

COUSINS AVENUE UPGRADES: QUICK FACTS

Below-ground service upgrades plus above-ground road improvements are planned for a busy residential and commercial/industrial section of Cousins Avenue.

What?

The City of Courtenay is preparing to complete above- and below-ground upgrades to a section of Cousins Avenue, including repaving the road surface.

Why?

The road surface along this stretch has reached the end of its life. This provides an opportunity to replace underground services that need upgrading, and investigate road and pedestrian improvements such as: parking, sidewalks, trail connections, curbing and landscaping.

Where?

On Cousins Avenue, between Willemar Avenue and 20th Street.

Who?

McElhanney is developing the options analysis for these upgrades. They are currently working on design options for the area, to be considered by the City, interest holder groups and the public.

When?

Fall 2023: Public open house to receive feedback on design options.

Early 2024: Design options presented to Council for consideration.

2024: Detailed design begins.

2025: Construction starts.



COUSINS AVENUE UPGRADES: PROJECT MAP

The City of Courtenay is preparing to upgrade Cousins Avenue, between Willemar and 20th Street, beginning with detailed design in 2024.



THREE DESIGN OPTIONS FOR CONSIDERATION

To ensure the plan for Cousins Avenue considers residents and businesses in the area, the City is gathering public feedback on three design options for the corridor. These options are laid out in detail over the next six boards.

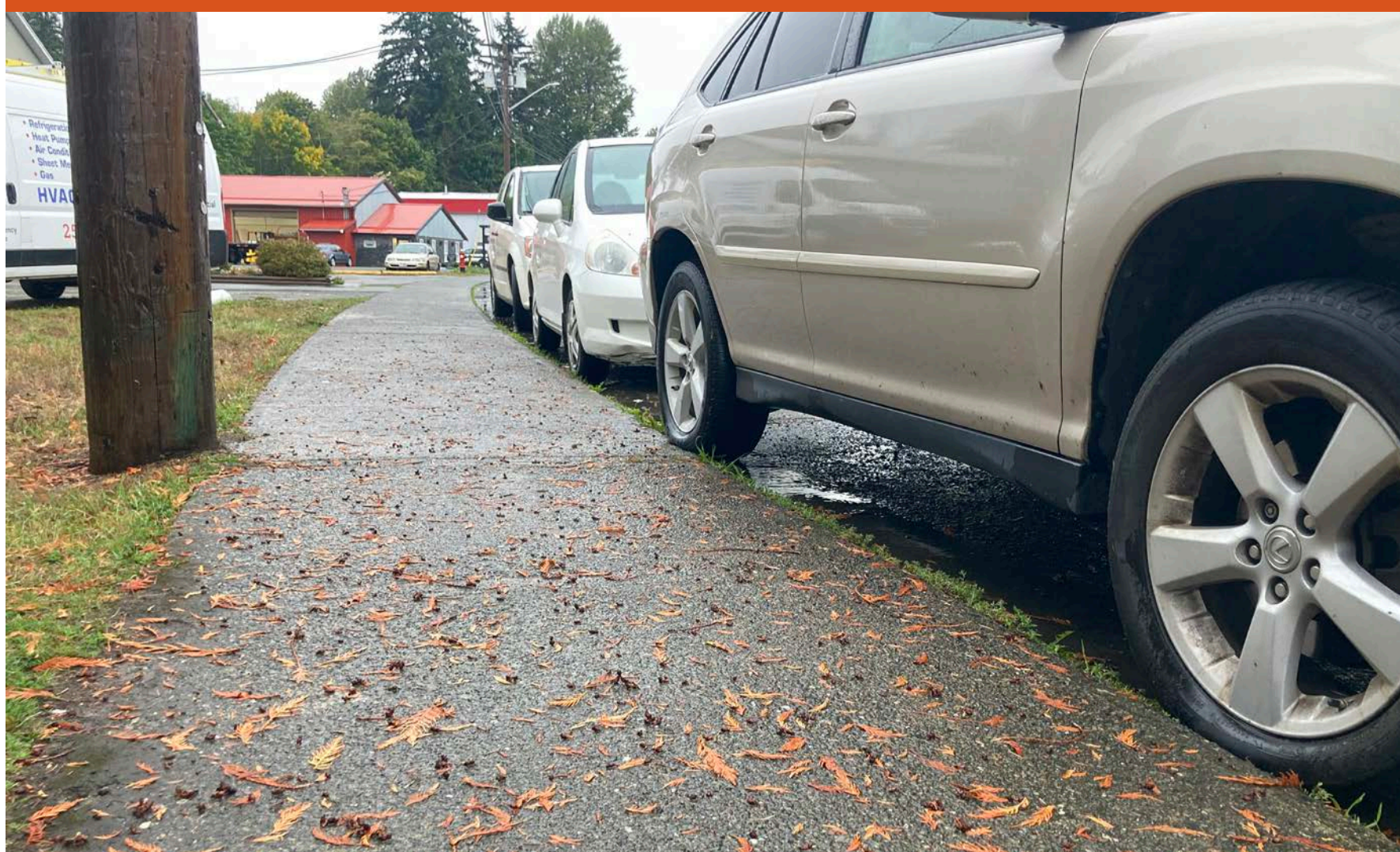
Managing mixed-use



Cousins Avenue and the area around it includes a unique mix of light industrial, single-family residential and mixed-use buildings.

To address this, the three design options present different upgrades to the roadway for the residential vs. commercial/industrial sections of the road.

