



# WHAT MOVES YOU?

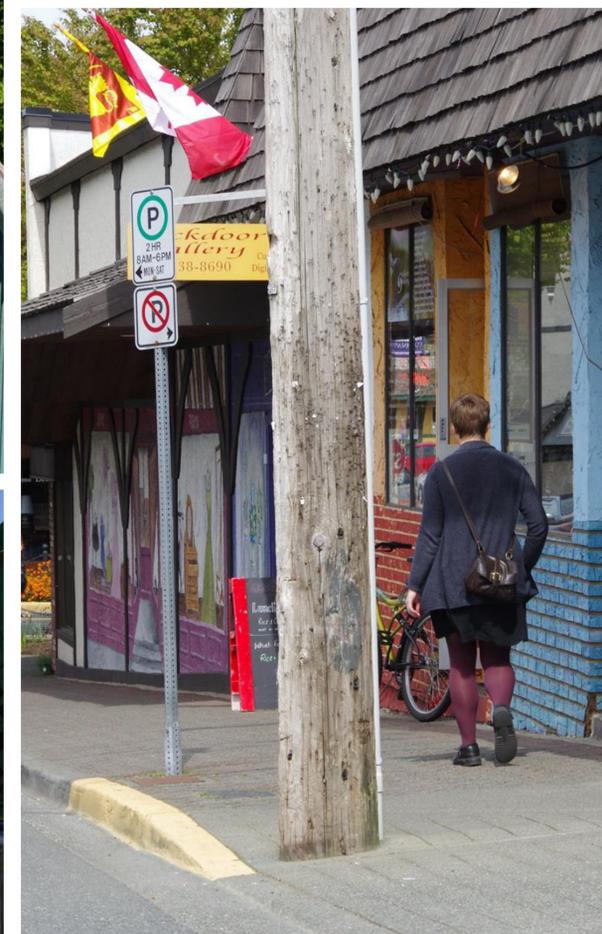
The City of Courtenay is developing a Transportation Master Plan to guide investment in transportation infrastructure for the next 20 years.

The purpose of this open house is to:

- Provide an overview of the Connecting Courtenay process
- Share the current transportation network
- Get your input on the challenges and opportunities for transportation in Courtenay

Please pick up a survey, review the display boards, and talk to City staff and consultants.

You can track the plan's progress by visiting  
[courtenay.ca/connectingcourtenay](http://courtenay.ca/connectingcourtenay)





# MY **BOLD** IDEA FOR TRANSPORTATION IN COURTENAY IS...

complete this  
sentence using  
the post-it notes  
provided and place  
it below



# WHAT MOVES YOU





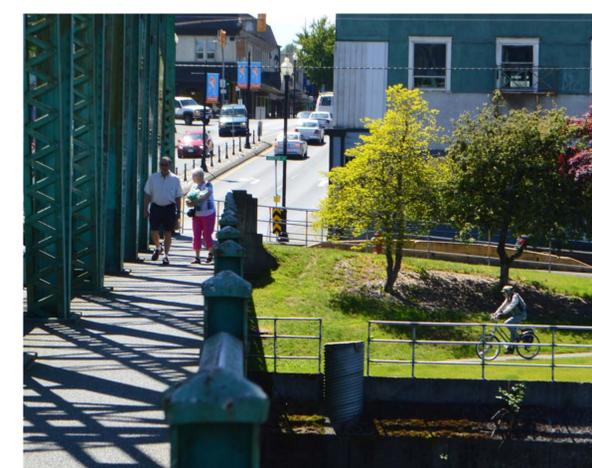
# PROJECT OVERVIEW

As Courtenay continues to grow, our transportation network must be designed to **move you**... to serve residents and business and to connect all corners of the city and region.

The purpose of the Transportation Master Plan is to:

- Identify and evaluate long-term possibilities that address Courtenay's transportation challenges
- Develop plans for each mode of transportation
- Identify short, medium and long-term priorities for implementation and inform capital planning

Connecting Courtenay will be underway through the summer of 2018. Public input is an important component of Connecting Courtenay. There will be more opportunities for feedback throughout the development of the Plan.





# TURNING POSSIBILITIES INTO PRIORITIES

At this point, we are asking the big questions – **What moves you? What are your BOLD ideas for the transportation network?**

We will review and group all issues and ideas to understand overall patterns and needs. We will collect all possibilities and apply a screening and evaluation process to develop the long-term plan.

