# Our roads, our places.

## Public Open House #2
## Courtenay Community Transportation Plan

Thursday May 23 6:00 - 7:30 pm

Streets are places for people. A balanced transportation system meets user needs across all modes - walking, cycling, driving and transit.

Your input helped develop a vision for multi-modal transportation. Please take a few moments to tell us how we did.

Find out more

www.courtenay.ca/TMP.aspx
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MORRISON HERSHFIELD
O2 PLANNING + DESIGN

# City of Courtenay:
# 25 Year Vision for Multi-Modal Transportation

# How it Works

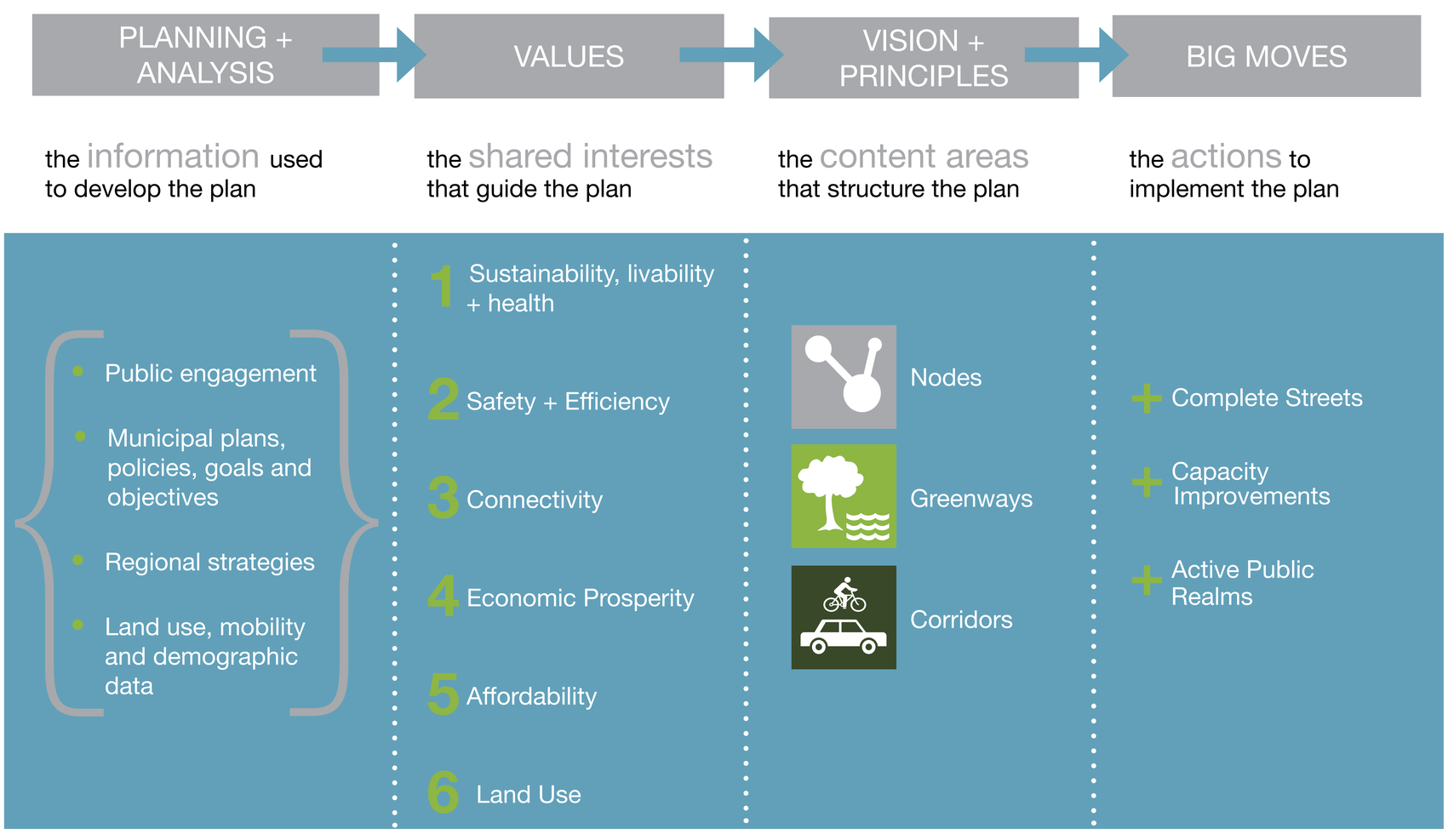
The Courtenay Transportation Plan is a framework to guide transportation decisions over the next 25 years.

+ examines deficiencies
+ develops recommendations
+ identifies priorities
+ provides cost estimates

The plan covers all modes of transportation, including walking, cycling and vehicle travel.

