

5th Street Complete Streets Pilot Project

WELCOME !

The City is enhancing 5th Street between Fitzgerald Avenue and Menzies Avenue. We want your thoughts on the potential design of this street.

Please participate in the activities and fill out the comment sheet!

Your input will be used to finalize the street design option that will be considered by Council and the public.



What is a Complete Street?

Complete Streets are streets designed for all ages, abilities, and modes of travel. This approach considers all street users - pedestrians, cyclists, transit users, commercial vehicles and motorists - in the design of safe and comfortable street. It also considered the surrounding context and land use.

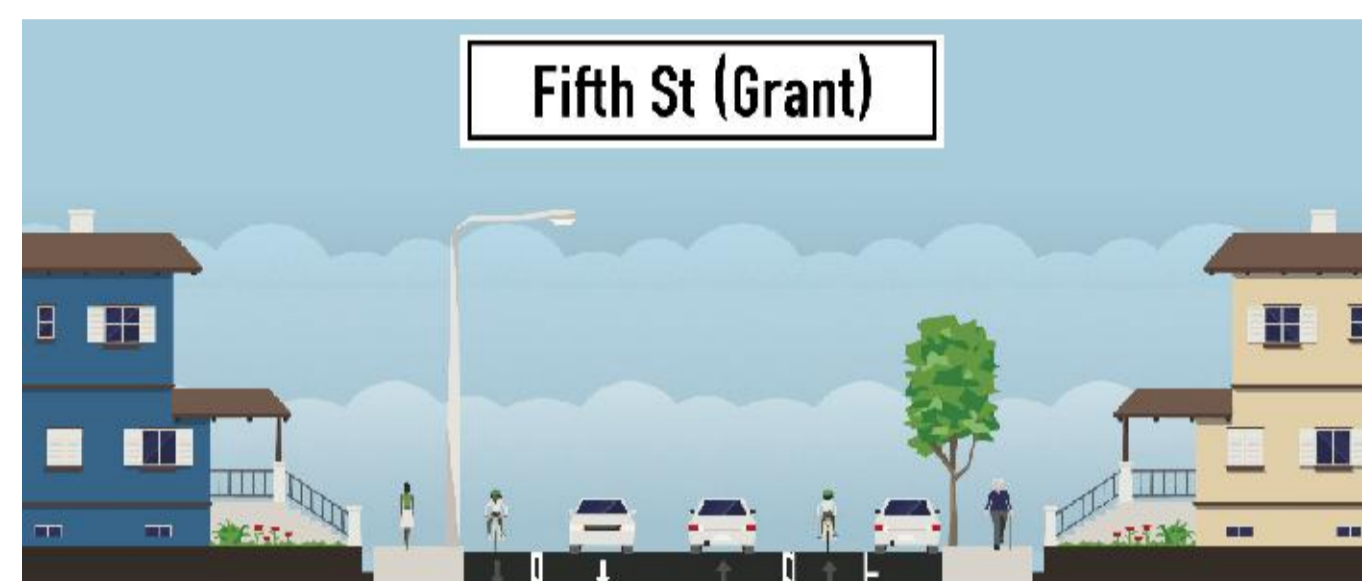
Each Complete Street is unique with design based on community priorities and interests.

Designing and building Complete Streets contributes to strong, livable and vibrant communities.



Gas Tax Grant Funding

The City of Courtenay has received \$3.25 million for underground utilities and surface works for this corridor.

