



THE CORPORATION OF THE CITY OF COURTENAY

STAFF REPORT

To: Council

File No.: 8620-21; 5335-20

From: Chief Administrative Officer

Date: July 2, 2019

Subject: Connecting Courtenay – DRAFT Transportation Master Plan

PURPOSE:

The purpose of this staff report is to introduce the draft Connecting Courtenay - Transportation Master Plan, and get direction from Council on releasing the draft TMP for final comments from the community. This staff report is also intended to revise an obsolete reference in the Connecting Courtenay - Cycling Network Plan adopted by Council on February 4, 2019.

CAO RECOMMENDATIONS:

That based on the July 2, 2019 staff report “Connecting Courtenay – DRAFT Transportation Master Plan,” Council approve Option 1 and release the draft master plan for final feedback; and

That Council approve the text revision on Page A40 of the Connecting Courtenay – Cycling Network Plan.

Respectfully submitted,

David Allen, BES, CLGEM, SCLGM
Chief Administrative Officer

BACKGROUND:

In 2017 the City engaged Urban Systems to assist in the development of the Connecting Courtenay – Transportation Master Plan (TMP). The first phases of the project were carried out in 2017 and included data collection, data review, and analysis of existing conditions. Work continued in 2018 with a focus on public and stakeholder consultation, forecasting and assessment of future conditions, and development of medium- and long-term plans for each mode of transportation. In 2019 the final stages of the project have included detailed review and revision of the plan, and additional stakeholder consultation.

The delivery of the Connecting Courtenay – Cycling Network Plan (CNP), a component of the larger TMP, was accelerated in early 2019 in order to meet eligibility scheduling requirements for a provincial cycling infrastructure grant opportunity through the BikeBC program. The CNP was adopted by Council on February 4, 2019, and applications for two cycling infrastructure projects were submitted to BikeBC on February 18, 2019. On May 29, 2019 the Province of British Columbia announced the successful award of 50% funding for both of the projects put forward by the City. Detailed design work on these projects is underway.

During the detailed review process of the draft TMP in the spring of 2019, an error was noted in Appendix A of the CNP. Appendix A of the CNP discusses the development of the cycling network, including rationale behind route selection. On page A40 there is a bullet point that recommends multi-use pathways along both sides of the recommended 17th Street Extension, however the reference to the 17th Street Extension is an obsolete reference from a previous version of the report. Staff recommend that this text is removed in order to ensure accuracy and consistency of the CNP.

The development of the TMP has been a multi-year effort, made possible by extensive input from community stakeholders and the public, and contributions from the Ministry of Transportation and Infrastructure (MoTI). These in-kind contributions have made possible feasibility studies of certain projects outlined in the TMP. These include a potential pedestrian crossing at Ryan Road and Cowichan Avenue, the widening of the 19A bypass, and adding a multi-use path to Ryan Road. These will be discussed in further detail at a future presentation to Council by MoTI.

Upon Council approval, the intent is to issue the draft TMP and adopted CNP for a 30-day public comment period. Council and public comments will be integrated into the final TMP document, which will be presented to Council for final adoption. Changes to the CNP will also be considered and presented to Council as part of the TMP.

DISCUSSION:

The draft TMP is separated into eight sections:

- **Shaping Influences** – highlights the factors that currently influence travel demands and choices within the City (demographics, land use, travel patterns).
- **Overall Directions** – details the foundational themes and direction that guide the TMP, including the vision for the City’s transportation system, and guiding principles to shape travel choices and support a land use vision.
- **Streets Plan** – provides the key issues and concerns with the existing road network and outlines a long-term plan that includes improvements at major intersections and corridors, new connections, and major road widenings.
- **Walking Plan** – addresses issues and opportunities associated with the pedestrian infrastructure within the City, and provides a long-term plan aimed at providing a safer and more convenient pedestrian network.
- **Cycling Plan** – highlights current cycling infrastructure design standards, identifies issues and concerns with the existing cycling infrastructure, and recommends a future cycling network and support facilities aimed at supporting all ages and abilities.
- **Transit Infrastructure Plan** – provides a long-term transit plan detailing how the City can support improvements to transit access, efficiency, and convenience, and highlights opportunities for the City to work with partners to accomplish future goals.
- **Emerging Technologies & New Mobility** – explores new and future transportation modes anticipated to emerge during the life of the TMP, and how the City can consider implementation of these modes.

- **Financial Planning & Implementation Priorities** – summarizes priorities for walking, cycling, and streets investment during the first 10 years of the plan based on community input and alignment with the TMP vision.

