



CONNECTING COURTENAY

The City of Courtenay is developing Connecting Courtenay, a Transportation Master Plan that will provide direction on transportation infrastructure for the next 20 years. In March of 2018, we consulted the public about issues, challenges, and 'big ideas.' Based on community input and extensive technical analysis completed over the past three months, strong themes are emerging regarding the recommended focus for each transportation mode.

THE PURPOSE OF THE OPEN HOUSE IS TO:

- Report back on what we heard and the results of the technical analysis
- Get feedback on draft Big Moves for each mode of transportation.
- Gather input that will influence prioritization and the development of the five- and 10- year investment strategies.

We respectfully acknowledge that the land on which we gather is the unceded traditional territory of the K'ómoks First Nation.





WHERE WE ARE HEADED

When complete, the Connecting Courtenay Transportation Master Plan will:

- Guide short, medium and long term transportation investments
- Position Courtenay for grant funding and partnerships
- Plan for and accommodate future growth
- Inform sustainable capital and operating budgeting
- Guide future resource allocation

The Transportation Master Plan directions and priorities are guided by community goals and supporting technical assessments of issues and opportunities. The following draft guiding principles are used to shape the TMP:

- Support planned growth and increasing travel demands.
- Design streets to be complete and support all modes.
- Make walking, cycling and transit more attractive.
- Increase accessibility for people of all ages and abilities.
- Recognize safety, mobility, accessibility and affordability in identifying transportation improvements and evaluating alternatives.
- Ensure that the transportation system is planned and designed to support other community aspirations.



BASED ON THESE GUIDING PRINCIPLES, ARE WE HEADING IN THE RIGHT DIRECTION?

Place a 'hot dot' below to have your say!

1 2 3 4 5

Strongly Disagree Strongly Agree

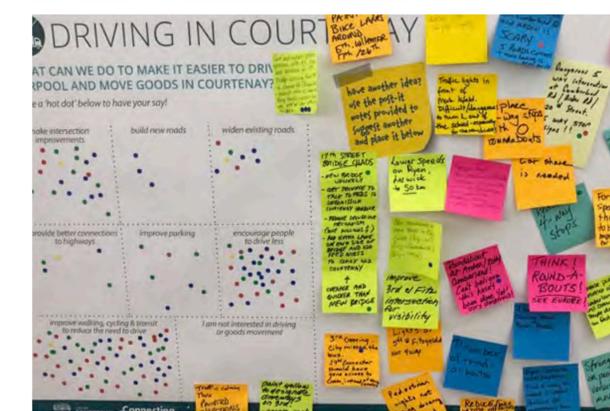
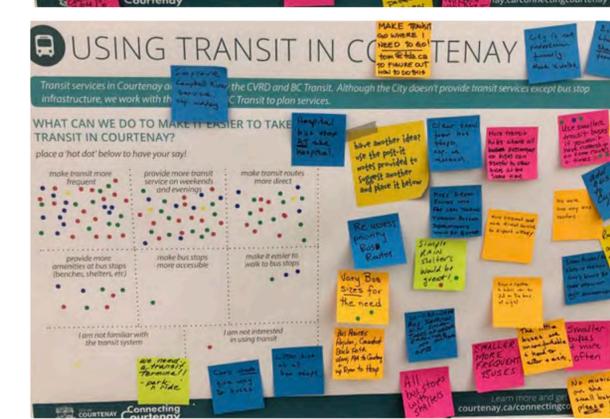