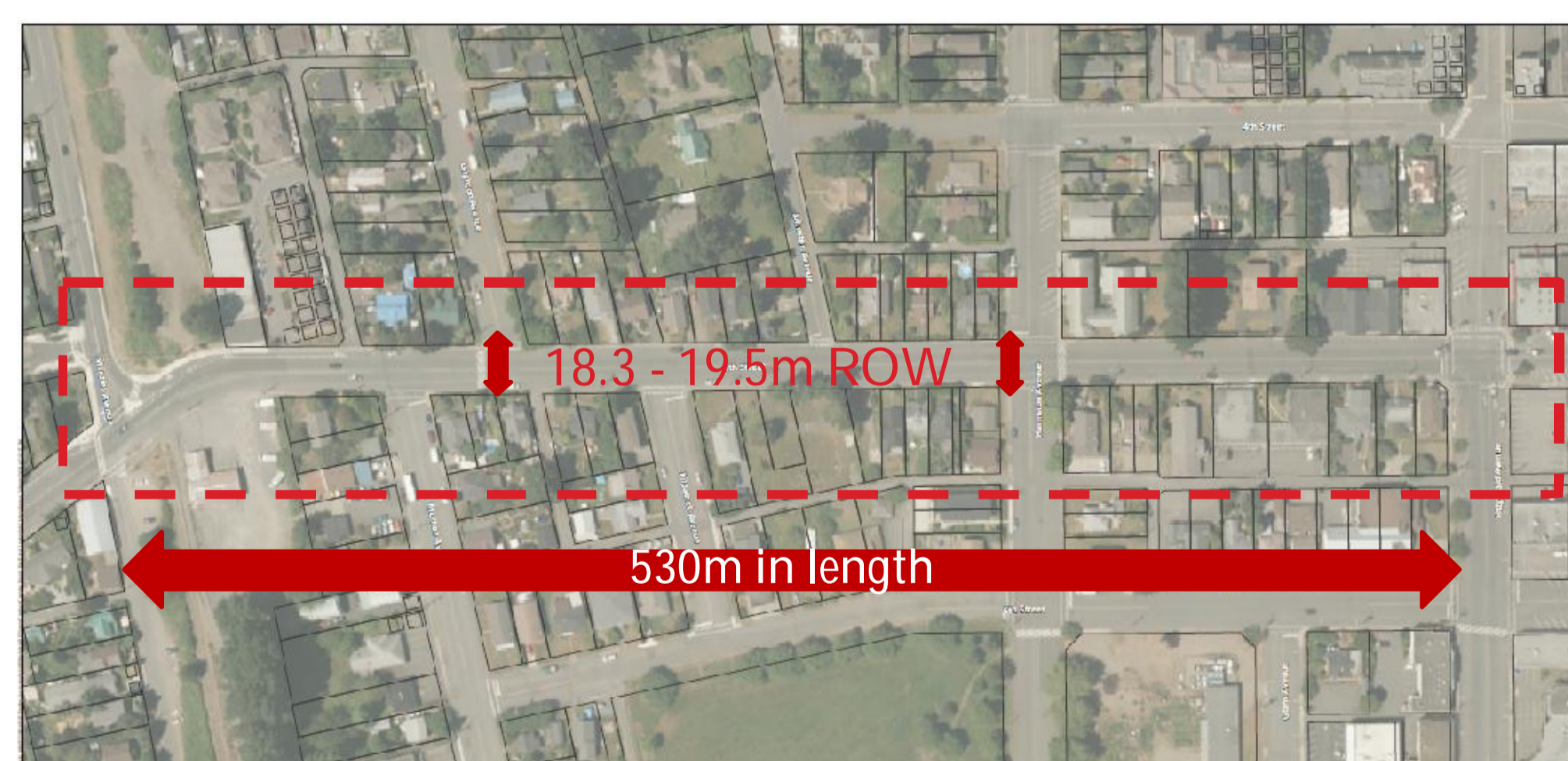


Project Goals:

Once re-designed and built, the 5th Street Complete Streets project will:

- Create a street that is more comfortable to bike and walk on;
- Encourage residents to walk and bike, instead of driving, thus shifting transportation mode share;
- Encourage more children to walk and bike to nearby Puntledge Park School;
- Connect to Fitzgerald Ave, an important north-south cycling connection;
- Manage storm water on-site; and,
- Support local economic development opportunities in downtown Courtenay.

5th Street



- 530m
- Commercial and Single Family Residential Land Use
- Gateway to downtown



Community Engagement

On May 5th and 6th – met with key stakeholders:

- Comox Valley Cycling Coalition
- Comox Valley Accessibility Committee
- School District #71 (Active Travel)
- CVRD Transit and operator (Watson & Ash)
- Comox Valley Conservation Strategy

May 5th – Open House at the Native Sons Hall:

- Over 60 people in attendance
- Community dialogue, exit survey, interactive display panels, and “Build your own Complete Street”
- Common theme was “greener / lush”, with top ranked priorities – walking (6.5 / 7), cycling (4.9 / 7), landscaping (4.5 / 7)

Month of May – Online Survey:

- Over 400 complete responses



Options Evaluation

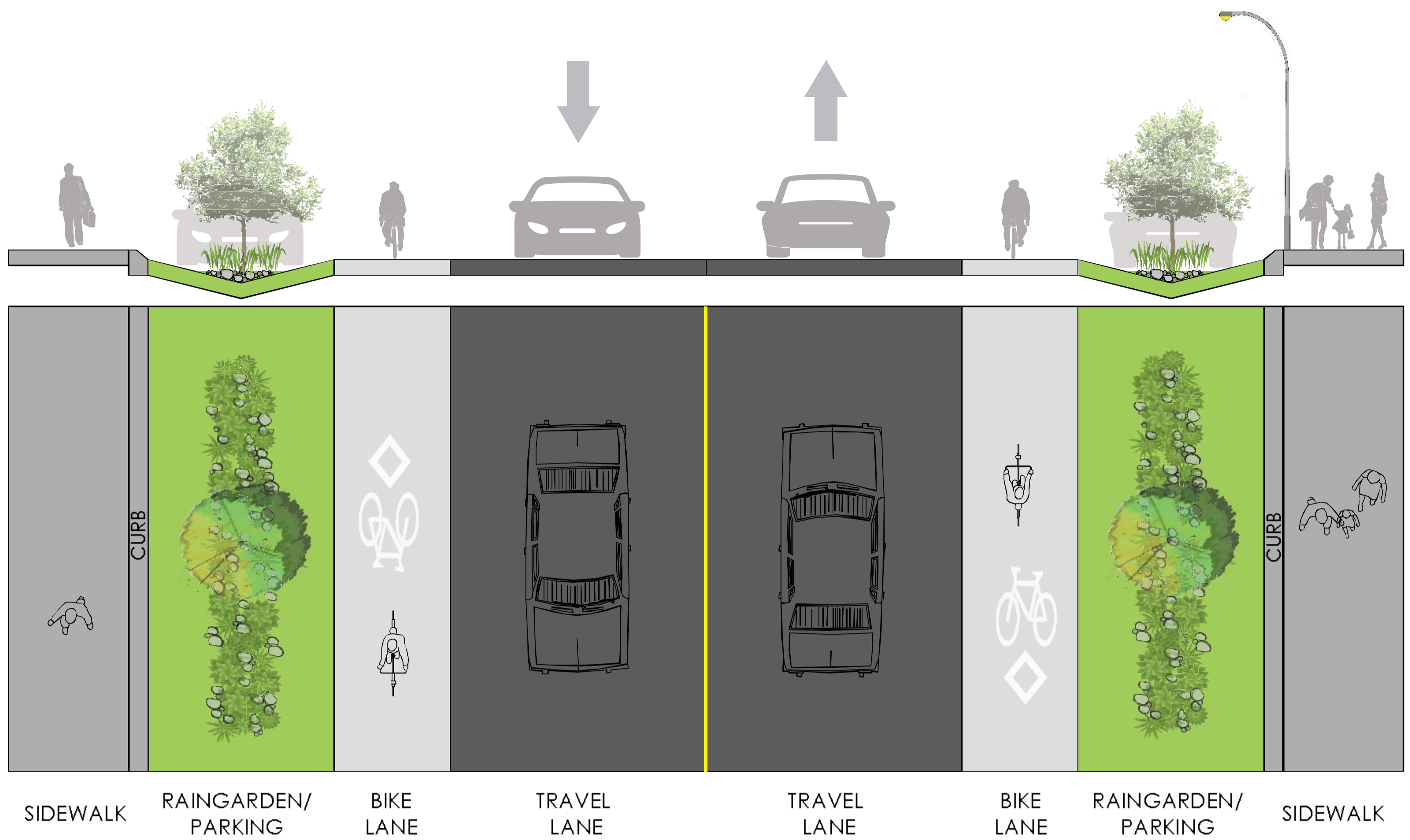
- Based on public and stakeholder engagement, 5 options were presented to Council on October 3, 2016 for consideration
- Due to site conditions and right-of-way width (~18m), all options require potential “tradeoffs” as shown in the following table:

	Travel Lane	Enhanced Sidewalk	Standard Bike Lane	Enhanced Bike Lane	Raingarden	Parking Lane
Option 1	✓	✓	✓	✗	✓	✓
Option 2	✓	✓	✓	✗	✗	✓
Option 3	✓	✓	✗	✓	✓	✗
Option 4	✓	✓	✗	✓	✓	✓
Option 5	✓	✓	✗	✓	✓	✗



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Option 1 Design Concept



OPTION 1:

- Two vehicle travel lanes
- Dedicated bike lanes
- Parking on both sides alternating with rain gardens