The draft TMP document, including the CNP, can be found at the following hyperlink:

www.courtenay.ca/connectingcourtenay

FINANCIAL IMPLICATIONS:

The TMP is a guiding document that doesn't commit the City to the financial implications of implementation. Projects and costs presented within the TMP do not represent a financial plan, and are for consideration only. Future projects and initiatives will be addressed through one of the following methods:

- Established by Council as a strategic priority.
- Risk, asset or infrastructure issues evaluated by the Asset Management Working Group and proposed to the CAO and then Council with other similar initiatives.
- New items or service level changes proposed to Council through the budget process.

ADMINISTRATIVE IMPLICATIONS:

The Engineering Services Department has overseen the development of the TMP and will work with Council to implement any approved recommendations.

ASSET MANAGEMENT IMPLICATIONS:

Master plans provide guidance to Council and inform the City's Asset Management Program. They are used to identify synergies between current issues and future plans in order to execute projects with maximum efficiency.

The TMP identifies short, medium, and long-term priorities related to transportation infrastructure, programs, and policies, that will work towards the overall goal of asset management – achieving sustainable service delivery. The priorities identified in the TMP will help to ensure that future transportation related services and initiatives are delivered in a socially, economically, and environmentally responsible manner that does not compromise the ability of future generations to meet their own needs.

Future projects will be vetted through the Asset Management Working Group as part of the ongoing annual budget process.

STRATEGIC PRIORITIES REFERENCE:

The City of Courtenay's 2019 – 2022 Strategic Priorities include six themes and 28 priorities. The development of the TMP aligns with eight of these priorities as outlined below.

- Responsibly provide services at levels which the people we serve are willing to pay
- ▲ Value community safety and support our protective services

- Focus on asset management for sustainable service delivery
- ▲ Look for regional infrastructure solutions for shared services
- Move forward with implementing the City's Transportation Master Plan
- ▲■ Collaborate with regional and senior government partners to provide cost-effective transportation solutions
- ▲ Explore opportunities for Electric Vehicle Charging Stations
- ▲ Support improving accessibility to all City services

- **AREA OF CONTROL:** The policy, works and programming matters that fall within Council's jurisdictional authority to act
- ▲ **AREA OF INFLUENCE:** Matters that fall within shared or agreed jurisdiction between Council and another government or party
- **AREA OF CONCERN:** Matters of interest that are outside Council's jurisdictional authority to act

OFFICIAL COMMUNITY PLAN REFERENCE:

The development of the TMP is aligned with the goals included in Section 5.2 of the Official Community Plan:

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.

REGIONAL GROWTH STRATEGY REFERENCE:

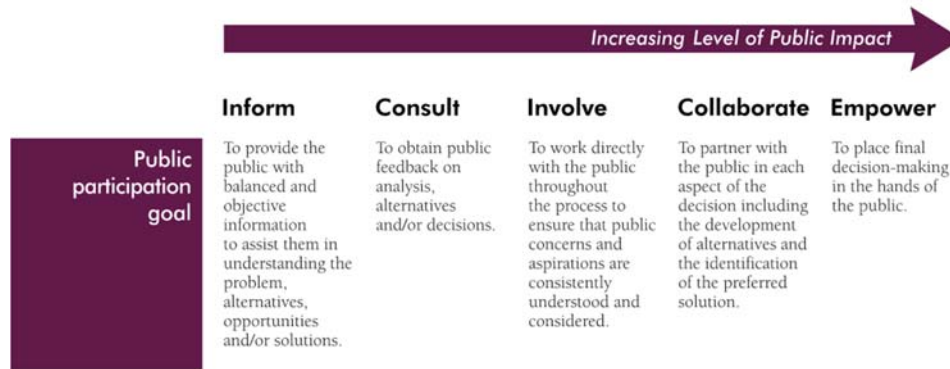
The development of the TMP is aligned with the transportation goal from the Regional Growth Strategy.

Goal 4: Transportation:

Develop an accessible, efficient and affordable multi-modal transportation network that connects Core Settlement Areas and designated Town Centres, and links the Comox Valley to neighbouring communities and regions.

CITIZEN/PUBLIC ENGAGEMENT:

Staff have informed and consulted with the community throughout the engagement processes mentioned above based on the IAP2 Spectrum of Public Participation:



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OPTIONS:

- Option 1: That Council release the draft Connecting Courtenay - Transportation Master Plan to the community for final feedback.
- Option 2: That Council refer the draft Connecting Courtenay - Transportation Master Plan back to staff for further consideration or consultation.
- Option 3: That Council refer the draft Connecting Courtenay - Transportation Master Plan to a future meeting for further discussion.

Prepared by:

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