

# Report

Date July 5, 2022  
Subject Trans-Canada Highway Corridor Management Plan Update

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File:

## PURPOSE

To provide an update on actions taken that are related to the Trans-Canada Highway Corridor Management Plan.

## BACKGROUND

Stantec Consulting prepared a Trans-Canada Highway Corridor Management Plan for the highway between Boys Road and Beverly Street in the spring of 2014. The plan was subsequently endorsed by Council on March 4, 2015.

The plan covers an area alongside the highway corridor within the boundaries of the City of Duncan (City), the Municipality of North Cowichan (Municipality) and Cowichan Tribes on the border of Boys Road. The Ministry of Transportation and Infrastructure operates the highway corridor, except for the intersecting streets, which are within the City of Duncan and the Municipality. The division between the Municipality and the City of Duncan is about 80 metres south of Alexander Street measured along the highway.

The corridor plan was an 'add on' assignment during the latter stages of the University Village Local Area Plan, a joint venture between the City and the Municipality. The two plans are integrated, but the focus of the corridor management is safety, movement and access along the Trans-Canada Highway (TCH), whereas the local area plan is about neighbourhood and land use.

Many actions were recommended in the plan and identified in the planning report to the Committee of the Whole on February 24, 2015 and adopted by Council on March 4. The report also included a letter to the Ministry of Transportation and Infrastructure (MOTI) (Attachment 1) for a 5-year improvement plan.

## DISCUSSION

A summary of the primary recommended infrastructure improvements from the planning report and its current status is shown in Table 1.

ACTION	STATUS
1. <b>Upgrade pedestrian indicators at signalized intersections to include countdowns.</b>	Done.
2. <b>Extend sidewalk and add curb, gutter and boulevard on the west side of the TCH from James Street/York Road to Beverly Street.</b>	A multi-use pathway is planned to be constructed in conjunction with the new high school. It does not include curb and gutter. A gap will remain between University Way and the 'cash money' store (old Pizza Hut).
3. <b>Construct a multi-use pathway along the east side of the TCH between Boys Road and Beverly Street complete with curb, gutter, and boulevard where feasible.</b>	The portion between McDonald's and Beverly Street has been completed without curb and gutter but with concrete barricades for delineation and protection.
4. <b>Construct attractive and functional gateways near Boys Road and Beverly Street to welcome people to the urban area and prevent unsafe pedestrian TCH crossings.</b>	This has not been done. Some billboards only.
5. <b>Install permanent radar speed signs and changeable messaging signs to encourage motorists to reduce speeds before entering the urban area.</b>	Radar speed signs are installed at each end of the corridor. Changeable messaging signs are not in place.
6. <b>Install temporary pedestrian-activated signals at Cowichan Way and near University Way with a future full signalized intersection at Cowichan Way and a pedestrian overpass near University Way.</b>	These are not done. MNC staff prepared a pedestrian-activated level crossing design at University Way that was not approved by MOTI a few years ago. A pedestrian overpass concept is underway by MOTI for the area around University Way.
7. <b>Improve local roadway network connectivity and parking opportunities to facilitate phasing out direct access off the TCH.</b>	Nothing has been done on this front.
8. <b>Undertake a detailed traffic analysis to determine improvements to corridor intersection in terms of signal timing, number of turning lanes and turning lane lengths.</b>	This has not been done. Council authorized staff to purchase land (old Esso site) for a southbound right turn onto James Street, but that purchase has not been completed.
9. <b>Construct a multi-use pedestrian bridge over the Cowichan River.</b>	This has not been advanced since adoption of the plan.
10. <b>Realign James Street/York Road intersection.</b>	The old Esso site (refer to item 8) was up for sale at approximately \$800,000 in 2018. MOTI and municipal staff arrived at a compromise in the short term to set up a right turn lane to be constructed in the future (report to Closed Council in August 2019).

Table 1 Primary Recommended Infrastructure Improvement Projects

Table 2 shows the recommendations and status of the letter to MOTI. In some instances, the actions are the same as noted in Table 1. Those are referenced and the comment is duplicated.

ACTION		STATUS
<b>A. Northern Area – James Street to Beverly Street</b>		
1. <b>Continuous center median barrier with a median fence from Beverly Street to James Street that will include closing the southbound left turns into the Tim Hortons private road and also the McDonald's area (recognizing this will require further consultation).</b>		This has not been done, and staff are not aware of consideration by MOTI to restrict left turn movements into area businesses.
2. <b>Extending the 50 km/h zone to just north of Beverly Street.</b>		This has not been done.
3. <b>Adding a new sidewalk, curb and gutter on the west side.</b>		Refer to Table 1, bullet 2. <i>A multi-use pathway is planned to be constructed in conjunction with the new high school. It does not include curb and gutter. A gap will remain between University Way and the 'cash money' store (old Pizza Hut).</i>
4. <b>Add a speed reader board for southbound traffic to reinforce the 50 km/h zone.</b>		This has been done and is located south of Beverly Street.
5. <b>Constructing an eastside multi-use trail and curb and gutter from James Street to Beverly Street</b>		Refer to Table 1, bullet 3. <i>The portion between McDonald's and Beverly Street has been completed without curb and gutter but with concrete barricades for delineation and protection.</i>
6. <b>Add a gateway feature as per the report</b>		Refer to Table 1, bullet 4. <i>This has not been done. Some signage only. It is in planning stages and could be done in conjunction with the new high school construction.</i>
<b>B. Central Area – Dobson Street to James Street</b>		
1. <b>Add countdown timers to all the intersections.</b>		Done.
2. <b>Separate the eastbound and westbound traffic movements (what the Ministry calls split phase) at Trunk and Coronation.</b>		Done.
<b>C. Central Area – Southern Area – Boys Road to Dobson Street</b>		
1. <b>Connect the Trans-Canada Highway to Price Place.</b>		Not done.
2. <b>Add a northbound speed reader board.</b>		Done. Located south of Boys Road.
3. <b>Add a new full signal at Cowichan Way.</b>		Not done.

4. <b>Continuous centre median barrier with a median fence from Boys Road to Dobson Road recognizing this will require further consultation and the completion of the Cowichan Way signal and Price Place connection.</b>	Not done.
5. <b>New multi-use pathway from Boys Road north to the south end of the bridge and then again from north end of bridge to Dobson Road.</b>	Not done.

Table 2 Actions recommended to MOTI June 26, 2014

In summary, the statuses noted in the tables represent staff's current knowledge of the infrastructure projects recommended in the Trans-Canada Highway Corridor Management Plan and is provided for information only.

With the development of the two transportation plans for the Municipality and the City of Duncan, and given the age of the Trans-Canada Highway Corridor Management Plan study, it may be worthwhile to update it with current transportation data. This would require appropriate budget funding and partnerships.

## RECOMMENDATION

This July 5, 2022 report from the Director, Engineering is provided for information only.

Report prepared by:



David Conway  
Director, Engineering Projects

Report reviewed by:



Shawn Cator  
Acting General Manager

## Approved to be forwarded to Council:



Ted Swabey  
Chief Administrative Officer

Attachment: Letter to MOTI dated June 26, 2014