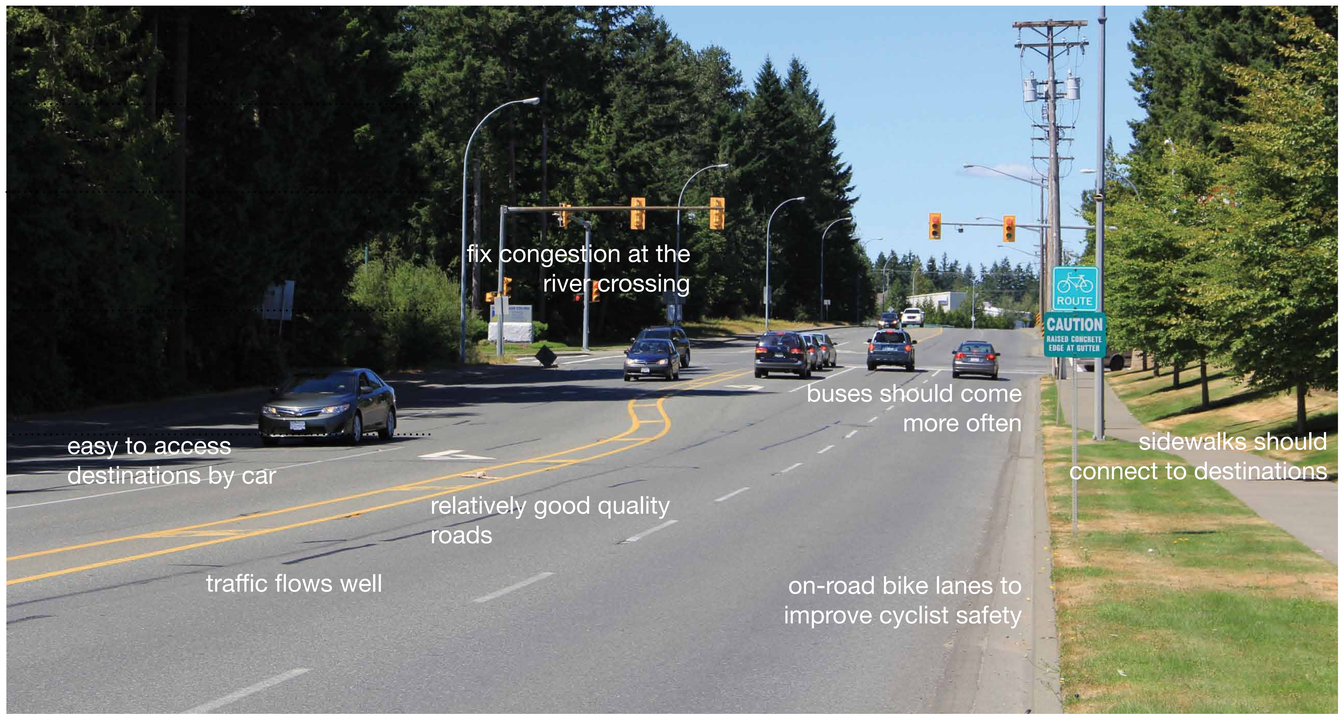
+ makes Courtenay more accessible to those traveling on foot, by bicycle or on transit
+ recognizes that driving is an essential mode of transportation for many people to get to work, school, or elsewhere

A guide to the plan.



# Planning + Analysis

**Public input** is critical to the success of the Transportation Plan. Here is what we heard.




## What We Heard

+ **Maintain good levels of vehicle service**
+ **Improve my ability to bike, walk, and take transit**
+ **Follow a balanced approach**

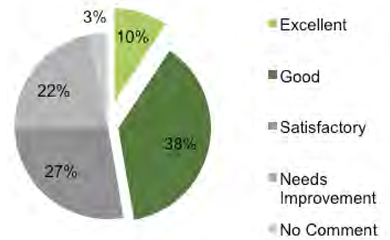
**511** completed surveys

**75%** satisfied with vehicle travel

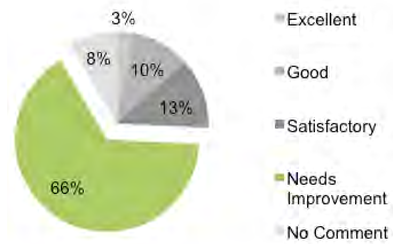
Interest in multiple modes

## Satisfaction Rates

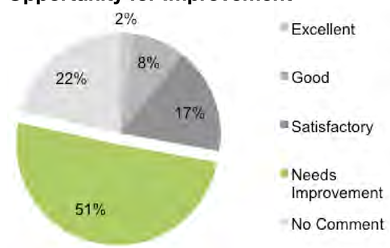
**PERSONAL VEHICLE TRAVEL**
**Highest Rate of Any Mode**