WHAT WE HAVE HEARD

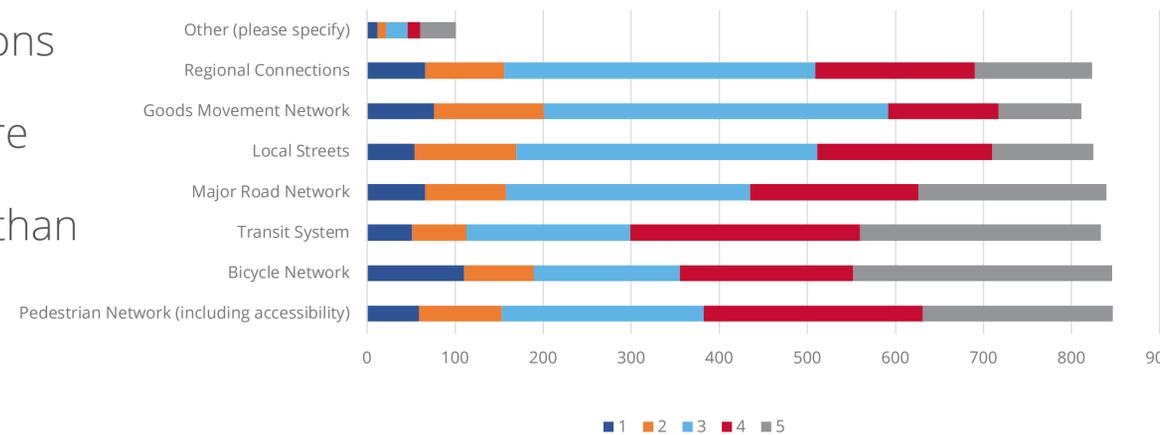
- 90 people at March Open House
- Hundreds of people reached through community booths
- 967 responses to survey
- 75% of respondents live in Courtenay

BASED ON THE SURVEY:

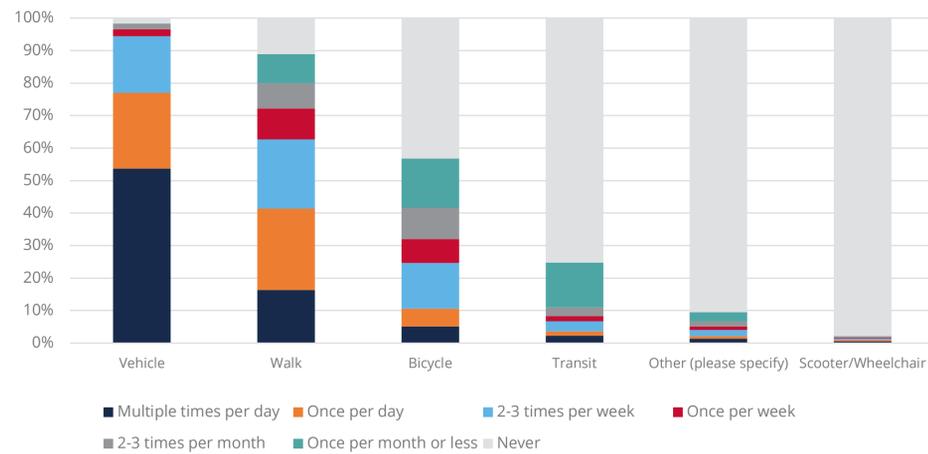
- Driving is the most common mode for all destinations
- Over half of people walk 2-3 times per week or more
- Cycling is split – more than 40% never cycle, more than 40% cycle 2-3 times per month or more
- More than 70% of respondents never use transit



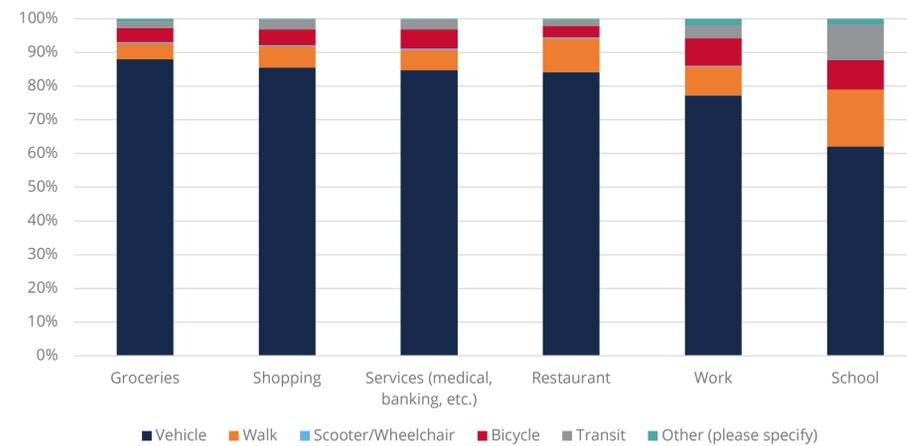
The City invests capital and operating funds into the construction, maintenance, and operation of transportation networks today. How would you like to see that funding change in the future? Please rank these networks from 1 to 5, with 1 being much less.



