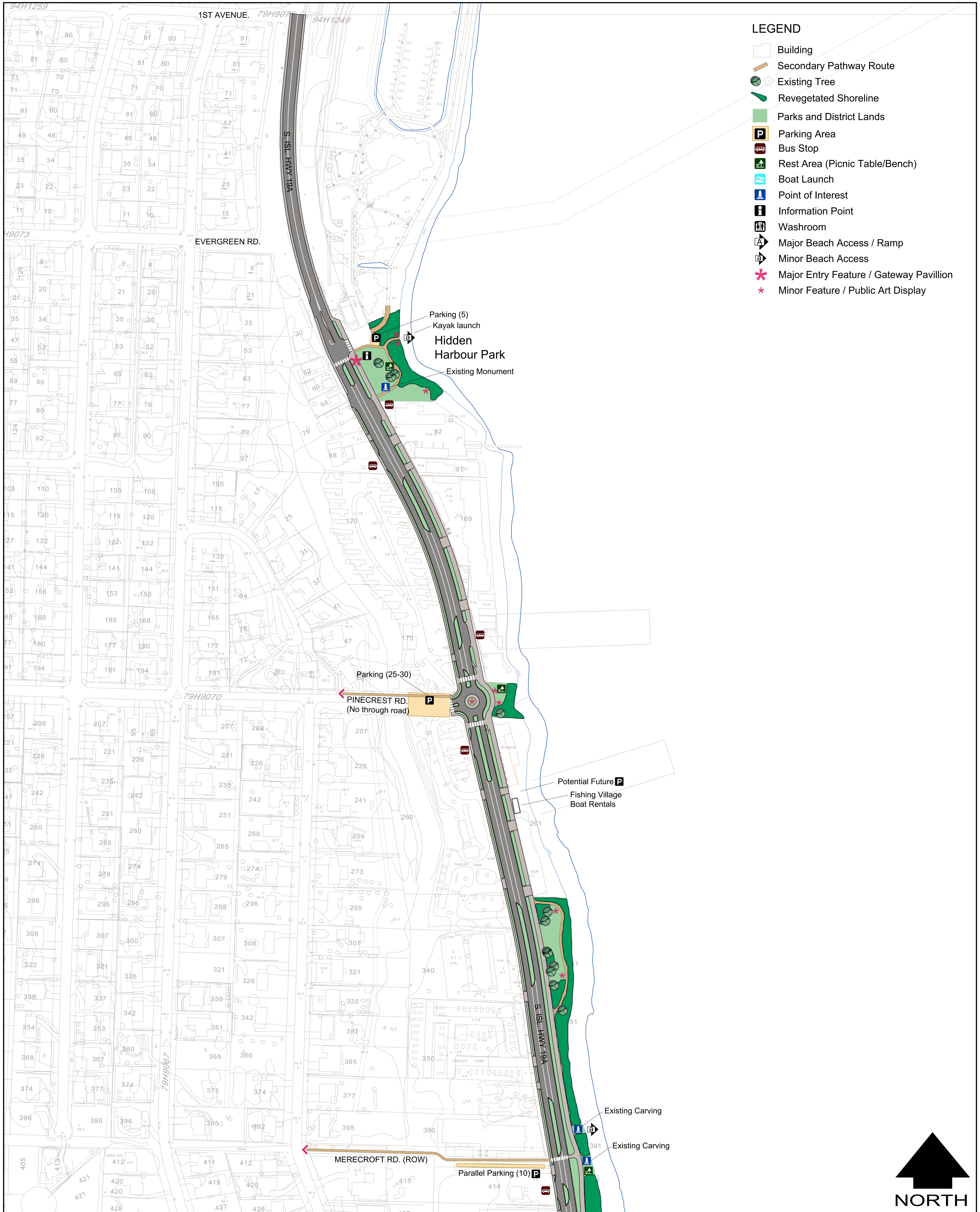


Appendix A: Plan Drawings



- LEGEND**
- Building
 - Secondary Pathway Route
 - Existing Tree
 - Revegetated Shoreline
 - Parks and District Lands
 - Parking Area
 - Bus Stop
 - Rest Area (Picnic Table/Bench)
 - Boat Launch
 - Point of Interest
 - Information Point
 - Washroom
 - Major Beach Access / Ramp
 - Minor Beach Access
 - Major Entry Feature / Gateway Pavilion
 - Minor Feature / Public Art Display



South Island Highway Corridor (19A)

City of Campbell River
Campbell River, British Columbia

FINAL CONCEPT PLAN

Scale
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1 of 12

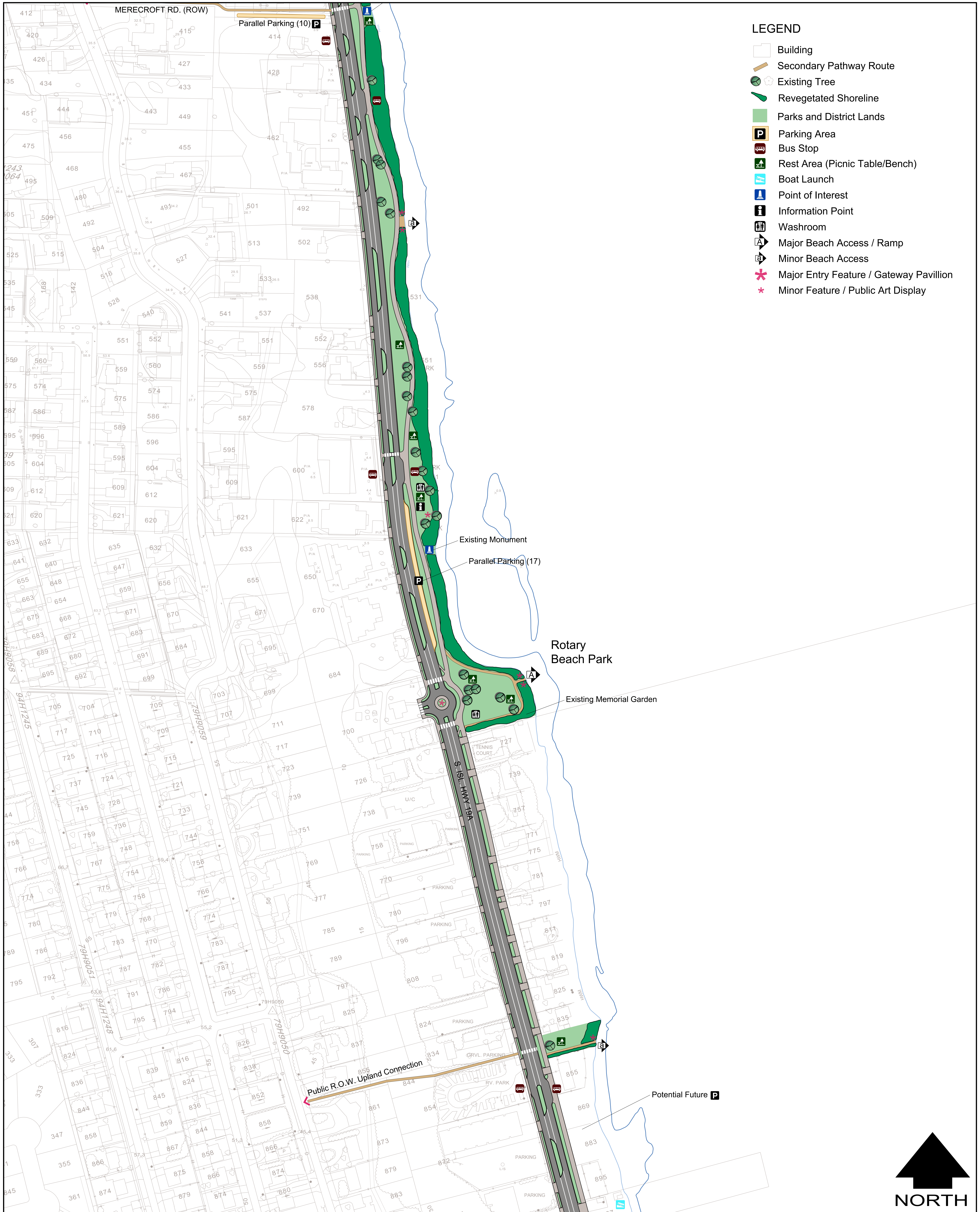


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- LEGEND**
- Building
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South Island Highway Corridor (19A)

City of Campbell River
Campbell River, British Columbia

FINAL CONCEPT PLAN

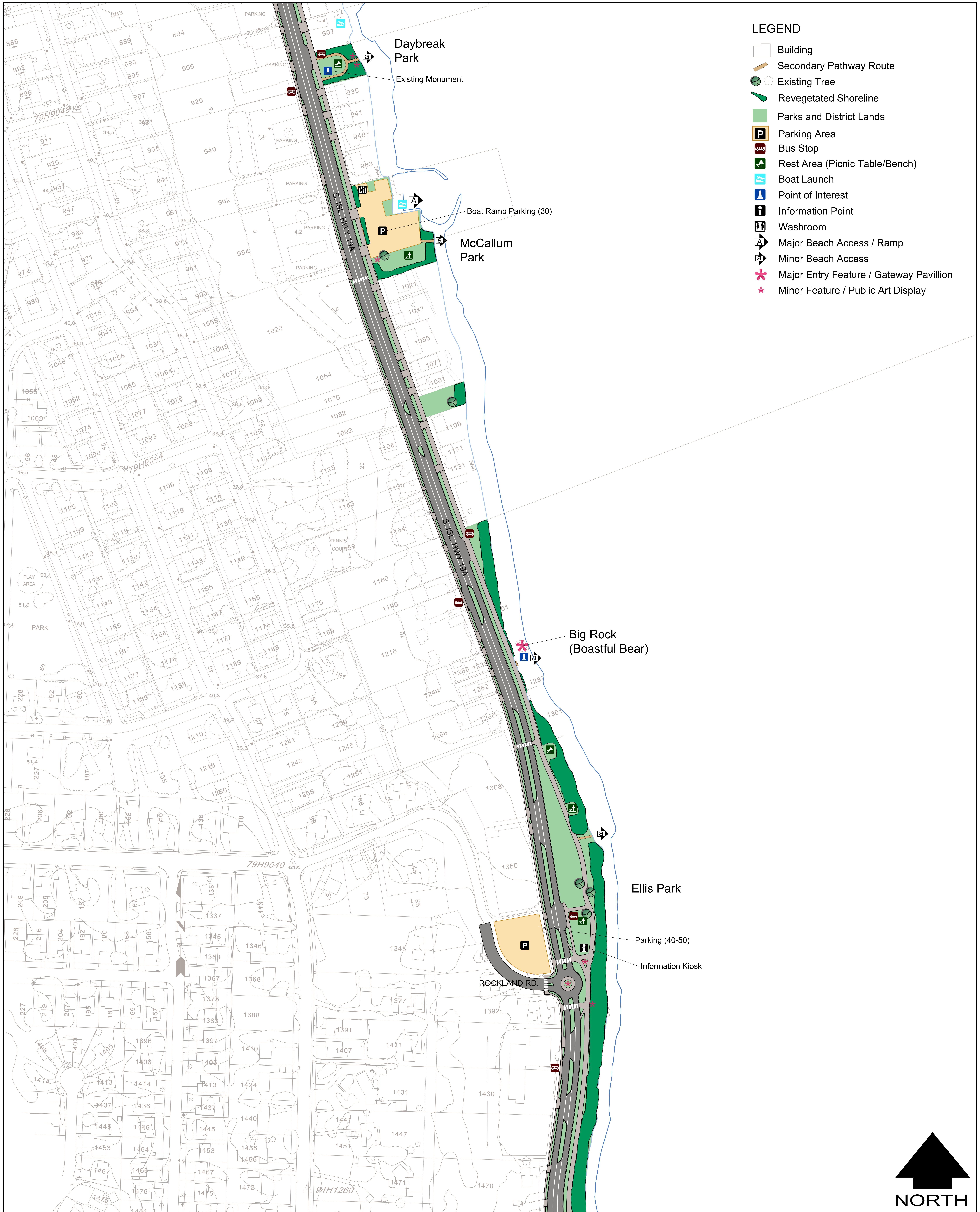
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LEGEND

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South Island Highway Corridor (19A)

City of Campbell River
 Campbell River, British Columbia
 FINAL CONCEPT PLAN

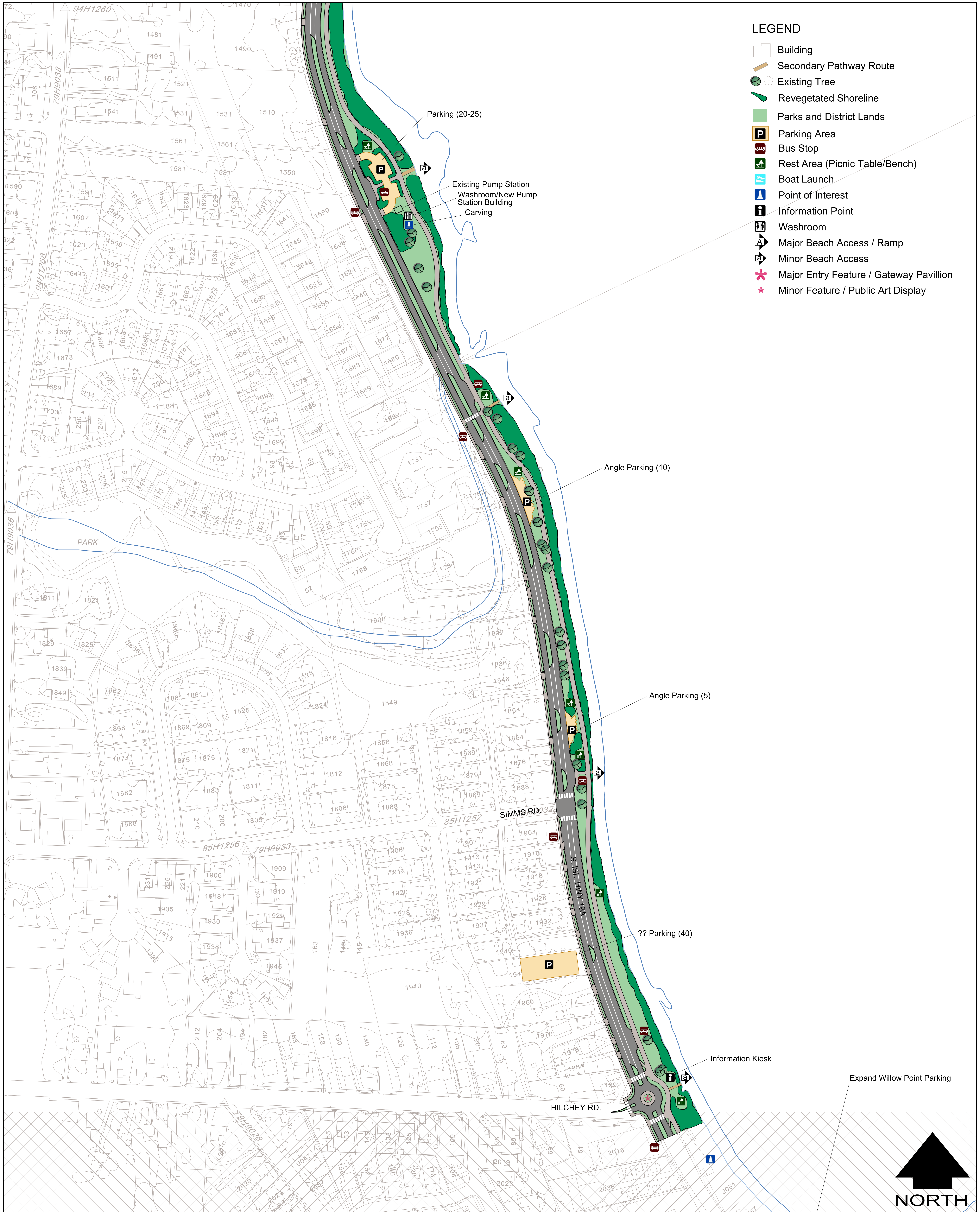
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South Island Highway Corridor (19A)

City of Campbell River
Campbell River, British Columbia

FINAL CONCEPT PLAN

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4 of 12

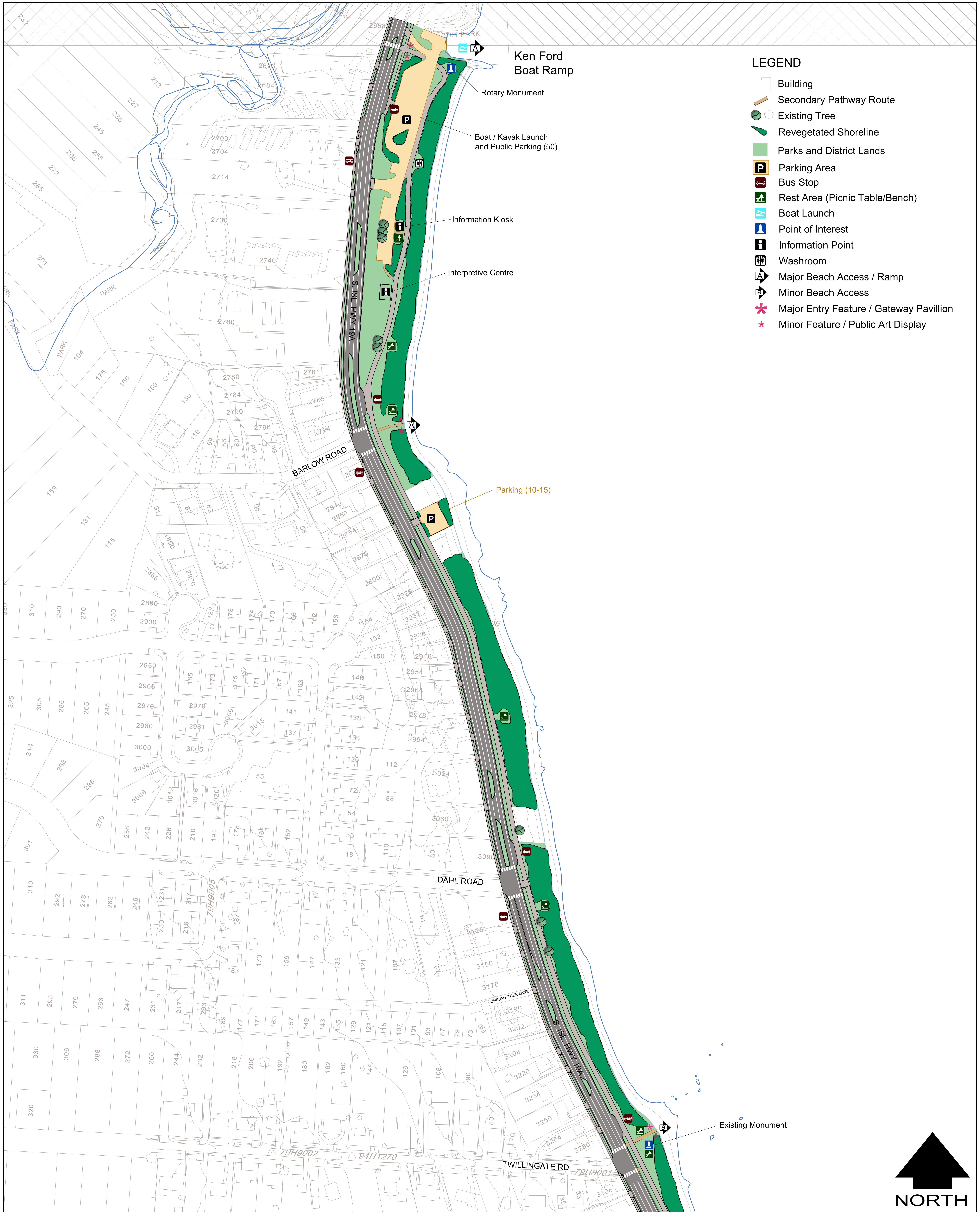


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South Island Highway Corridor (19A)