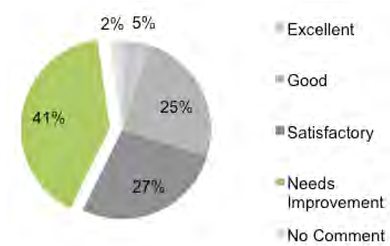

**BICYCLE TRAVEL**
**Lowest Rate of Any Mode**




**TRANSIT TRAVEL**
**Opportunity for Improvement**



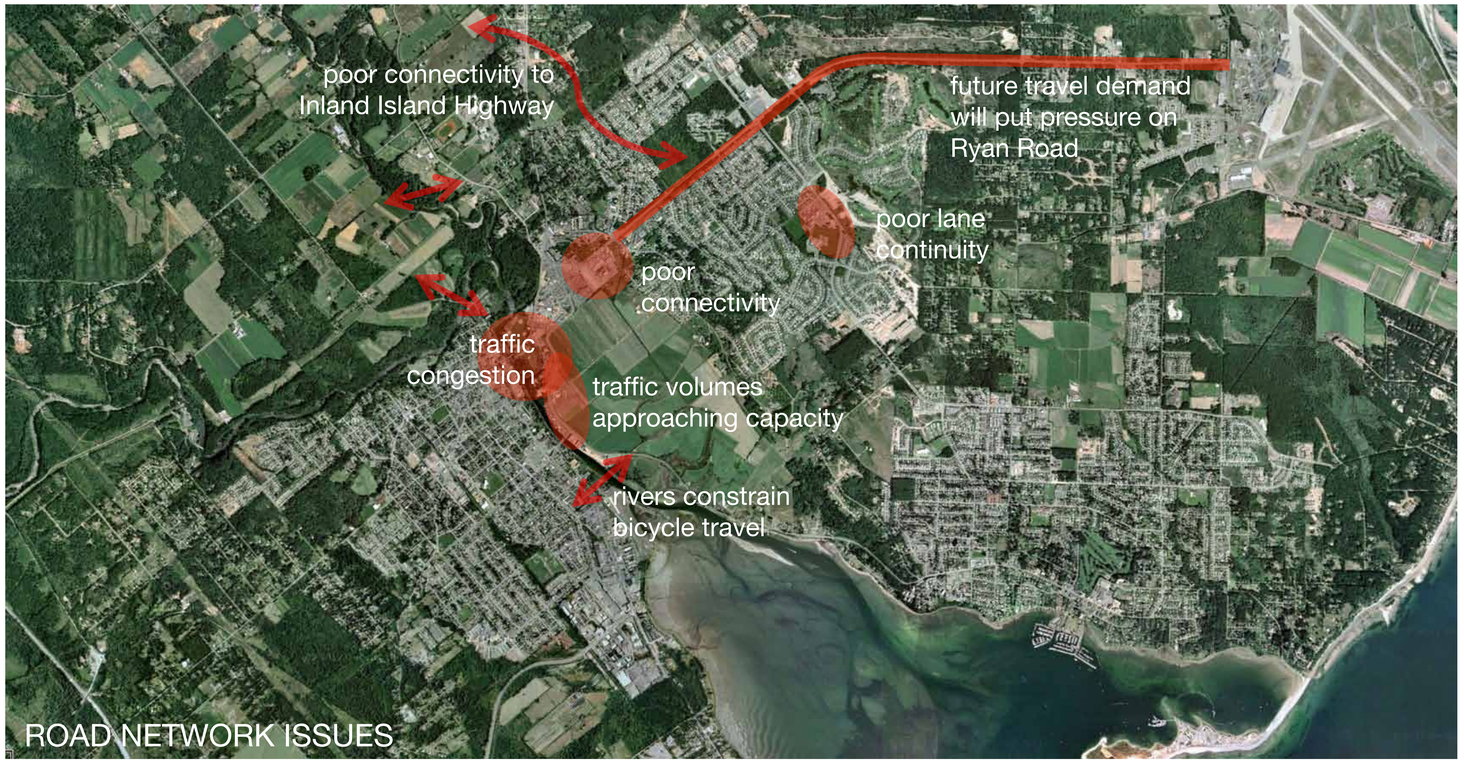

**PEDESTRIAN TRAVEL**
**Satisfaction Could be Improved**




City of Courtenay:
25 Year Vision for Multi-Modal Transportation

# Planning + Analysis

Travel analysis tells us what works and what doesn't. Here is what we found.




**2013**

+ traffic moves relatively well
+ congestion on 5th Street Bridge
+ consistent with vehicle travel satisfaction rates
+ cycling rates are steadily increasing

**2037**

+ upgrades required to maintain good levels of vehicle travel service
+ population growth and new development anticipated in the north

Municipal and regional policies establish city-wide goals and objectives. The Transportation Plan works to implement these policies.

## Official Community Plan

+ reduce greenhouse gas emissions by 20%
+ plan for an ageing population
+ build an integrated transportation system

## Regional Strategies

+ reduce emissions through sustainable transportation choices
+ decrease vehicle travel through smart land use planning

# Values

Your input helped us identify a community aspirations for the transportation system based on six shared values.

## 1. Sustainable, Liveable + Healthy

Active and sustainable modes of transportation are developed to support a more balanced, environmentally responsible transportation system.

## 2. Safe + Efficient

All elements of the City's transportation system are designed to the highest standard, and can be safely used by residents of all ages and abilities.

## 3. Connected

Destinations across the city are linked, and are accessible by all modes. Modes are integrated, making it easy to transfer from one mode to another while travelling throughout the city.

## 4. Economic Prosperity

The transportation network promotes economic prosperity by providing a high degree of mobility, supporting goods movement, attracting investment, and creating a vibrant downtown.

## 5. Affordable

The transportation system is affordable and financially sustainable.

## 6. Responsible Land Use

The City of Courtenay encourages development patterns that create a more compact urban form, creating more livable communities that support a variety of travel modes.

# Vision

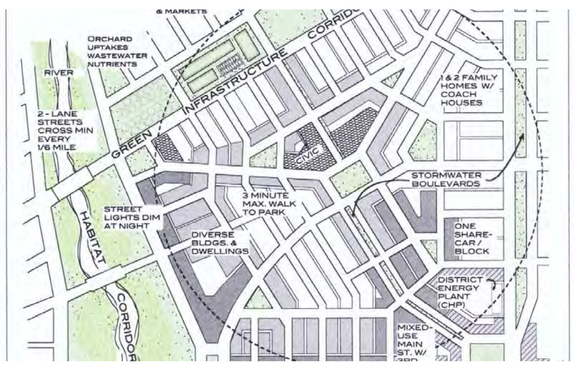
> “The City of Courtenay embraces transportation and land use systems that prioritize connectivity and proximity between daily destinations for all travel modes.”

# Principles

Three guiding principles expand the vision for the transportation system. Nodes, greenways and corridors integrate transportation and land use into a balanced framework, and provide detail as to how the City could look in 25 years.

## 1. Nodes

Areas that accommodate residential and commercial development




+ Provide convenient access to daily needs within your neighbourhood
+ Promote walking and cycling as primary travel options
+ Create compact development patterns to reduce long car trips

## 2. Greenways

Connections to and through ‘green’ areas of the city, including multi-use paths, trails, and streets