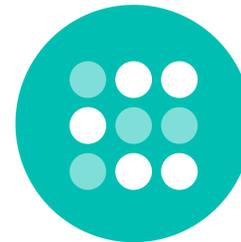
We are seeking to understand:

- existing transportation issues and challenges
- future transportation issues and challenges
- big ideas and possibilities that will address those challenges



## REVIEW AND SCREEN SUBMISSIONS

Are they within the City's jurisdiction? Are they an appropriate scale? Do they align with the community's vision?



## IDENTIFY OPTIONS

Are there multiple ways to deliver the same 'big idea'? Different scales of implementation? Groups of ideas? Are multiple 'big ideas' options to address the same issue?



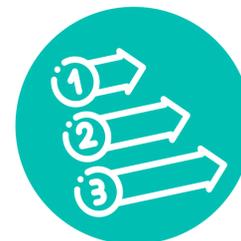
## EVALUATE OPTIONS:

Apply a standard approach to evaluate the expected benefits and impacts of each option. This will include assessing changes to mobility (connectivity, delay) and safety, as well as the potential for impacts to property, livability, environment, and financial sustainability.



## CHOOSE LONG-TERM STRATEGIES

(presented at future consultation)



## DETERMINE PRIORITIES

(presented at future consultation)



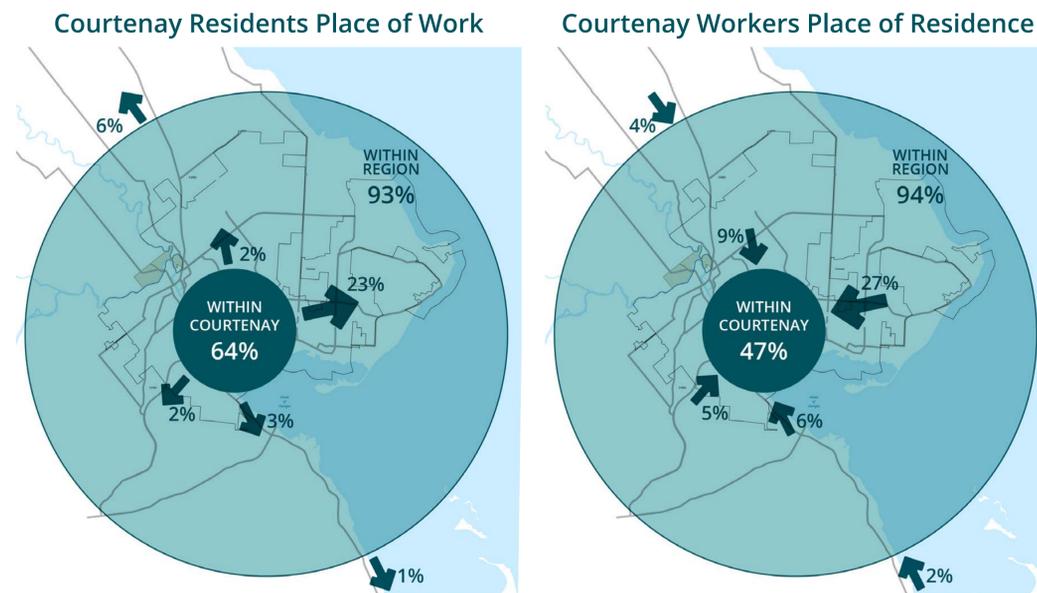
# LAND USE & TRAVEL PATTERNS

Land use and transportation are fundamentally related because the mix and density of land use influence travel patterns. The needs of the transportation network are, in turn, shaped by the type and intensity of travel.

Courtenay is part of an integrated region, with 93% of Courtenay residents working within the region and 94% of people who work in Courtenay live within the region. Approximately 64% of residents both live and work in Courtenay.

Downtown Courtenay is an important destination for employment, shopping, and recreation. Other commercial areas are attracting growing numbers of trips, including west of Highway 19A around 29<sup>th</sup> Street and the area around Lerwick Road and Ryan Road.

