

January 8, 2016

File No: 8310-20

Michael Dinney,
A/Senior Project Manager
Ministry of Transportation and Infrastructure
Suite 310 - 1500 Woolridge Street
Coquitlam, BC V3K 0B8

Via email: Michael.dinney@gov.bc.ca

Dear Mr. Dinney:

Re: Capital Regional District Staff Comments - McKenzie Avenue/Highway 1 Interchange Project

Thank you for the opportunity to provide Capital Regional District (CRD) staff comments on the McKenzie Interchange Project. The project has been identified as a priority in both the Provincial Transportation Plan – BC on the Move and the Capital Regional District's Regional Transportation Plan. The CRD is appreciative of the financial support the province is providing for this project.

CRD staff have had ongoing discussions with the Ministry of Transportation and Infrastructure (MOTI) and its consultants regarding the advancement of the CRD's interests in the McKenzie Interchange Project. We also acknowledge that the MOTI McKenzie Interchange Project Stakeholder Liaison Group includes representatives from municipalities, First Nations and other stakeholders. The project offers a welcome opportunity to deliver a multi-modal transportation solution while improving safety, efficiency and access. It is encouraging to hear that MOTI aims to allocate dedicated resources to ensure that all modes of transportation including pedestrian, cycling, transit and vehicular modes are provided with improved facilities and greater connectivity.

CRD staff have identified three specific areas of interest related to this project:

1. Impacts on the Galloping Goose
2. Realignment and updating of water main facilities and associated infrastructure
3. Multi-modal connectivity and integration

1. Impacts on the Galloping Goose

The Galloping Goose Regional Trail is a vital piece of regional transportation and recreation infrastructure and is used by increasing numbers of pedestrians and cyclists, both residents and visitors. The Galloping Goose is a cornerstone of the Regional Trail Network within the region.

The CRD believes there is potential for this project to demonstrate the province's commitment to active transportation and healthy living through the development of a world class piece of infrastructure that will cater to continued long term growth in usage and the changing expectations of the public.

CRD staff have had a number of preliminary meetings with MOTI and its contractors to discuss high level objectives and preferences for the pending changes to the Galloping Goose Regional Trail. The following points reflect the CRD's priorities and preferences based on the high level conversations that have been held to date.

- MOTI staff have confirmed with CRD staff that the Galloping Goose will remain open throughout the entirety of the project.
- The CRD preference is for the Galloping Goose improvements to be made in the first phase of development.
- The CRD requests that all temporary and new sections of the Galloping Goose be asphalt.
- The CRD strongly supports the MOTI position of grade separating the Galloping Goose across McKenzie Avenue with a very strong preference for an *above ground oriented* trail.
- The CRD would support aligning the Galloping Goose McKenzie overpass north of Highway 1 towards Burnside Rd West.
- The CRD preference is for the trail structure to be developed to a minimum of 7m in width to accommodate existing and future usage.
- The CRD would like to work with MOTI and its contractors to examine the possibility of separating the cycling and pedestrian traffic on the trail structure.
- The overpass structure is to be recognized as a MOTI asset and the Ministry should be financially and legally responsible for its on-going maintenance and management.
- The new north-south pedestrian overpass is to remain a Ministry asset and the CRD has no role in its ongoing maintenance, management and operations. Consideration should be given to accommodating cyclists on this structure.
- The CRD is open to working with MOTI, the District of Saanich, School District 61 and the Catholic Diocese regarding access paths to the Galloping Goose under the proviso that the ownership and on-going maintenance of these local connectors are not deemed the responsibility of the CRD.
- Due consideration and a safety first approach needs to be taken when designing any proposed access points on to the Galloping Goose in order to minimize potential accidents at conflict points.
- The CRD strongly supports the idea of establishing a park & ride facility in association with this project to promote increased opportunities for active transportation (via the regional trail, sidewalks and transit use).
- The CRD would like the existing lease with MOTI updated to include all new infrastructure within the Galloping Goose right of way.

