About the Project

The City of Courtenay is developing Transportation Master Plan (TMP) to meet Courtenay's transportation needs over the next twenty five years. The study will examine deficiencies, develop recommendations, and identify implementation priorities for the transportation network, including pedestrian, cycling, and vehicular modes.

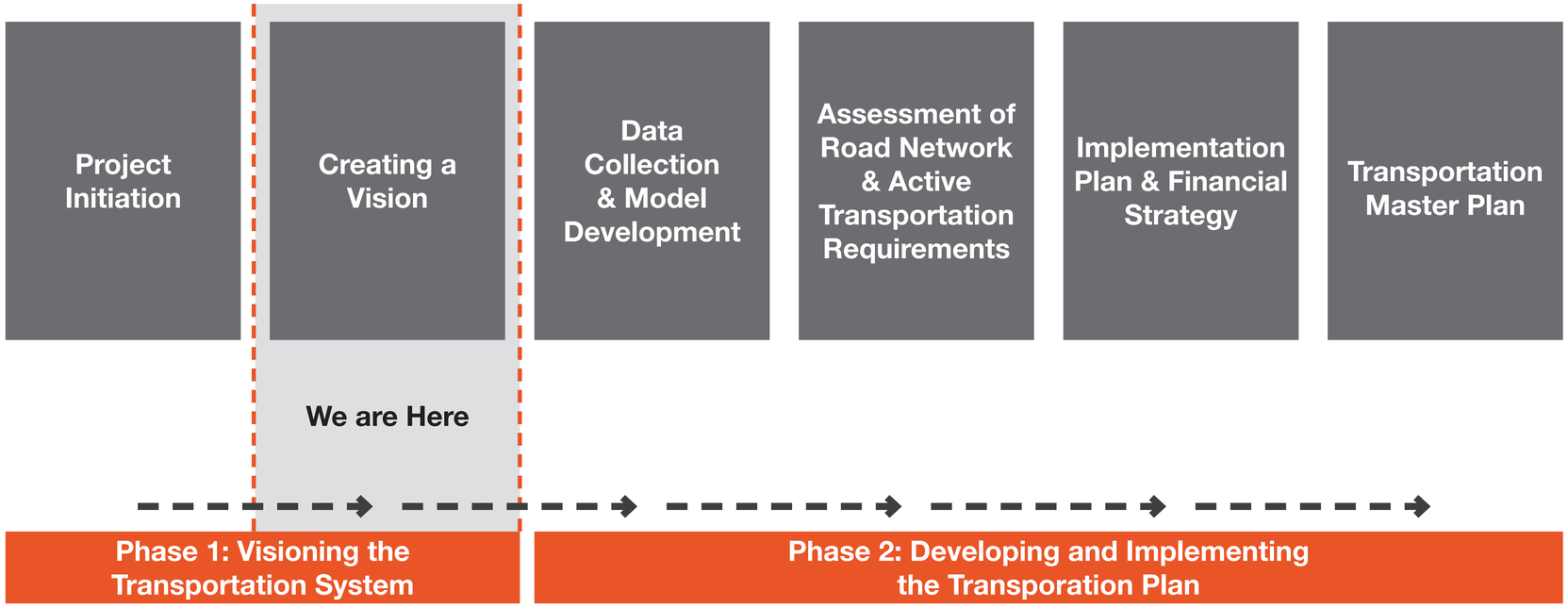
A Vision

The TMP will improve how residents travel, access destinations and enjoy their city. A key part of this project is to identify a vision for the transportation system, in consultation with stakeholders and members of the public. The vision will visually represent a set of clear standards and guiding principles for the provision of future transportation infrastructure and services.

We Need Your Input

Your input is critical to the success of the study. To assist in the development of a vision, high-level maps and potential concepts are presented for feedback and discussion. Please review the material, ask questions, and provide comments to identify how you want the City of Courtenay's transportation system to look in the future.