- Transit Exchange
- Airport
- Ferry
- Hospital
- College
- School
- Park / Greenspace
- Destination Node
- Regional Destination





# BEING A PEDESTRIAN IN COURTENAY

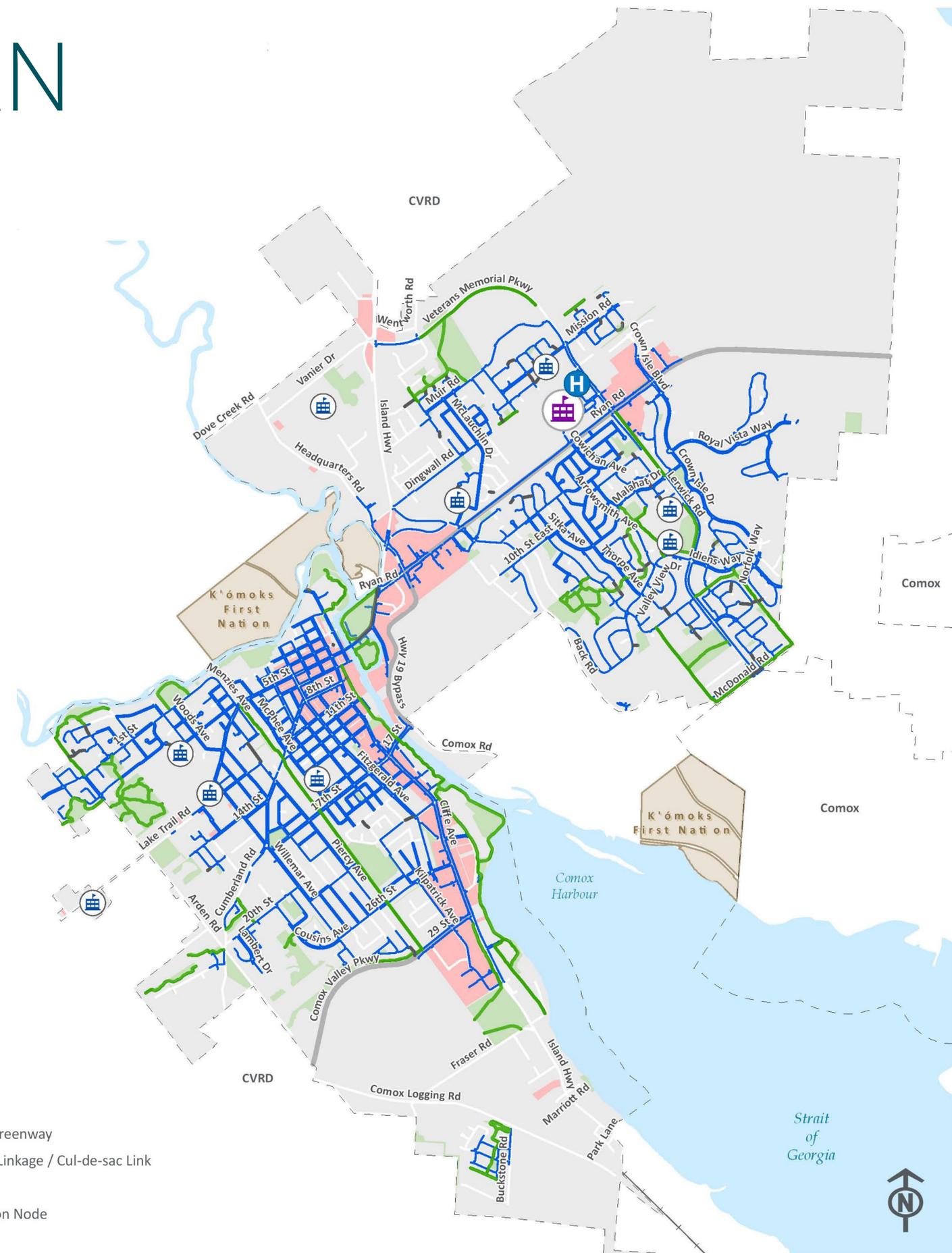
## EXISTING CONDITIONS

Walking is the most fundamental form of transportation. Our definition for “walking” includes using mobility aids such as a wheelchair or scooter. It is part of every trip, whether it is made by car, transit, or bicycle.

Creating a pedestrian-friendly city can help reduce automobile dependence, improve health, increase social interactions, and create more livable communities.

- Walking accounts for approximately 8% of all trips to work in Courtenay<sup>1</sup>.
- Courtenay's pedestrian network includes both sidewalks and trails.

<sup>1</sup>Stats Canada 2016 Census





# BEING A PEDESTRIAN IN COURTENAY

## WHAT CAN WE DO TO MAKE IT EASIER TO WALK IN COURTENAY?

place a 'hot dot' below to have your say!