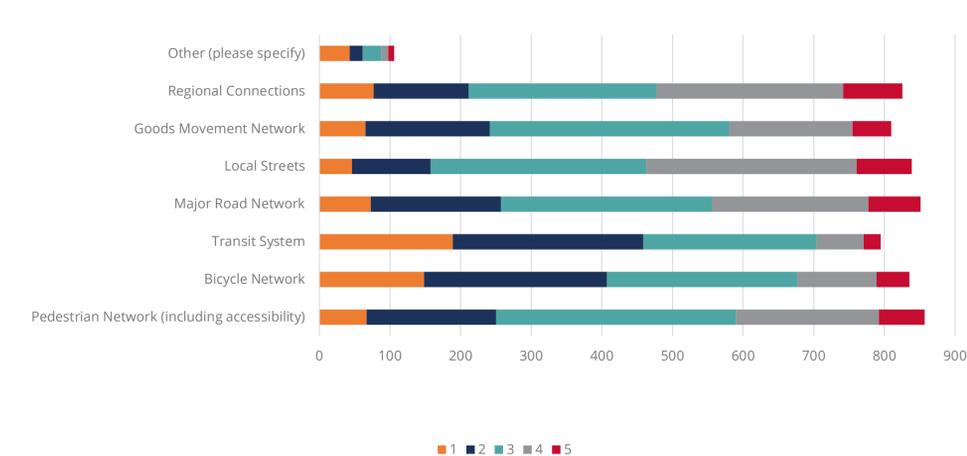
How often do you use the following methods to get to a destination?



Please indicate what mode of transportation you typically use to travel to the following locations:



How would you rate the effectiveness of the existing transportation networks in Courtenay today? Please rate these networks from 1 to 5, with 1 being the least effective and 5 being the most effective.





COURTENAY IN 20 YEARS

Over time, the City expects to continue to grow, with more residents, jobs, and services coming to the City.

- Growth nodes in Courtenay are expected to be spread through the City and include both infill growth in and around the Downtown, as well as new neighbourhoods.
- New retail development is expected along Ryan Road east of Lerwick Road, as well as in the Downtown and around Cliffe Avenue.
- The City anticipates strong growth in multi-family dwelling units.
- Neighbouring municipalities and K'ómoks First Nation are also expecting growth.
- Along with population and employment growth, the number of people travelling can also be expected to grow. Transportation demand modelling completed for this project shows strong growth in the northeast, especially around Lerwick Road, Veterans Memorial Parkway, and Ryan Road.

