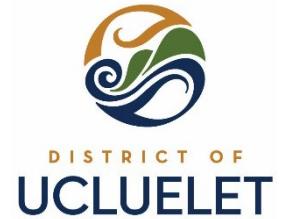




District of Ucluelet Peninsula Road Safety & Revitalization Project Information & FAQ's



Project Background and Information

- **Intention of the Project:** The goal is to enhance the town's main corridor with safety and beautification improvements, including a protected cycle lane, accessible and safe crosswalks, narrowed streetscape to slow traffic, and professionally landscaped boulevards with trees and plantings.
- **Community Input:** The design has evolved with continuous community input since 2019. Feedback was gathered through various public engagements and consultations at key milestones, ensuring the community's voice was heard and incorporated into the project.
- **Multiple Agencies Oversight, Highest Standard:** The project is supervised by multiple agencies, including the Ministry of Transportation and Infrastructure, Ministry of Environment, Department of Fisheries and Oceans, and Transportation Administration of Canada. These agencies ensure the project meets the highest standards defined by their permits. Any non-compliance would halt the project or require modifications.
- **Oversight of Design and Construction:** Every detail of the highway design, from travel lane width to crosswalk placement and bike lane dimensions, has been reviewed, approved, and permitted by the Ministry of Transportation and Infrastructure.
- **Parking:** The design includes formalized parking on one side of the road, while the other side remains free for parking along the shoulder, as always has been.
- **Other Improvements:** The project has replaced the town's largest storm infrastructure, which was 60 years old and beyond repair. It has also relocated and improved crosswalks with flashing lights, created accessible intersections, converted the Bay Street intersection into a 4-way stop, and provided new pavement.
- **Paving:** Large segments of the highway will be repaved with fresh asphalt in June. The budget covers paving from Bay Street towards Forbes Road, with an additional 20m patch in front of the church and Barkey Café if funds permit. These sections align with Phase 1 of the project, with the next phase focusing on Bay to Main Street.
- **Potential Next Phases:** Future phases may include replacing utilities between Bay and Main Streets and addressing safety concerns at the Main Street intersection before resurfacing the highway in this section.

- **Professional Expertise / Use of Consultants:** Municipalities of all sizes use professional consultants and designers to share the risk associated with public infrastructure design. The district relies on highly qualified and trusted external professionals for their technical expertise, like every other municipality.
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Frequently Asked Questions (FAQ's)

1. How was the project approved?

The project was initiated in 2019 and undertook an extensive 4-year consultation and engagement process with multiple iterations of the plan which was approved by Council (See 'Multiple Agencies Oversight, Highest Standard' in the Project Information section).

2. Are we sure that large trucks and campers will be able to navigate the road when complete?

Yes, our engineering consultants use modeling to ensure road widths, turning radius etc. are maintained throughout the project area. This was double checked, and we can confirm that all the vehicle parameters, including the largest vehicles (fish trucks) can easily and safely drive the highway. The plans were also submitted to the Ministry of Transportation and Infrastructure who are required by provincial regulations to approve any changes to a provincial highway and all the access points to the highway (See 'Oversight of Design and Construction' in the Project Information section).

3. Is Peninsula Road changing to one way?

No, the road will continue to be two-way. As the only way in or out of Ucluelet Peninsula road can not be converted into a one way.

4. How many parking spaces is the new design eliminating.

The design includes formalized parallel parking on the west side of the road, while the east side remains free for parking along the shoulder, as always has been.

5. Can you park on the east side of Peninsula Road when complete?

Yes. No works are occurring on the east side of the road. Parking along the Morage will be removed due to space limitations but most other areas should continue to have informal street parking from Lyche heading out of town.

6. Were property owners consulted?

Yes, staff engaged with property owners throughout the planning process. The two informal parking areas in front of Howlers and West Coast Connect were removed due to safety concerns. Specifically, it is not safe or advisable to have vehicles backing out of a parking spot onto a main road. The safety issue was always present with the existing sidewalk and bike path. With the upgrades to the bike bath and road it was time to resolve the safety issue which unfortunately eliminated these parking spaces. Parallel parking is located in those areas to compensate for some of the lost spaces (See 'Community Input' in the Project Information section).

7. When will this be completed?

Asphalt milling is schedule to start next week with paving to occur shortly there after. It is anticipated that the paving will be fully completed by June 24th. Landscaping will continue into the early summer but will have significantly reduced impacts on motorists, pedestrians and businesses.

8. Bay and Peninsula intersection look too small to accommodate two vehicles or turning trucks.

Yes, it looks small. There is a re-alignment of bay street to help align it to the eastern bay street entrance. The road width has been designed to accommodate all vehicles and will remain as a standard two-way secondary road width. It will look substantially different but will accommodate two-way traffic as it has before. No changes to the eastern bay street intersection are occurring as it is not part of this project.

Peninsula Road is an active construction site and not complete, therefore there will be more space when its complete and paved. Every dimension of the road has been reviewed, commented, and approved by the Ministry of Transportation and Infrastructure. Every dimension of the road, paths, and parking, meet the highest standards prescribed by Transportation Administration of Canada. The intersection of Peninsula and Bay Street will be a 4-way stop, forcing vehicles to stop, wait, allow the intersection to clear before making the turn. The driver is turning from a highway onto a residential road. That intersection has been intentionally narrowed to reduce speed, provide a sense of restriction and comfort, and prioritize pedestrian safety.

9. Why are we undertaking this project?

Increasing pedestrian, cyclist and vehicle safety were the key objectives with this project. We also took the opportunity to replaced damaged and old storm system infrastructure. Beautification improvements have also been included to enhance the entrance way to Ucluelet.

Intention of the Project: The goal is to enhance the town’s main corridor with safety and beautification improvements, including a protected cycle lane, accessible and safe crosswalks, narrowed streetscape to slow traffic, and professionally landscaped boulevards with trees and plantings.

For the lates project updates/ more information please visit Ucluelet.ca/Peninsula-rd

