



Staff Report to Council

DATE: Monday, October 21, 2024

DEPARTMENT: Engineering

SUBJECT: B.C. Active Transportation Infrastructure Grant Application 2024

EXECUTIVE SUMMARY:

The purpose of this report is to seek Council approval to apply for the B.C. Active Transportation Infrastructure Grant for the current intake which closes on October 31st, 2024. The B.C. Active Transportation Infrastructure Grants Program provides guidance and cost-sharing for B.C. communities to make it easier and safer for people to walk, ride, or roll using active transportation modes. This aligns with Council's strategic priorities to improve and expand active transportation infrastructure.

Staff are recommending the following shovel-ready projects for this year's grant application:

1. Latoria Road Phase 1A from Triangle Trail to Golden Spire Crescent at a total estimated cost of \$4,500,000; and
2. Latoria Road Phase 1B from Golden Spire Crescent to Whimfield Terrace at a total estimated cost of \$4,000,000.

The Latoria Active Transportation Infrastructure Project is being expedited ahead of the City's Active Transportation Plan because the new elementary school is set to open in September 2025. This work aligns with Colwood's ultimate road cross-section for Latoria Road (for continuity across borders) and the BC Active Transportation Design Guide, which aims to create safe routes to school and a connected pedestrian/bike network for all ages and abilities in South Langford. This work would be done in coordination with the CRD's watermain replacement project to reduce construction impacts and capitalize on cost sharing opportunities. Both projects are priorities to be completed in 2025.

BACKGROUND:

Active transportation relates to human-powered forms of commuting to work, school, recreation, socializing, or running errands. It can take many forms and is continually evolving as new technologies emerge. It includes:

- Walking;
- Cycling;
- Rolling (wheelchairs, skateboarding, in-line skating); and/or
- Other emerging modes that are legal in B.C.

The B.C. Active Transportation Infrastructure Grants Program provides cost-sharing opportunities for network planning grants and infrastructure grants. Funding from these grant programs support the development of active transportation infrastructure for all ages and abilities. For example, infrastructure grants fund:

- Multi-use protected travel lanes;
- Pedestrian and cycling safety improvements;
- End-of-trip facilities and other amenities; and/or
- Lighting and wayfinding.

The funding is not available for:

- Maintenance;
- Beautification;
- Recreation sites (e.g. skateboard park); nor
- Projects that create an unsafe or illegal environment.

The B.C. Active Transportation Infrastructure Grants Program aligns with [CleanBC Roadmap to 2030](#) and the [Clean Transportation Action Plan](#). Active transportation infrastructure improves:

- Safety (see [ICBC Statistics](#) and crash maps for the province and Transport Canada's [National Collision Database](#));
- Local economic opportunities and tourism;
- Air quality, environment, and GHG mitigation efforts;
- Physical and mental health;
- Accessibility and equity; and
- Community connectivity.

As mentioned, there are two types of grants available through this program:

1. The Active Transportation Infrastructure Grant; or
2. The Active Transportation Network Planning Grant*.

**Note: The City of Langford is ineligible for the Active Transportation Network Planning Grant because it is only open to communities with a maximum population size of 25,000. The City of Langford has commissioned its first Active Transportation Network Plan this year, funded by the Local Government Capacity Grant Funding. The current equivalent of the City of Langford's Active Transportation Network Plan can be found in the Official Community Plan – [Map No. 09](#).*

The City of Langford is eligible and may apply this year (2024) for a maximum of two Active Transportation Infrastructure Grants for different projects or different phases of the same project if they satisfy the following criteria:

- Projects under \$1M funded prior to 2023/24, or projects over \$1M funded prior to 2022/23, must be completed by the application submission date;
- The project is part of an active transportation network plan or equivalent;
- The project can begin construction once provincial funding has been announced;

- Projects will be completed by March 2026 (projects under \$1 million) or by March 2027 (projects over \$1 million); and
- Projects are open to the public.

The Province cost-shares to a maximum of \$500,000 per project. Provincial cost-share portions are determined by the type and size of community applying for a grant. Percentage of eligible funding by applicant's community profile:

- Indigenous community or local government(s) working in partnership with an Indigenous community - 80%;
- Population less than 15,000 - 70%;
- Population between 15,000 to 25,000 - 60%; or
- Population over 25,000 - 50%.

Successful recipients of a grant will:

- Be asked to sign a Conditional Grant Agreement;
- Receive initial funding when the Agreement is signed;
- Submit before and after photos;
- Submit expense reports with supporting documentation; and
- Receive the remainder of the grant funding when the Agreement is fulfilled.

The B.C. Active Transportation Infrastructure grant application submitted by the City must be endorsed by Council via a resolution and needs to confirm the following:

- That the applicant's share of funding is available and supported;
- That the project is a municipal priority and is intended to be complete within the required timeline; and
- For Infrastructure projects, that the proposed project is "shovel ready" or equivalent wording.