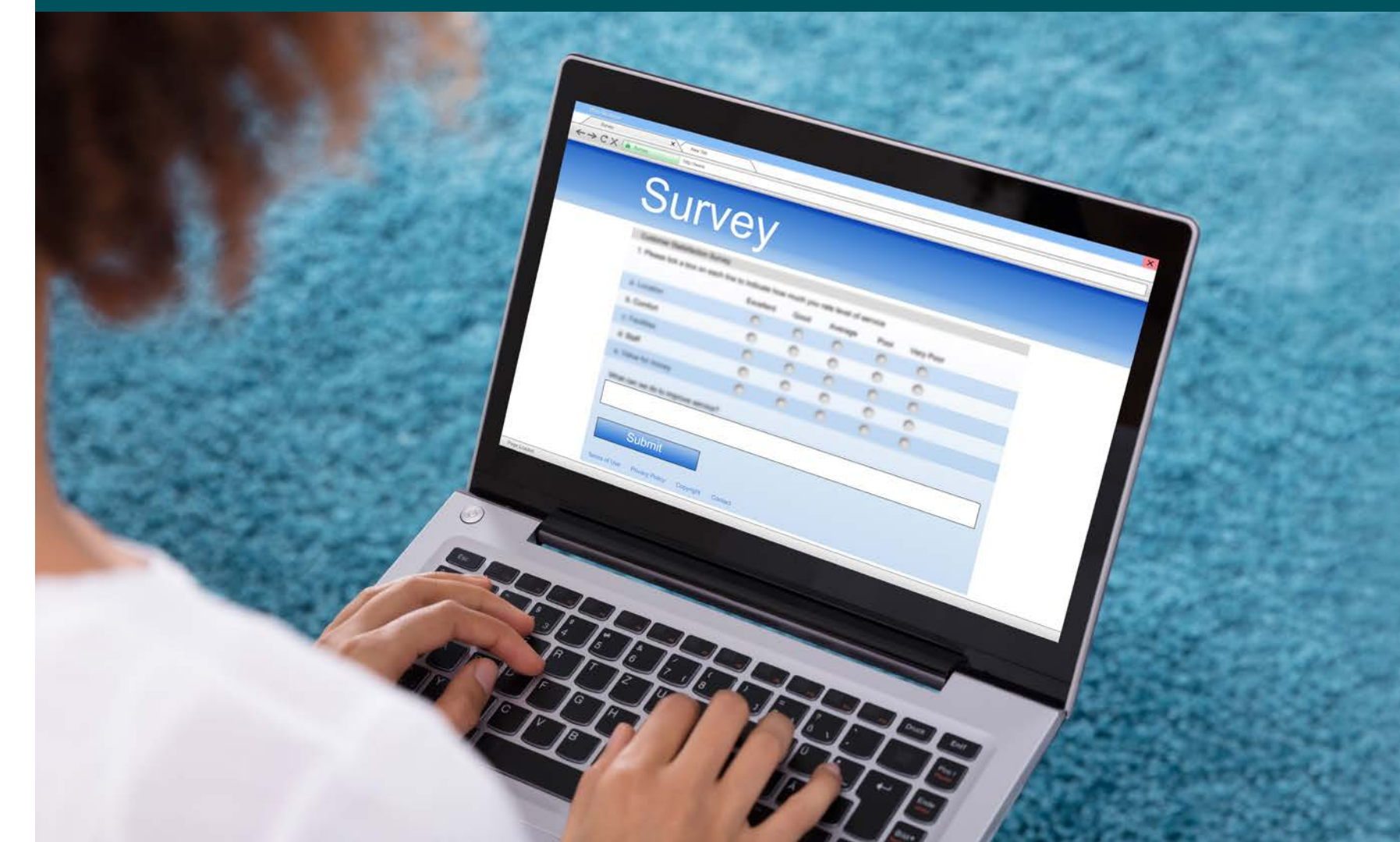
Parking



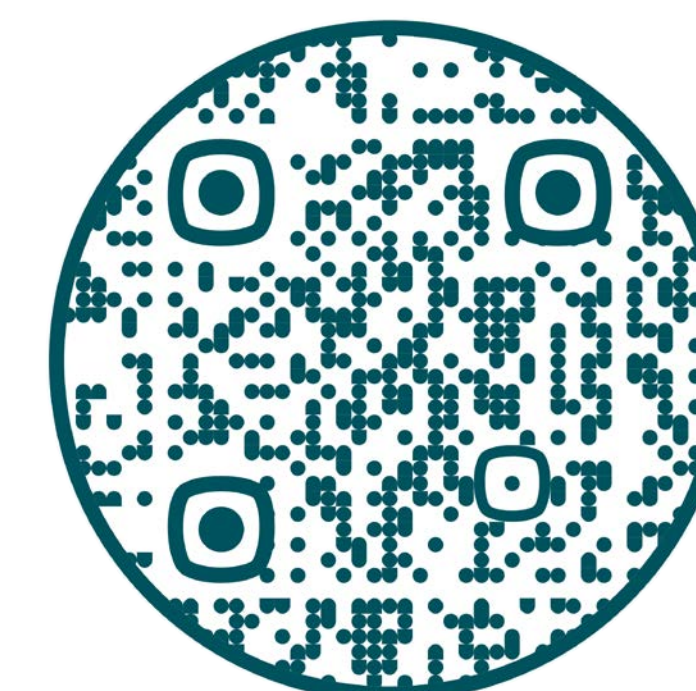
A parking study was completed in the area and found that hourly on-street parking demand in the commercial/industrial section exceeded the available capacity.

With this in mind, Option 1 and Option 3 offer the most on-street parking that is possible (with parking lanes on both sides of the road). Option 2 sees a reduction in on-street parking in favor of bike lanes.

Gathering input



Public feedback will be collected through a survey available now. To complete the survey visit, courtenay.ca/cousinsupgrades



Scan here to complete the survey.



OPTION 1: STANDARD OPTION

Option 1 is similar to the existing road and other standard streets in the City of Courtenay with features intended to calm traffic and improve pedestrian experience.

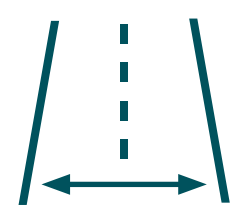
Option 1 includes the following elements:



Sidewalk on both sides of the road



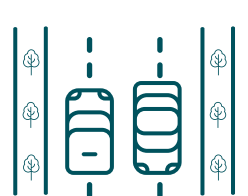
Parking lanes on both sides of the road



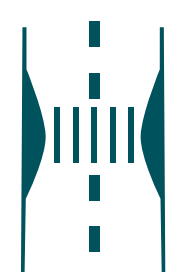
Widened driving lanes (compared to standard City streets)



Road signage to limit truck traffic in residential areas



Boulevard space and street trees on both sides of the road



Option to add curb bump-outs to slow cars at intersections



Option for raised crosswalk at existing Cousins Park access between 22nd Street and Rosewall Crescent N.



VS



RESIDENTIAL VS. COMMERCIAL

There are key differences in the residential and commercial sections of the street, including:



Residential (20th St. to 22nd St):

- Wider than standard sidewalks
- Option to add speed table to slow cars



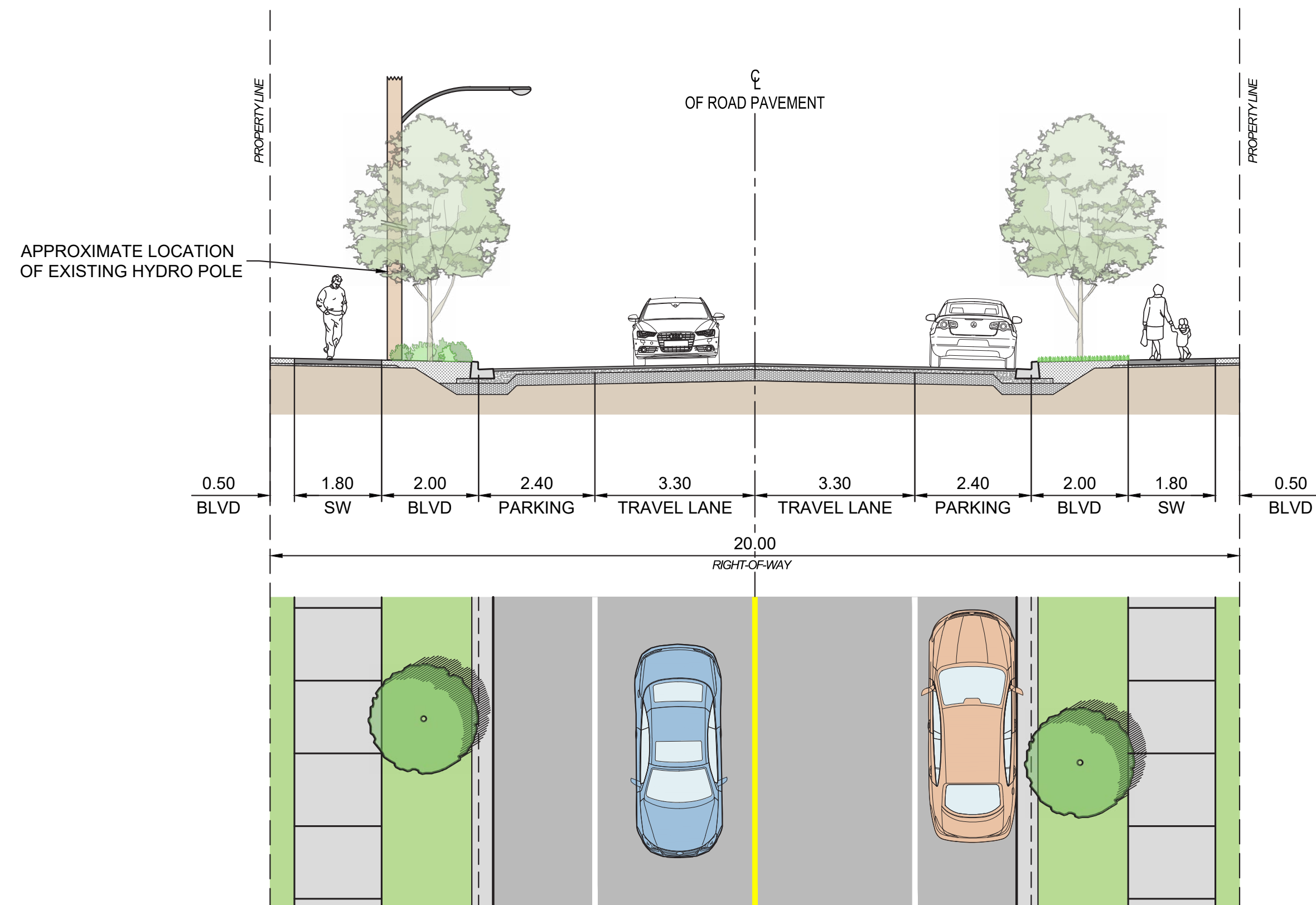
Commercial/Industrial (22nd St. to Willemar Ave):