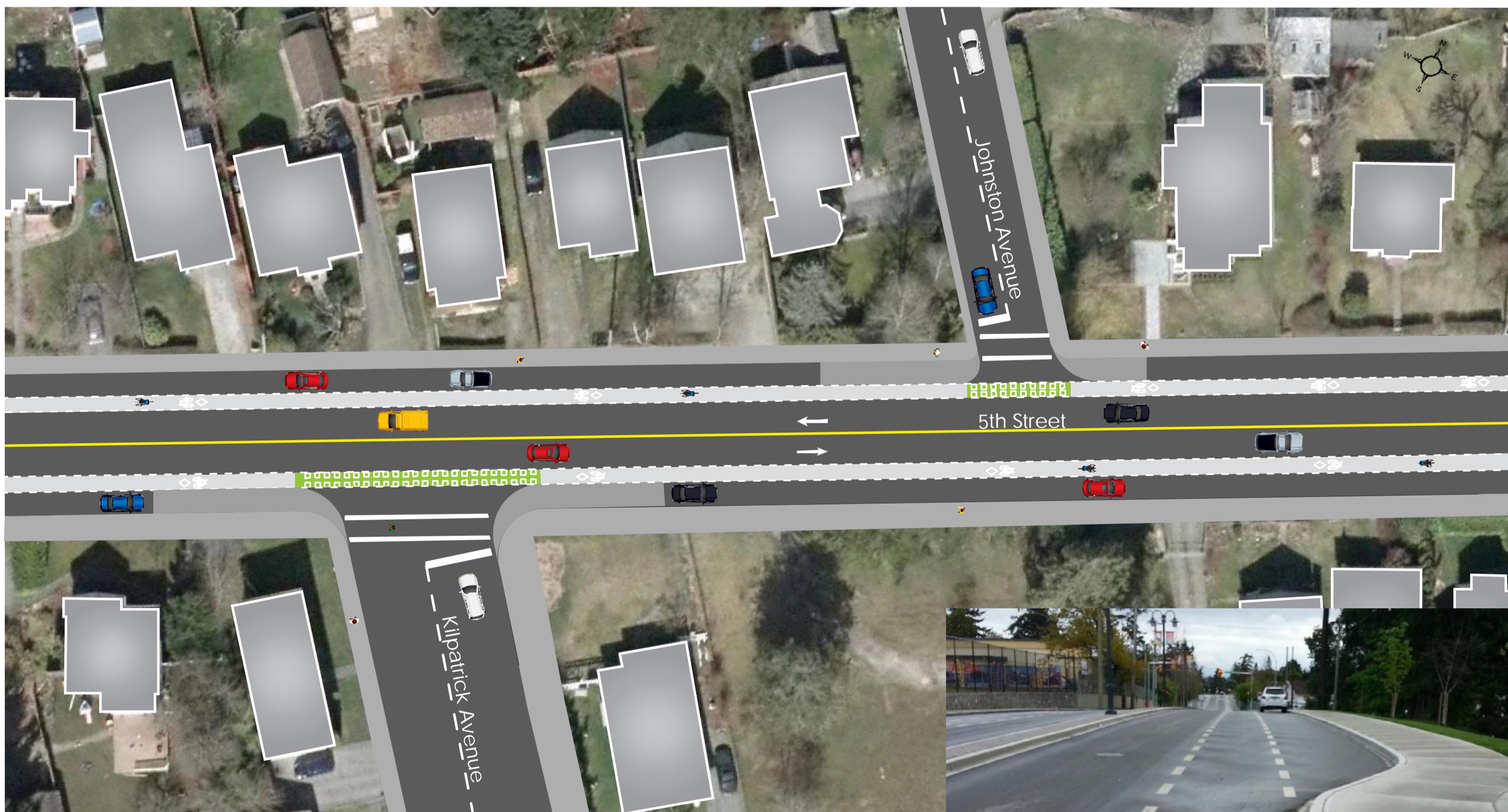
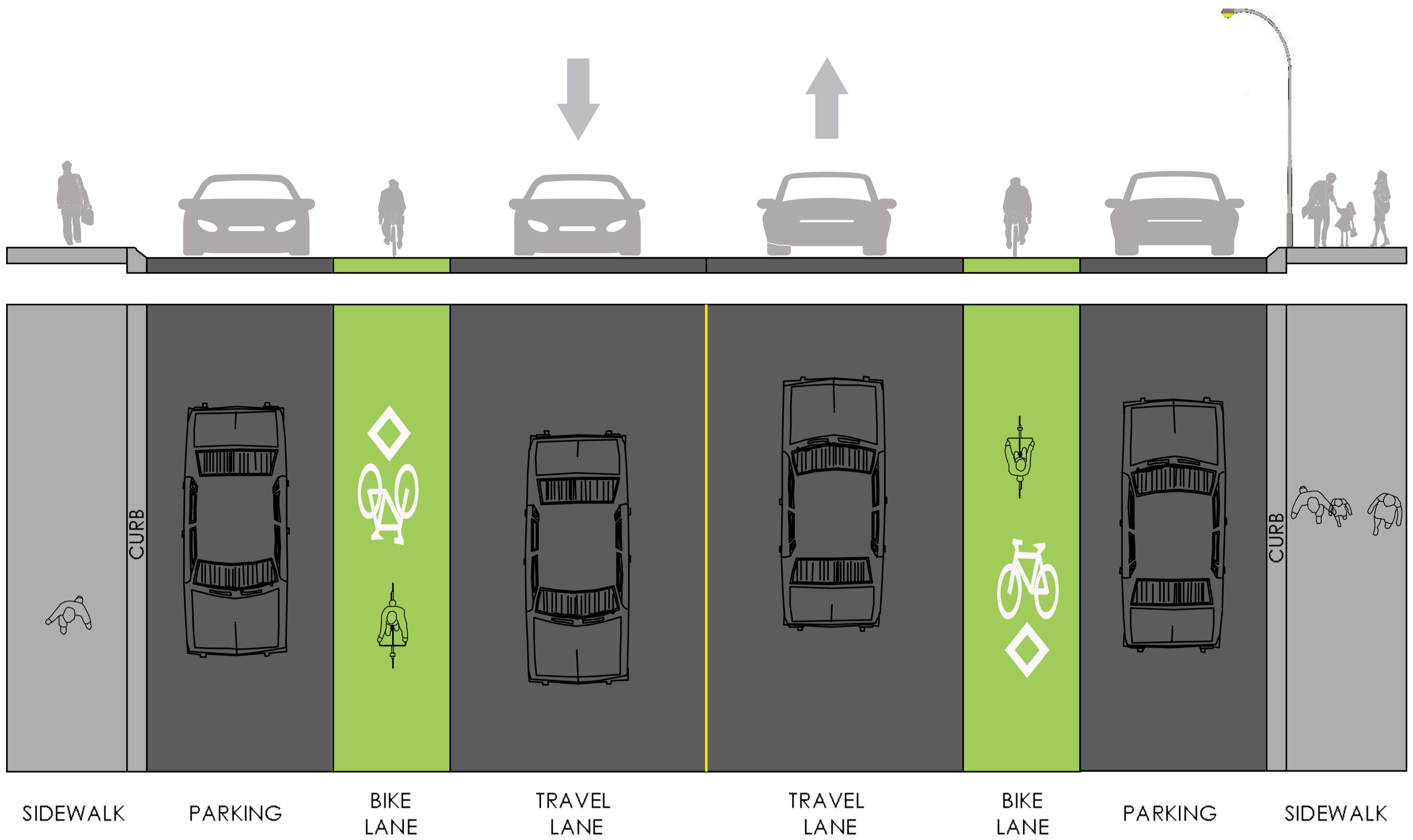


SAMPLE PHOTO (NOT EXACTLY AS SHOWN)



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Option 2 Design Concept



OPTION 2:

- Similar to Option 1, but incorporates parking through the entire section (i.e. no alternating raingarden & no boulevard)
- Could be utilized where the public and Council deems parking to be an important service (i.e. fronting commercial properties in the block between Fitzgerald and Harmston - there are approximately 15 to 20 parking stalls on each side of the road on this block)

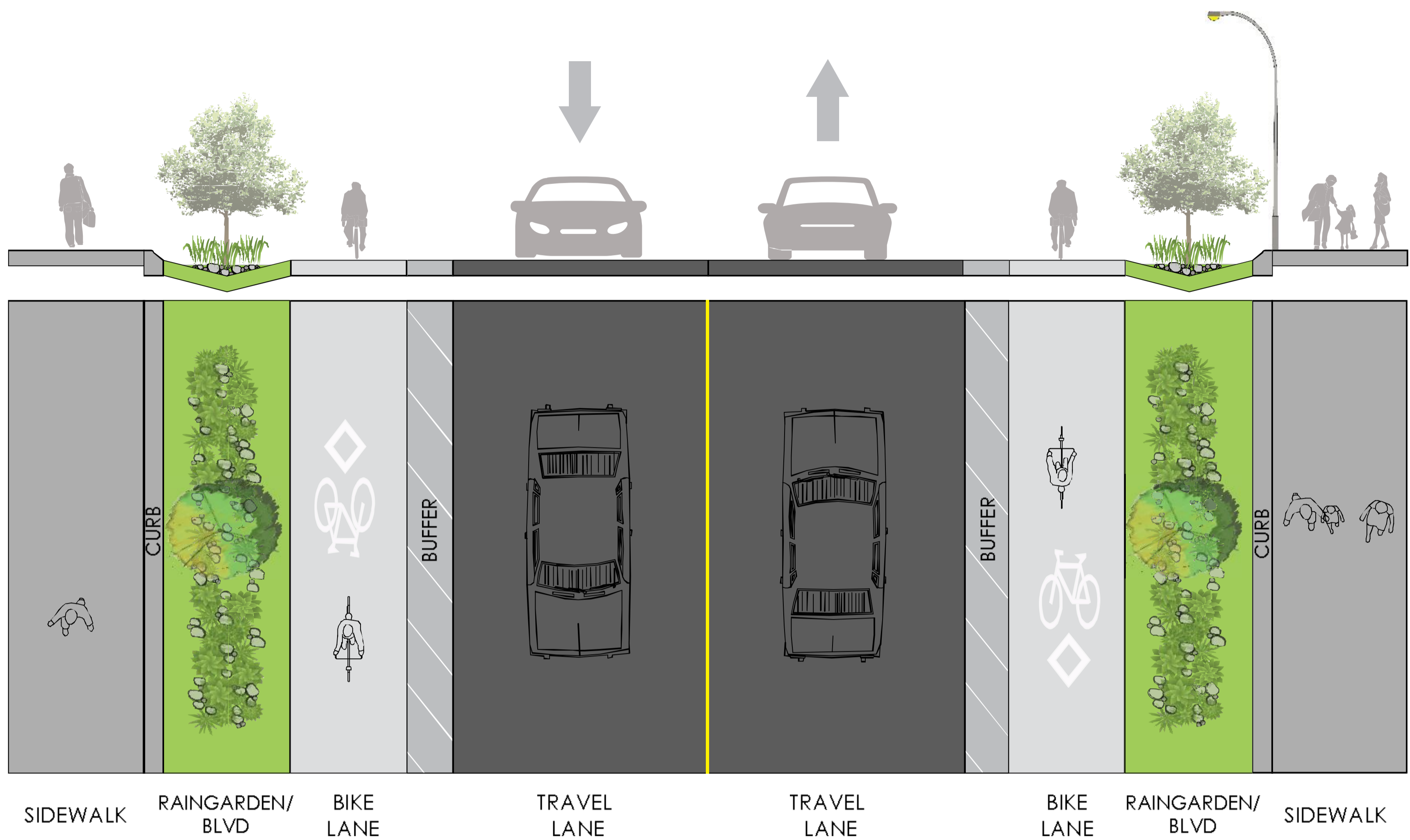


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Option 3 Design Concept



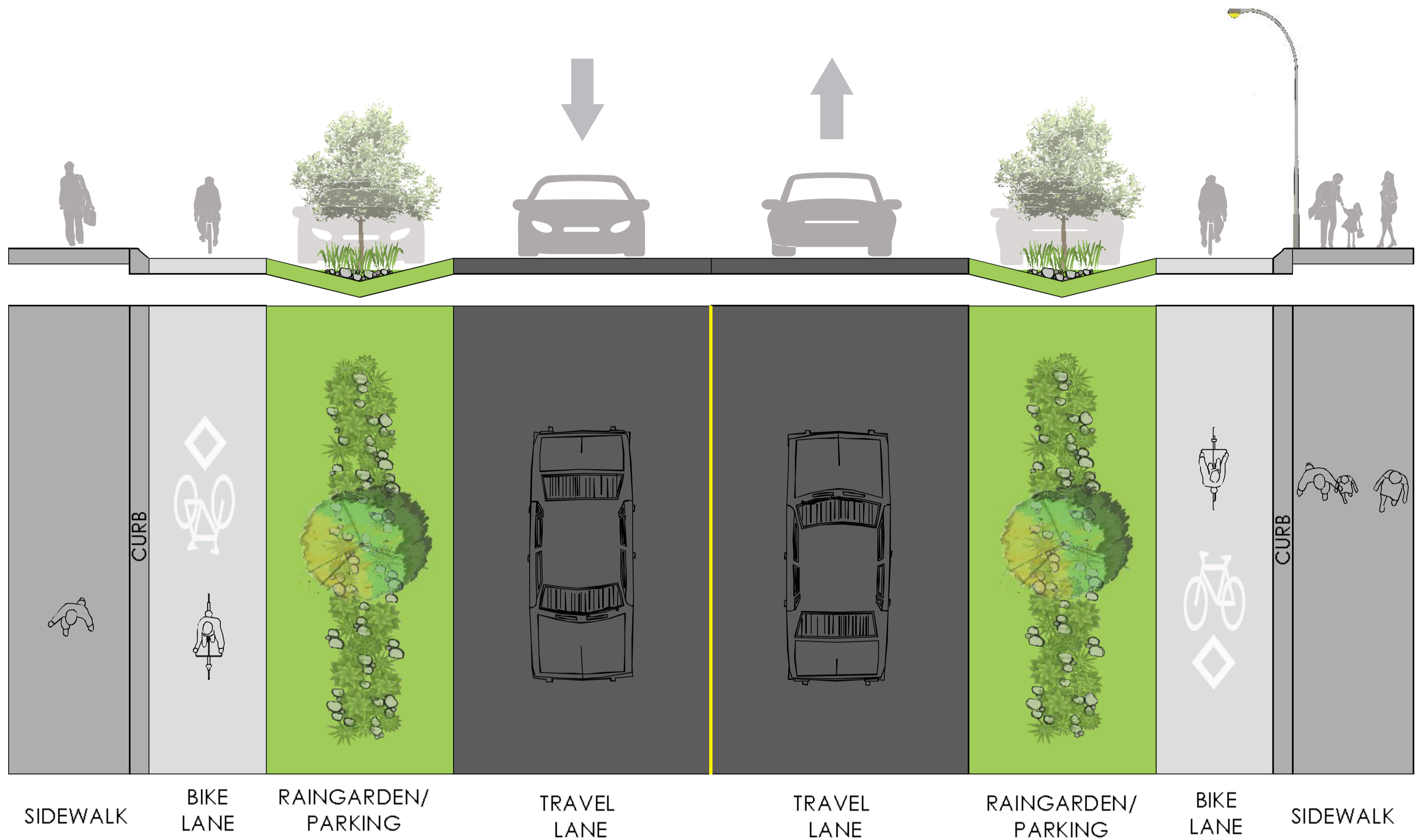
OPTION 3:

- Similar to Option 1, but reduces the width of the raingarden / boulevard to permit enhanced bike lanes
- Two vehicle travel lanes with no parking on either side
- Buffered bike lanes & enhanced wider sidewalks
- Could be used between Harmston and Menzies, if the public and Council chooses to prioritize active modes in the corridor over parking
- Back alley access on side street - parking still available for most residents



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Option 4 Design Concept



OPTION 4:

- Two vehicle travel lanes
- Parking on both sides with alternating raingarden
- Bike lanes physically separated from vehicle traffic (although potential dooring issue from passenger side to bike lane)
- Design considerations at intersections for cyclists wanting to turn left
- Operations and maintenance considerations for separated bike lanes (may require specialized maintenance equipment)