<i>build more sidewalks</i>	<i>widen/improve existing sidewalks</i>	<i>build more trails/pathways</i>	<i>provide more crosswalks</i>
<i>provide more benches/places to sit</i>	<i>ensure sidewalks/pathways are well-lit</i>	<i>better access to bus stops</i>	<i>improve accessibility</i>
<i>enhance the streetscape &amp; create appealing places to walk</i>	<i>provide more separation from high-speed traffic</i>	<i>I am not interested in walking</i>	



# RIDING A BIKE IN COURTENAY

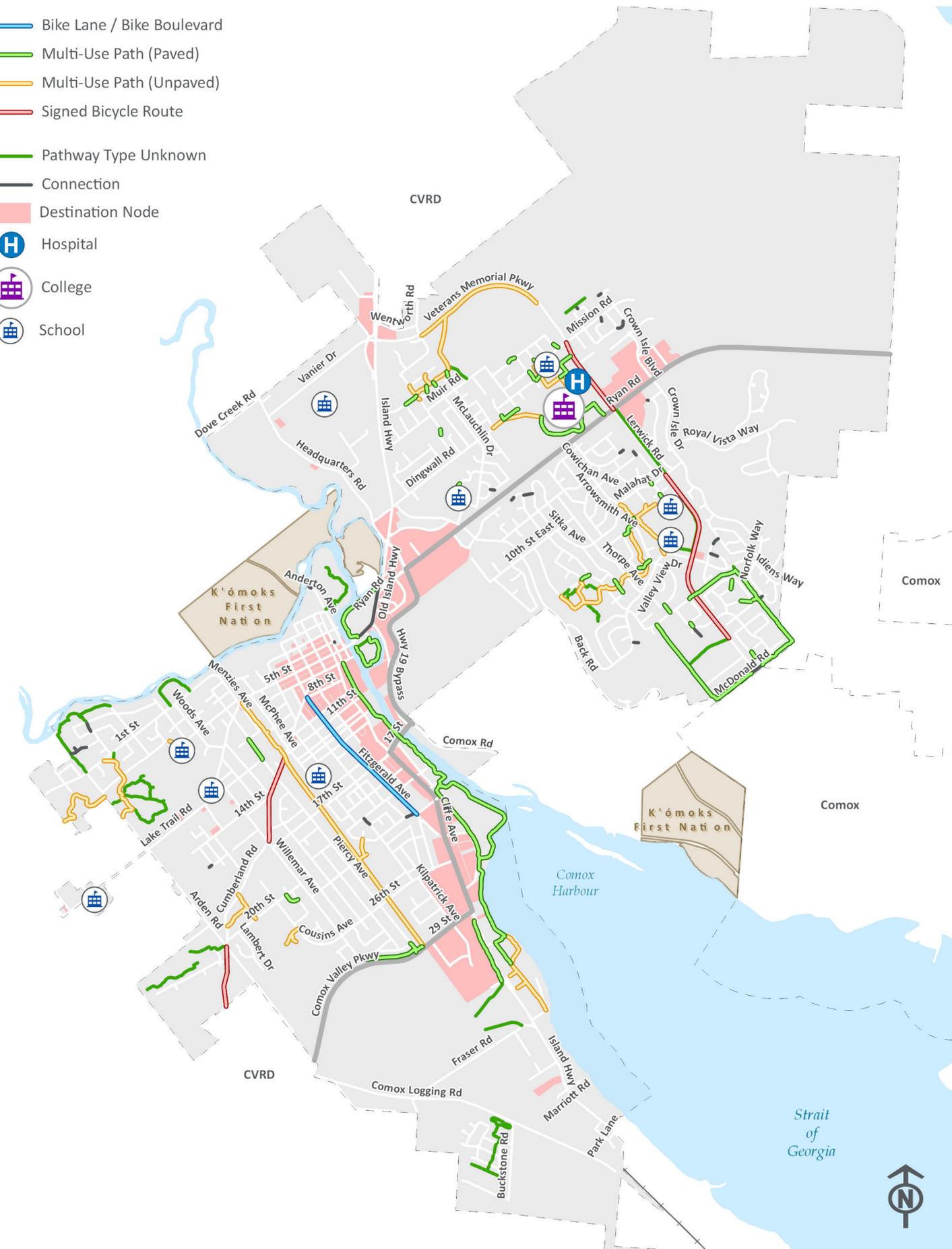
## EXISTING CONDITIONS

Cycling is a popular activity for both commuting and recreation. Creating a bike-friendly city encourages healthier lifestyles with a relatively small infrastructure investment.

- Cycling accounts for approximately 2% of all trips to work in the City of Courtenay.
- Many communities are moving towards creating cycling networks that are convenient, comfortable, and fun for people of all ages and abilities
- Courtenay has some existing network spines – including multi-use pathways and a bicycle lane on Fitzgerald Avenue
- The 5<sup>th</sup> Street Complete Street Pilot Project being constructed in 2018 will include separated bicycle lanes.