- Standard width sidewalks
- Extra wide travel lanes to accommodate large vehicles

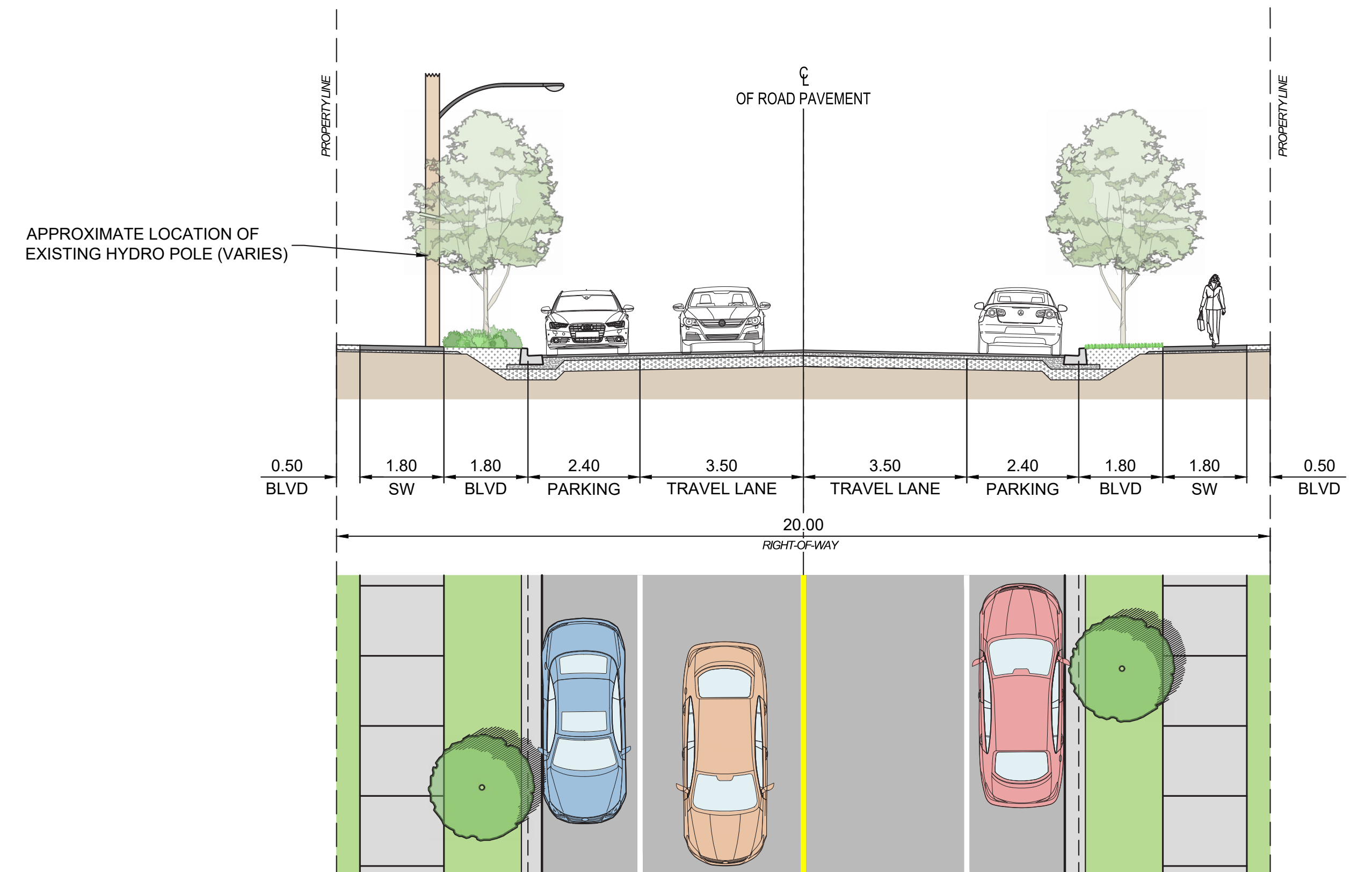


OPTION 1: WHAT IT WILL LOOK LIKE

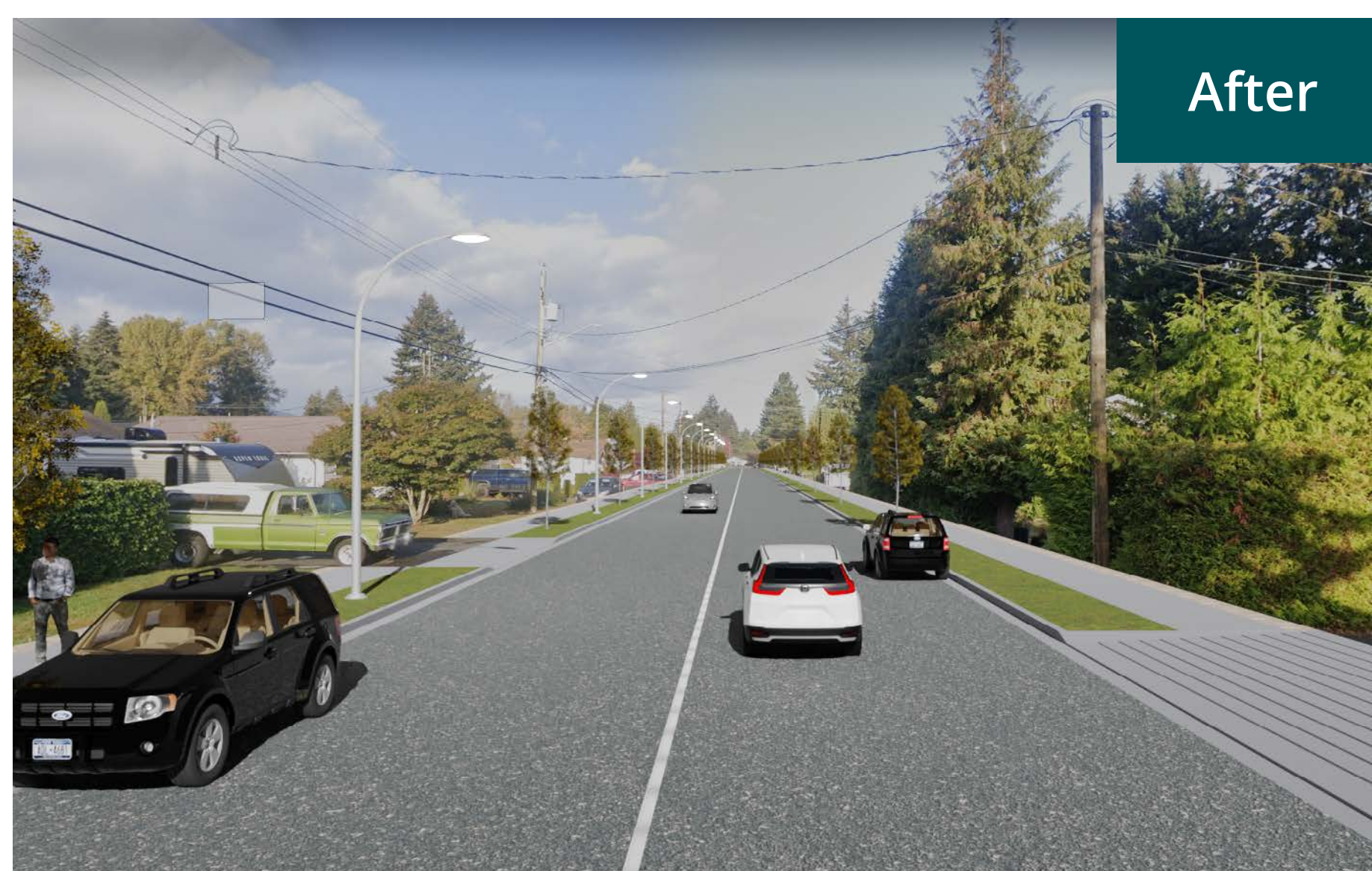
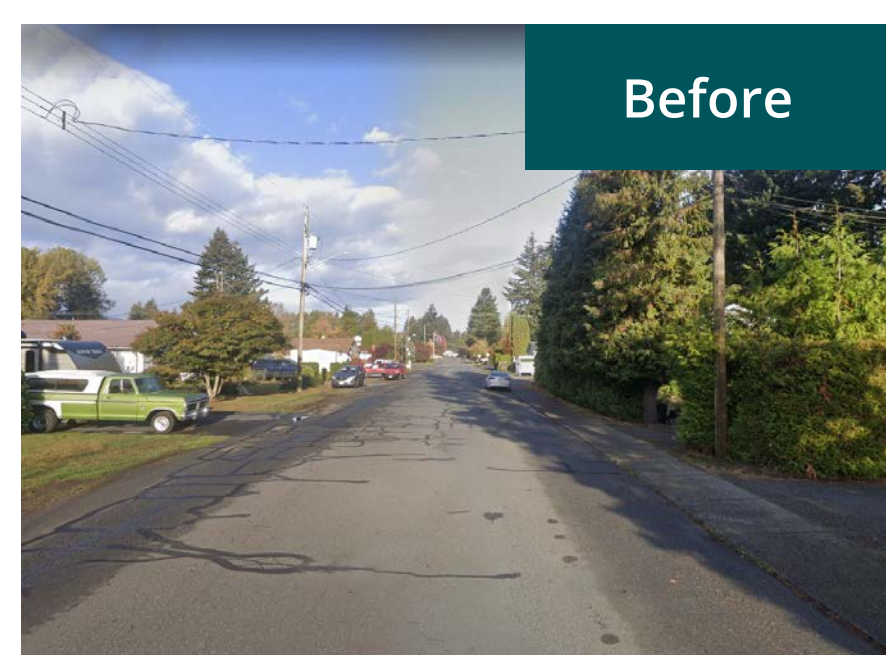
Cousins Ave cross-section in residential zone



Cousins Ave cross-section in commercial/industrial zone



Cousins Ave residential zone



Cousins Ave commercial/industrial zone



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OPTION 2: BIKE LANE OPTION

Option 2 is similar to Option 1, however, it features parking on only one side of the road and includes the addition of two bike lanes.

Option 2 includes the following elements:



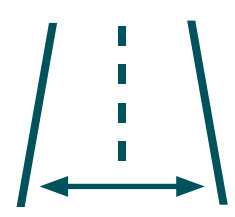
Sidewalk on both sides of the road



Bike lanes with outside buffer on both sides of the road



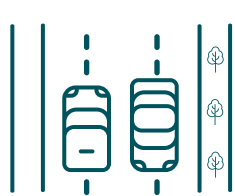
Parking lane on one side of the road



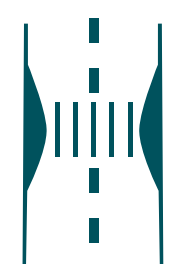
Widened driving lanes (compared to standard City streets)



Road signage to limit truck traffic in residential areas



Boulevard space on both sides and street trees on one side of the road



Option to add curb bump-outs to slow cars at intersections



Option for raised crosswalk at existing Cousins Park access between 22nd Street and Rosewall Crescent N.



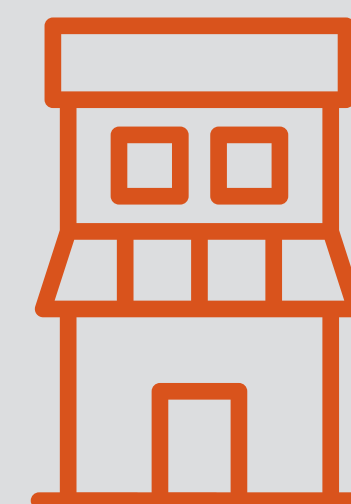
RESIDENTIAL VS. COMMERCIAL

There are key differences in the residential and commercial sections of the street, including:



Residential (20th St. to 22nd St):

- Wider than standard sidewalks
- Option to add speed table to slow cars



Commercial/Industrial (22nd St. to Willemar Ave):

- Standard width sidewalks
- Extra wide travel lanes to accommodate large vehicles