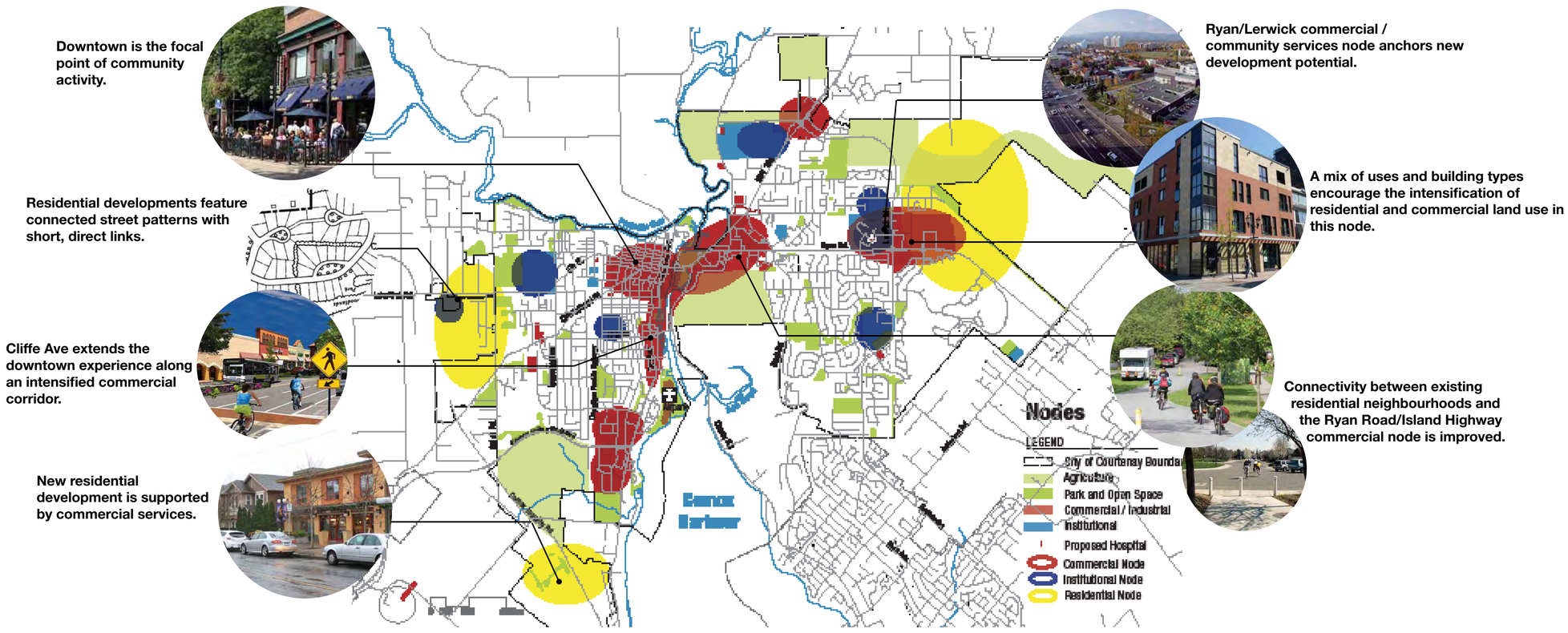
+ Protect and preserve ecological infrastructure
+ Enhance recreation amenities across the City
+ Provide safe transportation options for cyclists and pedestrians

## 3. Corridors

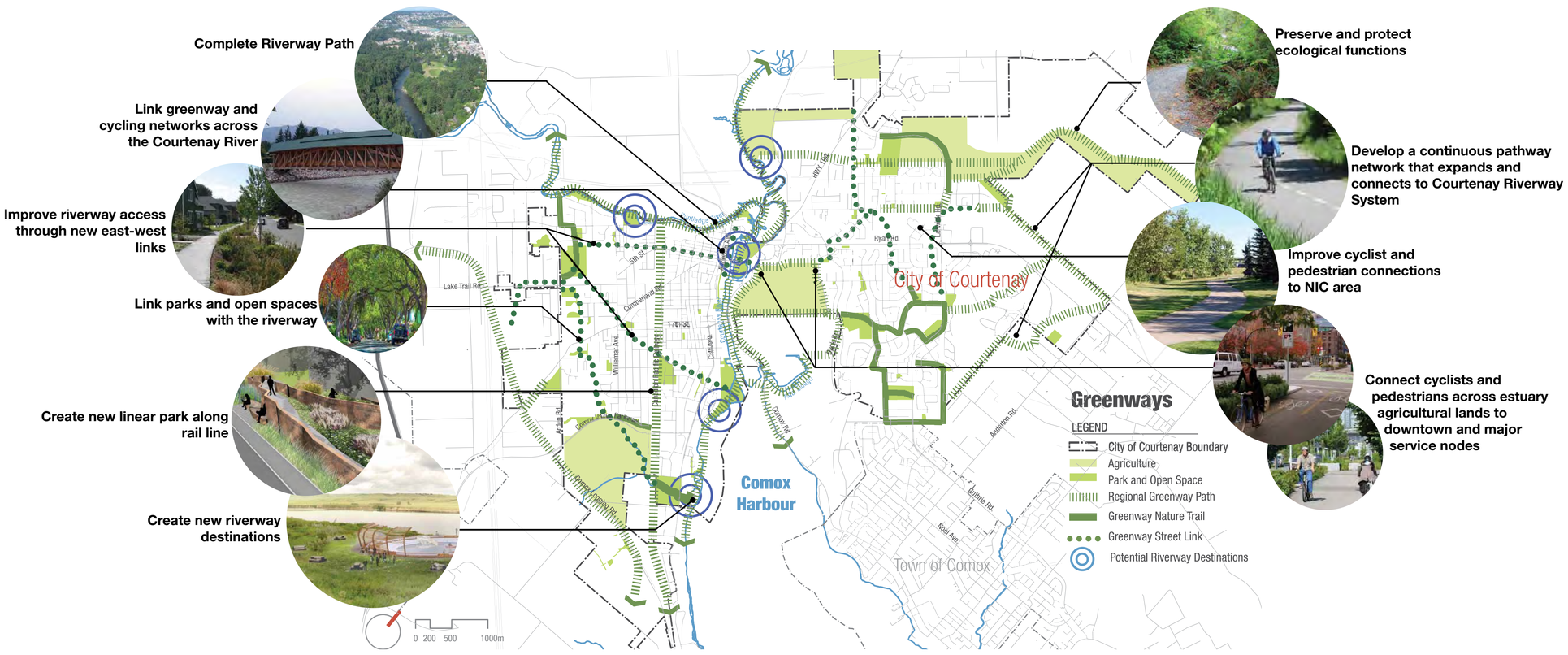
The streets and infrastructure elements that make up the transportation network

+ Accommodate all modes safely and efficiently
+ Are connected in a network
+ Define a road classification system
+ Promote economic and environmentally sustainable use of the roadway