Developing a cycling network plan is one of the key deliverables of Connecting Courtenay.

- Bike Lane / Bike Boulevard
- Multi-Use Path (Paved)
- Multi-Use Path (Unpaved)
- Signed Bicycle Route
- Pathway Type Unknown
- Connection
- Destination Node
- Ⓜ Hospital
- ⓐ College
- ⓐ School





# RIDING A BIKE IN COURTENAY

## WHAT CAN WE DO TO MAKE IT EASIER TO BIKE IN COURTENAY?

place a 'hot dot' below to have your say!



*build more painted bike lanes*

*build bike lanes physically protected from traffic*

*ensure bike routes are properly maintained year-round*

*build more trails and pathways*

*build more bike routes on quiet streets*

*ensure bike routes are well-lit*

*provide more bike parking*

*provide more bike racks on buses*

*I am not interested in cycling*

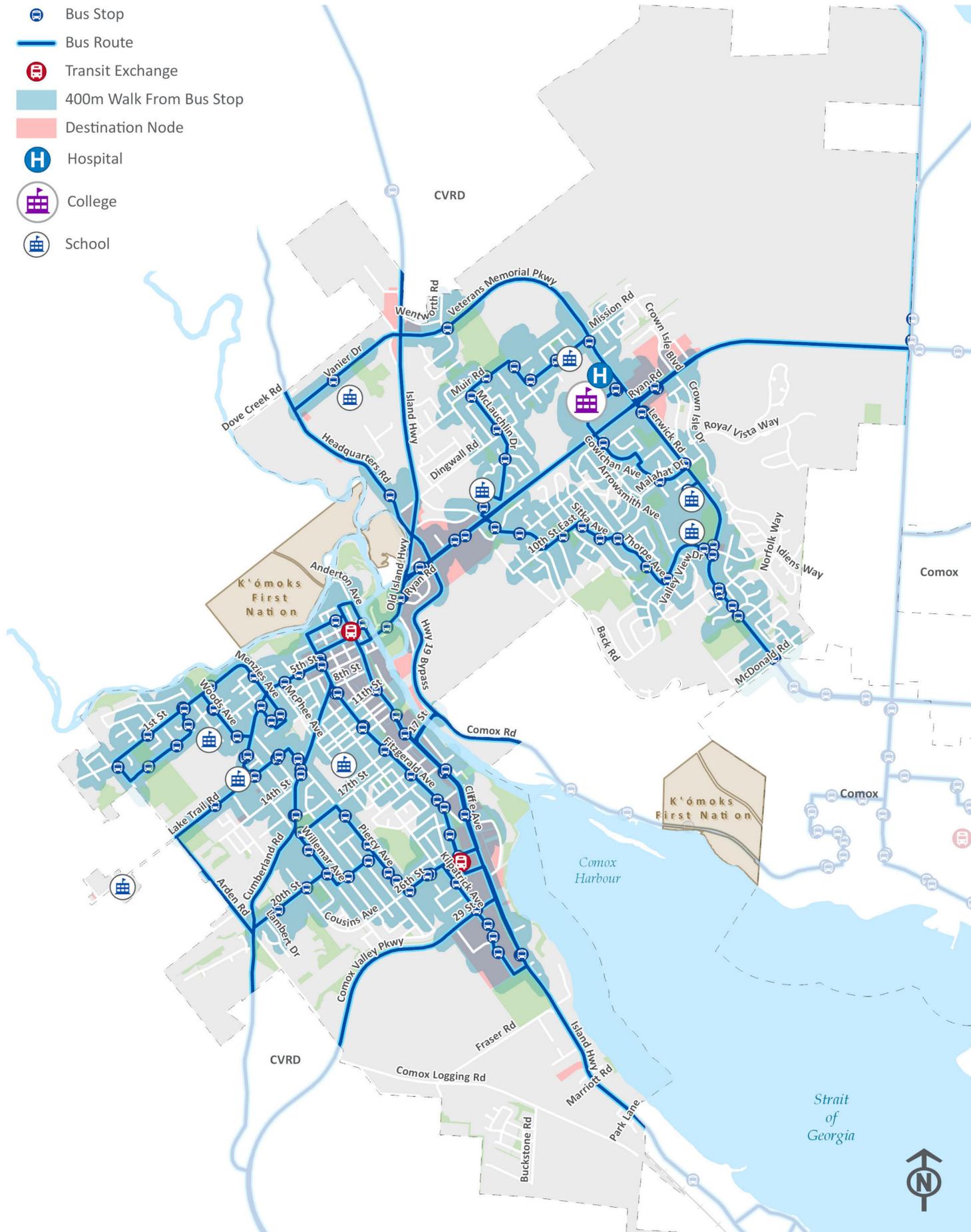
# USING TRANSIT IN COURTENAY

## EXISTING CONDITIONS

Public transit can also reduce overall environmental and community impacts of vehicle transportation. Transit can often be the only option for people who do not drive, for travelling to jobs, school, shopping areas, and recreational centres.