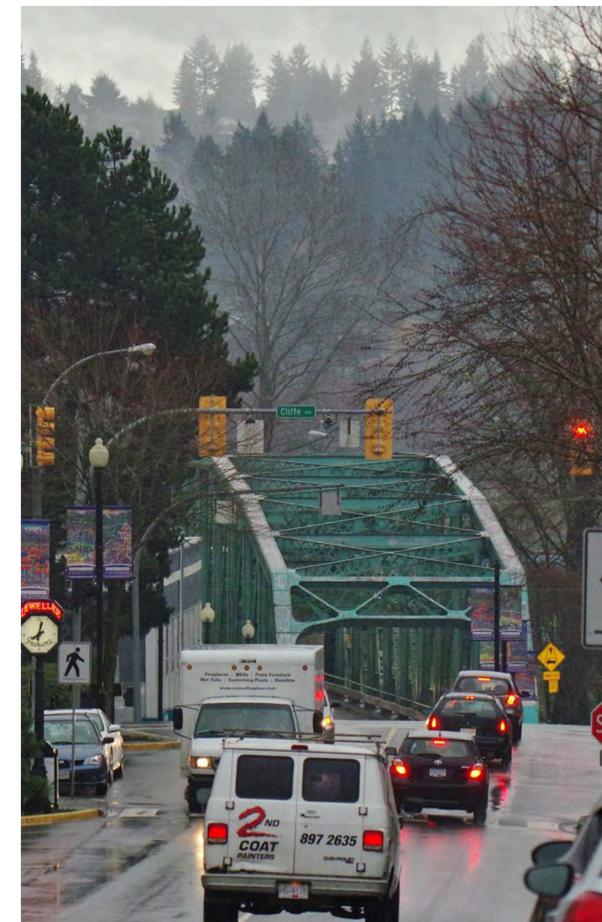




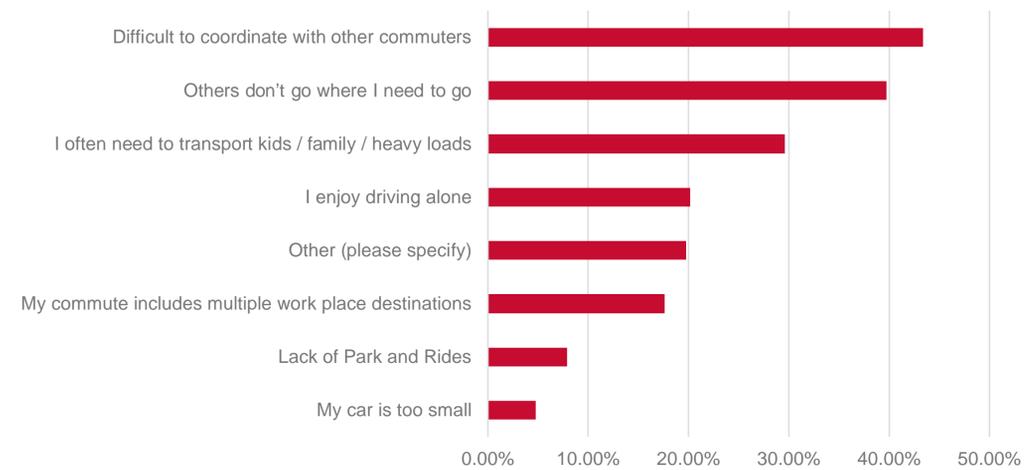
DRIVING IN COURTENAY

WHAT WE HEARD AND WHAT WE KNOW:

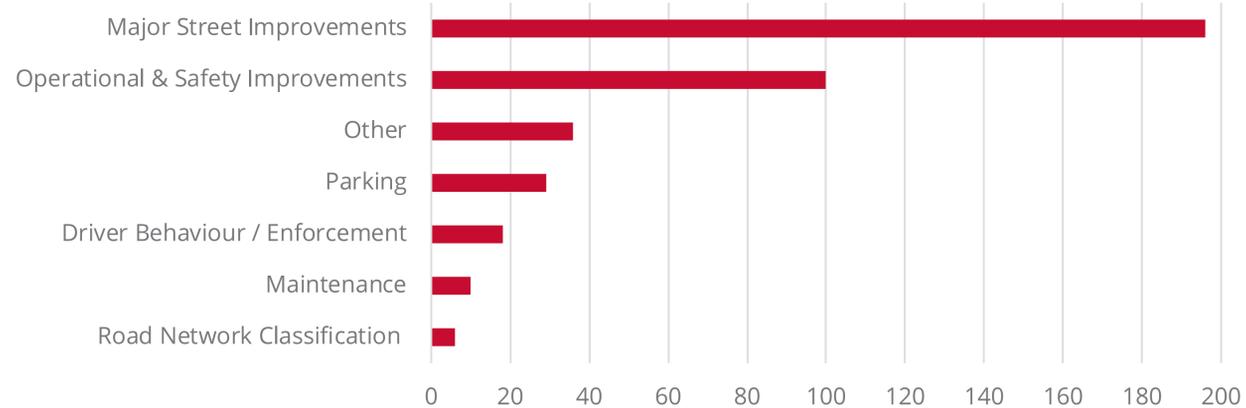
- Network for all modes is constrained by natural barriers.
- Congestion on key routes that serve provincial, regional, and local travel, including river crossings, Ryan Road and the Highway 19A bypass.
- Lack of bypass routes results in a network that lacks resiliency during incidents like extreme weather or collisions.
- Collision hot spots at high volume intersections, especially with high volumes of left turns.