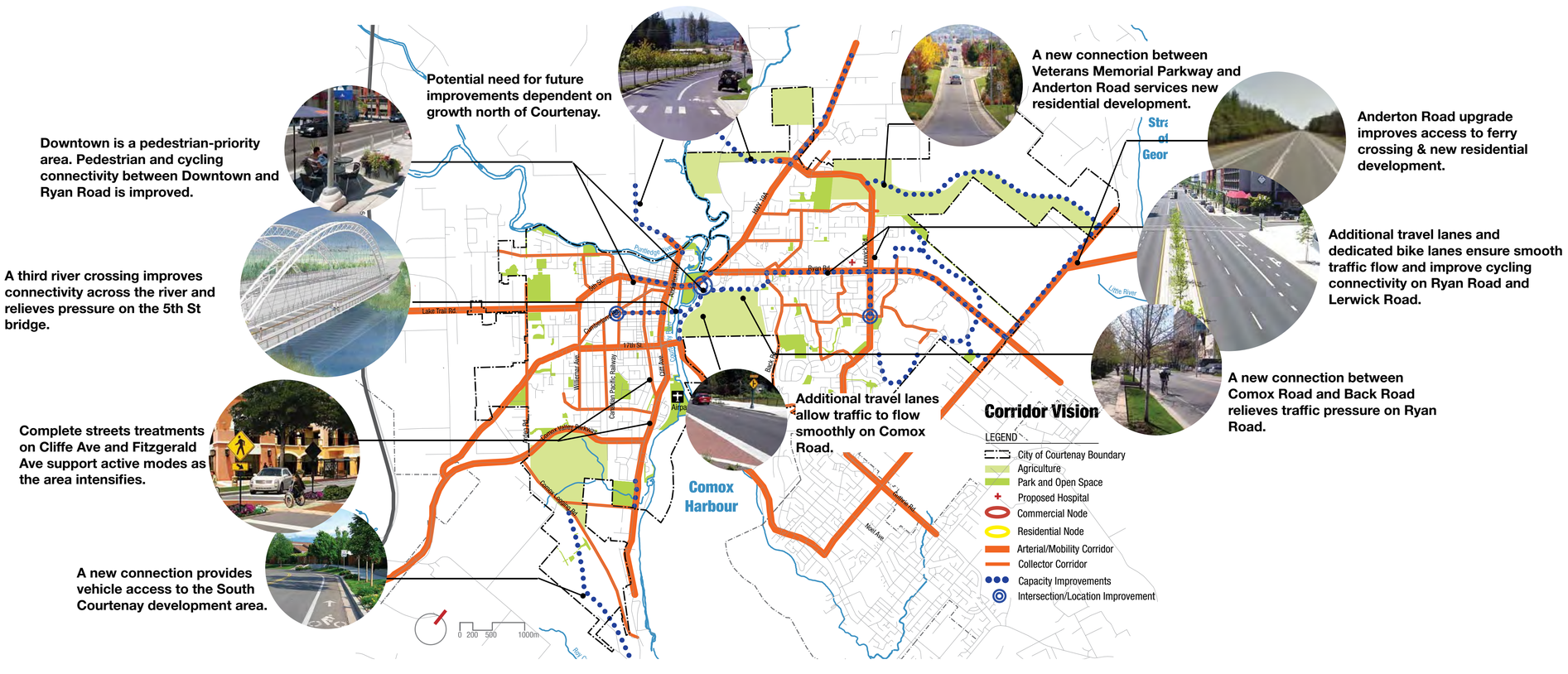
# Nodes




# Greenways



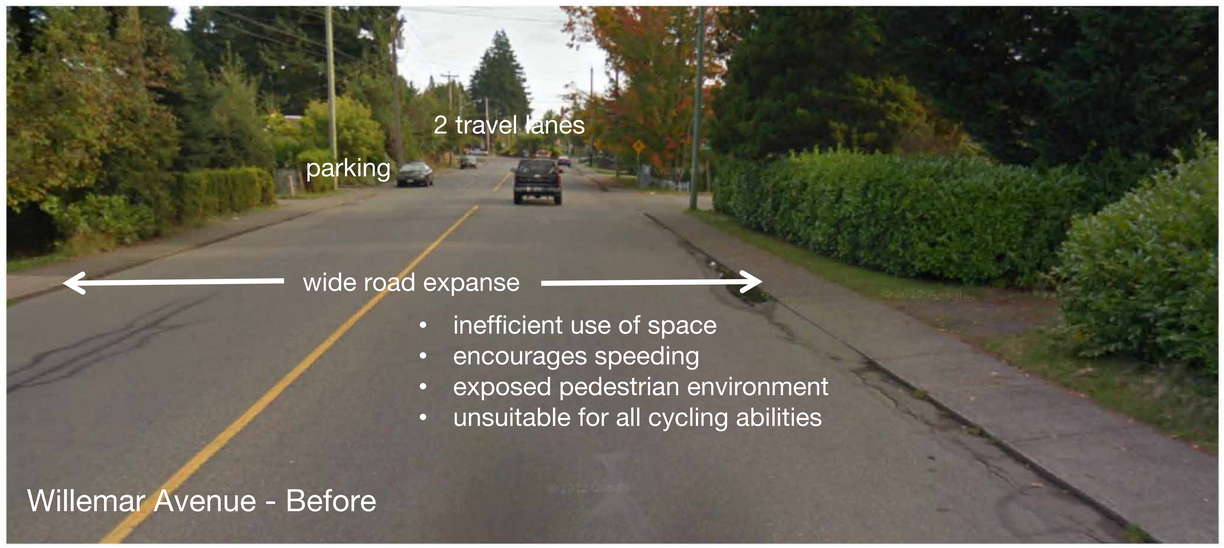

# Corridors

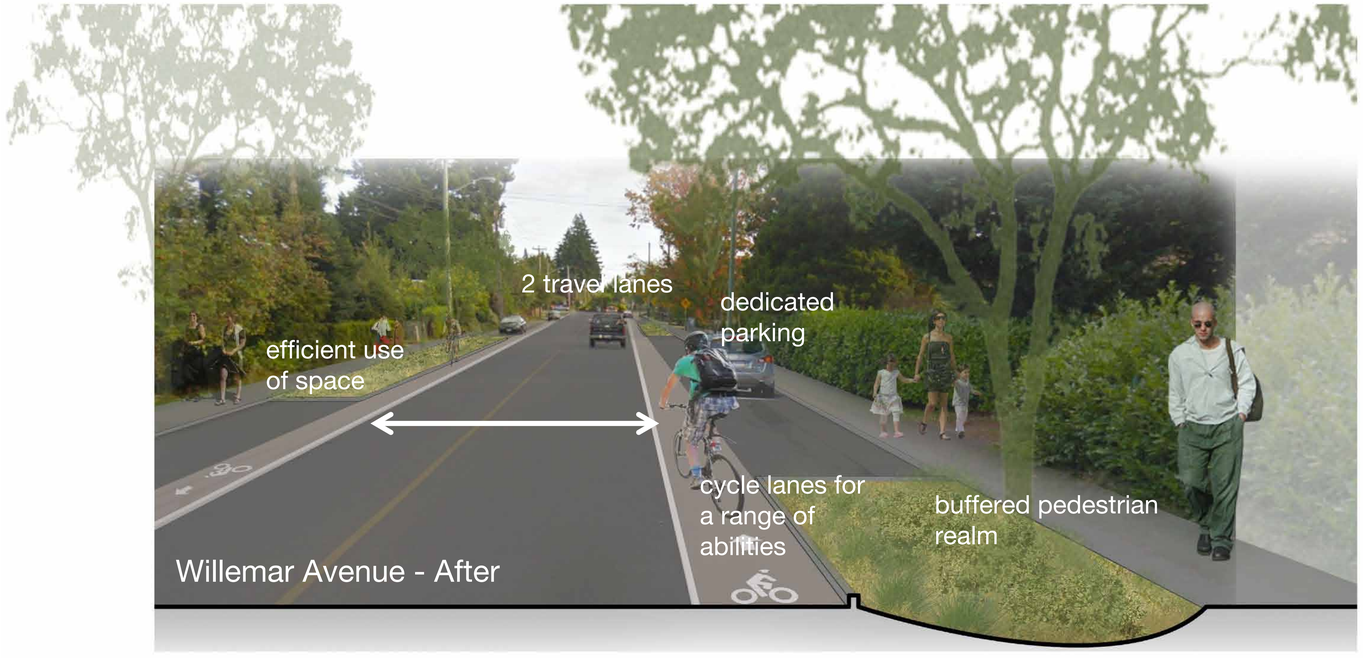



# City of Courtenay:
# 25 Year Vision for Multi-Modal Transportation

# Big Moves | Complete Streets

Complete streets is a way of planning for balanced transportation systems that offer a range of travel options, and in a way that doesn't occur at the expense of other modes.




> "Complete streets are designed for all ages, abilities and a range of travel modes."

## Traffic continues to flow smoothly

\+ maintains travel capacity

## Improves cyclist safety

\+ cycle lanes are dedicated spaces

## Increases mode choice

\+ helps people get to where they want to go

City of Courtenay:
25 Year Vision for Multi-Modal Transportation

# Big Moves | Capacity Improvements

Capacity improvements make sure that as the City grows, the roadway network grows with it. Recommended improvements accommodate drivers, cyclists, pedestrians and transit users in a balanced way.



> “Capacity improvements will maintain good levels of vehicle service, and improve your ability to bike, walk and take transit.”