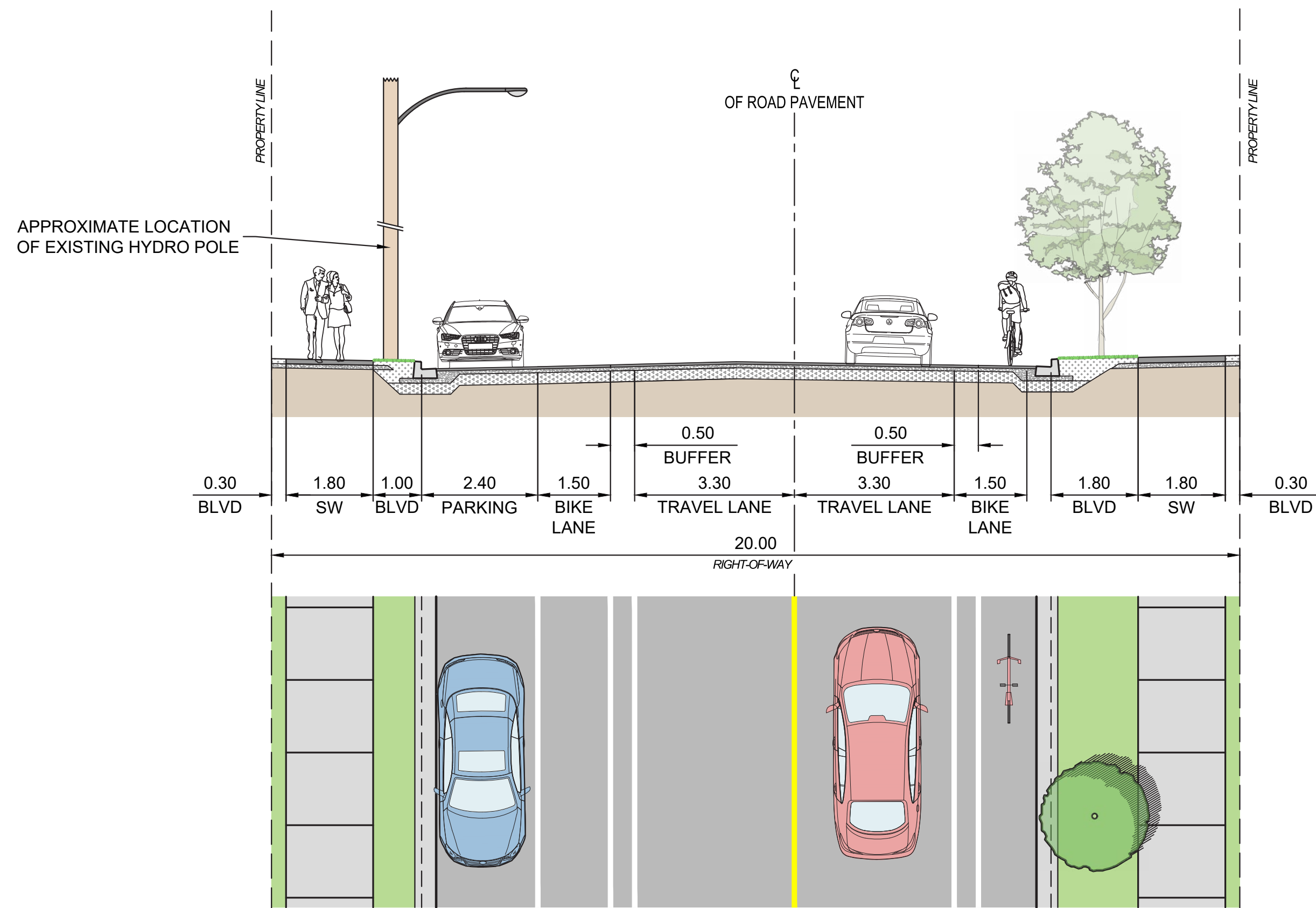
Cycling Network Plan

Please note: Courtenay's Cycling Network Plan does NOT include this area as a proposed bike route. The cycling plan was created in 2019 and updated in 2023 with the input of stakeholder groups, and is supported by the Comox Valley Cycling Coalition.