City of Campbell River
 Campbell River, British Columbia

FINAL CONCEPT PLAN

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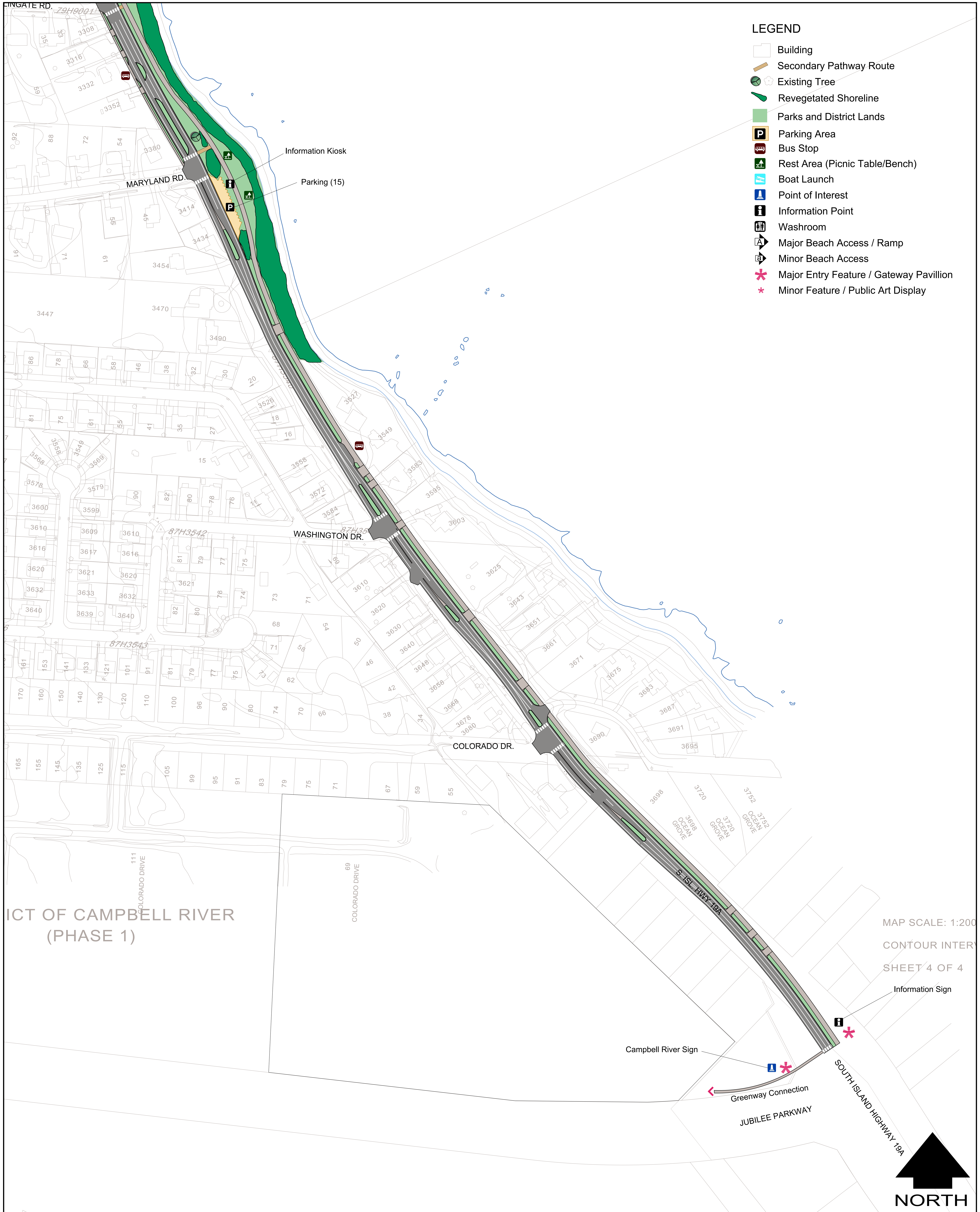
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City of Campbell River
 Engineering Services

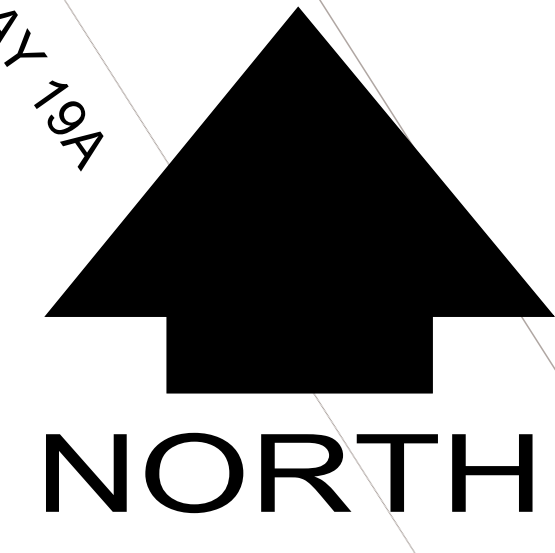


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 - Major Entry Feature / Gateway Pavilion
 - Minor Feature / Public Art Display

DISTRICT OF CAMPBELL RIVER
(PHASE 1)

MAP SCALE: 1:200
CONTOUR INTERVAL: 1M
SHEET 4 OF 4

Information Sign
Campbell River Sign
Greenway Connection
JUBILEE PARKWAY
SOUTH ISLAND HIGHWAY 19A



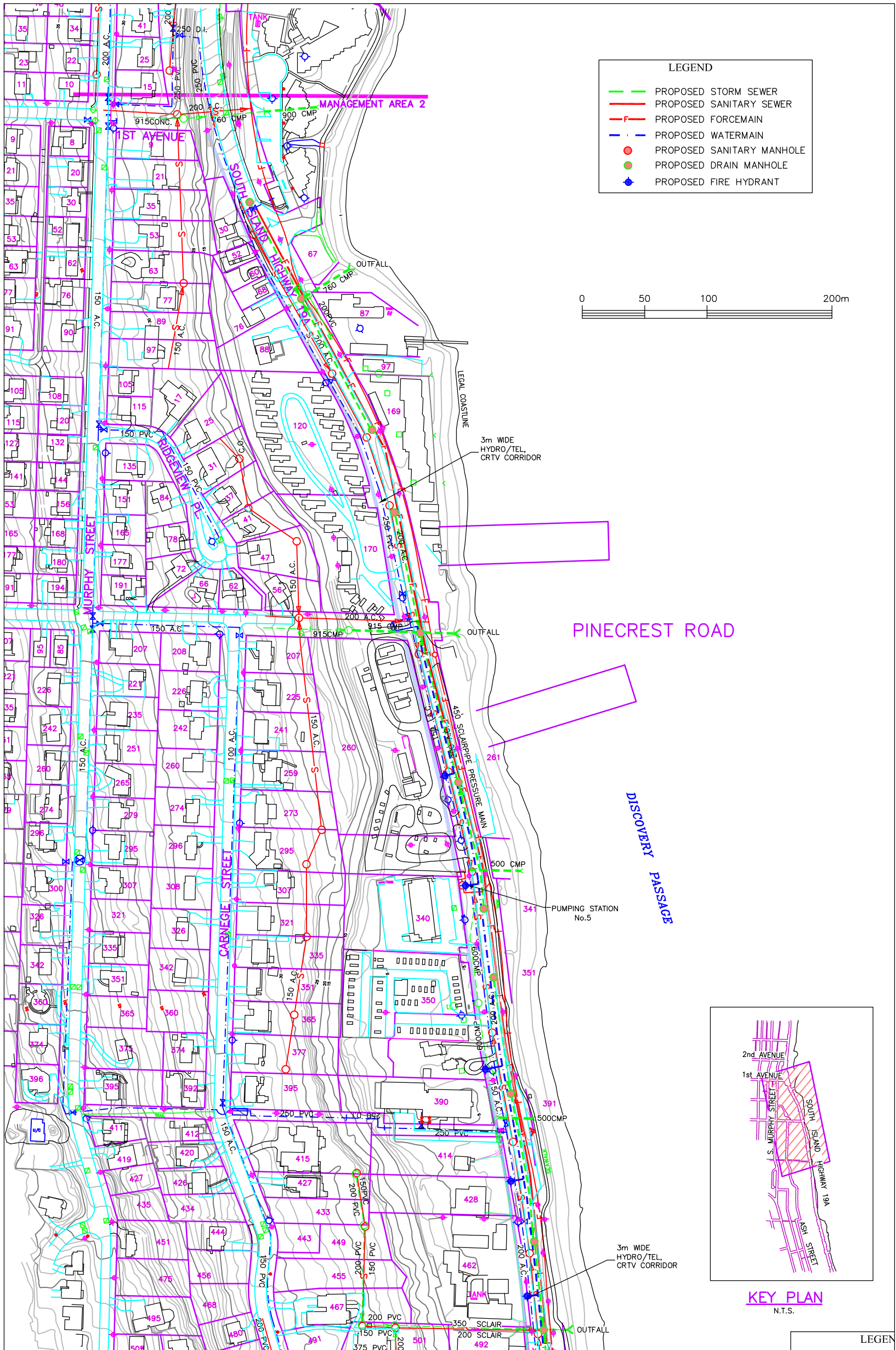
South Island Highway Corridor (19A)

City of Campbell River
Campbell River, British Columbia

FINAL CONCEPT PLAN

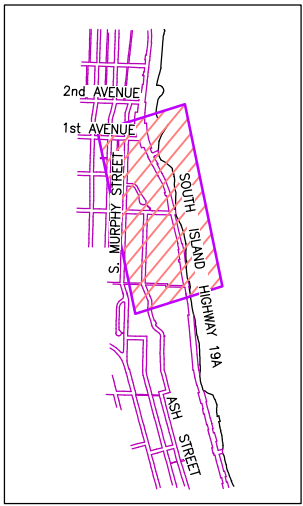
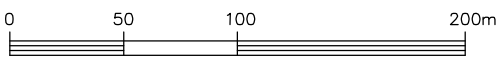
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LEGEND

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED FORCEMAIN
- PROPOSED WATERMAIN
- PROPOSED SANITARY MANHOLE
- PROPOSED DRAIN MANHOLE
- PROPOSED FIRE HYDRANT



South Island Highway Corridor (19A)

City of Campbell River
Campbell River, British Columbia

UTILITY PLAN

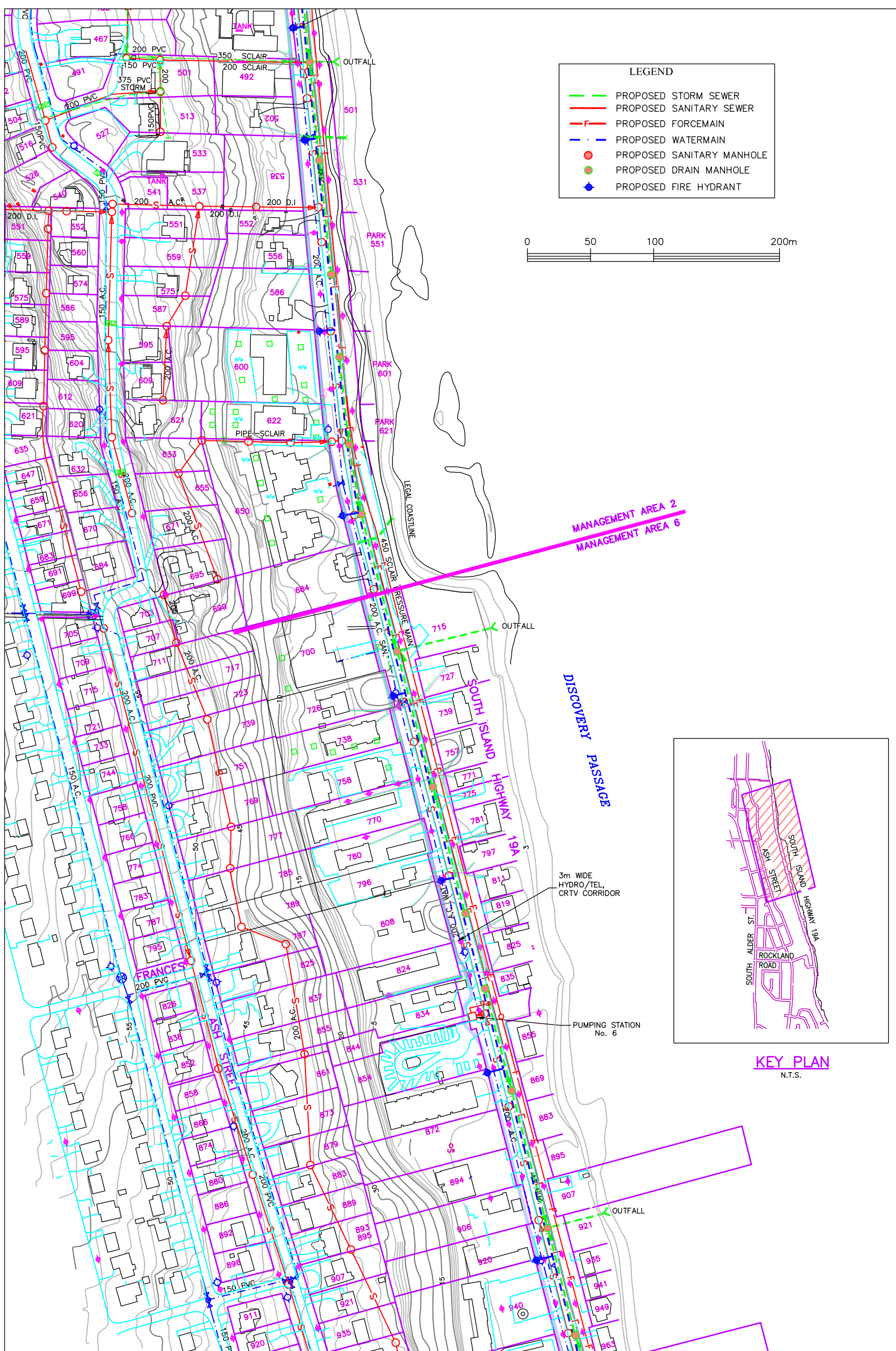
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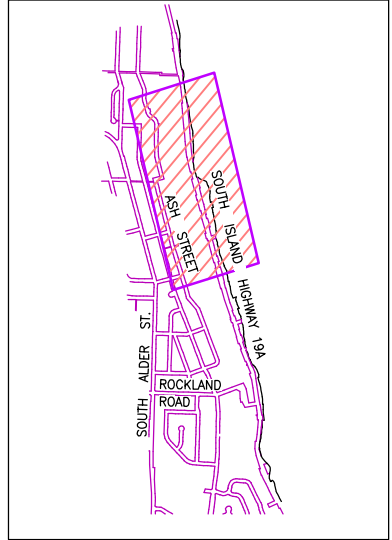
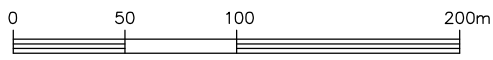
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LEGEND	
—	PROPOSED STORM SEWER
—	PROPOSED SANITARY SEWER
—	PROPOSED FORCEMAIN
—	PROPOSED WATERMAIN
●	PROPOSED SANITARY MANHOLE
●	PROPOSED DRAIN MANHOLE
●	PROPOSED FIRE HYDRANT



KEY PLAN
N.T.S.



South Island Highway Corridor (19A)

City of Campbell River Campbell River, British Columbia

UTILITY PLAN

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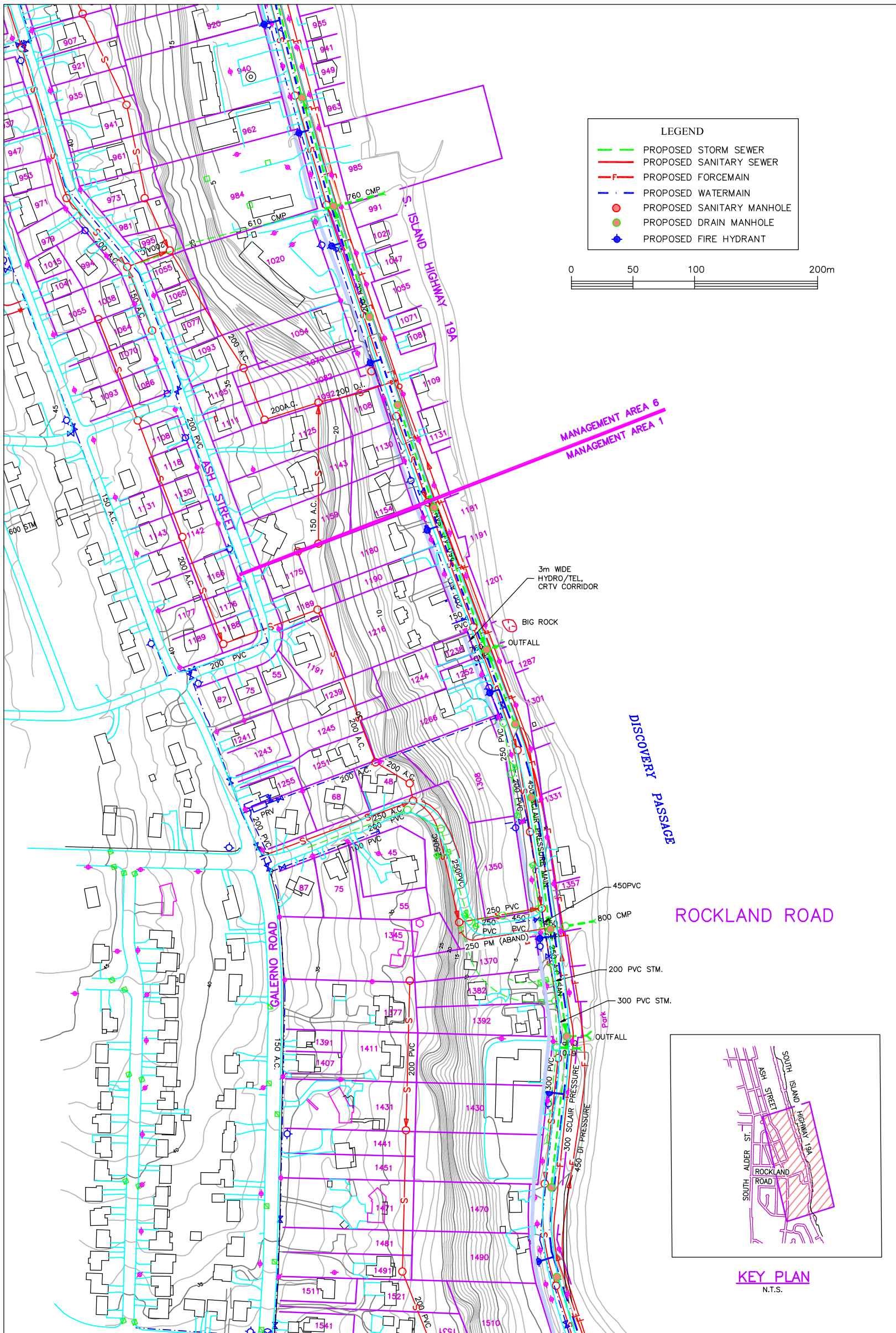


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City of
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South Island Highway Corridor (19A)