It is expected that CRD staff will remain closely involved throughout all phases of the planning and construction process. We respectfully request a detailed project schedule which clearly outlines all potential changes such as temporary realignments and disruption to the trail as soon as it is available.

2. Realignment of water main facilities and associated infrastructure.

CRD staff have been working closely with MOTI and its contractors on the technical specifications and requirements around the re-alignment of critical regional water-supply infrastructure. Because of the magnitude and nature of this particular component of the project, it is envisaged that all water infrastructure work will be managed as a unique project within the larger Interchange Project.

This infrastructure is a lifeline resource for the region and as such, limiting any interruption to its operation must be a priority throughout all phases of construction. In particular any temporary closures should be avoided in the peak demand period between May 1 and September 30.

CRD staff concurs with the findings identified by McElhanney Consultants in the report of December 18, 2015 regarding the proposed realignment of the CRD's water transmission Main #3. The south water main realignment option crossing Admirals Road is preferred over the north alignment, as confirmed by CRD staff in the letter sent to you on December 23, 2015. It is acknowledged that there still remains many land rights, technical and operational issues to mitigate in subsequent design iterations.

The CRD would like to immediately commence working with MOTI on drafting an agreement/MOU. The full details to be included in such an agreement would be determined by staff but would need to encompass the following components: technical requirements, roles and responsibilities, schedule and construction logistics, project risks and mitigation, property rights and financial, administrative and legal requirements. Examples of agreement components (for indicative purposes) may include:

- defining the work and its scope
- assigning the Engineer-of-Record and contractor tasks and definition of expectations for quality control and assurance
- confirming jurisdictional roles, responsibilities and expectations both during and post construction
- defining responsibility for legislative and regulatory approvals
- confirming funding and expenditures
- confirming a full project timeline including a completion date
- confirming bonding, insurance, warranty, indemnification terms, etc..
- confirming ownership and access rights to property
- delivery of documents

CRD staff will continue to work with MOTI and its contractors to confirm the technical requirements needed to complete the planning phase while also working towards reaching agreement on the general project charter and formal agreement.

3. Multi-modal connectivity & integration

The CRD supports multi-modal transportation connectivity and integration in all capital projects. The CRD Regional Transportation Plan which was drafted in partnership with MOTI, provides rationale for strategic investment into active transportation and public transit infrastructure as a means of increasing non single occupancy vehicle mode share, reducing greenhouse gasses and providing travelling choice. A desire for improvements in active transportation and transit was also clearly communicated by the public through the consultation process done by MOTI as part of the BC on the Move initiative. We therefore request that the Province include additional associated pedestrian, cycling and transit investments along both the McKenzie corridor and Highway 1 as a part of this project. Such investments include:

- a separated cycling track and sidewalk on the interchange portion of the project allowing for bidirectional travel
- a separated cycling and pedestrian paths or a multi-use trail on the off road portion between Burnside Rd West and the Interchange allowing for bidirectional travel
- development of a park and ride facility on MOTI property on the northern side of Highway 1
- an extension of the shoulder bus lane in both east and west directions

The CRD would like confirmation that MOTI will secure the right of way along the corridor for both future rapid transit alignment and the Galloping Goose Trail. Dedication and protection of these rights of way are vital to the future of transportation in the region.

The CRD looks forward to continuing the dialogue with your Ministry as the project proceeds through its planning phase and in to construction. All of the above comments and recommendations have been discussed in greater detail through the process thus far with MOTI staff and partners.

If you have any questions regarding these comments please contact John Hicks, Senior Transportation Planner, Regional and Strategic Planning at 250 360 3305 or jhicks@crd.bc.ca.

Yours sincerely,



Robert Lapham, MCIP, RPP
Chief Administrative Officer

c: CRD Board of Directors
Janelle Erwin, District Manager – Vancouver Island District, MOTI
Kevin Lorette, General Manager, Planning & Protective Services, CRD