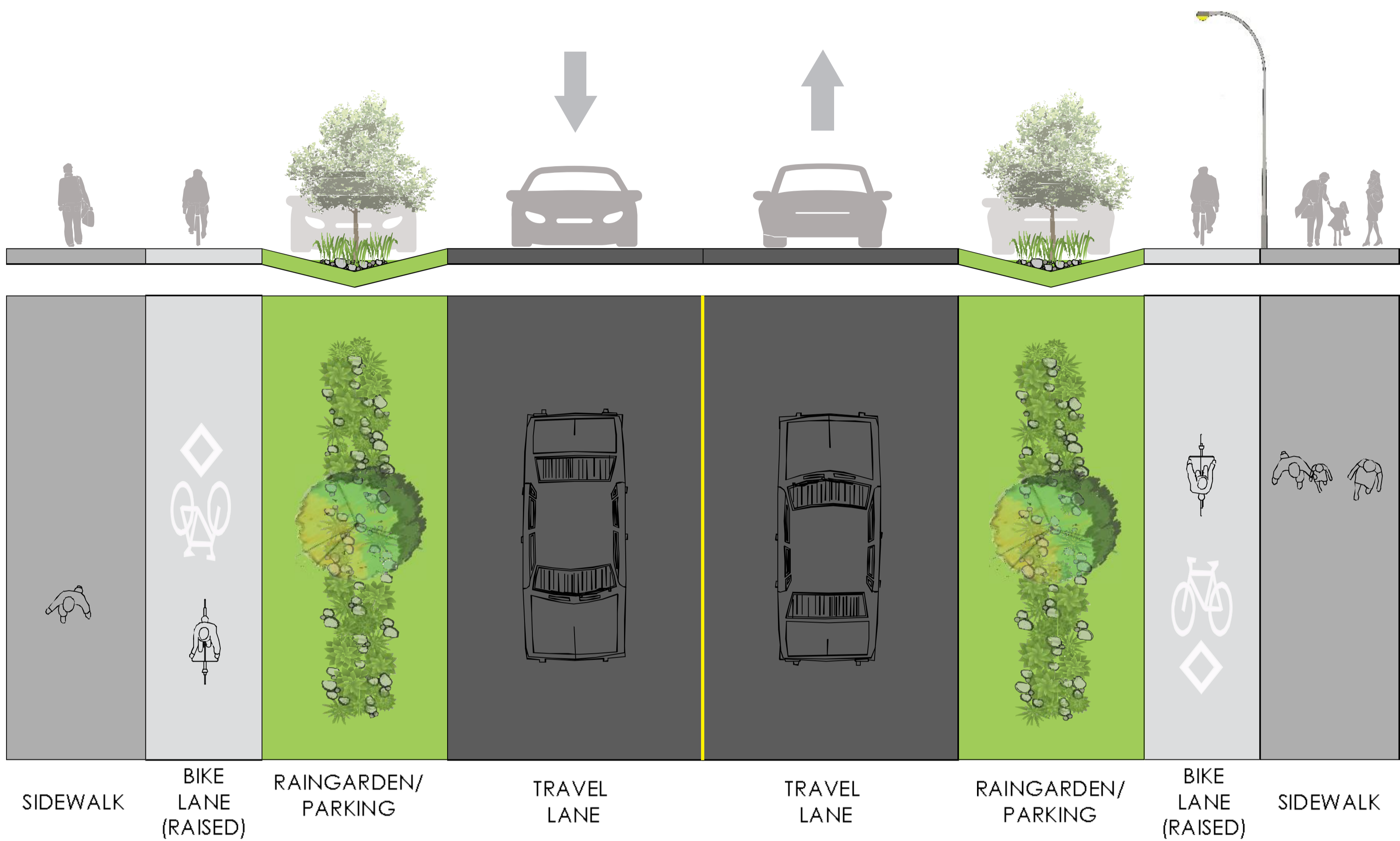


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Option 4 (Raised) Design Concept



OPTION 4 (Raised):

- Same cross-section as option 4, but raises the bike lane to the elevation of the sidewalk
- Improves operations and maintenance considerations as bike lane / sidewalk is at the same elevation
- No physical separation between pedestrians and cyclists