City of Campbell River
Campbell River, British Columbia

UTILITY PLAN

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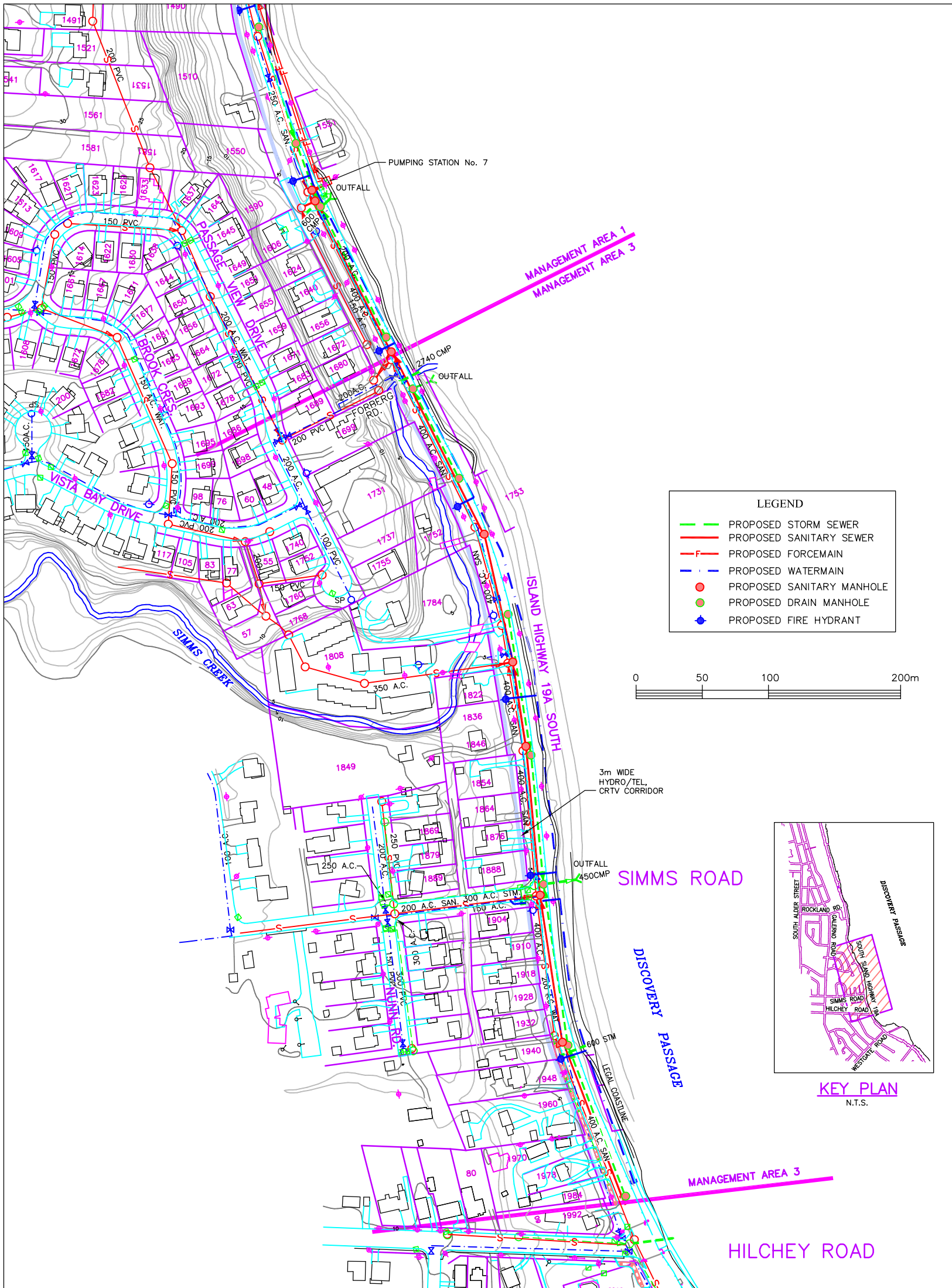
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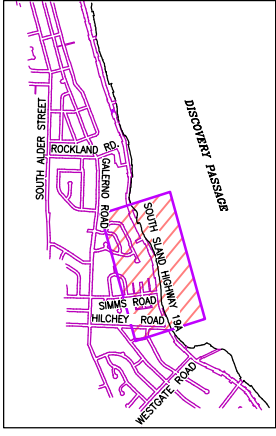
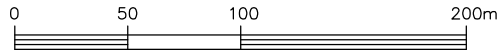
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LEGEND

- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED FORCEMAIN
- PROPOSED WATERMAIN
- PROPOSED SANITARY MANHOLE
- PROPOSED DRAIN MANHOLE
- PROPOSED FIRE HYDRANT



KEY PLAN
N.T.S.



South Island Highway Corridor (19A)

City of Campbell River
Campbell River, British Columbia

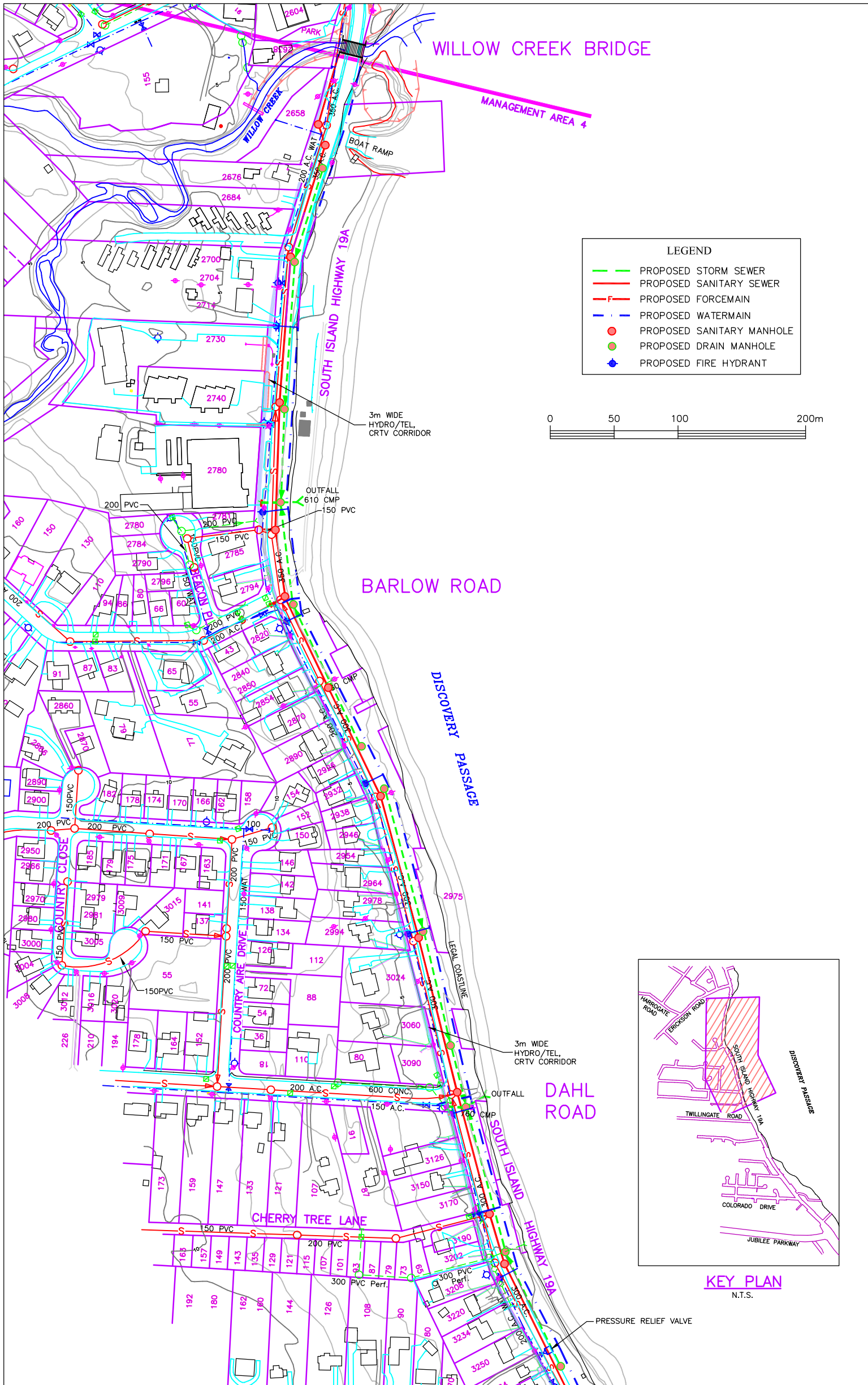
UTILITY PLAN

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South Island Highway Corridor (19A)

City of Campbell River
Campbell River, British Columbia

UTILITY PLAN

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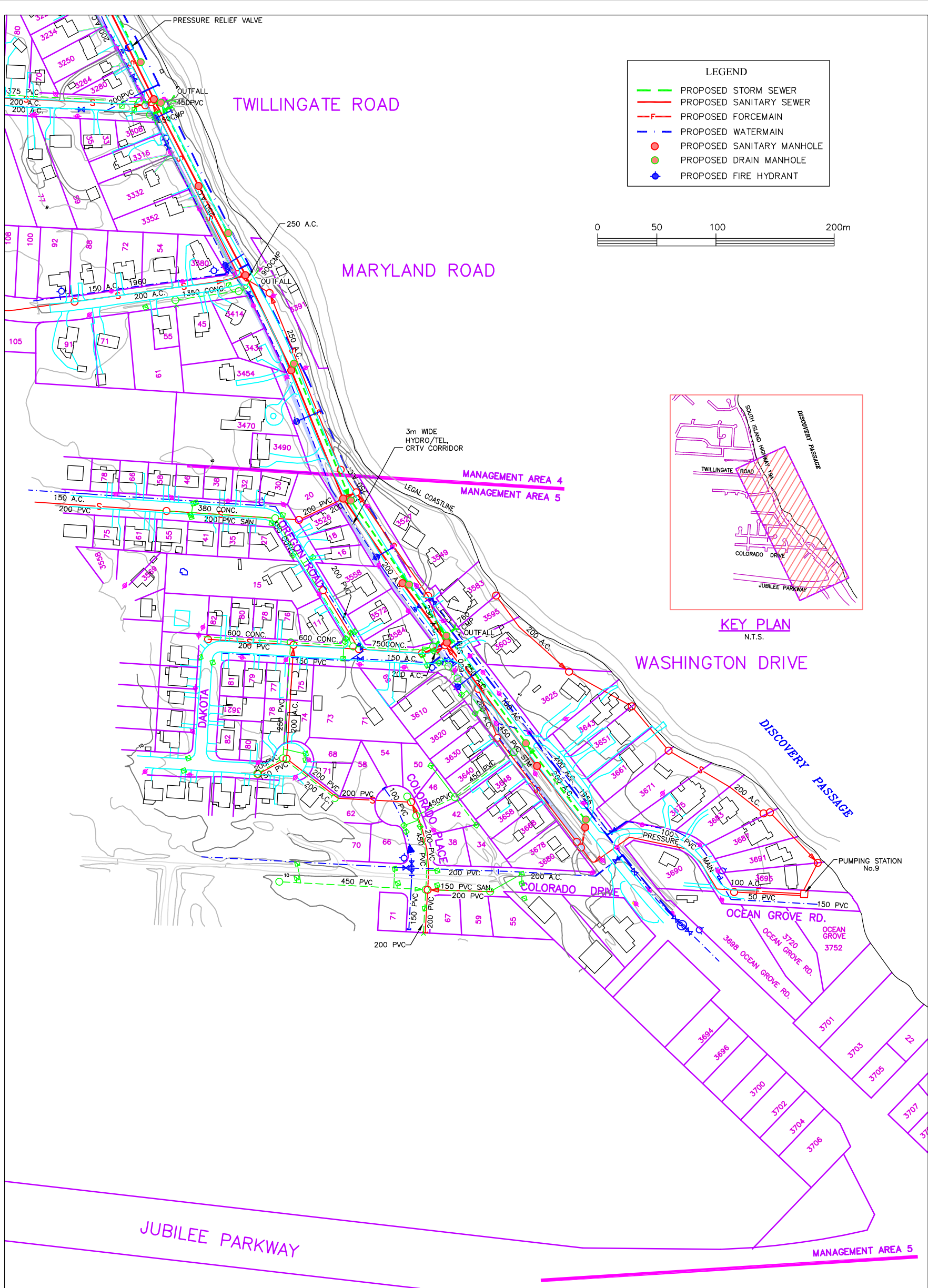
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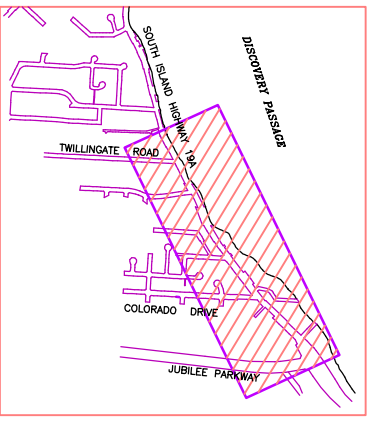
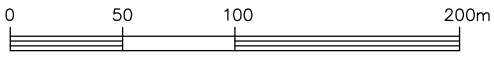
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LEGEND	
—	PROPOSED STORM SEWER
—	PROPOSED SANITARY SEWER
— F	PROPOSED FORCEMAIN
—	PROPOSED WATERMAIN
●	PROPOSED SANITARY MANHOLE
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●	PROPOSED FIRE HYDRANT



KEY PLAN
N.T.S.



South Island Highway Corridor (19A)

City of Campbell River
Campbell River, British Columbia

UTILITY PLAN

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Appendix B: Cost Estimate

South Island Highway (19)
Final Plan - Order of Magnitude Cost Estimate

14-Jun-05

Lanarc Consultants Ltd.

ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
MA 1 - Street address 1680 to 1154 South Island Highway (Incl. Big Rock and Ellis Park)				
East Boulevard Infiltration Swale (turf /soil)	sq.m.	8360	10	83,600
West Boulevard and Center Median Island (turf /soil)	sq.m.	2890	10	28,900
Linear Park Native Revegetation Planting	sq.m.	9600	35	336,000
Paved Roadway (100mm)	sq.m.	13100	28	366,800
Concrete Curb	l.m.	1970	50	98,500
Paved Parking (Pervious Paving)	sq.m.	2630	40	105,200
West Concrete Sidewalks - 1.5m Width	sq.m.	1440	50	72,000
Asphalt Multi -Use Seaside Trail (50mm) - 4m Width	sq.m.	4240	20	84,800
Quarry Fines Secondary Pathways - 2m Width	sq.m.	70	8	525
Excavation	cu.m.	6,739	17	114,563
25mm Crushed Base Course	cu.m.	2200	48	105,600
75mm Crushed Base Course	cu.m.	2200	48	105,600
Roundabout at Rockland	lump sum	1	27,000	27,000
<u>Removals</u>				
Existing Asphalt (road)	sq.m	10296	4	41,184
Existing Asphalt (seaside trail)	sq.m	2808	5	14,040
<u>Utilities</u> (Note: The estimated cost to replace the sewer forcemain north from Rockland Road is not included in this estimate)				
Watermain				427,500
Sanitary Sewer				198,000
Storm Drain (includes infiltration underground portion)				1,045,000
Rights of Way				166,250
Decorative Street Lights				351,852
Power & Telephone				712,500
Utility Charges Estimate				2,042,500
<u>Park Features and Furniture</u>				
Secondary Gateway Sign - intersecting roadway	each	1	2,000	2,000
Tertiary Gateway Sign - intersecting pedestrain access	each	1	1,000	1,000
Heritage or Nature Sign - interpretive panels	each	1	750	750
Directional Signs - walkway orientation	each	10	250	2,500
Public Art Sign - permanent works	each	1	1,000	1,000
Public Art Sign - temporary works	each	2	500	1,000
Information / Events Kiosk	each	1	3,000	3,000
Park / Parking Identification Sign - facility marker	each	2	3,000	6,000
Minor Interpretive / Public Art Feature Area	allow	3	3,000	9,000

South Island Highway (19)
Final Plan - Order of Magnitude Cost Estimate

14-Jun-05

Lanarc Consultants Ltd.

ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
Minor Beach Access	allow	3	3,000	9,000
Major beach Access - Accessible Ramp	allow	1	8,000	8,000
Picnic Tables and Benches	each	4	1,500	6,000
Washroom Building	each	1	25,000	25,000
Park Lighting	each	16	1,500	24,000

Management Area 1 - Subtotal				6,626,164
Traffic Management & Disturbance Allowance (5%)				331,308
Design and Contingency Allowance (30%)				2,087,242
Total, Management Area 1				9,044,714

South Island Highway (19)
Final Plan - Order of Magnitude Cost Estimate

14-Jun-05

Lanarc Consultants Ltd.

ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
MA 2 - Rotary Park to 1st Ave.				
East Boulevard Infiltration Swale (turf /soil)	sq.m.	5760	10	57,600
West Boulevard and Center Median Island (turf /soil)	sq.m.	3560	10	35,600
Linear Park Native Revegetation Planting	sq.m.	8490	35	297,150
Paved Roadway (100mm)	sq.m.	19250	28	539,000
Concrete Curb	l.m.	3490	50	174,500
Paved Parking (50mm)	sq.m.	1610	40	64,400
West Concrete Sidewalks - 1.5m Width	sq.m.	2600	50	130,000
Asphalt Multi -Use Seaside Trail - 4m Width	sq.m.	5950	20	119,000
Quarry Fines Secondary Pathways - 2m Width	sq.m.	1320	8	9,900
Excavation	cu.m.	12,240	17	208,080
25mm Crushed Base Course	cu.m.	3570	48	171,360
75mm Crushed Base Course	cu.m.	3570	48	171,360
Roundabout at Pinecrest and Rotary Park	lump sum	2	27,000	54,000
<u>Removals</u>				
Existing Asphalt (road)	sq.m	18700	4	74,800
Existing Asphalt (seaside trail)	sq.m	5100	5	25,500
<u>Utilities</u>				
Watermain				812,250
Sanitary Sewer				100,000
Storm Drain				\$1,881,000.00
Rights of Way				299,250
Decorative Street Lights				633,333
Power & Telephone				1,282,500
Utility Charges Estimate				3,676,500
<u>Park Features and Furniture</u>				
Primary Gateway Pavillion - walkway extents	each	1	15,000	15,000
Tertiary Gateway Sign - intersecting pedestrain access	each	5	1,000	5,000
Heritage or Nature Sign - interpretive panels	each	2	750	2,000
Directional Signs - walkway orientation	each	18	250	13,500
Public Art Sign - permanent works	each	5	1,000	1,250
Public Art Sign - temporary works	each	10	500	10,000
Information / Events Kiosk	each	1	3,000	500
Park / Parking Identification Sign - facility marker	each	2	3,000	6,000
Minor Interpretive / Public Art Feature Area	allow	14	3,000	42,000
Minor Beach Access	allow	3	3,000	9,000
Major beach Access - Accessible Ramp	allow	1	8,000	8,000

South Island Highway (19)
Final Plan - Order of Magnitude Cost Estimate

14-Jun-05

Lanarc Consultants Ltd.

ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
Picnic Tables and Benches	each	8	1,500	12,000
Washroom Building	each	2	25,000	50,000
Park Lighting	each	11	1,500	16,500

Management Area 2 - Subtotal				9,126,833
Traffic Management & Disturbance Allowance (5%)				456,342
Design and Contingency Allowance (30%)				2,874,952
Total, Management Area 2				12,458,127

South Island Highway (19)
Final Plan - Order of Magnitude Cost Estimate

14-Jun-05

Lanarc Consultants Ltd.

ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
MA 3 - Street address 1680 South Island Highway to Hilchet Road				
East Boulevard Infiltration Swale (turf /soil)	sq.m.	3870	10	38,700
West Boulevard and Center Median Island (turf /soil)	sq.m.	1720	10	17,200
Linear Park Native Revegetation Planting	sq.m.	5200	35	182,000
Paved Roadway	sq.m.	10100	28	282,800
Concrete Curb	l.m.	1500	50	75,000
Parking (pervious)	sq.m.	2630	40	105,200
West Concrete Sidewalks - 1.5m Width	sq.m.	1210	50	60,500
Asphalt Multi -Use Seaside Trail - 4m Width	sq.m.	3030	35	106,050
Quarry Fines Secondary Pathways - 2m Width	sq.m.	60	8	450
Excavation	cu.m.	4,954	17	84,218
25mm Crushed Base Course	cu.m.	1445	48	69,360
75mm Crushed Base Course	cu.m.	1445	48	69,360
Roundabout at Hilchey	lump sum	1	27,000	27,000
<u>Removals</u>				
Existing Asphalt (road)	sq.m	7568	4	30,272
Existing Asphalt (seaside trail)	sq.m	2064	5	10,320
<u>Utilities</u>				
Watermain				294,000
Sanitary Sewer				630,000
Storm Drain				770,000
Rights of Way				122,500
Decorative Street Lights				259,259
Power & Telephone				420,000
Utility Charges Estimate				1,505,000
<u>Park Features and Furniture</u>				
Secondary Gateway Sign - intersecting roadway	each	2	2,000	4,000
Tertiary Gateway Sign - intersecting pedestrain access	each	1	1,000	1,000
Directional Signs - walkway orientation	each	8	250	2,000
Public Art Sign - permanent works	each	1	1,000	1,000
Information / Events Kiosk	each	1	3,000	3,000
Park / Parking Identification Sign - facility marker	each	3	3,000	9,000
Minor Interpretive / Public Art Feature Area	allow	1	3,000	3,000
Minor Beach Access	allow	3	3,000	9,000

South Island Highway (19)
Final Plan - Order of Magnitude Cost Estimate

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ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
Picnic Tables and Benches	each	6	1,500	9,000
Park Lighting	each	14	1,500	21,000

Management Area 3 - Subtotal				5,221,189
Traffic Management & Disturbance Allowance (5%)				261,059
Design and Contingency Allowance (30%)				1,644,675
Total, Management Area 3				7,126,923

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ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
MA 4 - Ken Forde Park to 3490 South Island Highway				
East Boulevard Infiltration Swale (turf /soil)	sq.m.	9250	10	92,500
West Boulevard and Center Median Island (turf /soil)	sq.m.	2660	10	26,600
Linear Park Native Revegetation Planting	sq.m.	19860	35	695,100
Paved Roadway	sq.m.	19050	28	533,400
Concrete Curb	l.m.	2820	50	141,000
Parking (pervious)	sq.m.	4710	40	188,400
West Concrete Sidewalks - 1.5m Width	sq.m.	1750	50	87,500
Asphalt Multi -Use Seaside Trail - 4m Width	sq.m.	5780	35	202,300
Quarry Fines Secondary Pathways - 2m Width	sq.m.	230	8	1,725
Excavation	cu.m.	9,994	17	169,898
25mm Crushed Base Course	cu.m.	2915	48	139,920
75mm Crushed Base Course	cu.m.	2915	48	139,920
<u>Removals</u>				
Existing Asphalt (road)	sq.m	15268	4	61,072
Existing Asphalt (seaside trail)	sq.m	4164	5	20,820
<u>Utilities</u>				
Watermain				612,000
Sanitary Sewer				884,000
Storm Drain				1,496,000
Rights of Way				238,000
Decorative Street Lights				503,704
Power & Telephone				884,000
Utility Charges Estimate				2,380,000
<u>Park Features and Furniture</u>				
Primary Gateway Pavillion - walkway extents	each	1	15,000	15,000
Secondary Gateway Sign - intersecting roadway	each	3	2,000	6,000
Heritage or Nature Sign - interpretive panels	each	1	750	750
Directional Signs - walkway orientation	each	14	250	3,500
Public Art Sign - permanent works	each	1	1,000	1,000
Public Art Sign - temporary works	each	3	500	1,500
Information / Events Kiosk	each	2	3,000	6,000
Park / Parking Identification Sign - facility marker	each	2	3,000	6,000
Minor Interpretive / Public Art Feature Area	allow	6	3,000	18,000
Minor Beach Access	allow	1	3,000	3,000

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ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
Major beach Access - Accessible Ramp	allow	1	8,000	8,000
Picnic Tables and Benches	each	9	1,500	13,500
Washroom Building	each	1	25,000	25,000
Park Lighting	each	16	1,500	24,000
Management Area 4 - Subtotal				9,629,109
Traffic Management & Disturbance Allowance (5%)				481,455
Design and Contingency Allowance (30%)				3,033,169
Total, Management Area 4				13,143,734

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ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
MA 5 - 3490 South Island Highway to Jubilee Parkway				
East Boulevard Infiltration Swale (turf /soil)	sq.m.	2479	10	24,790
West Boulevard and Center Median Island (turf /soil)	sq.m.	271	10	2,710
Linear Park Native Revegetation Planting	sq.m.	473	35	16,555
Paved Roadway	sq.m.	9536	28	267,008
Concrete Curb	l.m.	1663	50	83,150
Asphalt Multi -Use Seaside Trail - 4m Width	sq.m.	3162	20	63,240
Quarry Fines Secondary Pathways - 2m Width	sq.m.	8487	8	63,653
Excavation	cu.m.	5,760	17	97,920
25mm Crushed Base Course	cu.m.	1680	48	80,640
75mm Crushed Base Course	cu.m.	1680	48	80,640
<u>Removals</u>				
Existing Asphalt (road)	sq.m	8800	4	35,200
Existing Asphalt (seaside trail)	sq.m	2400	5	12,000
<u>Utilities</u>				
Watermain				225,000
Sanitary Sewer				315,000
Storm Drain				540,000
Rights of Way				78,750
Decorative Street Lights				166,667
Power & Telephone				382,500
Utility Charges Estimate				787,500
<u>Park Features and Furniture</u>				
Main Entrance Sign - re-design and replace	each	1	25,000	25,000
Secondary Gateway Sign - intersecting roadway	each	1	2,000	2,000
Tertiary Gateway Sign - intersecting pedestrain access	each	2	1,000	2,000
Directional Signs - walkway orientation	each	9	250	2,250
Management Area 5 - Subtotal				3,354,173
Traffic Management & Disturbance Allowance (5%)				167,709
Design and Contingency Allowance (30%)				1,056,564
Total, Management Area 5				4,578,445

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ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
MA 6 - Rotary Park to 1154 South Island Highway (Incl. Daybreak and McCallum Park)				
East Boulevard Infiltration Swale (turf /soil)	sq.m.	2419	10	24,190
West Boulevard and Center Median Island (turf /soil)	sq.m.	1398	10	13,980
Linear Park Native Revegetation Planting	sq.m.	1694	35	59,290
Paved Roadway	sq.m.	15377	28	430,556
Concrete Curb	l.m.	2391	50	119,550
Parking (pervious)	sq.m.	2393	40	95,720
West Concrete Sidewalks - 1.5m Width	sq.m.	1344	50	67,200
Asphalt Multi -Use Seaside Trail - 4m Width	sq.m.	3600	20	72,000
Quarry Fines Secondary Pathways - 2m Width	sq.m.	637	8	4,778
Excavation	cu.m.	6,451	17	109,667
25mm Crushed Base Course	cu.m.	1882	48	90,336
75mm Crushed Base Course	cu.m.	1882	48	90,336
<u>Removals</u>				
Existing Asphalt (road)	sq.m	9856	4	39,424
Existing Asphalt (seaside trail)	sq.m	2688	5	13,440
<u>Utilities</u>				
Watermain				427,500
Sanitary Sewer				75,000
Storm Drain				990,000
Rights of Way				157,500
Decorative Street Lights				333,333
Power & Telephone				585,000
Utility Charges Estimate				1,935,000

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ITEM	UNIT	QUANTITY	UNIT-COST	TOTALS
<u>Park Features and Furniture</u>				
Tertiary Gateway Sign - intersecting pedestrain access	each	2	1,000	2,000
Heritage or Nature Sign - interpretive panels	each	2	750	1,500
Directional Signs - walkway orientation	each	12	250	3,000
Public Art Sign - temporary works	each	2	500	1,000
Park / Parking Identification Sign - facility marker	each	2	3,000	6,000
Minor Interpretive / Public Art Feature Area	allow	4	3,000	12,000
Minor Beach Access	allow	3	3,000	9,000
Major beach Access - Accessible Ramp	allow	1	8,000	8,000
Picnic Tables and Benches	each	3	1,500	4,500
Washroom Building	each	1	25,000	25,000

Management Area 6 - Subtotal	5,805,800
Traffic Management & Disturbance Allowance (5%)	290,290
Design and Contingency Allowance (30%)	1,828,827
Total, Management Area 6	7,924,916

ORDER of MAGNITUDE ESTIMATE (Note: Accuracy is +/-15%) GST not included

54,276,859

Note: This cost estimate is based on historical cost data.

Actual costs can vary widely depending on industry labour and material availability

Note: Figures represent 2005 dollars.

Quantities are based on Concept plans prepared by Lanarc Consultants Ltd. in March, 2005.

SUMMARY

Total Siteworks	9,433,119
Total Utilities	29,744,648
Total Sign / Furniture Features	585,500
Total Management, Design & Contingencies	14,513,592
Grand Total	54,276,859

Appendix C: Outside Funding Opportunities

Funding and Partnership Sources

LAST UPDATE April 11, 2005

NAME	SPONSORING AGENCIES	DETAILS	WEBSITE
Federal and/or Provincial – infrastructure programs			
Canada/British Columbia Infrastructure Program	Western Economic Diversification Canada BC Ministry of Competition, Science and Enterprise BC Ministry of Community, Aboriginal and Women's Services Union of B.C. Municipalities	<p>The program's purpose is to improve urban and rural local government infrastructure. "Green" infrastructure projects are a priority, such as:</p> <ul style="list-style-type: none"> • water and waste-water systems; • water management; and • improving energy efficiency of buildings and facilities owned by local governments. <p>Other investment priorities include:</p> <ul style="list-style-type: none"> • cultural and recreational facilities; • infrastructure to support tourism; • rural and remote telecommunications; • high speed Internet access for local public institutions; • local transportation infrastructure; and • affordable housing projects and related infrastructure. <p>Projects can be approved until June 30, 2005 and must be completed no later than March 31, 2006.</p>	<p>http://www.cse.gov.bc.ca/ProgramsAndServices/Canada-BCInfrastructureProgram/default.htm</p> <p>or</p> <p>http://www.mcaws.gov.bc.ca/lgd/pol_research/grants.html#infrastructure</p> <p>For projects recently funded:</p> <p>http://www2.news.gov.bc.ca/nrm_news_releases/2003CSE0066-001000-Attachment1.htm</p>
Green Municipal Enabling Fund (GMEF)	Government of Canada Federation of Canadian Municipalities	<p>Operating from 2000 to 2007, the GMEF is a \$50 million Fund that provides grants to support feasibility studies to assess the technical, environmental and/or economic feasibility of innovative municipal projects. Grants cover up to 50 per cent of eligible costs to a maximum grant of \$350,000. GMEF is open to Canadian municipalities and their public- or private-sector partners. Applications are accepted year round. Applications can be made in the following categories:</p> <ul style="list-style-type: none"> • Energy • Water • Solid waste management • Sustainable transportation services and technologies • Sustainable community planning (GMEF) 	<p>http://kn.fcm.ca/ev.php?URL_ID=2891&URL_DO=DO_TOPIC&URL_SECTION=201&reload=1065471090</p> <p>Recent projects funded on Vancouver Island -</p> <p>http://www.fcm.ca/english/communications/nov102003.htm</p> <p>http://www.fcm.ca/english/communications/nov102003bac.htm</p>
Green Municipal Investment Fund (GMIF)	Government of Canada	<p>The GMIF is a \$200 million permanent revolving fund that supports the implementation of highly innovative environmental projects. A municipal government can borrow at the preferred interest rate of 1.5% below the Government of Canada</p>	<p>http://kn.fcm.ca/ev.php?URL_ID=2892&URL_DO=DO_TOPIC&URL_SECTION=201&reload=1065471480</p>

NAME	SPONSORING AGENCIES	DETAILS	WEBSITE
	Federation of Canadian Municipalities	bond rate. GMIF finances up to 15% (25% in exceptional circumstances) of the capital costs of a qualifying project. GMIF can also provide loan guarantees. Loan payback periods may range from four to ten years. GMIF is open to Canadian municipalities and their public sector or private-sector partners. Applications are accepted year-round.	
New Deal for Cities	Infrastructure Canada	Budget 2004 provided all municipalities with a 100 per cent GST rebate for municipalities that will provide them with \$7 billion in funding over the next ten years and also accelerated the flow of \$1 billion, to smaller communities, under the Municipal-Rural Infrastructure-Funds (MRIF). In February, 2005 \$5 billion was allocated in gas tax funding over the next five years. Each province and territory was allocated a share of the federal gas tax. B.C.'s share over the next five years is \$635.6 million or 12.71% of the total.	http://www.infrastructure.gc.ca/ndcc/funding_e.shtml
New Green Municipal Funds	Infrastructure Canada	In the 2005 Budget, the Government of Canada demonstrated its confidence and support for the Green Municipal Funds by contributing an additional \$300 million to the endowment. New applications will be accepted in autumn of 2005.	http://kn.fcm.ca
Climate Change Impacts and Adaptation Program	Government of Canada	The Climate Change Impacts & Adaptation Program provides funding for targeted research and activities that will contribute to a better understanding of Canada's vulnerabilities to climate change and provide information necessary for the development of adaptation strategies. The selection of projects to be funded is done in a two-stage process. Stage One: Calls for Letters of Interest and Stage Two: Full Proposals	http://www.adaptation.nrcan.gc.ca/proposal_e.asp
Municipal Rural Infrastructure Program (MRIF)	Infrastructure Canada	The \$1 billion MRIF, established in August 2003, is aimed at improving the stock of core public infrastructure in areas in small and rural communities. It is intended to support federal objectives for sustainable development by targeting at least 60% of the Fund on "green infrastructure", including water, wastewater, solid waste, energy improvements and transit. It will also support projects to improve local roads, cultural/recreational/tourism infrastructure and broadband connectivity. Projects are to be cost-shared with provincial and municipal governments; to this end, the federal government is completing negotiations with each province and territory. The application process is proposed to be administered through Infrastructure Canada once agreements are reached.	http://www.infrastructurecanada.gc.ca/mrif/index_e.shtml Latest news release: http://www.infrastructure.gc.ca/mrif/publication/newsreleases/2004/20040212ottawa_e.shtml
Energy Innovators Initiative (EII); Commercial Building Incentive Program	Natural Resources Canada – Office of Energy Efficiency	EII offers assistance to commercial and institutional building energy retrofit activities. CBIP offers assistance for new commercial and institutional building design.	http://oee.nrcan.gc.ca/ici/english/home.cfm

NAME	SPONSORING AGENCIES	DETAILS	WEBSITE
(CBIP)			
Infrastructure Planning (Study) Grants	BC Ministry of Community, Aboriginal and Women's Services	<p>The grants are provided for projects that study the feasibility, costs, technology and location of proposed sewer, water, drainage or transportation facilities. The maximum grant for approved studies is \$10,000.</p> <p>Applications for projects proposed under the Canada-British Columbia Infrastructure Program "green" local government infrastructure, announced in October 2000, may benefit from the successful completion of an infrastructure planning study.</p>	http://www.mcaws.gov.bc.ca/lgd/infra/cir/cir0306a.html
Federal and/or Provincial – planning, conservation, outreach or other programs			
Softwood Industry Community Economic Adjustment Initiative (SICEAI)	Western Economic Diversification Canada	<p>SICEAI will provide funding for projects in B.C.'s forest-dependent communities that address local adjustment priorities and which have demonstrable community support. The national SICEAI program is funded with \$110 million for 2003/2004 and current estimates are that BC will receive at least half of the total national funding.</p> <p>To be considered for funding, projects should meet the following criteria:</p> <ul style="list-style-type: none"> • Be consistent with the overall objectives of the program; • Have potential to further the economic development of a community or a group of communities and should not benefit one community or community group at the expense of another; • Have strong community support such as financial contributions, written support or endorsements by a municipal or band council; • Demonstrate economic benefits such as increased jobs or use of a new technology; and • Demonstrate adequate managerial, financial and technical capability to conduct the proposed activity. 	http://www.wd.gc.ca/siceai/default_e.asp#b
EcoAction Community Funding Program	Environment Canada	<p>This program provides financial support to non-profit community groups for projects that will achieve positive results in the following areas:</p> <p>Clean Air & Climate Change - help improve air quality by, e.g., reducing emissions that contribute to smog, climate change and ozone depletion.</p> <p>Clean Water - reduce and divert the use of toxic substances such as pesticides and hazardous household products, that affect water quality.</p> <p>Nature - protect wild animals and plants, and protect and improve the places where they live, with priority on migratory birds and habitat.</p> <p>With ratification of the Kyoto Protocol, emphasis in 2003 and onward is on climate change initiatives, such as:</p> <ul style="list-style-type: none"> • Sustainable transportation planning , implementation and promotion 	http://www.ec.gc.ca/ecoaction/note2_e.html

NAME	SPONSORING AGENCIES	DETAILS	WEBSITE
		<ul style="list-style-type: none"> • anti-idling initiatives • waste reduction/diversion projects which result in reduced greenhouse gases from incineration or landfill gases • capacity-building projects linked to a subsequent action such as the development of sustainable transportation or smog management plans <p>Local governments are not eligible to apply directly to this program, but non-government partners can apply.</p>	
Georgia Basin Action Plan (GBAP)	Environment Canada (lead) Fisheries & Oceans Canada Parks Canada Ministry of Water, Land & Air Protect. Ministry of Sustainable Resource Management	<p>The GBAP is a 5-year program (2003-2008) aimed at building on the progress of the Georgia Basin Ecosystem Initiative (GBEI). A partnership of 3 federal and 2 provincial agencies, the GBAP continues the GBEI's focus on clean air, clean water, habitats and species, and sustainable communities. Emphasis is placed on cooperation and collaboration with local decision-makers.</p> <p>While no funding programs are explicitly associated with GBAP, DCR partnered with the GBEI in 1999 to apply an oxidation treatment process to its sewage treatment plant. Similar partnerships are likely available for projects that fit into one of GBAP's four project areas.</p>	http://www.pyr.ec.gc.ca/georgiabasin/index_e.htm
Climate Change Action Fund- Public Education and Outreach (CCAF - PEO)	Environment Canada	<p>The objectives of this program are:</p> <ul style="list-style-type: none"> • to promote awareness of climate change among Canadians, allowing them to understand the phenomenon, including the underlying scientific dimensions and recent scientific developments, the regional nature of expected changes and when they are supposed to take place, the need to adapt and to understand related environmental, economic and social issues; • to establish a support base for the adoption of policy measures in the future; • to encourage and motivate Canadians to act individually or collectively (communities/groups) to reduce greenhouse gas emissions. <p>The CCAF-PEO will invest funds, together with resources from partners, to support education and outreach efforts targeting communities, youth and educators, business and industry and the general public.</p>	http://www.climatechange.gc.ca
Habitat Stewardship Program (HSP) for Species at Risk	Environment Canada, Fisheries and Oceans Canada, Parks Canada	<p>The HSP became operational in 2000-2001 and allocates up to \$10 million per year (\$45 million over five years) to projects that conserve and protect species at risk and their habitats. The HSP provides funding to "stewards" for implementing activities that protect or conserve habitats for species designated as nationally "at risk."</p>	http://www.cws-scf.ec.gc.ca/hsp-pih/default_e.cfm

NAME	SPONSORING AGENCIES	DETAILS	WEBSITE
	Canada	protect or conserve habitats for species designated as nationally "at risk" (endangered, threatened or of special concern). Stewards may be Aboriginal organizations, landowners, resource users, nature trusts, provinces, local governments, the natural resource sector, community-based wildlife societies, educational institutions, and conservation organizations.	
Habitat Conservation Trust Fund (HCTF)	Province of BC	The HCTF funds the acquisition of land and water rights, and supports projects not eligible for support from existing research funds or not within routine government responsibilities. HCTF expenditures may be allocated to applied research and development proposals (proposals should help design or test a technique or application of a technique); continuing costs of operation and maintenance of habitats, works or facilities; and planning for habitat protection.	http://www.hctf.ca/contact/contact.htm http://www.hctf.ca/app/application.htm
Public Conservation Assistance Fund	HCTF and Province of BC	Grants are available to organizations and individuals to assist in conservation projects. Grants are modest, averaging about \$2,500 each and not exceeding \$10,000. A major part of contribution must be in volunteer labour.	http://www.hctf.ca/pubcon/index.html
Private Funding Programs			
BC Heritage Legacy Fund	The Land Conservancy of BC (TLC)	Newly created under a partnership of TLC and the Heritage Society of BC, the BCHL Fund was established in March 2003 with a \$5 million initial contribution from the Province of BC. While focused on heritage buildings or sites, there may be opportunity for heritage landscapes.	http://tlc.bounceme.net/sectioncontent.php?sectionid=96&pageid=308
Recreational Stewardship Inventory Project	British Columbia Conservation Foundation (BCCF)	\$800,000 is available to fund inventory projects related to maintaining, creating or expanding existing recreational opportunities associated with fish & wildlife. In general, any individual or group can propose a project for BCCF funding (ministry staff, first nations, universities, private sector, crown corporations, local governments, etc.)	http://www.bccf.com/new_bccf_web/bccf_opportunities.htm
BC Real Estate Foundation Environment and Land Use program	BC Real Estate Foundation	The BCREF provides both project funding and endowment grants to non-profit organizations. Endowment grants are available only to organizations with charitable status. "Environment and land use" is 1 of 4 priority funding themes. The Foundation may fund initiatives that address society's collective responsibility for natural and settlement assets in British Columbia through education, research, and/or law reform activities. The Foundation places a priority on projects that emphasize the	http://www.landcentre.ca/foundation/howtoapply/fundingcriteria/criteria.html