Transit services are provided by BC Transit. The Transit Future Plan for the Comox Valley Regional District (CVRD) was completed in 2014. The CVRD partners with BC Transit and Watson and Ash Transportation to plan and deliver transit service in the Comox Valley.

- Transit accounts for approximately 3% of trips to work in Courtenay.
- The City of Courtenay provides funding for the regional transit system
- BC Transit is implementing new transit routing in the fall of 2018.





# USING TRANSIT IN COURTENAY

Transit services in Courtenay are provided by the CVRD and BC Transit. Although the City doesn't provide transit services except bus stop infrastructure, we work with the CVRD and BC Transit to plan services.

## WHAT CAN WE DO TO MAKE IT EASIER TO TAKE TRANSIT IN COURTENAY?

place a 'hot dot' below to have your say!



<i>make transit more frequent</i>	<i>provide more transit service on weekends and evenings</i>	<i>make transit routes more direct</i>
<i>provide more amenities at bus stops (benches, shelters, etc)</i>	<i>make bus stops more accessible</i>	<i>make it easier to walk to bus stops</i>
<i>I am not familiar with the transit system</i>	<i>I am not interested in using transit</i>	



# DRIVING AND GOODS MOVEMENT IN COURTENAY

## EXISTING CONDITIONS

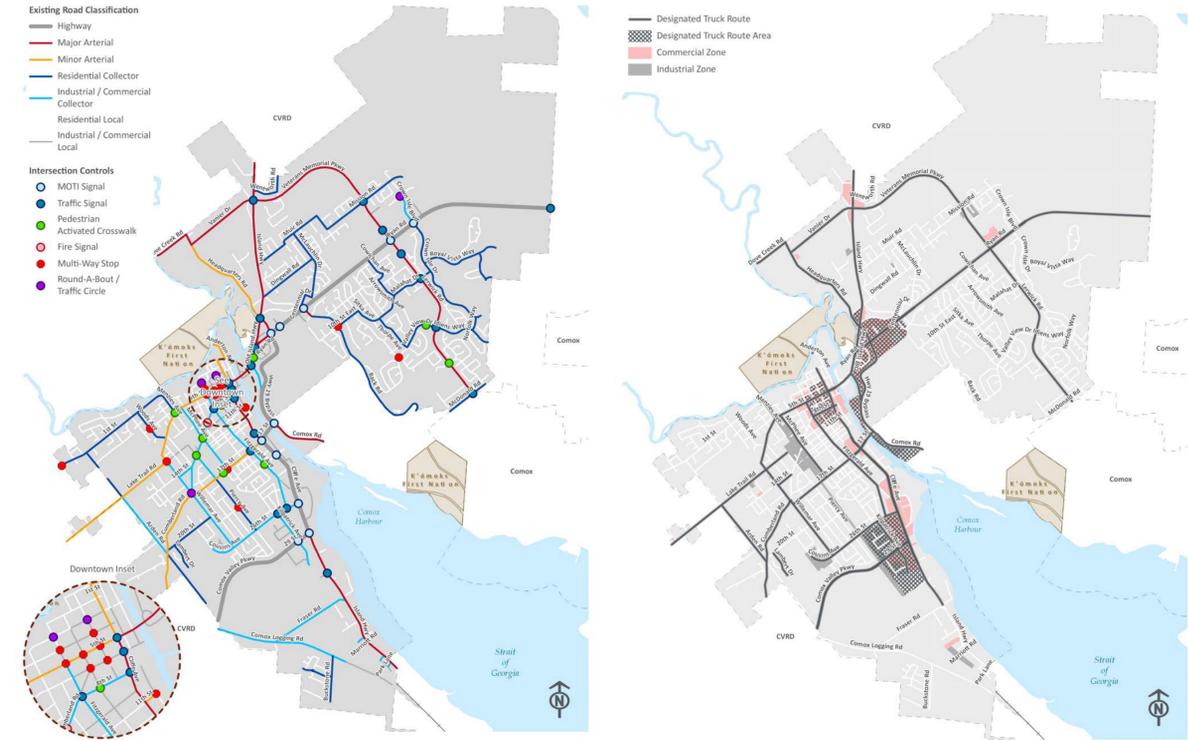
Courtenay's street network supports the movement of people, goods and services throughout the city.