## New roads

+ build new roads to create connections in the network

## Additional lanes

+ provide additional travel capacity by adding vehicle and cycling lanes

## Road upgrades

+ make changes within the roadway to carry more users

# Capacity Improvements | Projects

Recommended road projects ensure the road network continues to operate with a high level of service as the community grows. Priority investments and cost estimates are provided.

New connection across the Tsolum River to serve development and improve access to the Inland Island Highway.

Potential need for improvements north of the Puntledge River to accommodate new development.

Upgrade connections to new river crossing.

New river crossing required. Location to be confirmed as part of future study.

Improve connectivity and relieve capacity pressure on Ryan Road.

Widen Cliffe Avenue to 4 lanes to accommodate development in South Courtenay.

New connection to serve development in South Courtenay.

Potential need for future improvements dependent on growth north of Courtenay.

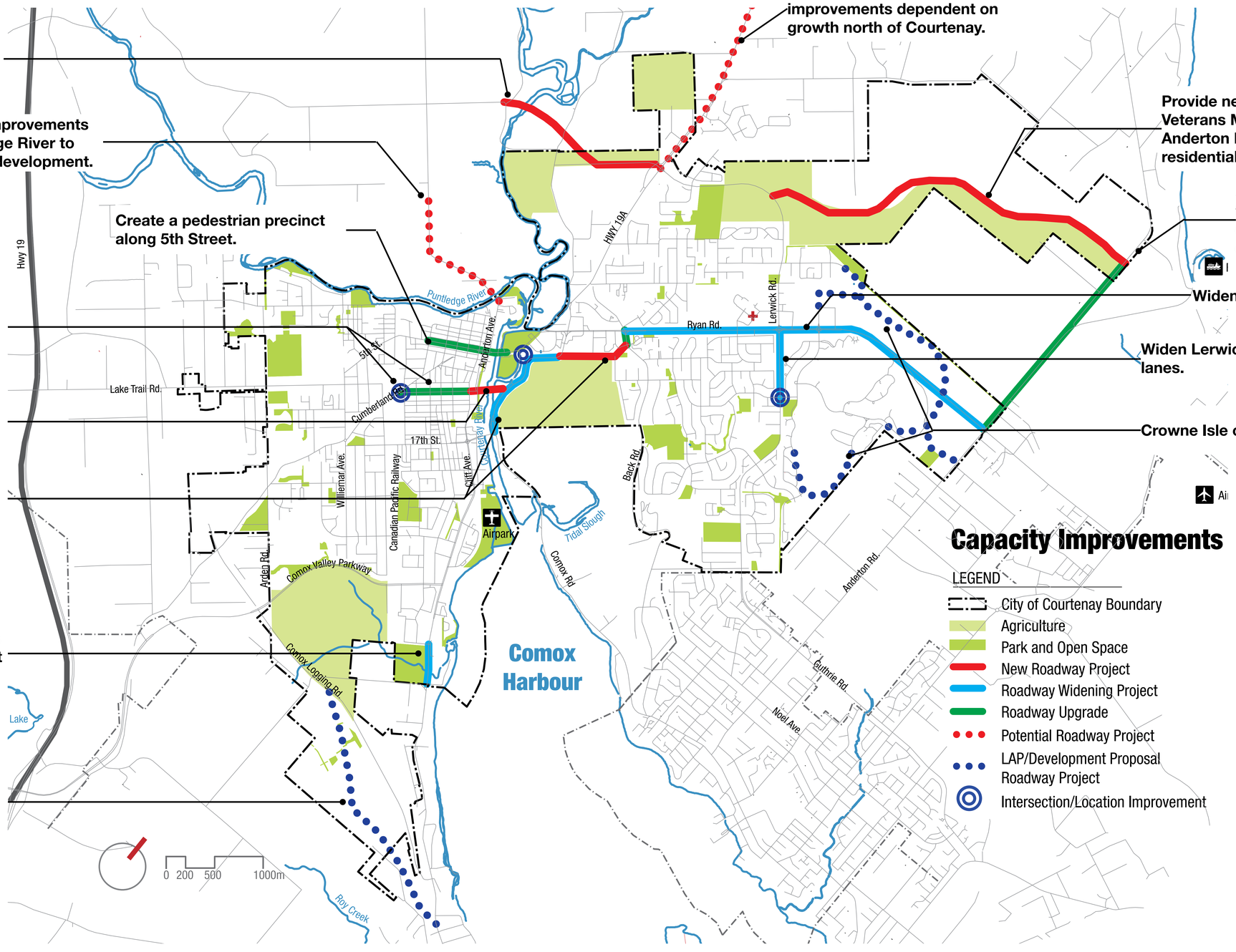
Provide new connection between Veterans Memorial Parkway and Anderton Road to service new residential development.