NAME	SPONSORING AGENCIES	DETAILS	WEBSITE
		governance aspects of sustainable land use practices. Applicants must define the conservation values that their projects address in the context of relevant land use planning, policy, and regulation. The decision-making context might include official community plans, regional district plans, watershed management plans, or planning activities of senior government agencies.	
Land for Wildlife Fund	BCCF	The fund designed to preserve natural habitats by pooling resources towards the purchase of land for conservation. Through partnerships with organizations, companies and government entities, The BCCF is able to actively work towards the preservation of natural habitats for fish and wildlife.	http://www.bccf.com/lfwf/index.htm
	Vancouver Foundation	Vancouver Foundation, a non-governmental community foundation, was founded in 1943 as a collection of funds that form a permanent endowment for charitable purposes. Today, the Foundation administers over 600 funds, the capital of which comes from bequests, living donors, endowments of non-profit organizations and other gifts. Grants are made from income generated from the investment of the funds. While originating and located in Vancouver, the Foundation helps with projects throughout British Columbia. "Environment" is one of 6 topic areas supported by the Vancouver Foundation.	http://www.vancouverfoundation.bc.ca/GrantInformation/FundingGuidelines.shtml
Funding Directories and Guides			
(directory)	Canadian Environmental Grantmakers Network	CEGN is a national Canadian funders' organization of private, community, public and corporate foundations, and government and corporate funding programs that give grants in support of the Canadian environment. CEGN works to develop an effective network of environmental grantmakers in Canada by facilitating information-sharing, collaboration, training and professional development, research, and communications. CEGN's members together provide over \$50 million in environmental grants in Canada. The website provides access to a database where users can search by province, topic, etc. Also provides summary statistics of grants provided where and for what for 2001 and 2002.	http://www.cegn.org/main.html
Green Source	Environment Canada	A database of funding sources searchable by region, keyword, organization, amount, type of funder.	http://www.ec.gc.ca/ecoaction/gmrsr/index_e.cfm
Environmental Funding Sources Directory	BC Environmental Network	An online directory available to BCEN members; requires a user name and password.	http://www.bcen.bc.ca/

NAME	SPONSORING AGENCIES	DETAILS	WEBSITE
Funders Guide	Stewardship Centre for BC	An online directory searchable by geographical focus, funding organization (or level of government), funding program, funding deadline. Information, however, may be out of date.	http://www.stewardshipcentre.bc.ca/sc_bc/sc_funders/funderSearch.asp
(guidance)	BC Ministry of Communities, Aboriginal and Women's Services	Public Private Partnership <i>A Guide for Local Government</i>	http://www.mcaaws.gov.bc.ca/lgd/pol_research/mar/PPP/
(guidance)	Partnership BC	Partnerships British Columbia is a company responsible for bringing together ministries, agencies and the private sector to develop projects through public-private partnerships (P3s). As a company registered under the Company Act, Partnerships BC is wholly owned by the Province of British Columbia and reports to its shareholder the Minister of Finance.	http://www.partnershipsbc.ca/about/au_index.htm

Appendix D: Roundabout Discussion

Appendix D - Roundabouts

What is a Roundabout?

A roundabout is a circular intersection around which vehicles travel in a counter-clockwise direction. Roundabouts are not the same as traffic circles used for traffic calming purposes on local streets, as seen in Vancouver and other communities. Roundabouts are not the same as rotaries, which are high-speed circular junctions as seen in Edmonton and Halifax.

Roundabouts are distinguished by four key characteristics, illustrated in Figure 1 and described below.

Yield on entry. Yield control is used on all entries to a roundabout. No traffic control is used on the circulatory roadway, and circulating traffic has the right-of-way.

Splitter Islands. Splitter Islands are raised islands located on each approach, between opposing directions of traffic. Splitter islands are used to create an appropriate angle of entry, which is a critical element of a roundabout design. Too shallow an angle of entry enables motorists to enter the roundabout at high speeds. Too sharp an angle of entry requires motorists to come to a near stop, even when there is no other traffic in the roundabout. Splitter islands also provide a median area at the pedestrian crossing, enabling pedestrians to cross one direction of traffic at a time.

Deflection. Vehicles travelling through a roundabout intersection are deflected around the centre island. This deflection reduces vehicle speeds and reinforces the yield on entry.

Counter-clockwise circulation. All vehicles circulate around a roundabout in a counter-clockwise direction — even large trucks. On smaller roundabouts, a sloped concrete apron around the perimeter of the central island can be used by large trucks in order to negotiate the roundabout.

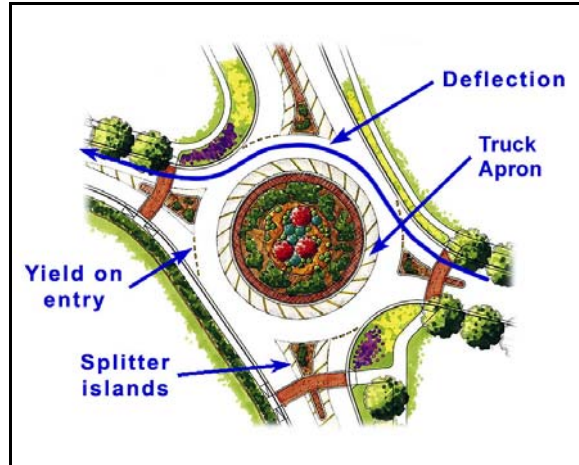


Figure 1 — Roundabout features

The roundabouts proposed for the South Island Highway are single-lane roundabouts, which is the most common type of roundabout. As illustrated in Figure 2, a single-lane roundabout incorporates a single circulatory lane in the roundabout, as well as one lane in each direction on the approach roads. Some single-lane roundabouts incorporate flared entries which widen to two lanes to provide additional storage capacity at the yield line, and additional intersection capacity. Single-lane roundabouts range in diameter from 30 m to 40 m. Typical speeds within a single-lane roundabout are 25 km/h to 35 km/h. Figures 3 and 4 provide examples of single-lane roundabouts.

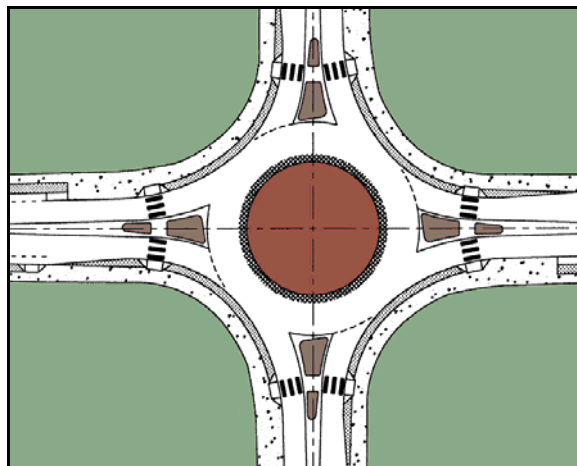


Figure 2 — Single-lane roundabout



Figure 3 — Single-lane roundabout, Hamilton ON



Figure 4 — Single-lane roundabout, Portland OR

Benefits

Roundabouts offer numerous benefits. The primary benefit is safety. Roundabouts reduce vehicle speeds through an intersection, and as a result improve safety for all road users — pedestrians, cyclists and motorists. Key safety benefits include:

Reduced speeds. Speeds through a single-lane roundabout range from 25 km/h to 35 km/h, depending on the size of the roundabout. In all cases, speeds are lower than through conventional intersections, where there are effectively no restrictions on vehicle speeds.

Reduced number of crashes. As a result of lower speeds, the number of crashes at roundabouts is lower than at conventional intersections. The Insurance Institute for Highway

Safety conducted a study of 24 intersections in the U.S. where stop control and traffic signals were replaced with roundabouts. Overall, there was a 39% reduction in crashes following conversion to roundabouts. A study of five intersections in Maryland converted to roundabouts found that the total number of crashes declined from 85 in the three years prior to conversion to 40 afterwards — a reduction of 53%. Numerous European studies have found similar reductions in accidents and lower accident rates at roundabout intersections. Accident rates for roundabouts calculated from European studies are 50% to 60% of the rates for signalized intersections.

Crashes are reduced for pedestrians and cyclists as well as for motorists. A Dutch study of 181 intersections converted to roundabouts found an average reduction in all pedestrian crashes of 73%, and an average reduction in pedestrian injury crashes of 89%. At nine multilane roundabouts in Colorado, there were no pedestrian crashes during the analysis period following conversion to roundabouts (19 to 47 months), compared with two pedestrian crashes during the analysis period before (22 to 36 months). A French study of bicycle crashes at more than 1,200 signalized intersections and almost 200 roundabouts found twice as many injury crashes per year at signalized intersections than at roundabouts.

Reduced severity of crashes. The Insurance Institute for Highway Safety's study of 24 intersections in the U.S. where roundabouts replaced stop control and traffic signals found a significant reduction in the severity of crashes. After converting the intersections to roundabouts, there were 76% fewer crashes involving injuries, and 90% fewer crashes involving fatalities. A study of five intersections in Maryland converted to roundabouts found that the average claim cost per accident decrease from US \$117,000 before conversion to US \$79,000 after conversion. What these findings mean is that in general, most crashes which occur at roundabouts are low-speed crashes involving property damage only. As well, low-speed collisions with pedestrians are far less likely to result in serious injury or death — in a collision at 30 km/h, there is a 5% chance that the pedestrian will be killed, whereas at 55 km/h the chance of being killed is 50%.

Other benefits of roundabouts include:

Reduced delays to pedestrians. As compared with signalized intersections or actuated pedestrian crossings. Pedestrians crossing a roundabout incur no delay waiting for a signal to walk. By eliminating delays to pedestrians, roundabouts avoid problems associated with signalized intersections, including jaywalking, pedestrians entering the road at the end of the pedestrian clearance interval just before

the signals change, and pedestrians who press the signal pushbutton and then cross before the signals change.

Reduced delays for traffic. The Center for Transportation Research and Training at Kansas State University conducted an analysis of intersection delays for various types of intersection control. The conclusion was that with traffic volumes of more than 800 vehicles per hour, delays would be lower at a roundabout than at stop-controlled or signalized intersections. With traffic volumes of 800 vehicles per hour or less, only two-way stop control offers slightly lower delays than a roundabout — all-way stop control and signalized intersections still involve more delay than a roundabout. At higher traffic volumes, average delays at a roundabout would be half the delays at a signalized intersection.

Reduced queue lengths. The Center for Transportation Research and Training also conducted an analysis of queue lengths for various types of intersection control. The conclusion of the analysis was that 95th percentile queue lengths for roundabouts would be less than queue lengths for two-way and all-way stop controlled intersections and signalized intersections, for traffic volumes ranging from 400 vehicles per hour to 1,800 vehicles per hour. At higher traffic volumes, queue lengths at a roundabout would be half the queue lengths at a signalized intersection.

Increased capacity. The Center for Transportation Research and Training also conducted an analysis of the capacity of various types of intersection control, and concluded that roundabouts offer the greatest capacity. Under similar traffic conditions, a roundabout would reach a degree of saturation of 0.85 at 1,900 vehicles per hour. In comparison, a signalized intersection would reach the same degree of saturation at 1,550 vehicles per hour, all-way stop control at 1,200 vehicles per hour, and two-way stop control at 1,000 vehicles per hour.

Reduced traffic noise. Because many vehicles do not stop at a roundabout, do not idle waiting to enter the intersection, and do not accelerate from a stop, traffic noise at a roundabout is typically less than at a conventional intersection. In addition, landscaping and other features of a roundabout also help to deflect and reduce traffic noise.

Reduced vehicle emissions. As with traffic noise, vehicle emissions at roundabouts are reduced because many vehicles do not stop at a roundabout, do not idle waiting to enter the intersection, and do not accelerate from a stop. On average, vehicles spend less time travelling through a roundabout than through a signalized intersection, and as a result emit less pollutants during the time spent travelling through the intersection.

Simplify complex, awkward intersections.

Roundabouts are well-suited to intersections which differ from the conventional four-leg, 90-degree configuration. A roundabout can incorporate five or more legs. A roundabout can accommodate roads at angles far from perpendicular.

Minimum number of road lanes. The capacity of a road network is determined by the capacity of the intersections. The capacity of the roads is typically far higher than the capacity of the intersections. What this means is that in many cases, although four lanes may be needed on a road at a conventional intersection, only two lanes are needed to accommodate the traffic travelling along the road between intersections. Roundabouts provide an opportunity to construct roads with fewer lanes, and increase road capacity at the intersection by flaring the approach into two lanes and/or constructing a dual-lane roundabout. The result is narrower roads, less pavement, less impermeable surface area, and reduced costs.

Enhanced appearance. Roundabouts typically incorporate landscaping, particularly in the centre island, which enhances the overall appearance of the intersection and adjacent roadways.

Appendix E: Public Comments Received

Response Summary (note * = repeated answer)

The study area is the South Island Highway (19A) between Hilchey and 1st Ave., and Willow Creek and Jubilee Parkway (excluding the Willow Point area now under construction). This workshop encourages your response to alternative concepts for improvements to the road and public lands along the corridor.

1. Do you support the 'Elements in Common' that are proposed?

The improvements listed below are common to all options being presented. Please check whether you don't support, support as proposed, or support with refinements the proposed improvements listed below. If you don't support the improvement, please note your reasons or provide other ideas. If you are supportive, please feel free to suggest refinements or write comments:

	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
Adding a centre two-way left turn lane (north of Maryland Rd., amount varies) plus a travel lane in each direction	9%	74%	13%	4%	Keep traffic moving, concerns about expropriation *, need to slow traffic – center lane allows extra speed, if it doesn't stop access to beach properties.
Continuous bicycle lane, on both sides of the road	31%	54%	13%	2%	One side adequate **, one side but wider on water side, south – one lane on resident side, north – lane on sea walk, essential to have separate lane, one bike lane each way and ½ the sea walk is more than what is needed, If the sea walk side has an excellent one from 1 st to Maryland/Jubilee...why? (I do not accept the "legal" reason), 1 side only, encourage bike riding, leave as is, want less hard surface between 2 sides of street.
Bus stop improvements, including:					
- sidewalks/wheelchair access at stops	2%	80%	11%	7%	Handicap need assistance if possible, can be done in existing bays.
- more and better bus shelters	22%	67%	2%	9%	Better pull-offs for buses, is shatterproof glass available, prone to vandalism **.
- more and better benches	13%	74%	4%	9%	where room, can't have too many.
- more and better litter facilities	7%	77%	7%	9%	helps to keep in good shape, people don't use them now.
- improved lighting	16%	70%	7%	7%	Short unobstructed lighting, at cross walks and driveways (Merecroft), needed for the sake of safety, dim lighting only *, anyone walking at night should be carrying a flashlight.
Retaining and improving the Rotary Sea walk, including widening, where possible, to 4.0 m	16%	66%	11%	7%	Adequate ***, wider bike lane, yes for bike lane, the longer, wider the sea walk the better! The less commercialized the better, great for walking, excellent idea, make continuous, needs much improved landscaping, sea walk is wide enough – get a walk-way on the upside.
Pedestrian improvements, including:					
- continuous sidewalk on upland side	22%	58%	9%	11%	Stop at Maryland & Ticin west, A minimal sidewalk is probably needed, only if budget allows.
- additional crosswalks (amount varies)	7%	71%	11%	11%	More walkways to provide sea walk access, as defined by engineering dept, pedestrian controlled traffic lights, crosswalks high priority. It's dangerous to cross the hwy – especially for slower seniors.
- no loose gravel on main walks	4%	81%	4%	11%	Loose gravel can cause accidents.
Driveway access management, by consolidation of driveways into					
one per residential parcel	4%	78%	11%	7%	Left and right access, one for condos, where existing residential has 2 to be allowed *, access currently dangerous with heavy traffic & 60 km speed limit – lower speed limit.
max. 2 per commercial parcel	9%	62%	9%	20%	One for commercial.
More and better public washrooms	11%	78%	9%	2%	Lock at night *, locked after 10 pm, think about the vandalism, kept clean & with night lighting.
Park lighting is sparse and decorative only, thereby limiting park / trail use in dark hours	33%	49%	11%	7%	Need good lighting for dark, rainy nights, more low lights *, shorter, want more lighting along sea walk & park, need dark-hour use of trail, for safety reasons I think lighting should be improved – Rockland trail is dark and isolated and frankly scary. Leave lighting as is * – if you want bright light, go to a mall, if park is to be used at night – more light *, waste money on vandals.

Vehicular and Pedestrian Circulation

2. What configuration of median islands and driveway access do you support?

Both options presented include central two-way left turn lanes, alternating with a central landscaped median. The options vary in the amount of median landscape and the amount of turning lane. Which pattern do you prefer? Please check one, and explain your reasoning:

Option A, with landscaped central median where-ever possible, and short sections of two-way left turn lane for access to driveways 40%

Reasons for your choice:

Stop racing and vehicles using center lane as a passing lane, safety *****, pleasanter * appearance **, landscaped median does not have to be grass, However – commercial and condo properties must have access from both directions due to large numbers of cars using entrances, plants and trees to ensure better air quality and for esthetic appeal, minimize number of turn onto/off highway, Not all areas require 2 left turn lanes, do not have landscaped median in any area, Area is limited for vehicles as large trucks use hwy, this is Campbell River's entry. It should be attractive – gray pavement is not. Allows for increased traffic flow in a safe & attractive manner, people friendly, slows the traffic down, "welcomes" public to the beach.

Option B, with short sections of landscaped median, and two way left turn lane almost continuous 53%

Reasons for your choice:

Cost of upkeep for landscaped median *****, left turn access to residential property *, turn lanes needed for years, median is attractive but can be annoying if you have to drive long distances to turn around or lane access, the medians presently in Campbell River are not for the most part properly maintained by the District or property owners (boulevards), Everyone should have left turn access ****, garage carport access, more consistent traffic flow *, roundabouts will be irritating, garages at front of property, safer *, I live in the area which would eventually have left turns eliminated, safety, more left turns the better, interfere with view from properties on high side of road, easier re-access to road flow from driveways *, Island in crosswalk areas would help pedestrians, as adding a center lane will make the hwy even wider to cross, especially for our aging population in the condos along the hwy. Don't want center lane, this should come off the upside, as these properties are the one's putting in large condos and have multi-cars. Left turn areas not needed along the whole section.

Other comments:

Before commenting, I would like to see the plans (I could not attend this) but I feel a continuous or nearly turning lane would be used by many as a passing lane and would be unsafe, also it has a "traffic efficient" over beauty feel i.e. By keeping the traffic flowing fast a barrier to the ocean is set-up, plus the noise increases. I do realize the Island Highway is a corridor though. Don't support either. Highway can be upgraded within 66' road allowance to include sidewalk and enough room to turn left without adding 4 m to roadway. Under no circumstances landscaping in center – too costly to maintain. Do not want a center lane *.

3. What configurations at major intersections do you support?

Each of the two options has a different mix of intersection improvements. Which of these do you prefer? Please check one, and explain your reasoning:

Option A: Roundabouts at Rockland, Rotary Park, Pinecrest Right of Way, Hilchey and Jubilee. Traffic signals at 2nd, and no traffic signals at other intersections. 69%

Reasons for your choice:

Must have a place to do "U" turns, safety ****, efficiency ***, Should be a combination of traffic lights and roundabouts, Roundabouts work well from our experiences in Europe, slow traffic down ***, visual pleasing *, don't like stop/traffic lights (too many) **, Roundabout at Rockland and Rotary Park, Roundabouts will keep traffic moving *, make it much easier on making left hand turns off side roads, benefit large trucks on highway making turns, environmental benefits with no waiting at lights, maintenance doesn't have to be excessive if original construction is basic in nature, opportunity to turn around in a stretch that has no side streets, previous experience with roundabouts convinced me of their benefits, Erickson is a commercial intersection and its difficult to see traffic around the corner to the south. Why do we need a light at 2nd? Would use 3 way stop first, put one roundabout in – to see how it works.