This year's intake is open from September 3, 2024, to October 31, 2024.

COMMENTARY:

With last year's grant application having been successful, staff have taken a similar approach this year by engaging a qualified consultant on the designs and application. With the consultant's expertise and input, staff will have a complete application with shovel-ready designs accompanied by cost estimates and all the necessary documentation and data collection to be eligible. It is important to note however, regardless of how strong the application is, grant funding is competitive province-wide and there is no guarantee of receiving funding in any given year. This means staff have to be strategic and efficient with the amount of time and consulting budget spent on these applications annually.

Project Selection Considerations

With the creation of Langford's first Active Transportation Plan underway, it was a challenge for staff (even with the assistance of the consultant) to select projects that would have the most potential for

success in the grant application process and that would not conflict with any future master plans (which are to be completed within the next 12 months approximately). However, the City does not want to miss out on grant funding opportunities for essential active transportation safety improvements while these plans are being developed, especially around safe routes to school.

Only large high-ranking capital-corridor active transportation projects were considered in the evaluation, such as Latoria Road (from Happy Valley Road to the Colwood border) and Glen Lake Road (from Sooke Road to Alouette Drive), because those projects are where the City needs the most financial assistance. Other active transportation projects were considered but were either already funded and underway at the time of this application, required further public engagement, or were too complex to have shovel-ready within the time constraints.

A noteworthy consideration in the evaluation was prioritizing safe routes to school. Sooke School District No. 62 (SD62) is currently constructing the 480-seat [SCIANEW STEŁITKEŁ Elementary School](#) at 802 Latoria Road which is projected to open September 2025. This school site is just north of the [Latoria-Klahanie Traffic Signal and Pedestrian Improvements Project](#) the City completed this year, dedicating nearly \$1.2 million of Road Development Cost Charge, Road Maintenance, and Multi-Use Path funds to these safety upgrades, in partnership with SD62 and ICBC. However, there are no sidewalks on Latoria Road beyond these upgrades.

Regarding consideration for utility upgrade coordination, the CRD has notified the City that both of the water mains in Latoria Road and Glen Lake Road are scheduled for replacement over the next two years consecutively, as they do not have the capacity to do both upgrades in the same year. The CRD asked the City if we had a preference for which road was done first. Since the new elementary school is projected to open September 2025, the City expressed interest in Latoria Road being prioritized in 2025, and Glen Lake Road in 2026. Both of the utility upgrades and road widening with surface works are necessary, and construction coordination between the City will result in less impact to residents and the travelling public. There are also cost sharing opportunities with completing the works at the same time with the same contractor (e.g. mobilization/demobilization, traffic control, pavement, etc.).

Latoria Road Active Transportation Project

Currently, the Latoria Active Transportation Infrastructure Project is being expedited ahead of the City's Active Transportation Plan because the new elementary school is set to open in September 2025. This work aligns with Colwood's ultimate road cross-section for Latoria Road (for continuity across borders), and the BC Active Transportation Design Guide, which aims to create safe routes to school, and a connected pedestrian and bike network for all ages and abilities in South Langford. Given that many families live near the school and aren't eligible for bus services, the City understands that offering various alternative routes to school can help ease congestion during peak hours once the school opens.

Latoria Road is a minor single-lane east-west connector road with bike lanes in south Langford extending from the intersection at Happy Valley Road to the Colwood border with Pritchard Creek running parallel and crossing at two locations; see the typical existing road cross-section in Figure 1.



Figure 1: Latoria Road Typical Existing Road Cross-Section

The ultimate road cross-section for Latoria Road will maintain the 3.2 m vehicular travel lanes and turning lanes but will widen the road to add concrete barriers in a 0.6 m buffer for separated protected bike lanes (on both sides of the road) and a 2.0 m concrete sidewalk (on one side due to constraints within the road right-of-way). See Figure 2 for the proposed typical 2-lane and 3-lane ultimate road cross-section for Latoria Road.