Study Process

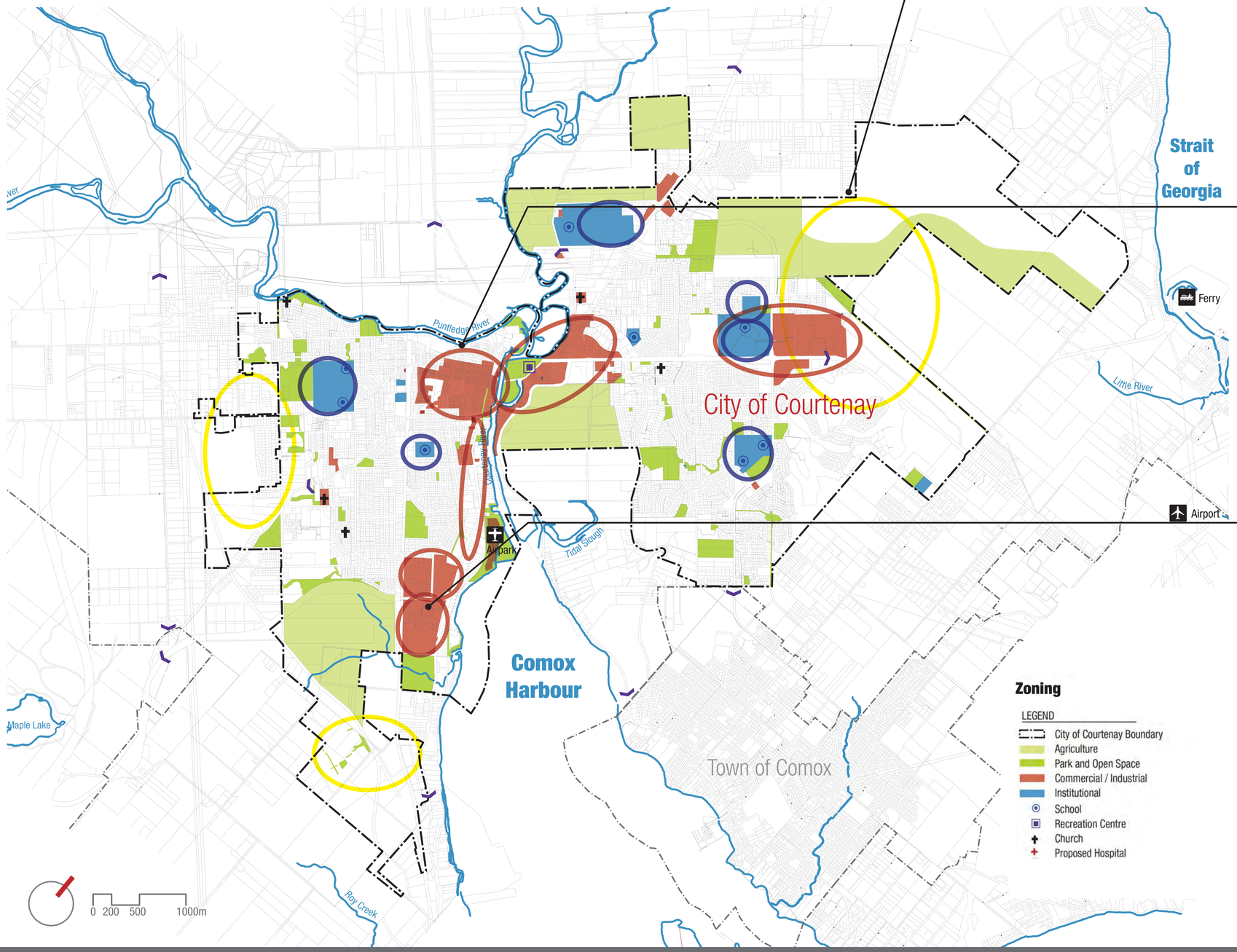


Potential Land Use Concept

Transportation infrastructure enables people to access their daily needs. The land use system organizes the built environment and defines development patterns that ultimately shape our cities.

A potential land use concept focuses population and employment growth in centres called nodes. Nodes promote vibrant, livable land use patterns by:

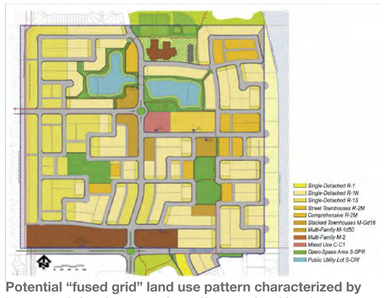
- **Integrating with the urban fabric.**
- **Offering opportunities for intensification.**
- **Supporting community services.**



Residential Nodes

Potential residential nodes promote accessible and connected development patterns and take advantage of opportunities for densification. They enable connectivity to neighbourhood-level commercial services.