Option B: No Roundabouts. Traffic signals at Jubilee Parkway and Hilchey (as exists), Rockland and 2nd. No traffic signals at other intersections. 27%

Reasons for your choice:

Unnecessary – funds needed, roundabouts would be very irritation, too many slow downs on the way to work, How many people know the rules of roundabouts? How many tourists? New traffic signals at Rockland & 2nd allow access to the Hwy – they are the main streets, with these new lights and a good noticeable crosswalk (perhaps pedestrian operated) traffic would also be slowed, traffic signals can be installed at future time when required, traffic flow should be adequate with this improvement, Allowances have to be made for people who live and work in area i.e. Thru traffic to local stores and gas stations, absolutely no roundabouts, Roundabout when you are turning left – can the traffic behind your vehicle continue unobstructed, or will your vehicle have to stop until the oncoming traffic is clear which creates a huge line-up behind your vehicle. The roundabout would have to be well lit (light pollution). I would approve left turn lanes (no obstruction of traffic behind you). A roundabout at Rotary Park would create tremendous congestion of traffic for vehicles traveling south and wanting to turn left onto the beach area. The other intersections do not have beach access so there would not be the same concern.

4. What location for pedestrian stairs to above the upland ridge do you support?

Both options show potential locations for pedestrian trails and stairs on public lands to connect the residential area above the upland ridge to the waterfront. Which of these do you prefer? Please select, and explain your reasoning:

Stair and pedestrian path in the Pinecrest Right of Way 44%

AND/OR Stair and pedestrian path in the Mercroft Right of Way 49%

Reasons for your choice:

These choices provide easy access to open beach *, nice for folks above to have access, if only one is possible, this once should be chosen *, provides conditioning climbs for the fitness oriented.

AND/OR Stair and pedestrian path in the 844 South Island Highway Right of Way 49%

Reasons for your choice:

Try one in the middle and monitor its use, provide another if needed and monitor its use etc., Pedestrian access *** – encourage walking, Easy access for residents, parking for seawall use, could reduce cars parking along highway, should have pedestrian access to reduce parking pressure along the road, with some question as to how will these be maintained i.e. snow, lighting? Alternative for access to many people so they do not have to drive, don't think these would be used much, limits number of cars coming to beach area, less traffic on existing roads.

Other comments:

I simply do not think these are needed (or would be used). We have deer and other wildlife (bears) using the ridge-side (a walkway would cut this defacto reserve up) Also there is an active eagle tree looking over the Mercroft Right of Way, Mercroft – 390 – has received many hundreds of dollars in repairs from rocks being thrown by vandals using hill trail, creates too much vandalism *, stairs need to be well lighted, safety, too steep, None – Cost, If someone should fall on these steps who is responsible and how are the paramedics, police, fire department going to be able to access this area. What about cost and maintenance, criminal access from both ways.

5. What location for crosswalks do you support?

The Options show a different spacing of crosswalks. Which of these do you prefer? Please check one, and explain your reasoning:

Option A, crosswalks spaced no further apart than a 5 minute walk (450m) 47%

Reasons for your choice:

Safety *****, convenience **, less jay walking *****, pedestrian access *, if it is a 10 minute walk pedestrians will be inclined to jay walk *, I feel most people would jaywalk before walking 900 m, many older people need quicker access to the sea walk *****, mothers with children, carriages etc will find it easier with crosswalks closer together, assist in slowing traffic **, many drivers would like to stop for walkers wanting to cross but with no crosswalk are afraid of leading crossers into danger from opposing traffic.

Option B, crosswalks spaced no further apart than a 10 minute walk (900m) 51%

Reasons for your choice:

Encourage exercise, support traffic flow **, too much interference to car travel *, too many will slow traffic too much **, good signage would be necessary, too many stops for traffic *, cost, no fancy brickwork – but must be safe, simple yet safe.

Landscape, Lighting, Parks and Environment

6. What undergrounding of overhead utility lines do you support?

Hydro, telephone and communications lines are presently above ground on poles throughout the corridor. How much undergrounding of these wires do you support? Please check one, and explain your reasoning:

Underground all overhead lines throughout the corridor, from Jubilee Parkway to 1st Ave. 53%

Reasons for your choice:

I live in the 3200 block, looks **, safety *, tourist appeal, improves views but also decreases maintenance costs for hydro, covers everyone in this corridor – not just a part, has to be done sometime – do it now **, less storm outages *, better snow removal & fewer obstructions for cars to hit, this work will be required sooner or later as areas are developed, esthetic looking *, views are most important in this area, potential development of Condo living is greatest here – therefore taxes will support the improvements. Views in the treed area north of 1st are not as restricted because views are already limited by trees, too expensive to do both areas.

Underground all overhead lines throughout the corridor, north of Maryland Road only to 1st Ave. 47%

Reasons for your choice:

Eyesore, cuts view of ocean *, cost **, lines are more of a visual obstruction in this area, from the 2nd floor condos – no clean view, visual, Jubilee to Parkway no visual requirement, From Maryland to 1st Ave. is when the ocean view starts, no overhead lines would mean we are serious about the plans, money saver if done along with sewer installation, makes the scenic route much more attractive for tourists, improve view for residents. The all over look to our waterfront is essential, personally, every picture I take shows those terrible lines, when the construction is being done it seems logical to bury all utilities. It will only cost us a lot more somewhere down the line, when no doubt it will be requested and needed. Bury on upside of road, looks neater and less problems with wind storms, there are more trees south of Maryland so overhead lines not so important, will give more room for turn lane, sidewalks, bike paths and swales. Underground utilities will add millions of dollars of value to the real estate in this area. City will get the money back by increased taxes.

Do not underground overhead lines in the corridor. 0%

7. What roadside landscape and stormwater treatment do you prefer?

Drainage from the existing highway generally goes to roadside ditches on the upland side, and soaks into existing gravel on the water side. The soils in the areas are generally permeable, capable of soaking up road drainage, which improves water quality for the beaches and foreshore. Both options show grass-surface infiltration swales, but vary in their location and size. Which alternative do you prefer? Please check one, and explain your reasoning:

Option A: Infiltration swales (2m wide, more shallow) on both sides of the roadway, protected by barrier curb with 'let-downs' for drainage 36%

Reasons for your choice:

Doesn't sound like a wider swale is necessary, need to deal with drainage from bank between highway and Upland, better handling of bank drainage needed, narrower, concern about maintenance (lawn mowing, weeds) along people's property fronts – short distance for run-off to get to infiltration swale, will work better, will be more attractive *.

Option B: Infiltration swale (2.8m wide, deeper) on the sea side of the roadway, with continuous flush curb; 1.35m grass boulevard on upland side, protected by standard upright curb. 42%

Reasons for your choice:

Keep bigger separation from sea walk to traffic, cost *, more room between sea walk & road *, if you do it on both sides you probably will want to use some of my property, this should be decided by the engineering dept *, as long as swale is not too high, should handle the run off, could be very wet on the upland side after and furring a heavy rain if no longer a ditch. Griat puddles and squishy grasses happen now on the sea side.

Other comments:

Which ever leaves the most area for the seaside i.e. The least infrastructures on the seaside – the better, neither option, not needed, the water runs off fine as it is now, no swales unless you can drive over them.

8. What roadway lighting treatment do you prefer?

Existing lighting of the corridor is from wide-spread lights on hydro poles. Both options show new lighting, but vary in treatment. Which alternative do you prefer? Please check one, and explain your reasoning:

Option A: Low-glare lighting on medium height standards, upland side of the highway only. The waterfront side is designed with a reduced level of lighting, except at crosswalks and major intersections 53%

Reasons for your choice:

Wildlife should be as undisturbed as possible, bright lighting is not needed now for people to use the sea walk at night – why would this change, lighting 1 side of road will give more light than alternating, keep below view height, keep the waterfront as uncluttered as possible *, please consider low lighting perhaps on both sides of road, low lighting standards like those in town tend to distort the view of surroundings close by – prefer overhead lighting, those who prefer lighting can walk on well lit side *, safer, easier, those who want to travel closer to shore can use flashlights, cheaper.

Option B: Low-glare lighting on medium height standards, alternating on both sides of the highway. 38%

Reasons for your choice:

I prefer center lighting in the median, low level lighting on beach side, low glare – low light alternating both sides *, safety **, less intrusive *, At present some areas of the sea walk are in nearly complete darkness *, night walker protection, at driveway area locations, great for a night walk on the sea walk.

9. What parking arrangement do you prefer?

Existing parking varies from designated parking areas to informal parking on the roadside. How do you think parking should be accommodated? Please check one, and explain your reasoning:

Reduce parking supply numbers on the waterfront compared to existing, to encourage walking / cycling to waterfront. To do this, restrict parking to designated off-road areas. 44%

Reasons for your choice:

Encourage people to walk to sea walk, add some separated angle parking, safer, improve appearance of highway, centralized parking areas should work for most people *, allow residential parking only in front of residences *, keeps shoreline attractive, encourages health, District has to acquire more parking on west side of highway, on-road parking creates hazards, reduced on-road parking enhances "people place" aspect, more green provided.

Maintain parking supply on the waterfront about the same as existing. To do this, provide roadside parking by widening the asphalt and reducing roadway green space, as well as providing parking in designated off-road areas. 47%

Reasons for your choice:

Population and tourist increase to be accommodated, improving road will increase traffic, sight seeing variety, beach access *, sight seeing *, concentrate parking in select locations, back-in parallel park, I think options should exist for people to do whatever they want, I want to be able to accommodate my own visitors, it is more respectful to people of all physical abilities, Several parking areas are needed, many people drive down for an outing or exercise and then assemble their baby buggies or skate blades or wheelchairs/walkers and without lots of parking they will be forced to "cruise" for a sport. Also, this is C.R. – lets keep the informal parking and "small city feel" for as long as possible, there are a number of areas to develop for parking, increase parking in areas only where there is available space, do not increase road width where there are private residences, angle parking such as Qualicum Beach. The parking available now is one of the great attractions of C/R so easy to stop almost anywhere to enjoy the views and beach access. Important for tourism and locals. As a new comer to C/R this feature and your sea walk impressed us the most.

10. Do you support the 'Park Improvements' that are proposed?

The park improvements listed below are common to all options. Please check whether you don't support, support as proposed, or support with refinements the improvements listed below. If you don't support the improvement, please note your reasons or provide other ideas. If you are supportive, please feel free to suggest refinements or write comments:

Potential Park Improvements	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
- separate highway from park by knee-high berms, low planting or rail, but maintain view of seascape from travelling cars	18%	71%	2%	9%	There should be no potential obstruction of view *, OK not a high priority, allowing some parking, lower floor condos require clear view, where applicable, have concerns with berm due to people with trucks going after firewood.
- replace existing 'no-post' concrete traffic barrier and boulder barriers with curb or other more aesthetic barrier	9%	78%	2%	11%	Boulders are unsightly, yes, leave as is.
- avoid gravel areas, replace with finish lawn or planted area	13%	67%	2%	18%	Could be hard surface not grass, not grass – indigenous species, replace with blacktop, gravel areas dangerous for bikes & skates, this is a must, don't maintain the areas we have now.
- plant and/or maintain sea-grass and native shrub border (remove invasives) at edge of foreshore (width varies)	11%	78%	2%	9%	Yes, black berries are not a good view, remove all prickly bushes – hazardous, maintenance must be done on landscaping, leave as is, right away – low cost = big benefit.
- maintain manicured appearance at park interface with roadway (width varies)	7%	75%	2%	16%	naturalized, do not want landscaping *, use natural look.
- create a defined program for public art – including temporary display of wood sculpture competition, followed by selection of permanent art	13%	72%	2%	13%	Let's not fill the area with "art" – nature is art too, wood sculpture is OK, great tourist attraction, vandalism.
- retain most existing trees (replant for long-term)	16%	71%	4%	9%	Some trees need to be removed, tree view & condos do not mix, low shrub type, reduces view, in parks only, trim or replace some trees that restrict view of ocean excessively, waterfront views should be enhanced don't support retaining trees.
- improve site furniture systems	16%	69%	2%	13%	More picnic tables, in parks only, remove "shrine" at Rotary Beach Park do not approve of public parks being used for memorial parks.
- design co-ordinated signage program	0%	83%	4%	13%	Only if done by Campbell River residents, important especially for crosswalks.
- formalize / improve beach access points	7%	75%	9%	9%	strongly support to protect beach front, encourage beach accesses where houses aren't , do not get too structured, older people require stair ways more accessible for them, in designated public areas only – do not interfere with residents access.

11. What tree planting approach do you support?

Significant existing trees will remain on public lands in the corridor. Input from the South Island Highway Liaison Committee has indicated concern about over-planting of trees which might affect the view from adjacent residents. Which approach to tree planting do you prefer? Please check one, and explain your reasoning:

Option A: No street trees are added to the highway median. Park tree planting is generally limited to replacement of existing conifers 62%

Reasons for your choice:

Beautification, safety, maintain natural overlook of corridor, obstruct view ****, cost of maintenance ***, fire hazards, high maintenance, go with lower profile trees & shrubs * (low maintenance varieties) wherever possible, no median, replace trees in parks only, wind makes for more maintenance problems in C/R, distraction to drivers - limiting vision.

Option B: Narrow or small street trees are placed in the limited amount of highway median, in locations that may frame but do not block the view of the sea from neighboring residents. Park tree planting is generally limited to replacement of existing conifers 31%

Reasons for your choice:

To improve air quality large trees needed, what about some flowering deciduous shrubs, some beautiful autumn colored shrubs, trees and view do not mix – small trees grow into big trees, must be very low, do not destroy existing ones, small trees will enhance the beauty of the entrance w/o obscuring view, increases manicured appearance, provides viewing barrier into opposing lane of traffic.

12. On reflection, which of the two options do you prefer?

Referring to the two options, please mark which one you prefer, in general, below. Please feel free to suggest better ideas, refinements or write comments:

**First
Choice**

Option A: 44%

Reasons for your choice:

Green areas more appealing than 3 lanes of paving, low height lighting on beach walk, like the visual appeal **, safety ***, plans & photos showing 97 * 87 S. Island Hwy are out of date, new buildings exist on both of these properties from those shown in photo & on plans used for demonstration purposes, add large trees in median, greener – better for everyone, my bias is toward the greenest, most-pedestrian, cyclist friendly option – However I do not agree with expropriation of private property, don't like 3 lanes thru town – fine for south of town, like the idea of longer green medians, roundabouts are good, crosswalks necessary, left turn continuous lane necessary to all who live on S. Island Highway, sea walk is a gem, no more parking spaces required, cost,

Option B: 24%

Reasons for your choice:

I like the 3 lanes clear – no grass, we all need turning lanes, with more median green space, Access to everyone's property **, cost of maintenance to median *, traffic flow, hopefully the sea walk will continue from Hidden Harbour to Piek, fairer to residents and high municipal tax payers, I think it will make the area more accessible, lower maintenance costs, safety,

Comments or Other Suggestions:

Generally this seems a great, meaningful process. The sea walk has been a huge success. It has given all Riverites access to the ocean. Campbell River has a jewel with its seashore – lets keep it (maybe buff it up a bit) None of these proposals seem to want to change it completely and that is a relief, another meeting / workshop date would be great. Please clean up Big Rock, It is a cultural and historic site that at present makes the entrance to Campbell River look like a border town between Mexico & U.S. Tacky. Enforce vandalism and graffiti laws. Don't want center lane – expropriation, no center lane, fix the sewer – put electrical services under ground and leave it as it is,

Any improvements that must be made should be done within the 66' highway right of way. It appears that neither option takes into account the people who live and work on the Island Highway. All homeowners here have invested time and money to live here and deserve to be able to enjoy their property. Prior to Planning Department embarking on these expensive plans, property owners should have been consulted. There are no property owners on the waterside on the committee, nor any business owners. Prior to any planning, Engineering staff should have come and visited property owners and asked them what they wanted, if anything, to be done to the highway. If the City is serious about spending \$40,000,000 to do this, then they must also be prepared to spend much more than that to buy everyone out! The 30-year time frame is too long. The construction will be so spread out, that the entrance to C/R will always be a construction zone. By the time both ends of the renovation are done, you will have to start again. If funding is obtained, compress the time frame and make C/R more beautiful now. Although C/R has probably the most natural beauty, most other Island communities (Courtenay / Parksville / Qualicum) have done more to enhance the entries to their Cities than C/R.

Reduce speed limit for safety in crosswalks and to encourage speeders and commercial vehicles/trucks to use the Inland Hwy. Keep waterside free of parking for safety reasons and to reduce late-night parties and beach fires left unattended. Improve access to sea walk by walkways on right of way. More public washrooms not necessary (unsightly, odors, vandalism).

Both nice, well thought out. Because we have watched the traffic, we find left turn access to all properties most important and speed limit is fine at 60. The view is too nice in this stretch to worry about more speed.

More concrete (hardtop) islands instead of high maintenance green landscaped ones. Islands at every crosswalk & roundabout intersection and turning point to create a safer place for pedestrians to retreat from drivers.

As a new resident to C/R I have been very impressed with your city, especially the sea walk and waterfront parks and the numerous natural areas. Access is so good to the waterfront, but I do not like crossing the highway from our condominium to walk the sea walk or seashore. There are no crosswalks close and vehicles never stop. Access from driveways is dangerous too. I'm glad to see planning taking place to solve this negative impression of the town. Are there any good ways to divert some traffic to upper roads? Presentation and workshop excellent!

World class views needs a world-class plan. District needs to develop a financial plan right away. I suggest a large increase in DCC's but money must go to immediate improvements so community sees the benefits. Get rid of rental houses now.

The properties on the up-side should put in left turn lanes so these properties are the one's putting in condo's larger apartments. Take the land from them, we should not be punished for owing water front property. The homes we have built or purchased are our investments and our retirement homes. Fires on beach should be in certain areas only and confined pits as to often the fire department is called out to put out these fires on the beaches. These people who abuse it should be fined as there is no reason why they have to have half the beach on fire and smash bottles and leave garbage. Too often they have no means of putting out these fires. Some groups that come down respect the residents and cleanup after themselves.

District is always trying to encourage tourism, but it only inconveniences our family and costs us money in taxation. You say C/R is a good place to retire but you do not respect the rights of the people who live by the ocean now. All the people that support expansion of the sea walk live upland. The District should buy all of our ocean front properties and increase everyone's taxes. They we can take our money and businesses out of C/R and relocate to some other community that appreciates our contributions to the real economy.

Response Form – Results (* - repeated answer)

1. Do you support the recommended Traffic Lane, Median and Driveway provisions?

	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
Adding a center two-way left turn lane (north of Maryland Rd., amount varies) plus a travel lane in each direction	0%	83%	10%	7%	For work to Jubilee, provision for emergency vehicle access, not the whole route – mostly in commercial areas.
Landscaped median wherever possible, but not where driveway access is approved	20%	53%	23%	4%	A (2) cut riding mower width decreases maintenance costs, with small shrubs *, No trees, For work to 1 st , very limited sections, I like the 2-way left turn lane, keep taxpayers cost down, too expensive to maintain *, could impact visibility, must be maintained afterwards **, low maintenance.
Driveway access management, by consolidation of driveways into one per residential parcel	8%	75%	10%	7%	
max. 2 per commercial parcel	3%	65%	18%	14%	One if possible, If the commercial property has the capacity for high density housing then further entrance/access may be required & necessary, I want both my driveways, when people buy their property they should have the say how many driveways – how do you know what their needs are? For new properties only *, Max 1 per commercial parcel (2 lane). It seems to me that we already have 1 – 2 driveways each already.

2. Do you support proposed configurations at major intersections?

	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
Roundabouts at Rockland, and if well received, also at Hilchey, Rotary Park, and Pinecrest Right of Way.	23%	40%	33%	4%	Only Rockland *****, take out the proposed crosswalks at the roundabouts, Not at Pinecrest *****, Too much traffic at Hilchey for one *, Do all three, Only put them in where there are at least 3 roads converging, Do we need both Rotary Park and Pinecrest? Fine as is, leave light at Hilchey *.
Traffic signals at Jubilee Pkwy (as exists) and at 2 nd St. No traffic signals at other intersections.	5%	55%	30%	10%	Roundabout @ Jubilee Parkway – check RCMP accident stats – traffic signal @ 2 nd Ave. *, no traffic lights at 2 nd ****, Delay traffic lights at 2 nd Ave until revised traffic flows indicate a need *, only at Jubilee, left hand at 2 nd , need Hilchey signal light.