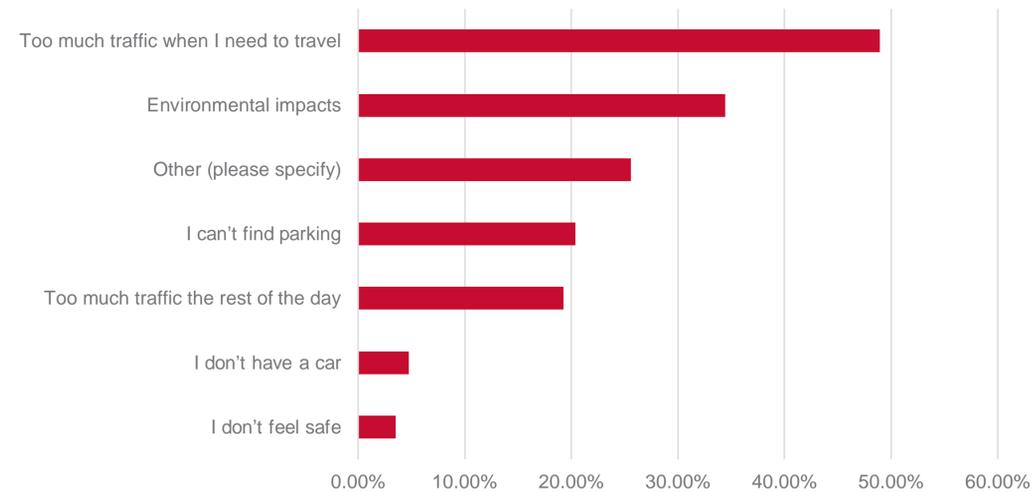
Which of the following factors discourage you from carpooling (sharing the drive between occupants of multiple residences) for more of your day-to-day commuting needs?



What is your bold idea for transportation in Courtenay? What is your vision? (Answers about driving, carpooling, & goods movement)



Which of the following factors do you find most inconvenient when considering driving for your day-to-day needs?





BOLD MOVES: DRIVING

PROPOSED NETWORK IMPROVEMENTS

The proposed Bold Moves add key connections and provide greater resilience to the network in an effort to manage mobility and congestion. Beyond these Bold Moves, Connecting Courtenay will also recommend improvements to intersections and provide guidance for connections to and through growth areas. The possibilities being considered in the draft plan for the next 20 years or so include:

- **A. 17th Street Extension from Highway 19A Bypass to Back Road.** Add a new connection to divert traffic from congested roadways, provide a more direct link between regional connections and East Courtenay, and improve the resiliency of the network.
- **B. Courtenay River Crossing.** Add a new bridge crossing south of the existing crossings. A crossing south of the 17th Street Bridge has greatest potential to divert traffic from congested areas and accommodate increased growth in years to come.
- **Widening of Existing Roadways.** Even with new connections in place, growth over the next 20 years will place increasing pressure on existing roadways.
 - » **C. Highway 19A Bypass.** Widen the Highway 19A Bypass between 17th Street and Ryan Road.
 - » **D. Ryan Road.** Widen Ryan Road between Back Road and Lerwick Road.

All new roadways and roadway expansions would serve all modes of transportation.

DO YOU SUPPORT THE CITY WORKING WITH REGIONAL AND PROVINCIAL PARTNERS TO EXPLORE THESE IMPROVEMENTS FURTHER AS PART OF A LONG-TERM PLAN?

Place your dot to show your support.

1	2	3	4	5
<i>Do Not Support</i>				<i>Strongly Support</i>

Proposed Road Improvements
 Major Road Improvements
 Major Road Improvements That Could Be Considered Beyond 20-Year Plan Horizon



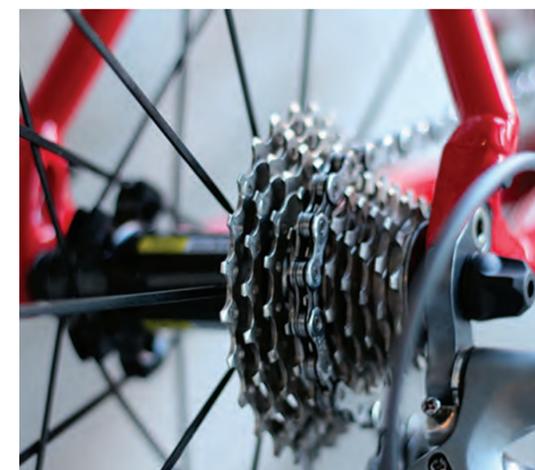
There is still much work to be done to advance these new and/or improved corridors through future planning and design.



