

Part 5

Transportation

5. TRANSPORTATION

Section 5.0

5.1 Introduction

The road network for the City showing Functional Road Classifications and Traffic Control Devices for existing and future roads subject to detailed design is detailed in Map #3, Road Network Plan. This Plan is monitored on a regular basis and updated to reflect changing circumstances.

The City works closely with the Ministry of Transportation who have jurisdiction over parts of:

- Island Highway (Highway #19)
- Ryan Road
- Comox Valley Parkway (29th Street)

5.2 Goals

1. integrate land use changes with transportation planning to coordinate changes and increases to traffic patterns.
2. development of a transportation system that provides choices for different modes of travel including vehicle, transit, pedestrian, cycling and people with mobility impairments.
3. protect the integrity of the road classification system to facilitate the purpose and function of the specific road types.
4. support an integrated transportation system that works towards reducing travel distances and congestion.
5. support a transportation system that recognizes the importance of the character and overall appearance of the City.
6. provide an effective transportation system that facilitates the movement of vehicles throughout the community and the Comox Valley to major regional services such as the Little River Ferry System and the Comox Valley Airport.

5.3 Policies

1. The City's street system is based on the following hierarchy:

Provincial

- carries regional and internal traffic through the City
- maintained by Ministry of Transportation

Arterial

- similar to provincial highway in purpose
- no direct access
- truck route
- 25 – 30 metre right-of-way width
- sidewalks on both sides

Collector

- distribute and collect traffic within neighbourhood and connect to arterial
- limited direct access
- truck route
- 20 metre right-of-way width
- sidewalks on both sides

Local Road

- serves local neighbourhood
- direct access
- 20 metre right-of-way
- sidewalks on one side

Truck Routes

- truck routes are shown on the Road Network Plan
- appropriate truck routes shall be provided as part of any zoning of new industrial lands. Access to major arterial routes without direct impact on residential areas shall be a minimum requirement

2. The Road Network Plan will be co-ordinated with neighbouring municipalities and the Ministry of Transportation.
3. The City will pursue the design and construction of the next stage of the North Courtenay Connector from Highway 19A to Piercy Road as a primary link between the Comox Valley Regional Airport and Mount Washington Resort.
4. The City will continue development of a transit system throughout the City and Comox Valley. The City will continue to participate in any area-wide initiatives to enhance the current public transit system. The City supports the development of a joint public transportation facility linking public transit and the railway station.
5. The City supports accepting alternative design standards for new housing and development areas which incorporate innovative design and land use techniques, less on-street parking, and similar features if such design is incorporated as part of an acceptable comprehensively designed plan for an area in existing developed areas, traffic calming measures may be implemented following neighbourhood consultation.
6. The City will pursue the development of a continuous pedestrian system and will continue to ensure that walkways and pedestrian linkages are provided in all new developments, particularly for major destination points, and are provided by the developer at the time of subdivision.
7. The City will continue to pursue the development of a continuous, integrated bicycle network in order to promote and encourage cycling as a commuting alternative to the automobile and as a means of active recreation. The Bicycle Planning Strategy adopted in 1995 will be reviewed and updated.
8. The City supports the use of the E & N Railway property as a transportation and utility corridor and will seek acquisition of the property should the opportunity occur.

9. The City will require sidewalks to be constructed a minimum of 1.5 metres from the back of curb with street trees planted in the boulevard along all arterial and collector roads outlined on the Road Network Plan.
10. The City will require sidewalks to be constructed a minimum of 1 metre from the back of curb on local roads as defined in the applicable local area plan.
11. That whenever possible the City will pursue Federal/Provincial Funding to assist with the development of new roadways.
12. The City will require all development to provide noise attenuation by means of berms, concrete fencing or other equal measures along all arterial and collector roads outlined on the Road Network Map.