Upgrade Anderton Road to improve access to ferry crossing & new residential development.

Widen Ryan Road to 4 lanes.

Widen Lerwick Road to four lanes.

Crowne Isle collector roads.



# Big Moves | Active Public Realms

Active public realms are vibrant, interesting places that people want to be in. The relationship between streets, sidewalks and buildings can give life to a street, and encourage people to walk, cycle and visit more.



> "Active public realms transform streets into places for people."

## Community focus

+ wide sidewalks and "activity zones" lets people know they belong in the space
+ roadway design supports adjacent land uses

## Positive economic driver

+ attracts people to come walk, sit and shop
+ natural stormwater management processes relieve pressure on underground utilities, saving money

## Environmental benefits

+ vegetation softens the look of the street
+ increases tree canopy, habitat and air filtration

# Implementing the Plan

Based on your input, this plan identifies a 25 year vision for a multi-modal transportation system. It addresses transportation needs in a balanced way, and meets user requirements. The plan will be implemented two ways.

## 1. Policies + Actions

Policies provide detailed direction to guide municipal decision-making related to transportation needs.

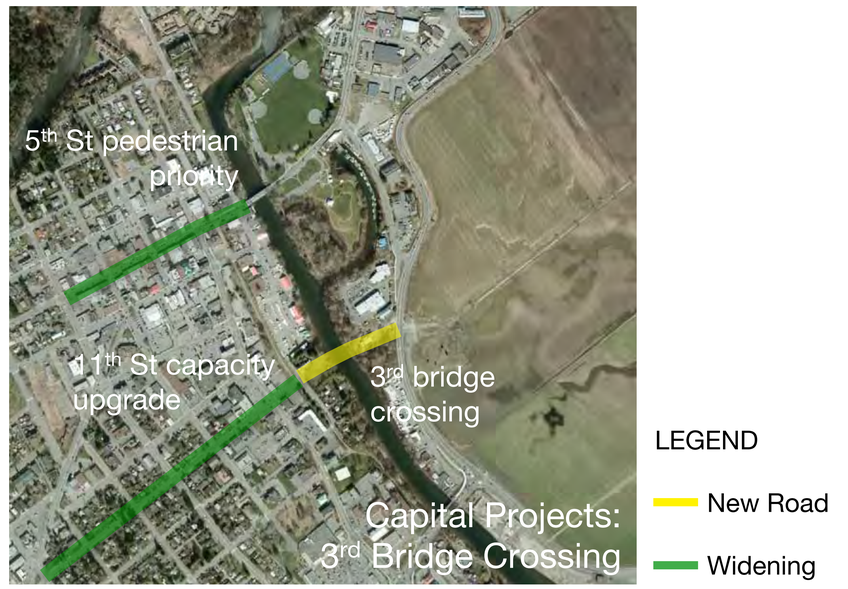
+ complete streets policy statement
+ supportive land use planning tools
+ detailed cross-sections and roadway design guidelines
+ roadway retrofit criteria to improve cycling and pedestrian networks

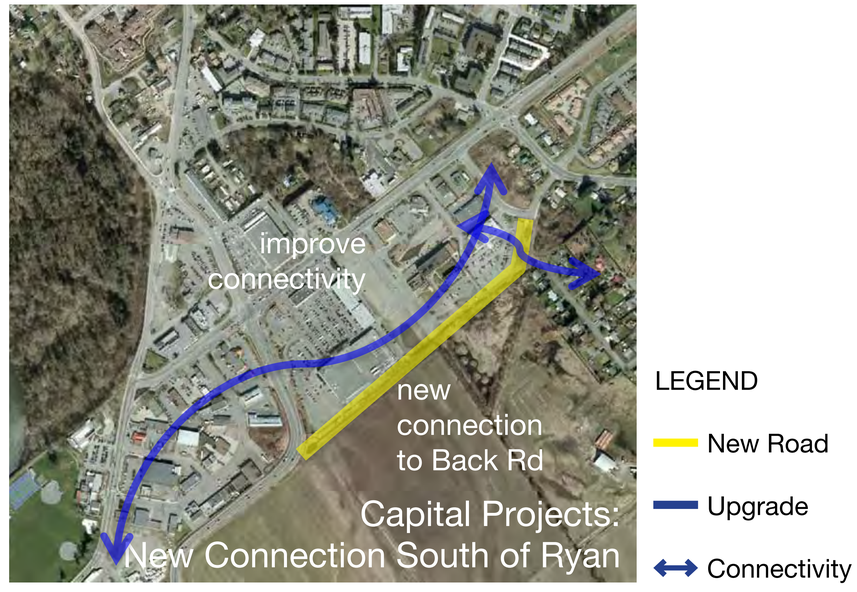
## 2. Projects

Specific capital projects will implement the capacity improvements required to meet anticipated population growth.