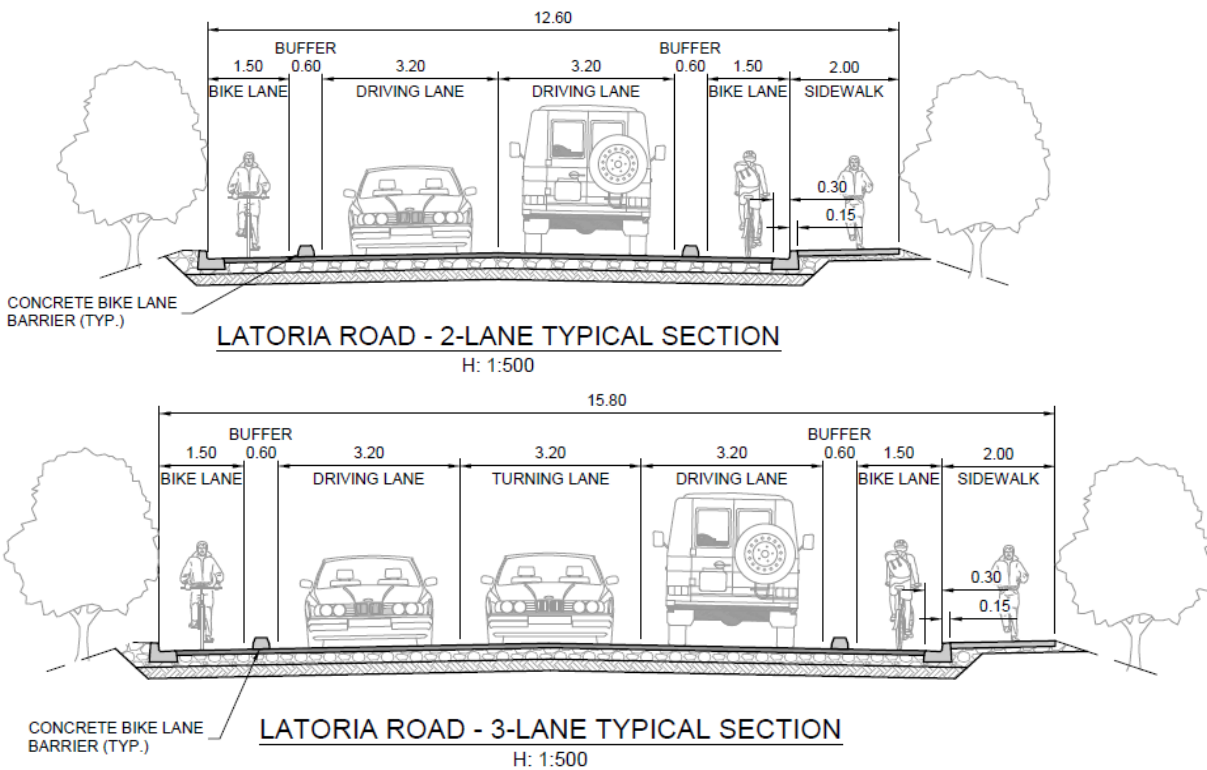


Figure 2: Latoria Road Proposed Ultimate Road Cross-Sections (N.T.S.)

This is a typical design used throughout the CRD to retrofit road networks for all ages and abilities active transportation infrastructure, similar to the improvements completed this year on Goldstream Avenue west of Jacklin Road. There will be sufficient breaks in the concrete bike lane barriers to allow for full turning movements of the largest vehicle where necessary, as modeled by a designer using turning templates.

The project also includes relocating bus stops to more desirable locations, adding a pick-up and drop-off area near the new school, relocating hydro poles and culvert extensions. The project will create green space on centre medians where space allows and greening on the outer shoulder of the sidewalk and opposite bike lane. Staff prioritized pedestrian safety and environmental protection of Pritchard Creek over the minor vehicular inconvenience of yielding to oncoming traffic in the proposed sections of dual centre left turn lanes. Dual centre left turn lanes allow for full turning movements in and out of existing driveways.

Project Phasing

This project has been divided logistically into three phases. Phase one of this project will commence in 2025, subject to the City's successful BC Active Transportation Grant application and will include:

- Protected bike lanes on both sides of Latoria Road from Triangle Trail to Whimfield Terrace.
- The addition of sidewalk on one side of Latoria Road, starting on the south side from the existing sidewalk, east of Pritchard Creek Road to Klahanie Drive, and switching to the north side at the new elementary school from Klahanie Drive to the existing pathway connection to Whimfield Terrace.

Phases two and three will connect sidewalks, from Whimfield Terrace to the Colwood Border, and from Happy Valley Road to Pritchard Creek Road, respectively. For the purposes of the grant application, staff are recommending breaking Phase 1 into Phase 1A (330 m) and 1B (250 m), respectively west and east of Golden Spire Crescent. See Figure 3 for a schematic of the project phasing.