Existing "lollipop" land use pattern characterized by single-use residential development.



Potential "fused grid" land use pattern characterized by integrated development that offers a mix of land uses.

Downtown Node

The downtown is a civic and regional destination that is vibrant, pedestrian-focused, and linked to the parks and riverway system

Fitzgerald and 4th Street, characterized by a car-focused environment.

A potential pedestrian-focused street design enlivens the urban fabric.

Commercial Nodes

Potential commercial nodes integrate with the urban fabric and offer significant opportunities for increased densities.

Drftwood/Anfield existing commercial area, characterized by large-format retail and parking.

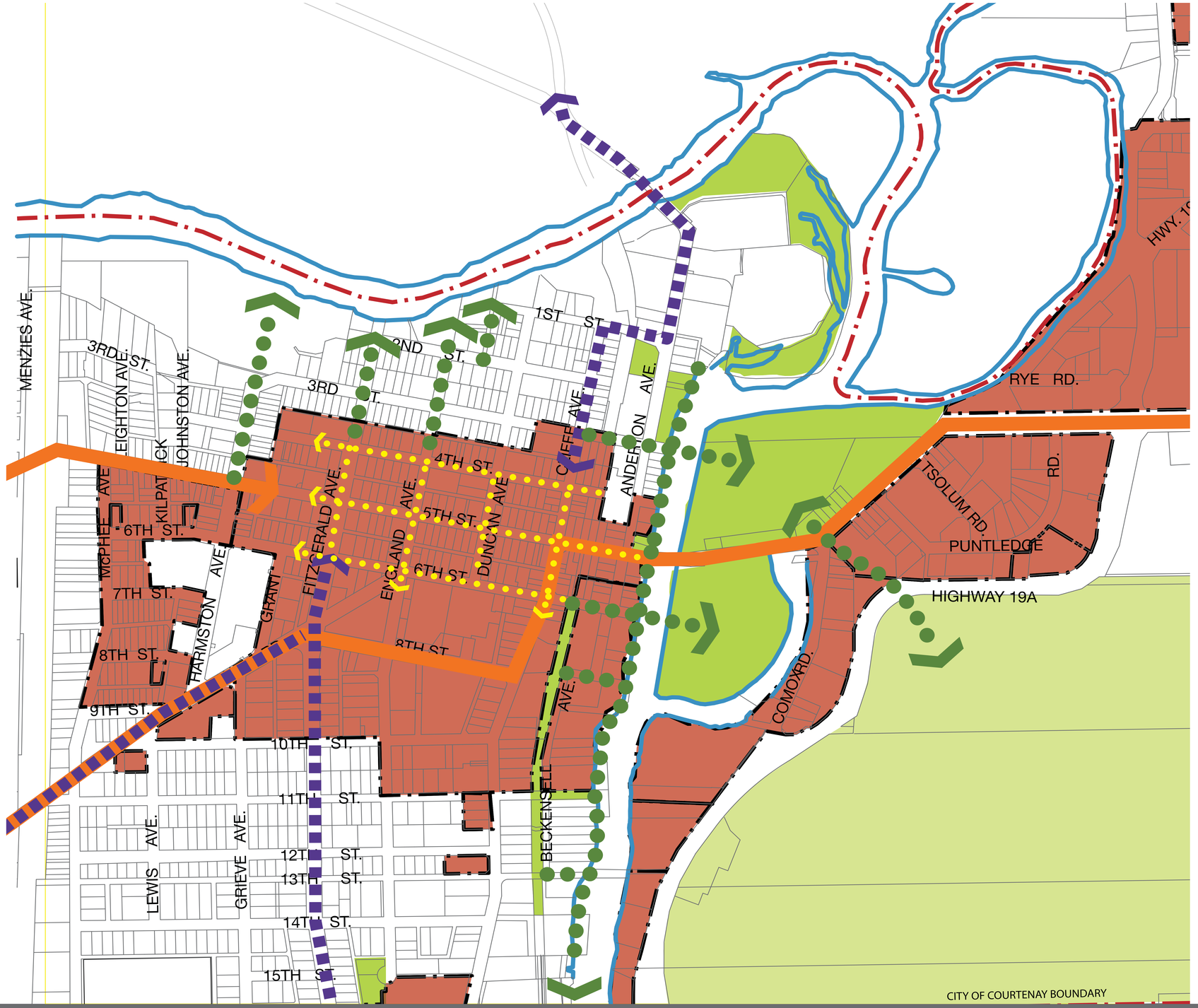
Potential layout for a street-level commercial node.