3. Do you agree with recommendations for cyclists?

	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
Continuous bicycle lane for high speed cyclists and emergency stops, on both sides of the road	5%	88%	3%	4%	\$ for cars in that lane – driving or parking, where are pull offs for cars? I don't think you need to widen seawalk & put sidewalks on upland side – one or the other, with "rumble" strips at fog line to reduce vehicle/cyclist conflicts, one side
Retaining and improving the Rotary Seawalk, including accommodation of slow speed (recreational) cyclists by widening, where possible, to 4.0 m	18%	58%	18%	6%	With a sidewalk and bicycle lane on each side – the walk is wide enough *, wider is safer, 3.0 m wide ***, with a center line, with more use 4.0 will be needed, is widening really necessary? A little narrower on cyclist side – need to ensure cyclists ride single file.

4. Are pedestrian needs reflected in the recommendations?

	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
Retaining and improving the Rotary Seawalk, including more gentle curves, and widening, where possible, to 4.0 m	15%	60%	20%	5%	Not widen the seawalk, with some lighting for safety, take out loops, 3.0 m wide ***, is widening necessary? Eliminate blind corners to prevent pedestrian/cyclist collisions. A little narrower – more gentle curves – people are short cutting them anyway.
Pedestrian improvements along the highway, including:					
- continuous sidewalk on upland side	5%	80%	10%	5%	Definitely a must, no – keep it green, very necessary, only in high density sections **.
- additional crosswalks (+/- 7 min apart)	0%	58%	33%	9%	5 min – re: seniors *, at appropriate distances with lower speeds, with adequate signals for pedestrians, not so close together ****, 12 min a part, where needed, place them where most needed, 10 min apart where possible.
Stair & pedestrian path to connect people from above upland ridge to the waterfront					Don't support it at all, the cost in building walkways, the upkeep of keeping it clear of leaves and ice in winter – careless smokers flipping their butts in the dried grass, never mind the problem of a slide when you tamper with the very steep bank – most normal people will not be able to climb.
At:					
Pinecrest Right of Way	33%	58%	5%	4%	Pathways lit, On a trial basis? Concern over landslides *, well lighted, Awesome idea! Perhaps it will help to reduce traffic driving to walkway due to limited pedestrian access.
Merecroft Right of Way	43%	48%	5%	4%	By solar *, Because of vandalism, Concern over landslides, cause too many problems, switchbacks would be needed because of steepness.
844 South Island Highway Right of Way	40%	45%	5%	10%	Lighting for safety, Concern over landslides.

General Comments: Liability for City i.e. maintenance – cleanup – weather (snow-leaves) policing re: drug use/trafficking. I don't support – parks have minimal maintenance as it stands – this invites many problems – with no financial ability provided to create consistent solutions by the city – absolutely not. I don't feel that we need 3 access ways – how often will those people walk down?

5. Transit Improvements are proposed. Are they adequate?

	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
Bus stop improvements, including pullouts for buses with curb, sidewalk and wheelchair access at stops	0%	90%	5%	5%	Do not go overboard, keep it simple, reduce land use.
Other bus stop improvements, including:					
- more and better bus shelters	13%	68%	10%	9%	There are enough stops now, vandalism is too high for glass shelters *
- better benches and litter facilities	10%	65%	13%	12%	Not unless vandalism can be brought under control first *, more dog poop stations & water stations, donated benches in memorium, more

6. Do you agree with recommendations for overhead utilities and lighting?

	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
Underground all overhead lines throughout the corridor, from Jubilee Parkway to 1 st Ave.	10%	75%	8%	7%	All or nothing *, very important to do it now Campbell River is growing up, Erickson to 1 st only *, too costly, I support as proposed but cost must be a factor **.
Underground overhead lines except for hydro feeder mains, which would remain overhead,	68%	8%	5%	19%	Jubilee to Erickson, Why not do all of them? Too costly.
Would you still support the undergrounding of overhead lines if it only could be accomplished through a direct 1/3 recovery of costs from adjacent property owners	38%	40%	10%	12%	Tax the whole community ***, Property owners to pay for their individual power connection from highway, have no idea of the cost? Have you looked at the huge amount our taxes are now? Upland side pay more as it improves their views and property values more, Although I feel that property owners should pay a portion (much like the LIP) I would still like the project to go forward even if the property owners did not pay.
Install low-glare lighting on medium height standards, Upland side of the highway only..	5%	70%	18%	7%	Both sides should have lights **, a few, solar lighting *, I support as proposed but cost must be a factor, selective lighting on ocean side.

7. Are parking provisions adequate?

	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
Maintain as much parking supply on the waterfront as can be achieved without reducing existing green space	13%	63%	23%	1%	Not to allow semi-parking and R.V.'s, with no over-night parking signs, provide adequate parking for future usage, one or the other, we don't want too many parking lots – eyesore, Like Frank James Park where green is preserved, less parking of large R.V.'s.
Increase public parking on upland side of the highway, with related crosswalk Access across the road to the waterfront	15%	65%	15%	5%	Make parking available for R.V.'s to keep off water side, create parking on waterfront in defined areas (paved), one or the other, yes to crosswalks here, only if it doesn't block views of local residents, propose purchasing property for parking on upland side for larger vehicles such as R.V's.

8. Park and Environmental Improvements are proposed. Do you agree?

	Don't Support	Support as proposed	Support with refinements	No Answer	Comments
Infiltration swale (2.8m wide), keeping most green space on the sea side of the roadway, upright curb with drainage drops;	0%	90%	5%	5%	Small planting (low) for noise control & safety, please include paved parking on seaside.
1.35m grass boulevard on upland side, protected by standard upright curb	15%	63%	3%	19%	must be maintained for years to come, concern about compensation for expropriation of private properties.
More and better public washrooms	5%	78%	10%	7%	At least 4 *, washrooms need to be well maintained & staffed. Fewer cleaner ones would be better than more dirty unstaffed ones, essential, locked at dusk.
Separate highway from park by knee-high berms, low planting or rail, but maintain view of seascape from travelling cars	5%	83%	8%	4%	No rail, berms – not plants – have to keep money in budget to maintain no rail either, low planting especially where highway is close to seawalk.
Replace existing 'no-post' concrete traffic barrier and boulder barriers with curb or other more aesthetic barrier	8%	80%	3%	9%	More aesthetic barrier.
Avoid gravel areas, replace with finish lawn or planted area	5%	78%	8%	9%	In areas that are gravel (on the roadside / not on the beach) put in paved parking, I like gravel areas too – worn down grass is worse – people can't walk on plants, if it's kept up – what we have now is not maintained.
Plant and/or maintain sea-grass and native shrub border (remove invasives) at edge of foreshore (width varies)	3%	90%	3%	4%	Good luck, if it's kept up – what we have now is not maintained.
Maintain manicured appearance at park interface with roadway (width varies)	0%	88%	0%	12%	Optional.
Design a low level accent lighting in waterfront parks, only in selected dark locations where street lighting coverage is insufficient.	0%	80%	15%	5%	Use solar lighting **, standard light post *, As long as it doesn't interfere.
Create a defined program for public art – including temporary display of wood sculpture competition, followed by selection of permanent art	0%	80%	15%	5%	Remove old wood sculptures, As long as good input i.e. The shoreline carvings, Don't take away from existing program.
Retain most existing trees in the parks (replant for long-term)	3%	75%	10%	12%	Remove "non-indigenous" trees & shrubs, yes and plant more in parks, shrubs only, in parks, Keep branches trimmed to keep views clear.
Highway medians are planted with a mix of lawn and low maintenance groundcover, With limited small tree planting to respect views	5%	68%	20%	7%	And small shrubs, No trees *****, consider Adopt-a-hwy type program to help with maintaining of manicured areas, keep cost down, low maintenance, no medians.
Improve site furniture systems	8%	65%	10%	17%	With more garbage containers to prevent litter, fine as is *, Improve but reduce numbers.
Design co-ordinated signage program	0%	70%	13%	17%	Specifications – same signage but leave room for creativity, aesthetic & simple.
Formalize / improve beach access points	3%	68%	18%	11%	With solar lighting, keep it to "pedestrian" traffic only on the beaches – no camping/no vehicles, just at strategic points near parking, within reason, not necessary.

9. How Should the Project be phased? Which areas are completed first?

First Choice	Reasons for your choice
Phasing Option A: One area at a time is opened up and completed, including both underground and surface works, both in highway and parks e.g. a first phase might be the area near Rockland Road, from Simms Creek to Big Rock: 48%	0% When the road is torn up – everything should be completed then put back together *, section at a time shows visitors and local people things are being completed and improved in a timely manner *, less disruptive ***** consider longer sections to minimize temporary connection costs, more cost effective ****.
OR Phasing Option B: One item is completed for the length of the study area, e.g. all powerlines are undergrounded, or all sewer forcemain work is completed 43%	More cost effective ******, Should be tendered out with cost restrictions, the main thing is to get sewer system first, in case of change in local government, less inconvenience/less disruptive *, look better, save time, prioritize by necessity, put out for tender to contractors that specialize in the appropriate work.
No Answer 9%	

10. What timeline and investment in the overall project is warranted?

This is a large, long-term project. It is expected that at least 2/3 of the funding will need to come from senior governments or other partnerships. For the 1/3 local funding (+/- \$15M), there are four funding options introduced below. Please mark which one you prefer, in general, below. Please feel free to suggest better ideas, refinements or write comments:

First Choice	Reasons for your choice
Timeline Option A: 30 year project (one phase every five years), 8%	I can't see a future for this project if any less than this time period.
OR Timeline Option B: 18 year project (one phase every three years), 3%	Sooner the better.
OR Timeline Option C: 12 year project (one phase every two years), 60%	Cost effective ******, Benefit Tourism ***, Less disruptive **, The longer it takes the more expensive it will be ***, Lets get it done **, In 30 years the whole thing may be redundant ****, or faster – CR needs to “grow up” faster 2117 is too long a time frame, Able to attract newcomers/visitors to CR sooner ***, Do it in even less time, should be put out on bids – hire the experts.
OR Timeline Option D: The South Island Highway Improvement Project should not be a DCR priority for the foreseeable future 8%	Taxes are too high now *, too much for tourists, not enough for residents, district can't maintain existing parks now.
No Answer 21%	

Comments

It doesn't really matter how long or when the work is done, it really depends on how much it costs and how much the city can afford **. If grants are available and you are not passing a large increase onto the taxpayers. Do what ever is less expensive.

Comments or Other Suggestions

Leave walkway and parks as is with a few improvements, replace sewer, require condo developers to underground services and pay for turning lane improvements to hwy at their developments, fill in ditch's and build upland sidewalk, all work to be contracted out, district should get current spending under control before any work is started, only residents that live on waterfront to have say on what is to happen to seawalk because we are the ones most affected.

In my opinion, I strongly suggest a "Dangerous Goods Route" now that this route is now city controlled.

Overall – this presentation was very impressive. Suggest that dogs not be allowed to run free or disallow dogs altogether – more signs needed. This is too narrow a walkway for dogs, larger ones especially running into people. Or provide for a dog pooh dispenser & reminders for owners to keep animals under control. Only have certain areas for R.V. parking. Have property owners pay for individual hook-up for underground service and point out to them that this would be an opportunity to upgrade their services (especially for older homes). Work should be tendered out with over-run restrictions. Work should not be done by city work crews for the major project i.e. Sewer and underground services.

The Island Highway is for tourist/commercial use – please keep this in mind. Reduce speed from 1st Ave to Hilchey to 50 km "maximum." Lights at Jubilee, Hilchey & 2nd Ave and one roundabout at Rockland is all that is required to maintain proper traffic flow. Other roundabouts would only slow traffic flow and not enhance or improve the highway if function ability. Keep parking in the open – on the seaside. Make it easier for police to patrol. License plates face out to the road for visual access. Do not have areas around parking lots with large trees or shrubs where drug use/deals can easily take place. Parking time restrictions must be posted so that no overnight parking is allowed. Parking lots on the upland side would encourage partying/criminal activity as they can be obscured by properties on both sides. No upland parking. Keep that for the businesses that are on this hwy. Liability & maintenance are 2 important issues when contemplating stair/walkways. Who will police them? Who will maintain them? What will they be built of? (rot?) Why create the environment for a serious problem when it has just now been removed? (druggies). No overnight parking of any vehicles on the Island hwy. Eliminate trucks from using this route – use Jubilee & Island hwy or Dogwood. Please in regard to signage – remove the "stealth" like military sign that welcomes people to Campbell River. Is it not possible to have a sign more conducive to our beautiful environment? It looks as though a person is entering a military hazardous zone. There should be a better way to announce this beautiful place – take a look at Nanaimo – celebrate its seaside environment. Better landscaping would help too.

Tell CR Official Community Plan folks that workshops in December tell us that they don't really want our input. We are busy with school concerts and such in December.

Include replacement of Hilchey intersection/lights with roundabout first. That would be a great kick-off to the project, starting there and extending to the big rock, for example.

I am interested with the proposed plan. Very forward thinking.

I believe it is a great idea. What is the purpose? If it is for all of CR residents then I do support this, if it is intended to collect the monies from the property owners that have chosen to live along this area, then I do not agree, as I believe that all of the community that chooses to use the seawalk should also contribute to the beauty of it. As a property owner coming out of my property at times – an accident is waiting to happen with the bicycles and roller bladders going flat out on the seawalk.

All power and service lines underground. Have Walmart cover portion of costs in exchange for building on estuary. Courtenay got \$5 million from them.

Great process! Money is an issue – always is. Consider community sponsorship of furniture. Plaques paid privately on benches, features sponsored such as memorial wall in Nanaimo. Could community groups contribute to costs by "sponsoring" a section or by maintaining a section like Washington State Highways? Concerns about parking – want to maintain easy access but also maintain green, view, and hide cars.

"Rumble" strips selectively placed along fog-line could help reduce conflicts between commuter cyclist and vehicles esp. in low light and poor weather conditions. Pedestrians on the seawalk are frequently 3 abreast. I support widening of the walkway for pedestrians and maintaining existing cyclist path width; i.e. 1/3 of walkway for cyclist and 2/3 width for pedestrians. I also support selective straightening of the seawalk and removing of visual obstructions. Good Work!

Great Idea – what is planned. Traffic will be slower and safer. Get going & keep on budget & on time.

The posted speeds for vehicles should be reduced from 50 (reality 60) to 30 (reality 40)

Liked suggestion at meeting of doing seawalk use count, suggest do 1 winter day count and 2 summer day counts. Make washroom stalls small enough to discourage drug use, but ensure 1 or 2 large enough to accommodate wheelchair/scooter access. Consider handicap key for these users like handicap parking stalls, could be coded swipe card & ask community to fundraise to pay for these. We are a kind & generous community and should make this our point of community pride. It's a well-thought out, sensitive plan that brings our focus back to our major assets. Our waterfront and out people. Can only heighten our desirability to work and live here at the northern hub. When done, we should promote it like crazy. Thank you for your sensitive presentation and respect you gave to people at the workshop.

I suspect that putting power lines and telephone lines underground is too expensive. The majority of the lines are on the upland side and therefore not interfering with the seascape. The major benefit would be to the property owners – they should pay for the improvement. With regard to timing of the project: the rationale for this concept at this time was given to be the fact that sewer lines had to be upgraded soon and therefore the roadway would be dug up. If this is really a valid argument would not the lines have to be replaced in a short time period and not spread out over many years? This suggests that the sewer lines be replace now and improvements be done concurrently –i.e. crosswalk improvements and some more left turn lanes.

Appendix F: Slide Show



South Island Highway Liaison Committee

- Councillor Laird Ruehlen
- Alternate Councillor Mary Ashley
- Ken Barth
- Steve Januszewski
- John Clark
- Theo Piercy
- Bill Cosulich
- Keith Price
- Phil Skognes (staff)
- Ron Neufeld (staff)
- Sean Roy (staff)
- Anneke Young (support staff)

South Island Highway Consultants

- Lanarc Consultants Ltd.
- Richard Drdul Community Transportation Planning
- Highland Engineering Services Ltd.
- AMEC Americas Ltd.

Purpose of the Plan

- to produce a CONCEPTUAL Design
- address transportation and safety issues
- identify parks improvements
- improve aesthetics and character of the area
- provide cost estimates and potential phasing

The plan should be visionary, while identifying a realistic and affordable phasing strategy.

Why Now?

- to guide frontage works and driveway access during redevelopment.
- in preparation for upgrading of underground utilities (sewer forcemain, water) required to support south end growth.
- to support applications for current and upcoming senior government cost sharing e.g. Infrastructure Program, New Deal for Cities, new Cycle Program.
- to ensure incremental improvements - e.g. signage, site furniture – build towards a vision.

Major Recommendations

South Island Highway
Conceptual Design — Phase 2

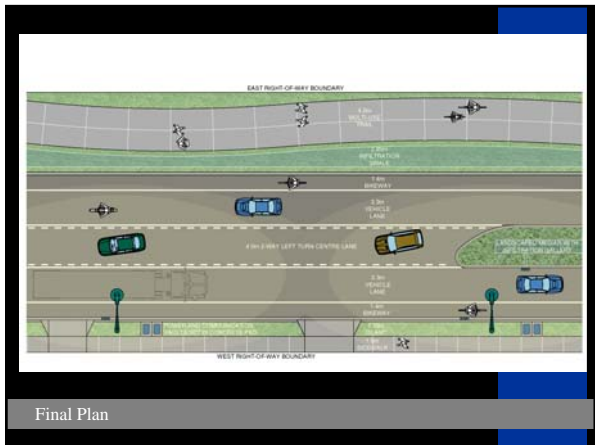
Function of Corridor

- Slow speed people place
- Local / tourist vehicle access given more priority, slow speed through movement accommodated
- Equal priority to pedestrians, cyclists and transit
- Reduce speed limit from 60km to 50km/hr.