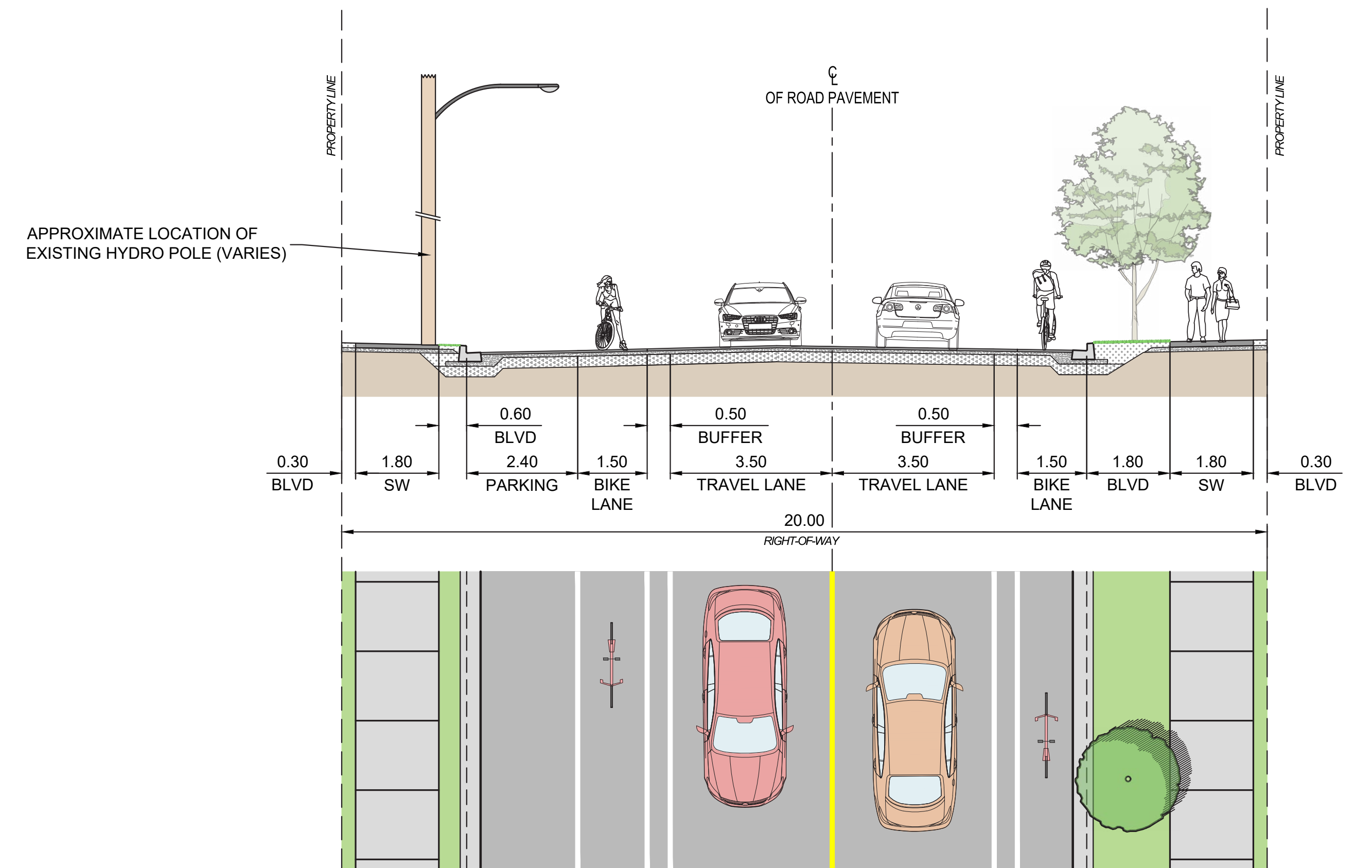


OPTION 2: WHAT IT WILL LOOK LIKE

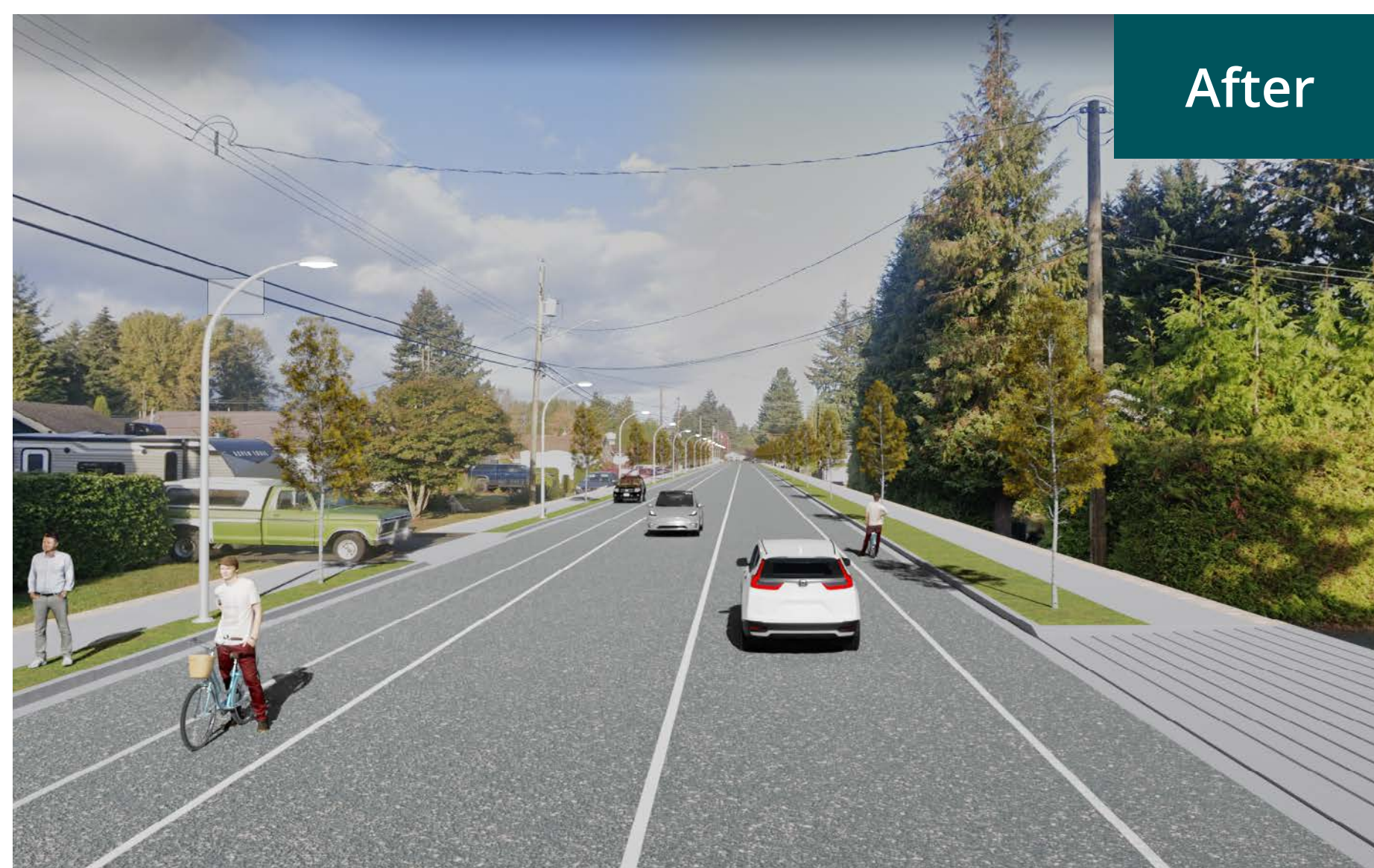
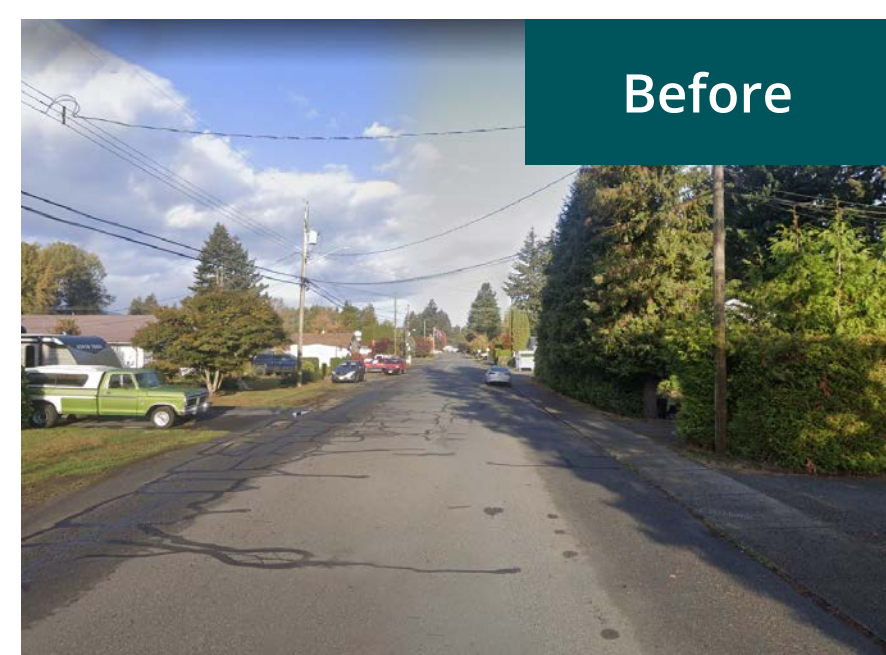
Cousins Ave cross-section in **residential zone**



Cousins Ave cross-section in **commercial/industrial zone**



Cousins Ave **residential zone**



Cousins Ave **commercial/industrial zone**



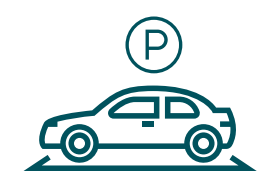
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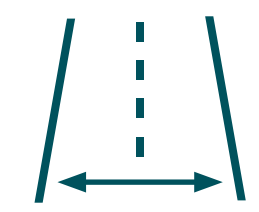
OPTION 3: ACTIVE TRANSPORTATION AND ONE-WAY TRAFFIC OPTION

Option 3 includes a multi-use path on one side of the road in the residential area. Also, a portion of Cousins Ave. in the Commercial/Industrial section is converted to one-way traffic (between Rosewall Crescent S and Cousins Park Access) in an effort to further limit truck traffic from entering the residential area. This could also include one-way traffic on Rosewall Crescent.

Option 3 includes the following elements:



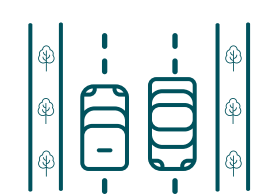
Parking lanes on both sides of the road



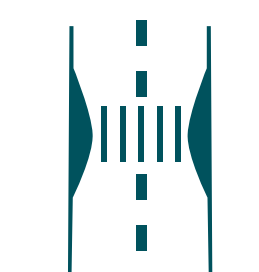
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Road signage to limit truck traffic in residential areas



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Option for raised crosswalk at existing Cousins Park access between 22nd Street and Rosewall Crescent N.



VS



RESIDENTIAL VS. COMMERCIAL

There are key differences in the residential and commercial sections of the street, including:



Residential (20th St. to 22nd St):

- Multi-use path on one side of the road, providing pedestrian and cyclist access from Cousins Park to 20th St.
- Wider than standard sidewalk on one side of the road
- Option to add speed table to slow cars