Medium-density commercial node

Potential Downtown Concept

Transportation infrastructure can be used to create a vibrant, pedestrian-focused downtown that is linked to the parks and riverway system.

Potential new land uses such as mixed-use, higher density development can enhance this connectivity and promote a more compact urban form within the core of the city.



Lewis Park and Simms Millennium Park

There is significant potential to connect the downtown to existing parks and open space amenities on the east side of the river.

City of Courtenay Public Library

Existing institutional land uses are civic and regional destinations that promote interest and activity in the downtown core.

Streetscapes

High quality aesthetic design currently integrated on downtown streets can be expanded to further define a sense of place.

Byward Market, Ottawa ON

Vibrant, pedestrian-focused streets draw residents and visitors to the downtown core.

A mix of building types, densities, uses and services, as well as pedestrian-friendly infrastructure, have the potential to make the downtown a place to stay, discover and enjoy.

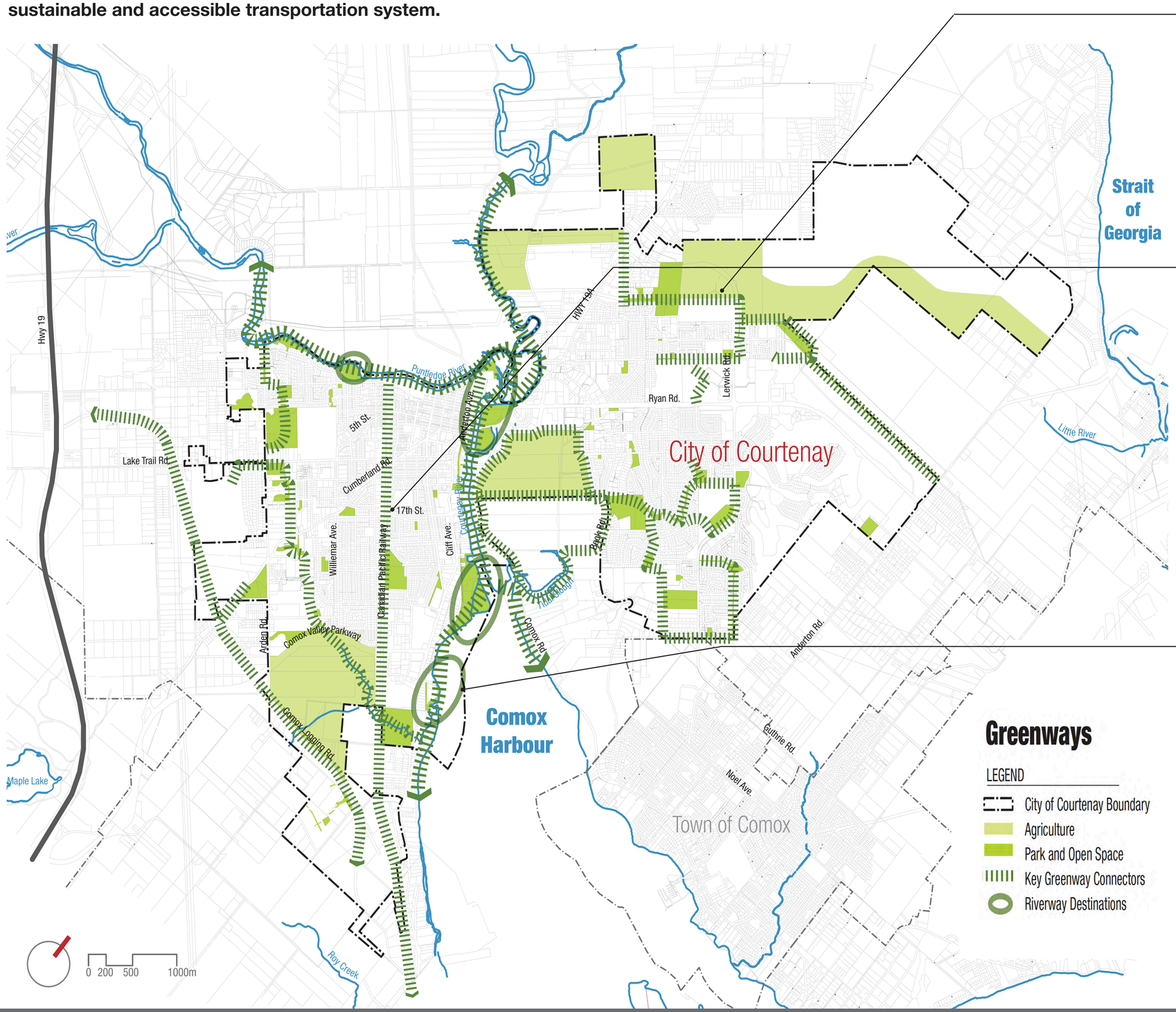
Mill Street, Creemore ON

Market Square, Pittsburgh PA

Potential Greenway Concept

Greenways and pathways are effective connectors that provide additional travel options for pedestrians and cyclists.