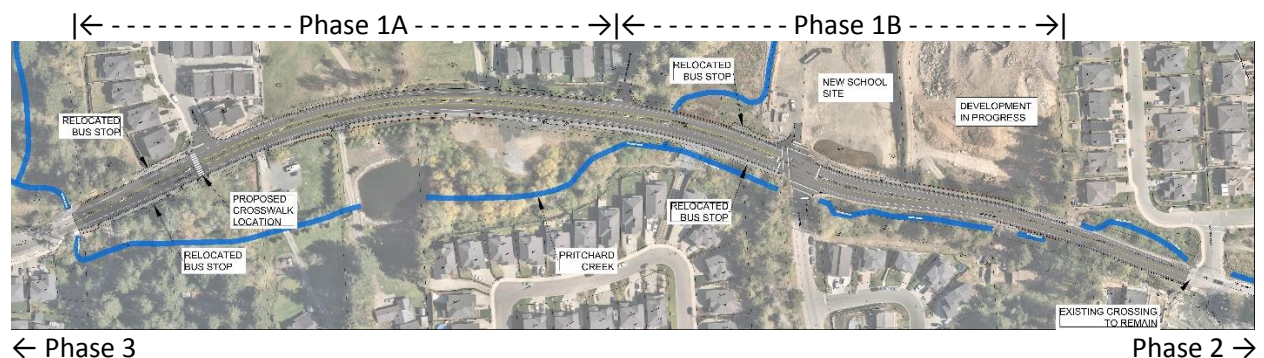


Figure 3: Latoria Road Active Transportation Project Phasing Schematic

Public Engagement

The City of Langford sought public feedback to support its BC Active Transportation Infrastructure Grant and requested residents to provide their input by end of day, October 22nd, 2024 by:

- Completing a short survey located at LetsChatLangford.ca;
- Attending the Langford Fire Department Open House, October 6, 2024, 10 a.m. to 2 p.m., 2625 Peatt Road; and/or
- Attending the October 21st Council Meeting to provide input during public participation.
- For accessibility, paper copies were available at the open house and are still available at the Engineering counter at City Hall.

Mailers were sent out to all addresses within 300 m of Latoria Road within Langford, notifying residents of the project, the grant application, and the engagement opportunity. Preliminary results indicate strong support for sidewalks and safe routes to school, with some minor hesitations but overall support expressed for the concrete curbs for the protected bike lanes.

Staff are also seeking letters of support from our partners at the Ministry of Transportation and Infrastructure (MOTI), RCMP, SD62, ICBC, BC Transit, Langford Fire Department, bike societies, stream societies, and the local MLA prior to the deadline, if possible.

FINANCIAL IMPLICATIONS:

The Latoria Road Phase 1A and 1B Class-D cost estimated is \$8,500,000. If successful in these grant applications, the B.C. Active Transportation Infrastructure Grant would contribute up to a total maximum of \$1,000,000 in funding, based up to a 50% cost share, with the remainder of costs to be paid for from Canada Community-Building Fund – Community Works Fund (Gas Tax) Gas Tax, General Amenity, and/or Capital Reserve Funds, as necessary and as determined by Council through the annual budget process. If unsuccessful in these grant applications, the shovel-ready designs will be used when the City has adequate funding to complete the projects in the future.

LEGAL IMPLICATIONS:

Latoria Road Phase 1A and 1B projects will be completed within the City-owned road right-of-way.

STRATEGIC PLAN ALIGNMENT:

4c | Improve and Expand Active Transportation Infrastructure

OPTIONS:

Option 1

THAT Council resolves that the City's share of funding for Latoria Road Phase 1A and 1B is available and supported, that these projects are a municipal priority, that these projects will be complete within the required timeline, that these proposed projects are shovel-ready according to the criteria in section three of the infrastructure application.

And therefore, Council direct staff to apply for the 2024 B.C. Active Transportation Infrastructure Grant for each of the following shovel-ready projects:

1. Latoria Road Phase 1A from Triangle Trail to Golden Spire Crescent at a total estimated cost of \$4,500,000; and
2. Latoria Road Phase 1B from Golden Spire Crescent to Whimfield Terrace at a total estimated cost of \$4,000,000;

AND

THAT Council approve Phase 1 of the Latoria Road Active Transportation Project as presented for construction in 2025, in coordination with the CRD's watermain replacement project;

AND

THAT Council commit to funding the City's share of the works via Canada Community-Building Fund – Community Works Fund, General Amenity, and/or Capital Reserve Funds.

OR Option 2

THAT Council take no action in relation to the 2024 B.C. Active Transportation Infrastructure Grant.

SUBMITTED BY: Katelyn Balzer, P.Eng., Director of Engineering and Public Works

Concurrence: Melisa Miles, Manager of Legislative Services

Concurrence: Donna Petrie, Senior Manager of Communications & Economic Development

Concurrence: Yari Nielsen, Director of Parks, Recreation and Facilities

Concurrence: Matthew Baldwin, RPP, MCIP, Director of Development Services

Concurrence: Leah Stohmann, RPP, MCIP, Director of Community Planning and Climate Change

Concurrence: Michael Dillabaugh, CPA, CA, Director of Finance

Concurrence: Marie Watmough, Director of Legislative & Protective Services

Concurrence: Darren Kiedyk, Chief Administrative Officer