+ project priorities help the City plan for long-term, anticipated network improvements
+ many of the projects are tied to population growth and future land use development; should growth not occur, some of the projects may not be required
+ cycling network improvements will be achieved, in part, through roadway retrofits

Sample Capital Projects



# Implementing the Plan | Cost Estimates

Cost estimates and an implementation strategy help the City plan for long-term, large scale capital projects to address network deficiencies. The draft cost estimates and implementation strategy present the preliminary list of projects to be implemented over the next 25 years. These are not presented in order of priority.

## Preliminary Cost Estimates (Draft)

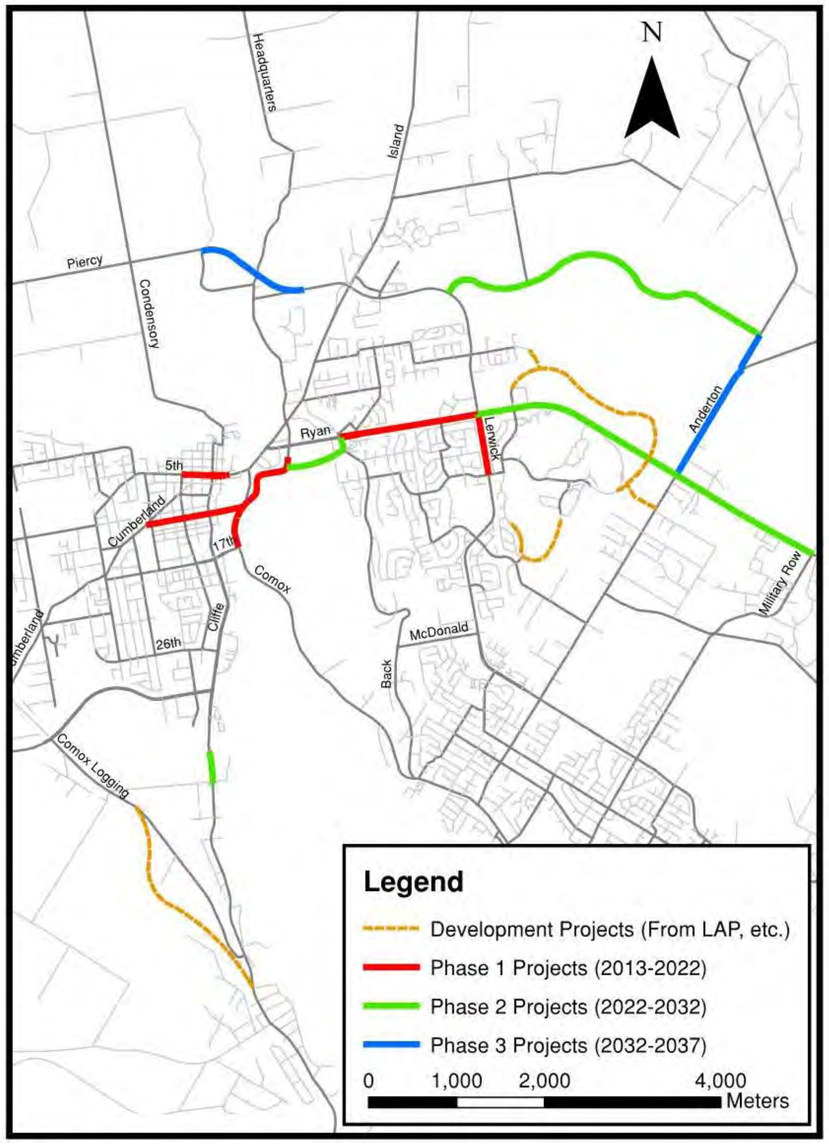
| No. | Project | High Level Cost Estimate (2012 Dollars) |
|---|---|---|
| 1 | Tunner Drive Connection between Comox Road and Back Road<br>Upgrade Back Road to a 2 Lane Minor Arterial between Tunner Drive and Ryan Road | $2.5 M |
| 2 | 11th Street River Crossing – 2 lanes, Major Arterial<br>Upgrade 11th Street to residential collector between Cliffe Avenue & Cumberland Road | $21.4 M |
| 3 | Widen Lerwick Road to 4 Lanes between Ryan Road and Malahat Drive<br>(Note: There is also merit in widening Lerwick Drive between Malahat Drive and Idiens Way to provide lane continuity with the 4-lane sections to the north & south. This was not costed since it is not required for capacity reasons) | $2.7 M |
| 4 | Widen Ryan Road to 4 lanes between Back Road & Military Row | $28.3 M |
| 5 | Widen Comox Road to 4 lanes between new Tunner Drive Connection & 17th Street | $7.2 M |
| 6 | New bridge across Tsolum River & realignment of Vanier Drive /Piercy Road connection | $11.5 M |
| 7 | New 2 lane Arterial between Veterans Memorial Parkway and Anderton Road north of Ryan Road to provide access to the new Raven Ridge development | $15.8 M |
| 8 | Widen Cliffe Avenue from 2 to 4 lanes between Fraser Road and Anfield Road | $3.1 M |
| 9 | Upgrade Anderton Road to Major Arterial north of Ryan Road | $3.6 M |
| 10 | Create pedestrian precinct on 5th Street from the bridge to Fitzgerald Avenue | $.2 M |
| | **TOTAL** | **$96 M** |

**Note**: Some projects fall outside the City's jurisdiction. Cost data for these projects has been provided for information purposes only.

Cost estimates exclude utilities and property acquisition costs.

Assumes only 2 lanes on new river crossing. If 4 lanes provided, cost will increase accordingly.

## Implementation Strategy (Draft)




An evaluation framework is being used to prioritize the recommended projects.

Framework criteria include:

+ maintain efficient travel
+ minimize cost
+ support downtown vitality
+ minimize environmental impacts
+ encourage cycling
+ enhance connectivity
+ foster economic development

# What do you think of the Plan?

+ Does it address your concerns about transportation in the City of Courtenay?

+ Is there anything missing?

Find out more

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