A complete greenway and pathway system has the potential to integrate the city's key ecological elements such as the river, estuary, agricultural lands, and parks and open spaces into a sustainable and accessible transportation system.



A Complete Pathway and Bikeway System

A complete bikeway and pathway system can connect cyclists and pedestrians to downtown and other destinations. There are significant opportunities to integrate the pathway system into existing and future neighbourhoods.

Greenways are integrated with the built environment, similar to the Piercy Creek Greenway entrance.

Multi-use pathways can extend the greenway system within an urban environment.

Integrated Environmental Features

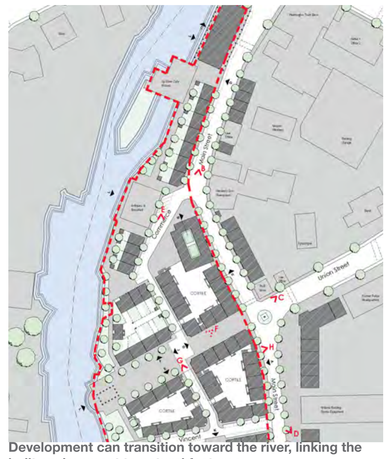
Environmental infrastructure can be integrated into street design to provide a high-quality aesthetic experience and to provide environmental services such as low-impact development stormwater management.

Potential design for a parking bay with permeable pavers and bioswale features.

A Destination Riverway

There is the potential to locate additional destination parks and open spaces along the Courtenay River. One opportunity is to create a new multi-use destination where the river frames the south-eastern entry to the city.

Riverway destinations can attract residents and visitors to the recreational greenway system.