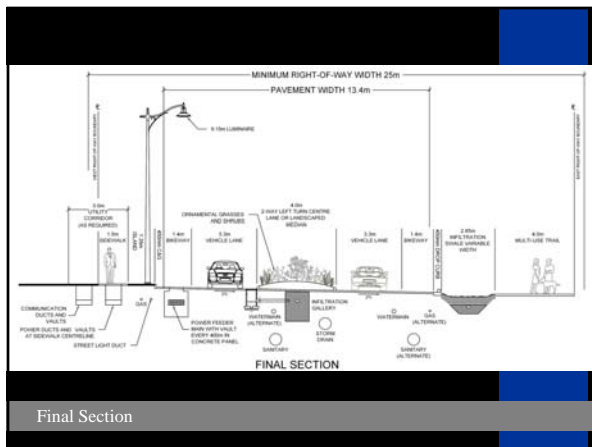
Proposed Road Cross-Section



Proposed Bicycle Lanes



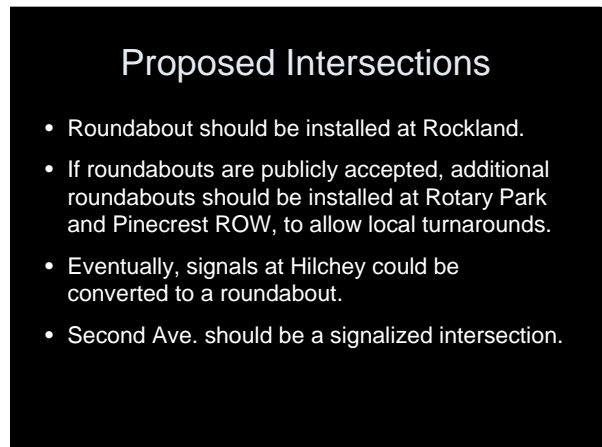
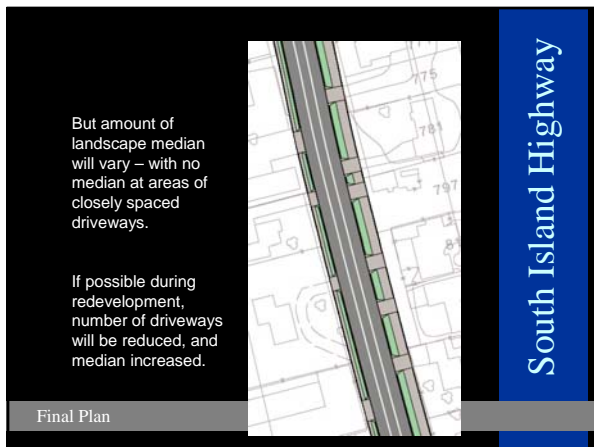
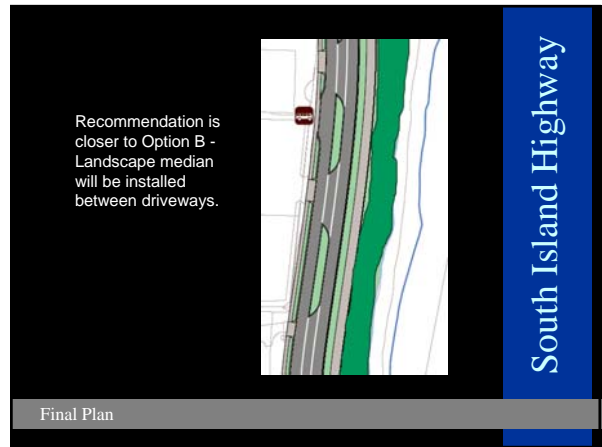
Final Plan



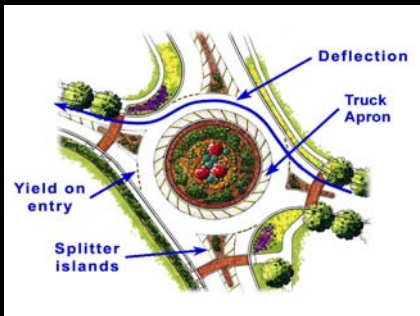
Final Section

Proposed Landscape Median





Roundabouts



Roundabouts



Roundabouts



Roundabouts

- **Safety Benefits:**
 - Reduced speeds:*
 - 20 km/h to 35 km/h
 - Reduced numbers of crashes:*
 - 40% to 50% fewer crashes
 - Reduced severity of crashes:*
 - 50% to 80% fewer injury crashes
 - 90% fewer fatal crashes

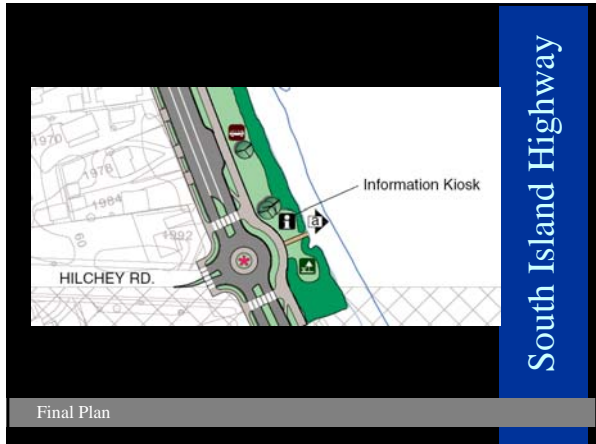
Roundabouts

- **Other Benefits:**
 - Pedestrian safety
 - Cyclist safety
 - Reduced delays, queues for traffic
 - Increased capacity vs. stop control
 - Reduced traffic noise
 - Reduced vehicle emissions
 - Minimum number of road lanes

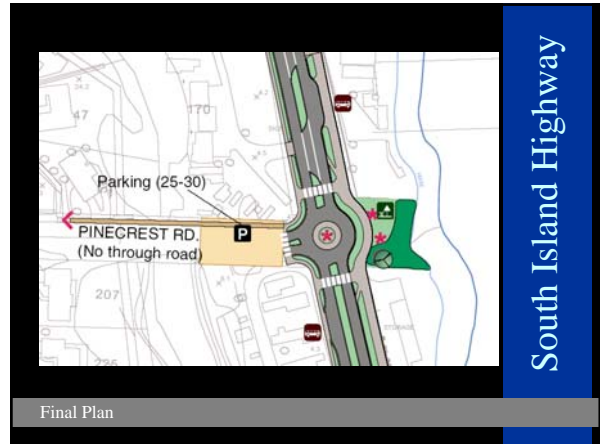


South Island Highway

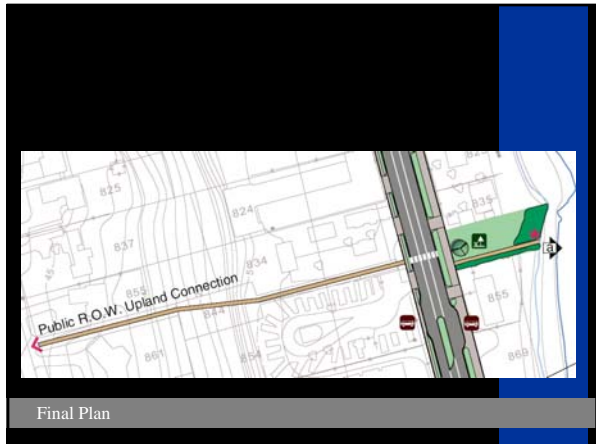
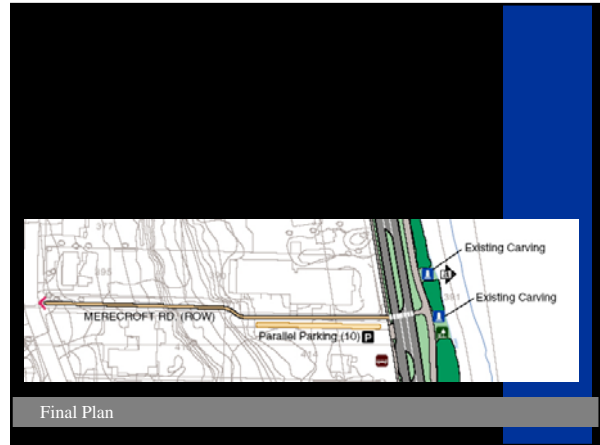
Final Plan



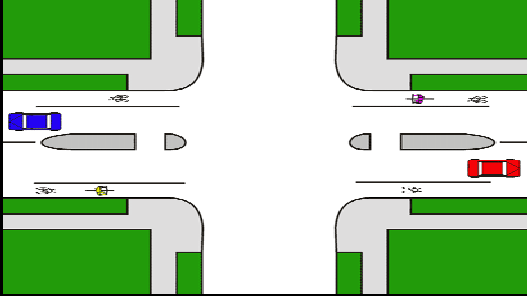
South Island Highway



South Island Highway



Pedestrian Crossings



Pedestrian Crossings



Pedestrian Crossings



Pedestrian Crossings



Pedestrian Crossings



Pedestrian Crossings



Bus Stops



Bus Stop Improvements



Bus Stops



Proposed Parking

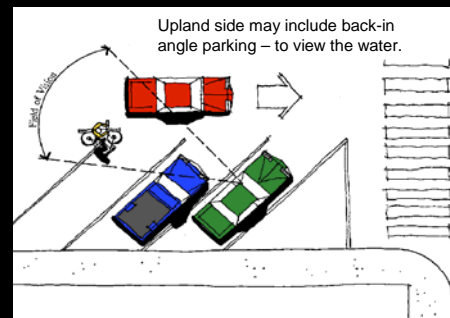



New larger parking areas on the upland (west side) will replace lost parking on the water side.

Final Plan

South Island Highway

Back in Angle Parking






Angle Parking (10)

Small parking areas on the water side will have front-in angle parking – allowing views to water.

Final Plan

South Island Highway



Parking (20-25)

Existing Pump Station
Washroom/New Pump Station Building
Carving

Where space permits on the water side, parks will include two-sided parking areas and new washrooms.

Final Plan

South Island Highway

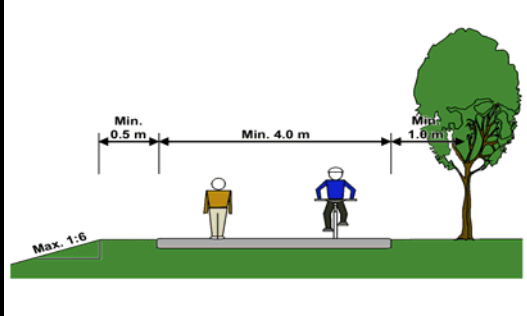
Rotary Seawalk



Extend Rotary Seawalk to Jubilee Parkway (along the roadway public land)

Maintain a 4m width for new construction

Rotary Seawalk



Min. 0.5 m

Min. 4.0 m

Min. 1.6 m


Max. 1:6

Rotary Seawalk



Align to avoid obstructions

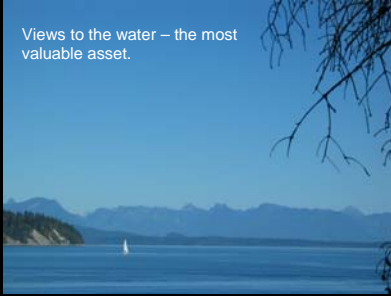
Rotary Seawalk



Realign to avoid sharp curves and blind spots

Park Improvements

Views to the water – the most valuable asset.



Avoid a 'cluttered waterfront'



Typical Park Character



Gateway to the Wild?



Final Plan – Seawalk (Major) and Minor Trail systems

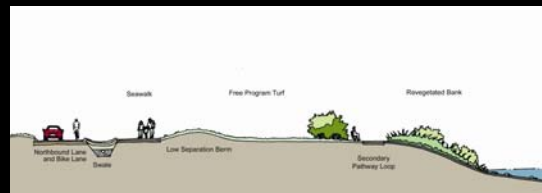
South Island Highway



Final Plan – Seawalk (Major) and Minor Trail systems

South Island Highway

Typical Park Section



Low Separation Berm (cut and fill)
 Free Program Turf (off-leash dog park, Kite flying, informal picnicking)
 Secondary Pathway Loops (Minimum width, soft surfacing)
 Refuge Seating and Picnic Table Locations
 Coastal Foreshore Re-vegetation (from visible high water mark)

Knee-high Berm Separation



Public Art Program



A limited number of permanent public art locations will be established along the waterfront. An annual Juried Competition (on a chosen theme each year) would select one or two works per year for the permanent collection. Other submitted works would be displayed only temporarily.

Public Art Themes e.g.

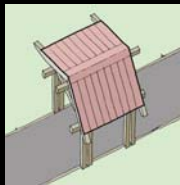
- Cultural traditions of local First Nations.
- Historical and Modern Salmon Fisheries (the Tyee Club est. 1924), Cultural Fish Tales. (71 lb. Salmon caught by Texan Walter Shutts).
- Historical and Modern Timber practices.
- Historical Visit of Captain Vancouver and his botanist Archibald Menzies
- Historical Namesake Dr. Samuel Campbell, the surgeon on the HMS Plumper.
- Geographical position near the 50th Parallel (Prague).
- Legend of Big Rock. A boastful Grizzly Bear turned to stone after not heeding the great spirits advice.
- Climatic Works describing the Coastal Rainforest.
- Environmental Works describing coastal ecology and processes.
- Environmental Works describing local wildlife and the edge condition.

Site Furnishing System



Select a single system and avoid other types.

Gateway Pavilions



Marking key entrances to the Seawalk

Low Level Park Lighting

Installed on Seawalk only where there is not light spill from the highway.

May include more 'rustic' designs.

Must be highly vandal resistant.



Waterfront Access



Major Waterfront Access



Waterfront Habitat



Site Signage System



Create a theme – and limit the amount of new signage.



South Island Highway

Final Plan – Signage

Overhead Utilities





Existing Condition – with Overhead Utilities



Recommended – without Overhead Utilities

South Island Highway

Utilities Cost

- New Sanitary Main
- Upgraded Water Mains
- Upgraded Storm Sewers

\$17 M approx.

Approximate Costs

South Island Highway

Utilities Cost

- New Sanitary Force Main
- Upgraded Water Mains
- Upgraded Storm Sewers
- Underground Overhead Utilities

\$30 M approx.

Approximate Costs

South Island Highway

Surface Works

- Roadworks
- Seawalk
- Parks
- Site Features

\$10 M approx.

Approximate Costs

South Island Highway

Design and Contingencies

- Traffic management
- Disturbance allowance
- Design
- Contingency

\$14 M approx.

Approximate Costs

South Island Highway

Summary: Cost Estimate

\$54 M approx.

Approximate Costs

South Island Highway

Potential Funding

- Federal / Provincial Infrastructure Program
- Green Municipal Funds
- Hydro / Tel Grants
- Cycling Infrastructure Partnership Program
- Traffic Fines
- Development Cost Charges
- New Deal for Cities
- Direct Municipal Finance – reserve funds

Approximate Costs

South Island Highway

Potential Phasing Options

6 phases of \$9M avg.

- 6 phases over 30 years – one / 5 years?
- 6 phases over 18 years – one / 3 years?
- 6 phases over 12 years – one / 2 years?
- not a priority for foreseeable future?

Public respondents want this done ASAP -
Driven by 2/3 funding from senior governments?

Recommendation: 6 phases over 20 years

Implementation Strategy

South Island Highway

6 Management Areas

Each management area could be a phase.

-each about 1 Km in length.

- projects spaced to allow business recovery (one project / 3 years)

-actual phasing may adapt to circumstances.



Implementation Strategy

Funding Targets

For each phase (averages)

- City of Campbell River \$3 M
- Senior Governments \$6 M

Implementation Strategy

South Island Highway

Local Funding Concept

Annual for City of Campbell River:

- Reserve Funds \$700 K
- Development Cost Charges \$150 K
- Neighbourhood Owners \$150 K

Implementation Strategy

South Island Highway

Local Funding Concept

Source of Funds:

- Reserve Funds \$700 K
 - New Deal for Cities, or on-going roadworks budget
- Development Cost Charges \$150 K
 - Review of current DCCs related to project
- Neighbourhood Owners \$150 K
 - Specified area or direct payment, both related to portion of costs of undergrounding overhead electrical

South Island Highway

Implementation Strategy

Local Funding Concept

Likely Timeline

- Start setting aside Reserve and other Funds in 2006.
- Anticipate first project when local and senior government funds are raised – approximately 5 years from now.
- Timing may be driven by senior government programs (e.g. New Deal for Cities and new Infrastructure Programs).

South Island Highway

Implementation Strategy

Short Term Implementation Actions

1. Proceeding to detail design of early phases - to increase chances of senior government funding success.
2. Early allocation of a significant portion of New Deal for Cities Community Works funding to this project, and applications to other New Deal for Cities Funds.
3. Integration of the relevant aspects of this project into upcoming review of Development Cost Charges.
4. Establishment of a Specified Area to allow gradual collection of the local landowner portion of costs associated with undergrounding of overhead utility lines.

South Island Highway

Implementation Strategy

Public Process

Three parts

- Public Workshop on Alternatives
- Public Workshop on Draft Recommendations
- South Island Highway Liaison Committee

South Island Highway

Public Input

Public Process Results

Full responses are listed in Appendix E

Topic	% support
• Traffic lane, median and driveway provisions	83 – 93%
• Intersection recommendations	73 – 85%
• Cyclist provisions	76 – 91%
• Pedestrian facilities (waterfront)	80 – 90%
• Pedestrian facilities (up ridges)	50 – 63%
• Transit improvements	78 – 95%
• Underground O/H Utilities	50 – 83%
• Parking provisions	80 – 86%
• Park and environmental improvements	66 – 95%

South Island Highway

Public Input

South Island Highway Liaison Committee

Motion passed unanimously on April 12, 2005

"The South Island Highway Liaison Committee endorses the plan as amended and requests that it be put forward to Council for their review and consideration."

South Island Highway

Public Input



Existing Conditions



Final Plan - Proposed



Existing Conditions

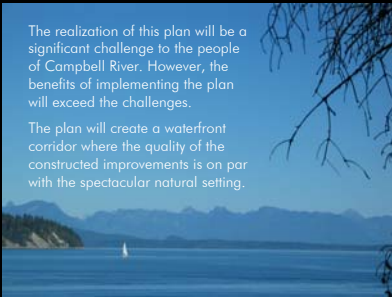


Final Plan - Proposed

Conclusion

The realization of this plan will be a significant challenge to the people of Campbell River. However, the benefits of implementing the plan will exceed the challenges.

The plan will create a waterfront corridor where the quality of the constructed improvements is on par with the spectacular natural setting.



Final Plan

South Island Highway

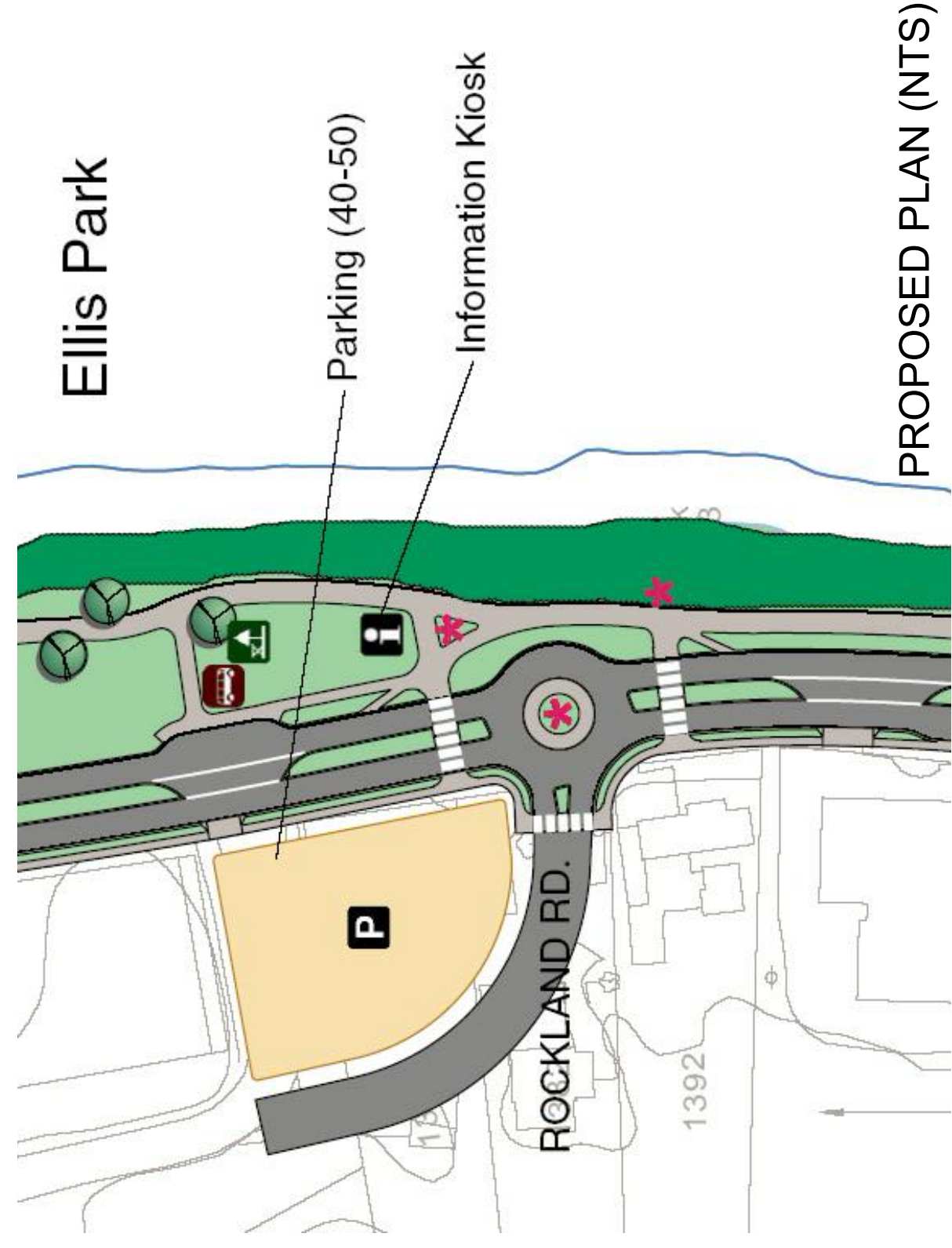
Appendix G: Visualizations



EXISTING CONDITION



PROPOSED IMPROVEMENTS





EXISTING CONDITION



PROPOSED IMPROVEMENTS

