdowne Street multi-use pathway is expected to be constructed in 2024/2025. The Clapperton Road sidewalk and shared bike route is expected to be constructed in 2024. Both projects can be constructed, regardless of grant funding outcome.

COMMUNICATIONS PLAN

If successful, the grant funding would be acknowledged as part of the communications plan for each project, following the grant funding requirements.



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Approved for Council

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Attachments