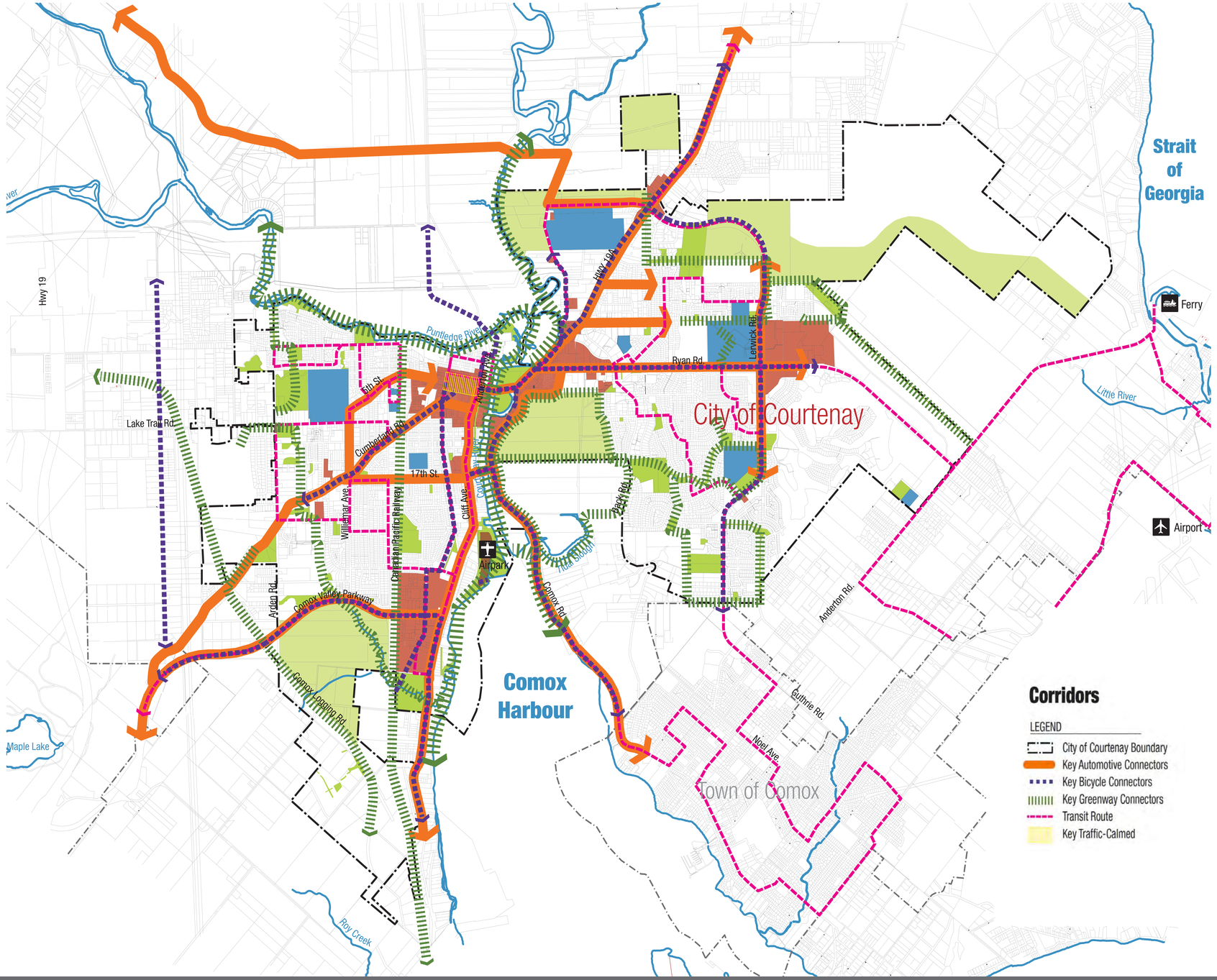


Development can transition toward the river, linking the built environment to natural features.

Potential Road Network Concept

A transportation system defines a road network hierarchy to manage travel flow from one destination to another.

A road network concept has the potential to define specific types of roads, who uses them, and what they look like.



Complete Streets Enhance the Public Realm

Corridors have the potential to become part of the public realm and support a variety of users and experiences.

Roads have the potential to become integrated public spaces that are accessible and enjoyable.

The System Accommodates All Ages, Needs and Abilities

Sidewalks, pathways, bike lanes, and transit stops should be easily accessible and support recreation, commuting, and accessing daily needs. Key corridors should be accessible to a range of users and accommodate all needs, ages and abilities.

Transit infrastructure, such as this bus shelter at Centennial Drive, is accessible and integrated into street design.

Infrastructure should be accessible and accommodate changing demographic needs.

Multi-Modal Corridors

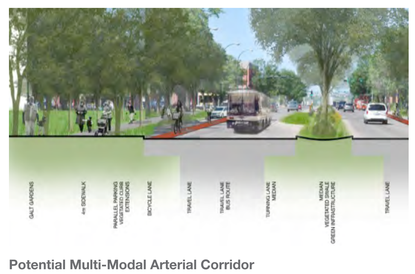
Potential key automotive, bicycle, pedestrian, transit, and recreational corridors define a transportation system and can begin accommodating the changing needs of pedestrians, cyclists and vehicles within the city.

1st Street Shared On-Road Cycle Lane

Dedicated Cycle Lane in Vancouver, BC

An improved cycling environment featuring dedicated cycling lanes and innovative treatments has the potential to encourage greater cycling rates.