Driving accounts for approximately 77% of all trips to work by Courtenay residents and those riding as a passenger (carpooling) accounts for an additional 6%. The City's street network consists of four types of streets:

- **Local roads:** access to and from individual properties
- **Collector roads:** serve local areas and neighbourhoods, linking local and arterial streets
- **Arterial roads:** move traffic from collector roads to highways or other arterial roads
- **Highways:** highways are under the jurisdiction of the Ministry of Transportation and Infrastructure and accommodate regional traffic

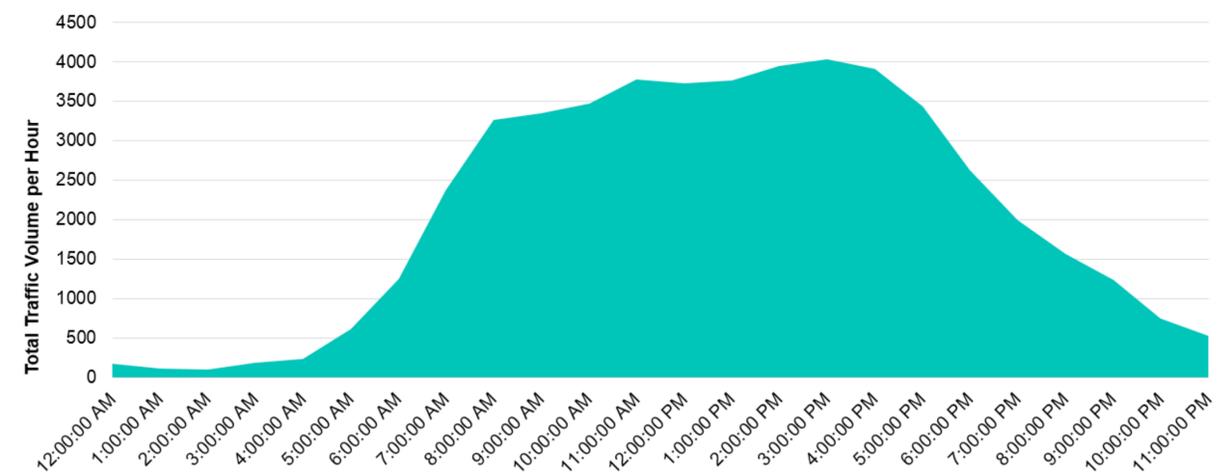
Revisiting the road classification system in Courtenay is one of the key deliverables of this plan.

Most signalized intersections in Courtenay are able to accommodate the volume of traffic that flows through; however, congestion occurs in some intersections.



### DAILY TRAFFIC VOLUME PROFILE | HIGHWAY 19A AND RYAN ROAD

Like most urban areas, traffic in Courtenay is typically heaviest in the afternoon – for Courtenay, this is between 4 p.m. and 5 p.m. Unlike other communities, traffic in Courtenay is relatively stable throughout the day, increasing steadily through the day from the morning rush at 8 a.m. As a result, some roadways near the river crossings and in downtown can see slower average speeds throughout the day.





# DRIVING IN COURTENAY

WHAT CAN WE DO TO MAKE IT EASIER TO DRIVE, CARPOOL AND MOVE GOODS IN COURTENAY?

place a 'hot dot' below to have your say!