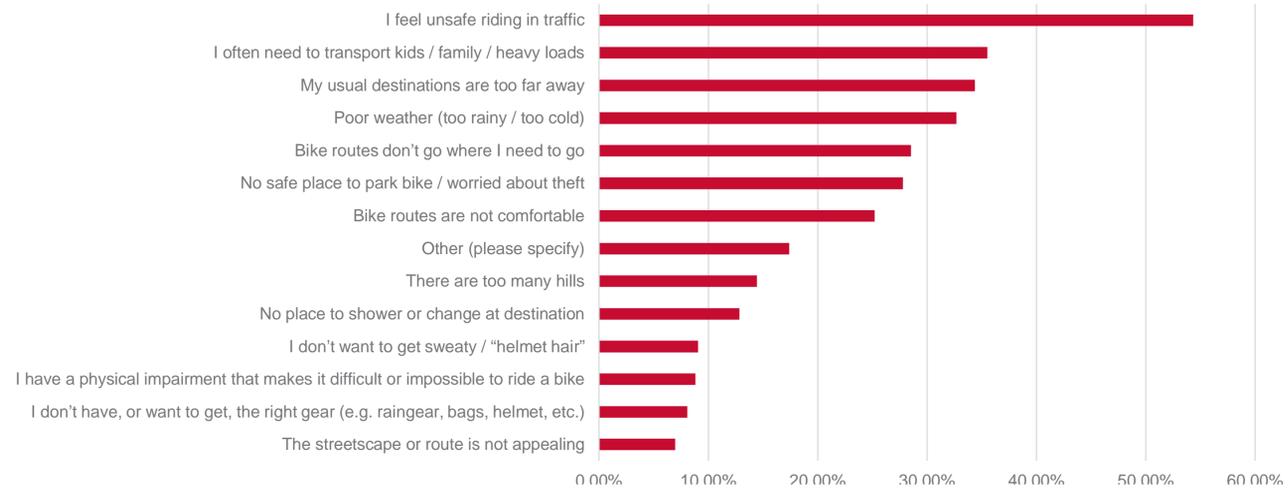
CYCLING IN COURTENAY

WHAT WE HEARD AND WHAT WE KNOW:

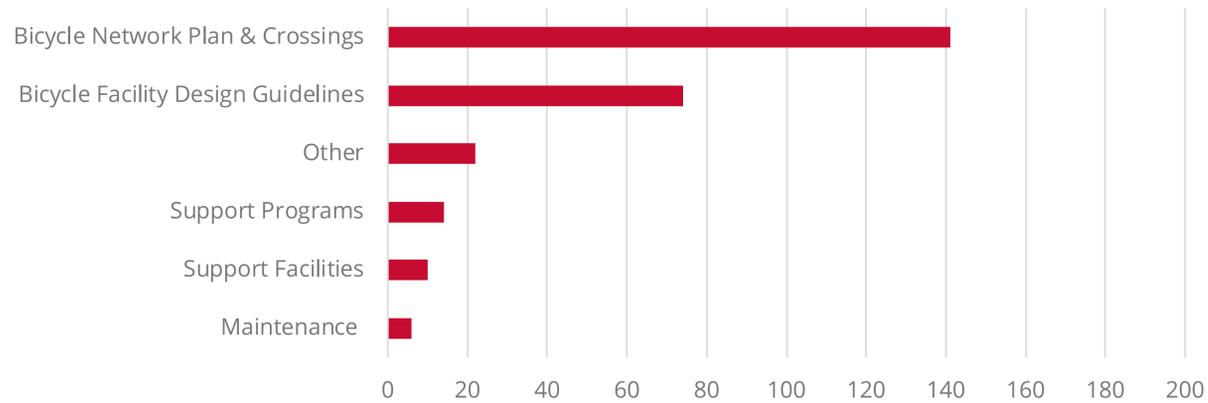
- Limited network of designated routes.
- No comfortable river crossing.
- Many popular off-street pathway facilities that act as a spine to the cycling network.
- Many neighbourhood routes on local streets that are comfortable to ride on are unsigned.
- First on-street facility that would be considered comfortable for people of all ages and abilities under construction now (5th Street between Fitzgerald Avenue and Menzies Avenue)