Ryan at North Island Highway



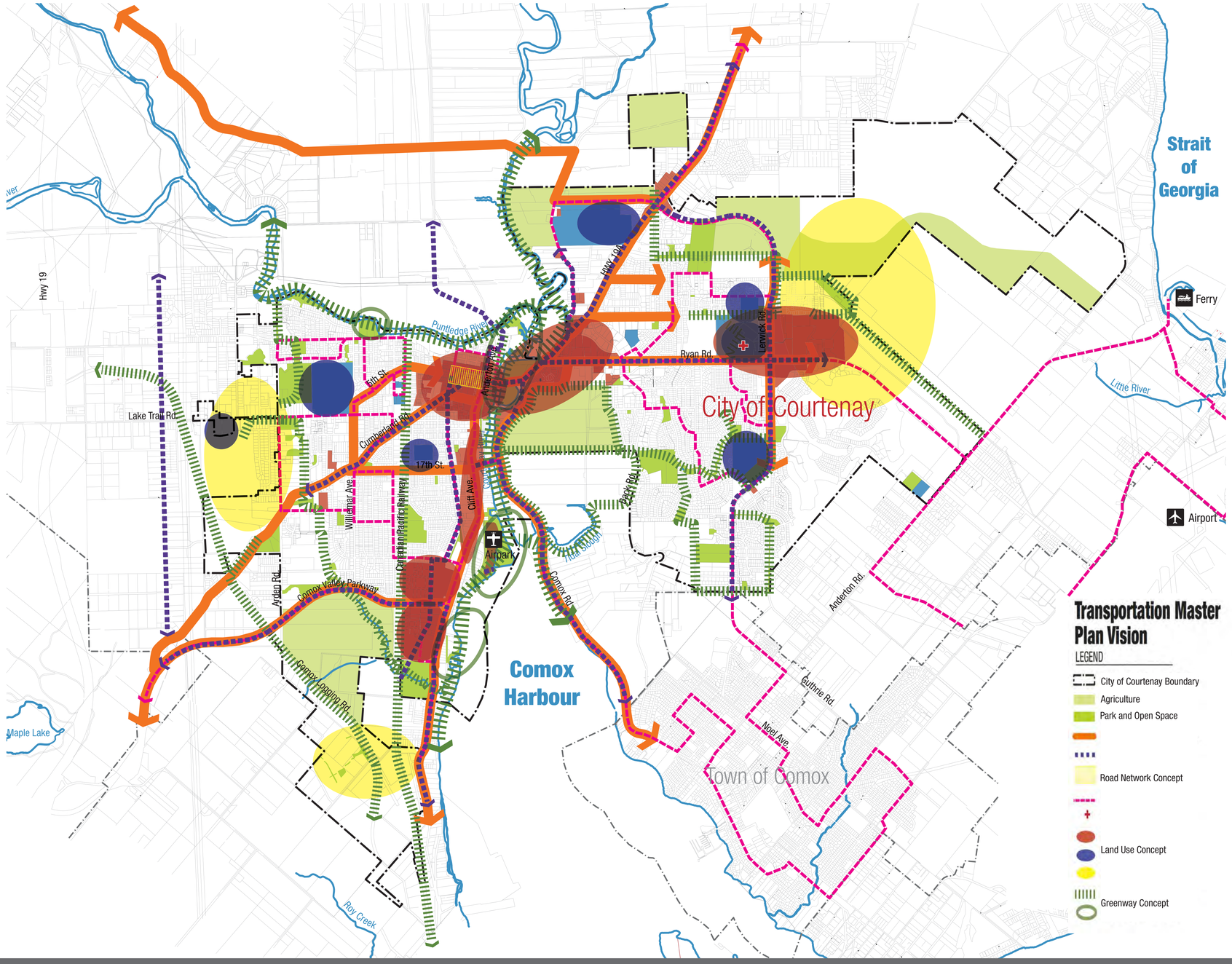
Potential Multi-Modal Arterial Corridor

An improved arterial road system accommodates traffic flow by defining key automotive, bicycle, transit and recreational corridors to provide multi-modal access to destinations.

Potential TMP Vision

Three concepts inform the potential vision for the City of Courtenay's Transportation Master Plan. From these concepts, a series of standards and guiding principles will be developed.

Potential guiding principles are presented below for consideration and discussion.



A **Land Use Concept** organized around a system of nodes and centres.

Potential Principles
- A destination riverway
- A complete pathway and bikeway system
- Integrated environmental features

A **Greenway Concept** that emphasizes connectivity and completeness.

Potential Principles
- A vibrant downtown
- Accessible commercial nodes
- Directed residential growth

A **Road Network Concept** that accommodates the changing needs of pedestrians, cyclists, and vehicles.

Potential Principles
- A network of multi-modal corridors
- All ages, needs and abilities are accommodated
- Complete streets enhance the public realm

Project Next Steps

- **Analyze and incorporate feedback received from stakeholders and members of the public.**
- **Develop a vision for the TMP.**
- **Conduct an-depth analysis of the transportation system.**
- **Develop recommendations.**
- **Prepare implementation strategy.**
- **Project completion: Winter 2013.**