*make intersection improvements*

*build new roads*

*widen existing roads*

*provide better connections to highways*

*improve parking*

*encourage people to drive less*

*improve walking, cycling & transit to reduce the need to drive*

*I am not interested in driving or goods movement*

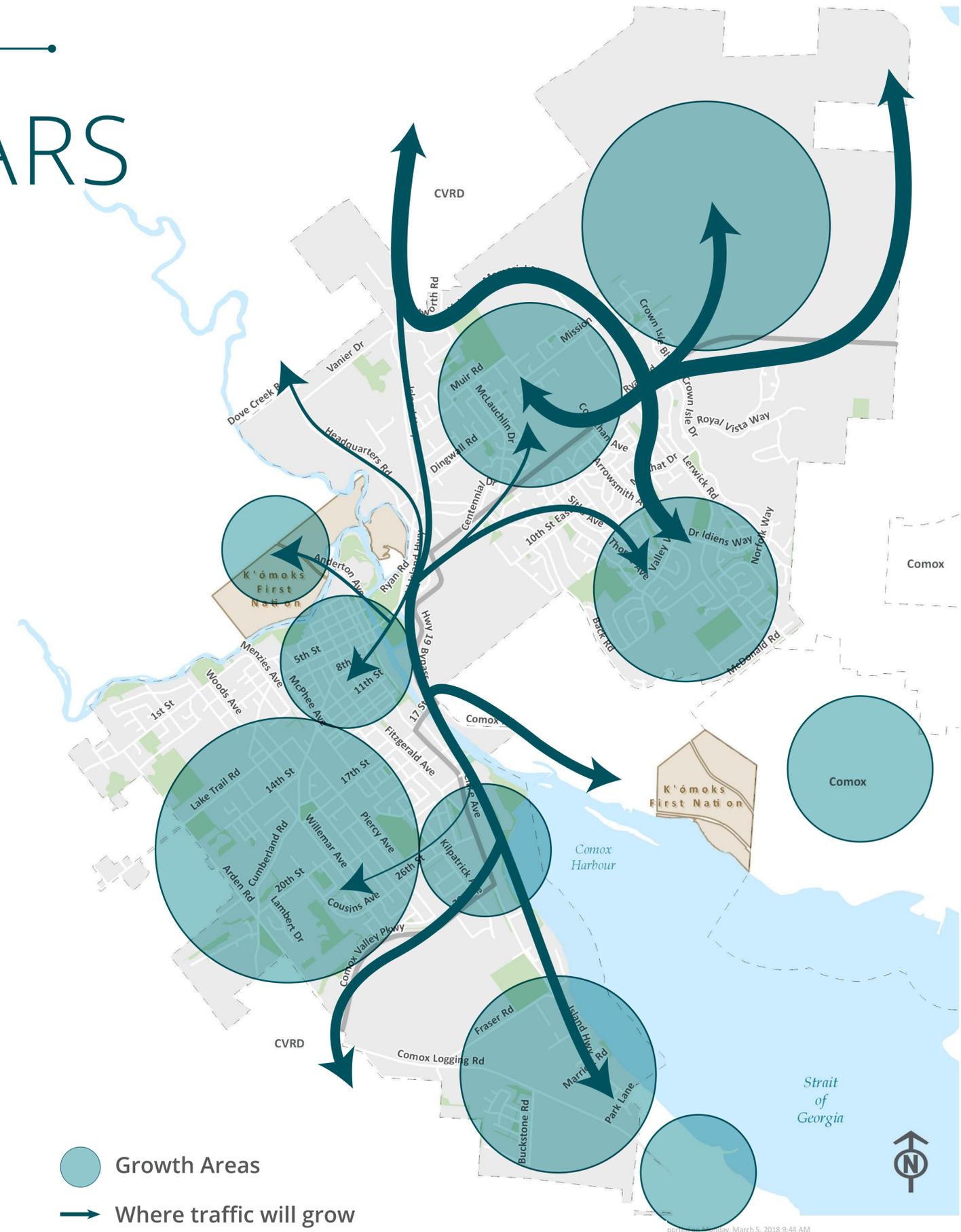




# COURTENAY IN 20 YEARS

Over time, the City expects to continue to grow, with more residents, jobs, and services coming to the City.

- Growth nodes in Courtenay are expected to be spread through the City and include both infill growth in and around the Downtown, as well as new neighbourhoods.
- New retail development is expected along Ryan Road east of Lerwick Road, as well as in the Downtown and around Cliffe Avenue.
- The City anticipates strong growth in multi-family dwelling units.
- Neighbouring municipalities and K'ómoks First Nation are also expecting growth.
- Along with population and employment growth, the number of people travelling can also be expected to grow. Transportation demand modelling completed for this project shows strong growth in the northeast, especially around Veterans Memorial Parkway and Ryan Road.





# NEXT STEPS

Your comments and ideas are important to the Connecting Courtenay process. This is your community, and it is important that this plan reflects the future our citizens envision!

The next steps in the process are to:

- Compile the analysis and feedback we receive from Phase 1 (including this open house)
- Project future growth and impacts on traffic
- Prepare long-term possibilities
- Gather more feedback about possibilities and priorities
- Prepare draft Transportation Master Plan
- Prepare and present final Transportation Master Plan to the public and Council

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