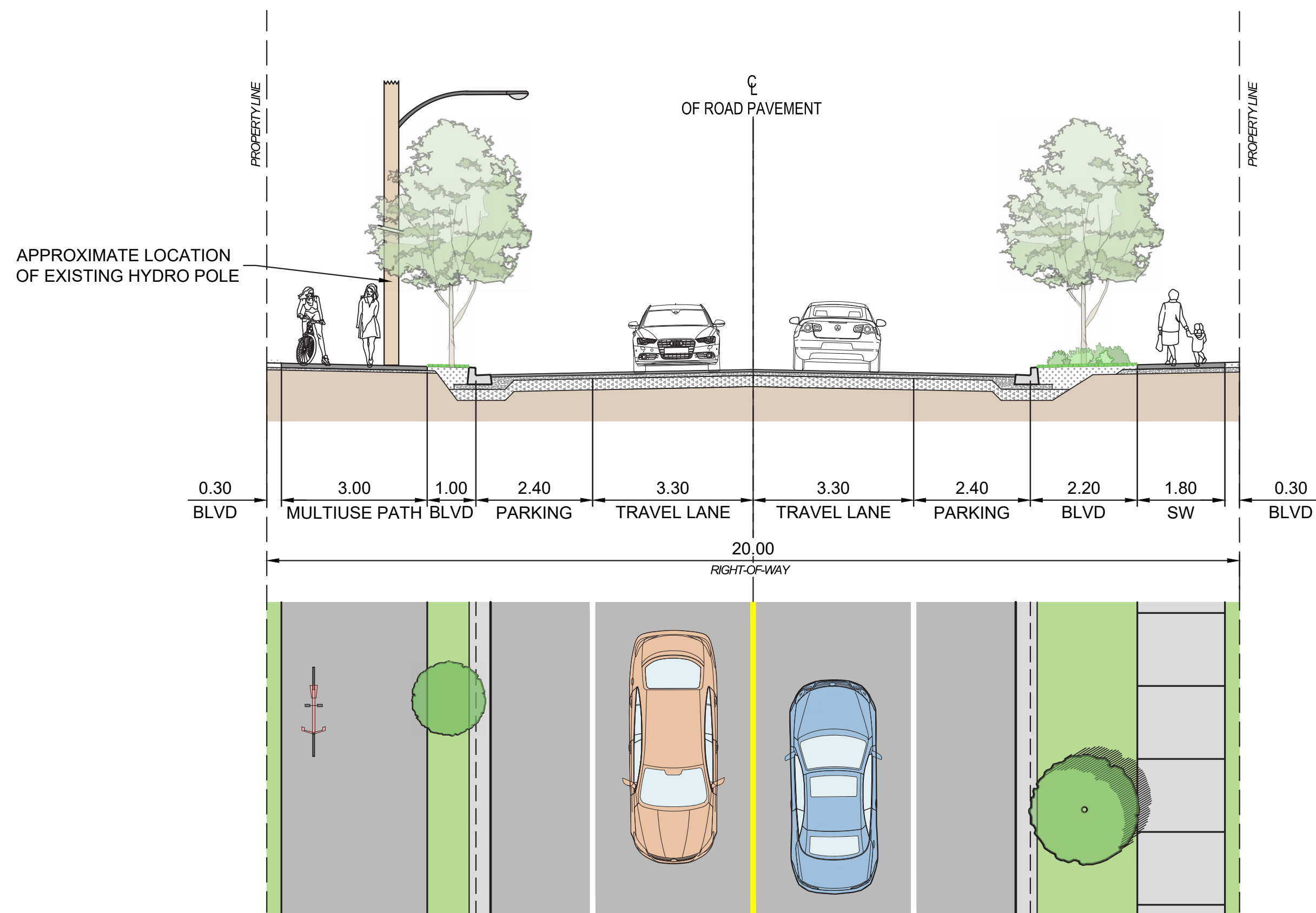
Commercial/Industrial (22nd St. to Willemar Ave):

- One-way traffic on Cousins Ave. between Rosewall Crescent S and the Cousins Park access to reduce truck traffic entering residential areas
- Standard width sidewalks on both sides of the road
- Extra wide travel lanes to accommodate large vehicles
- Option for one-way traffic on Rosewall Crescent