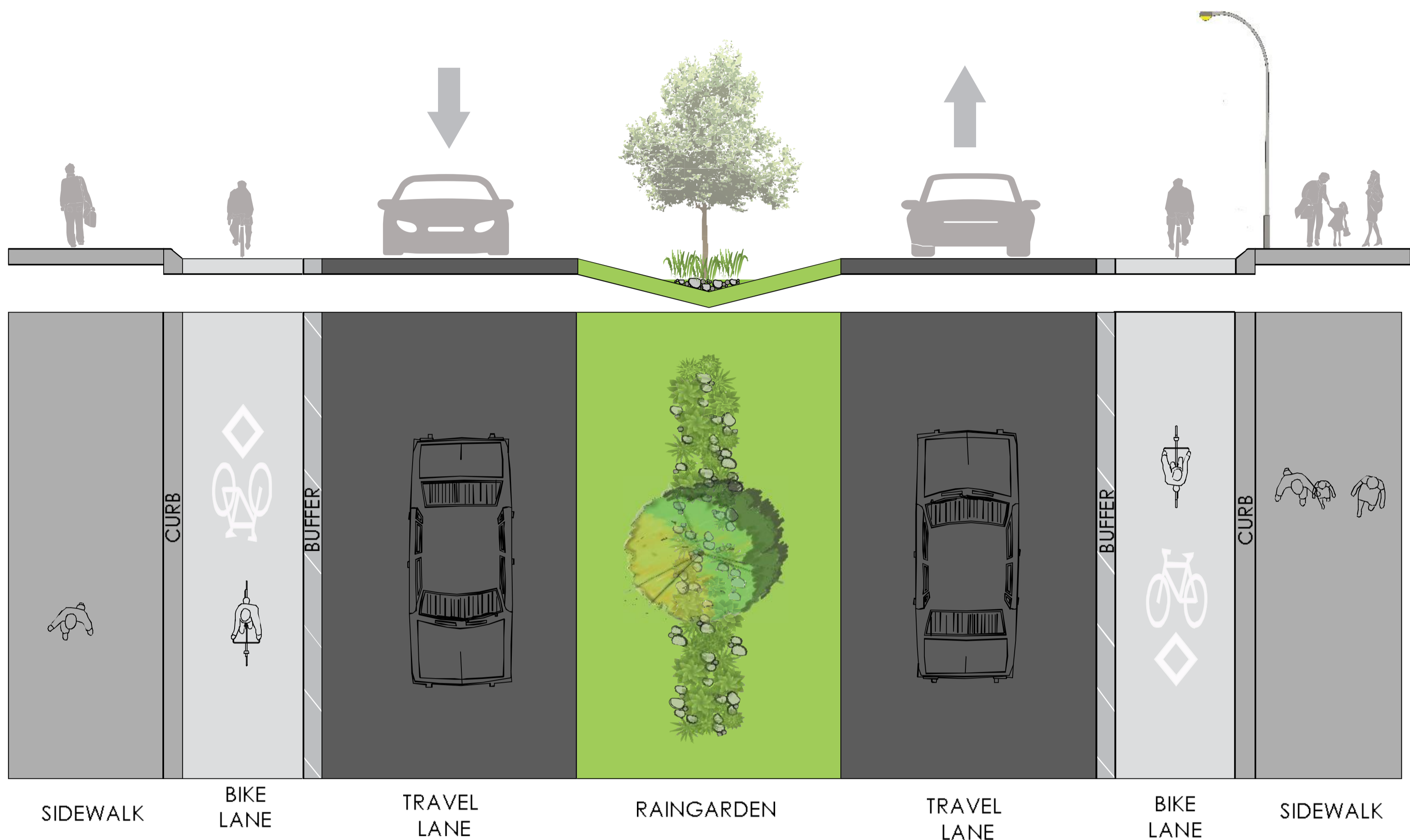


SAMPLE PHOTOS (NOT EXACTLY AS SHOWN)



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Option 5 Design Concept



OPTION 5:

- Rain garden centre median
- Two vehicle travel lanes with no parking on either side
- Dedicated bike lanes with painted buffer
- Enhanced wider sidewalks
- Centre median could accommodate largest trees (compared to side boulevards)



SAMPLE PHOTO (NOT EXACTLY AS SHOWN)



Tradeoffs

What's most important to you?



PARKING



VEGETATION



CYCLING FACILITIES



EXISTING HYDRO
POLE



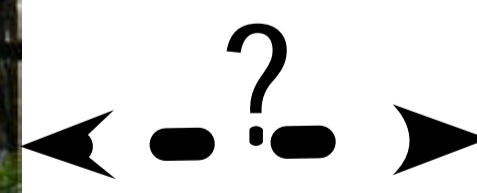
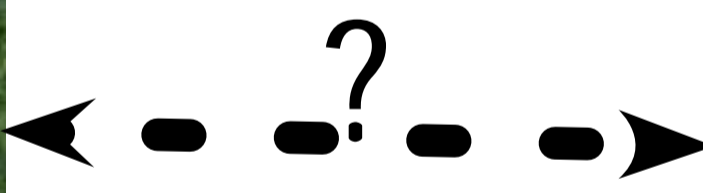
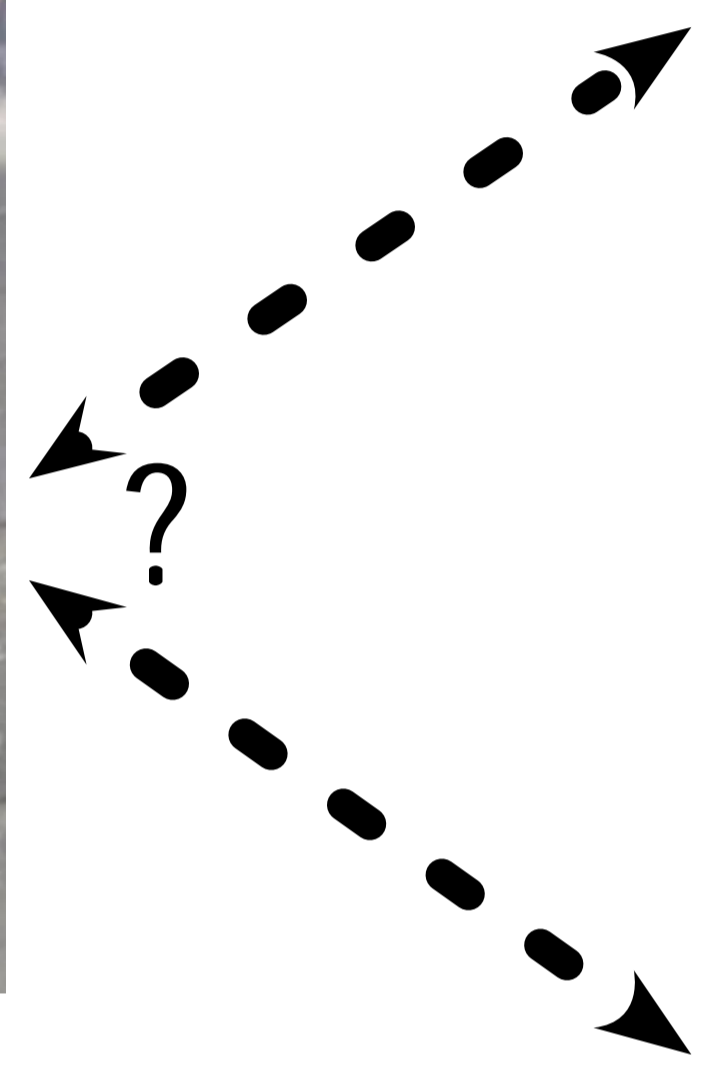
RAIN GARDEN



DRIVEWAYS



PEDESTRIAN SPACE



Would you favour reducing parking for other features?

THANK YOU!

Thank you for visiting the
5th Street Complete Streets Open House.

Please fill out a comment sheet here or on-line at
www.courtenay.ca/completestreet

More questions? Contact engineering@courtenay.ca