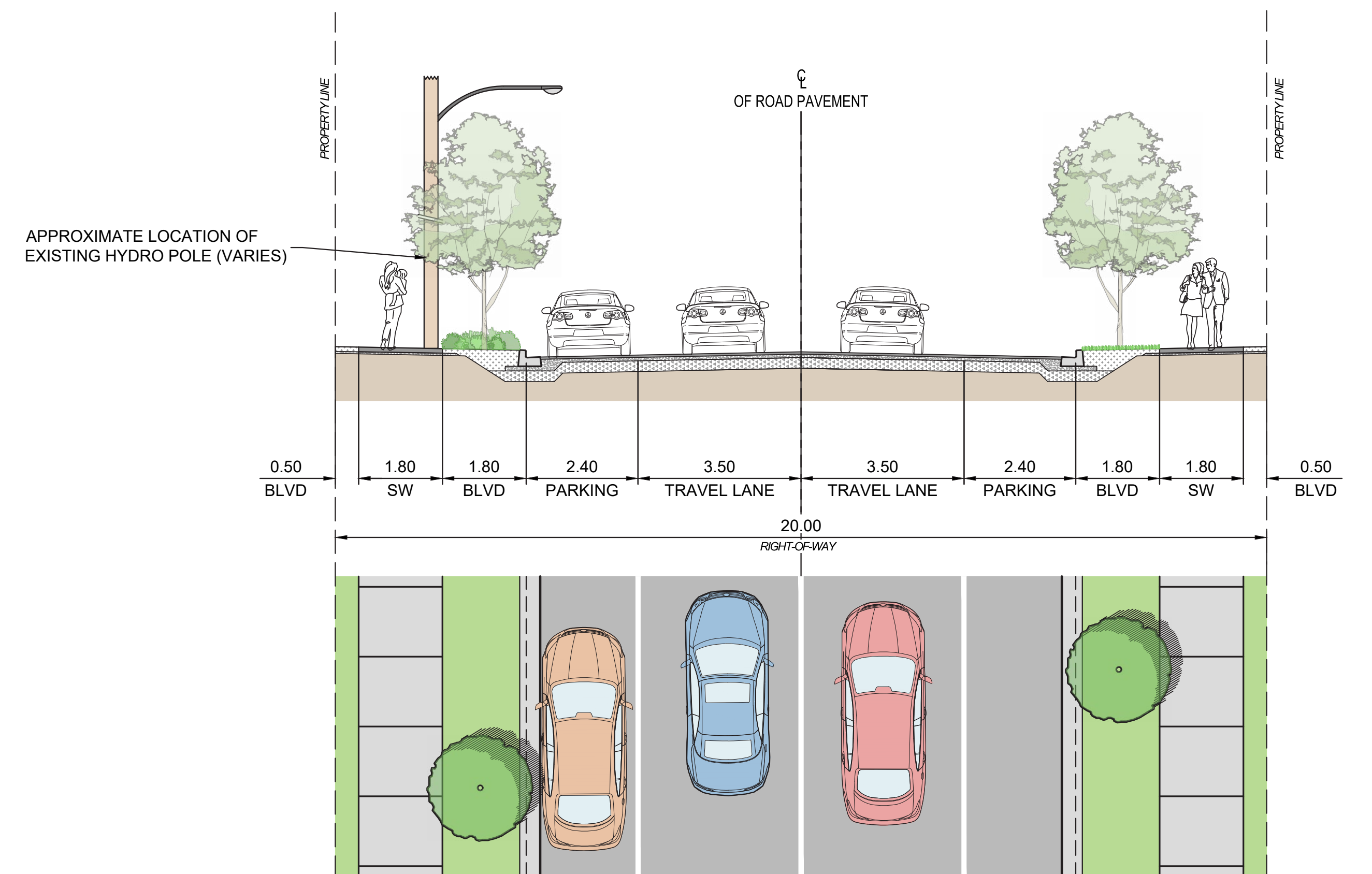


OPTION 3: WHAT IT WILL LOOK LIKE

Cousins Ave cross-section in residential zone



Cousins Ave cross-section in commercial/industrial zone



Cousins Ave residential zone



Cousins Ave commercial/industrial zone



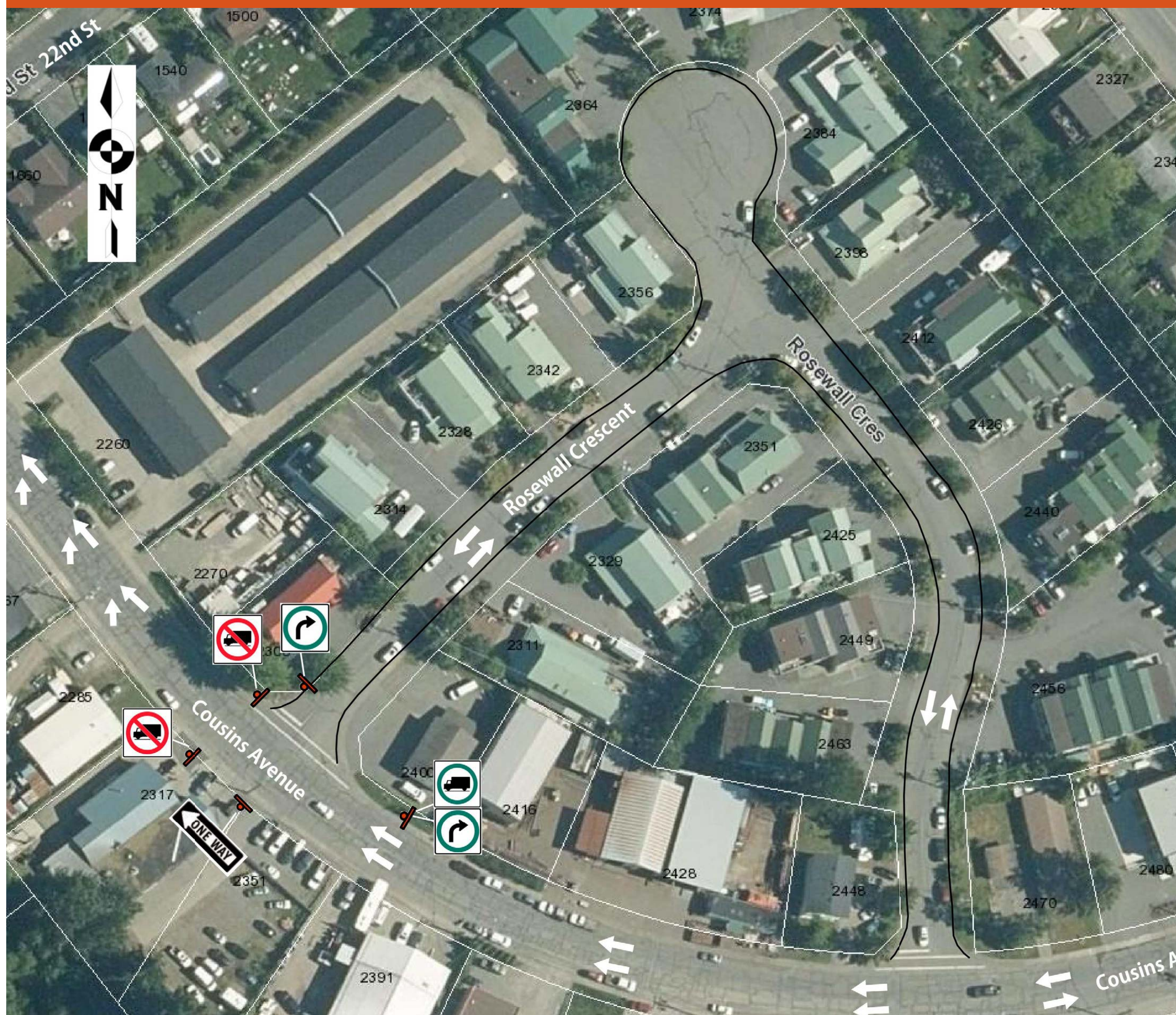
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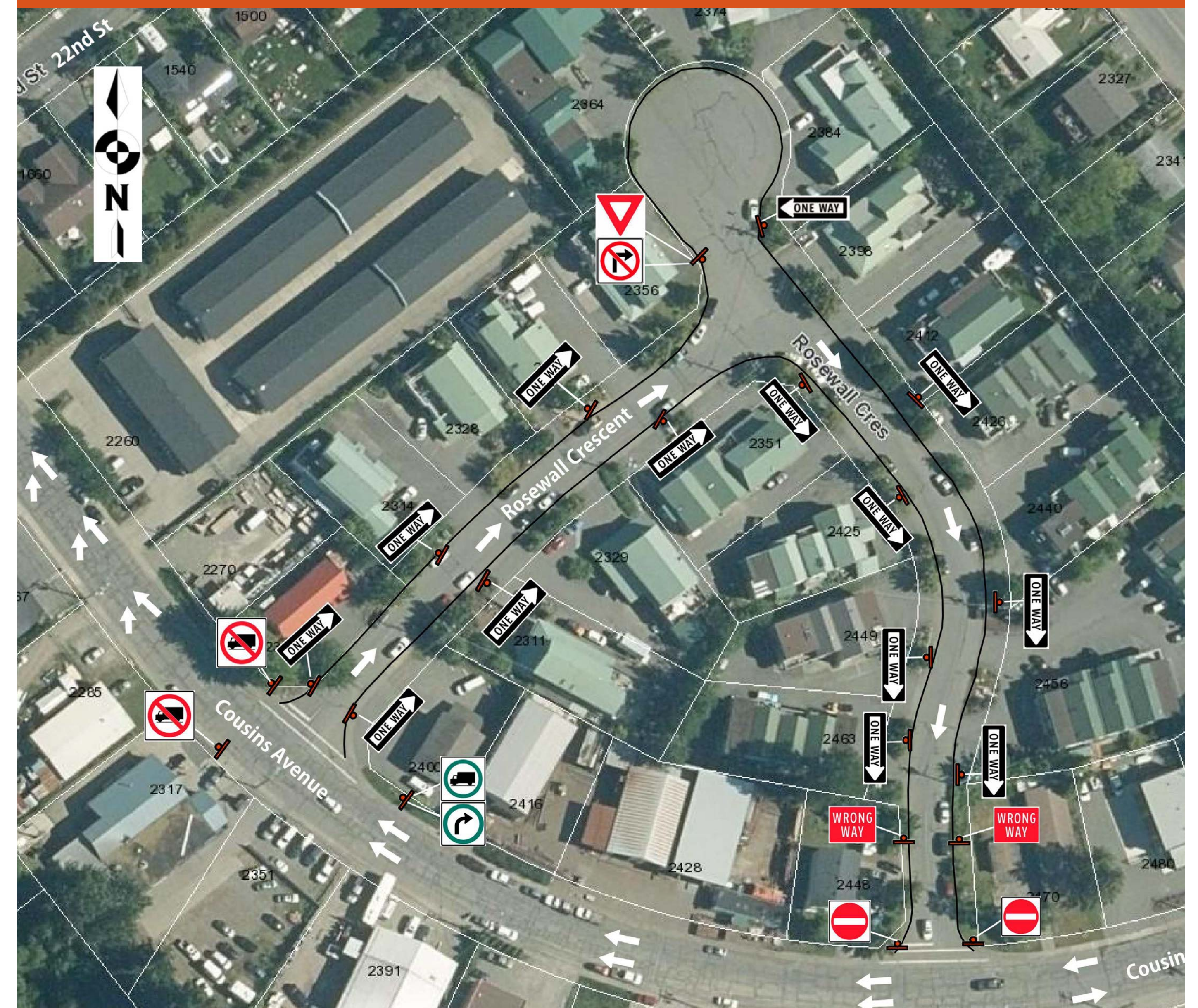
OPTION 3: ONE-WAY TRAFFIC CONCEPTS

Option 3 includes one-way traffic for a section of the commercial/industrial section on Cousins Ave. The project team is also considering the possibility of including one-way traffic on Rosewall Crescent. The maps below highlight the two-way and one-way traffic options for Rosewall Crescent.

Two-Way Traffic on Rosewall Crescent



One-Way Traffic on Rosewall Crescent



← Specifies Traffic Flow Direction



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