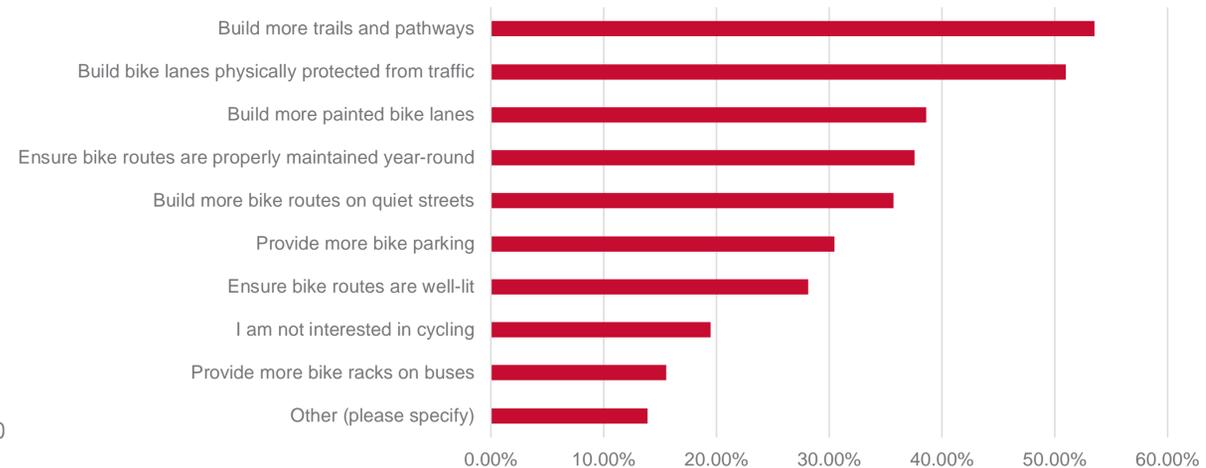
Which of the following factors discourage you from cycling for more of your day-to-day needs?



What is your bold idea for transportation in Courtenay? What is your vision? (Answers about cycling)



What could we do to make it easier to bike in Courtenay?





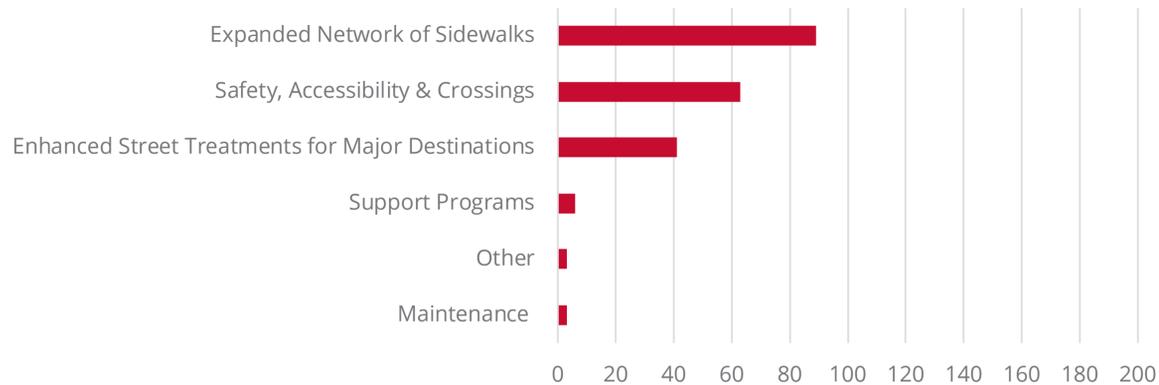
WALKING IN COURTENAY

WHAT WE HEARD AND WHAT WE KNOW:

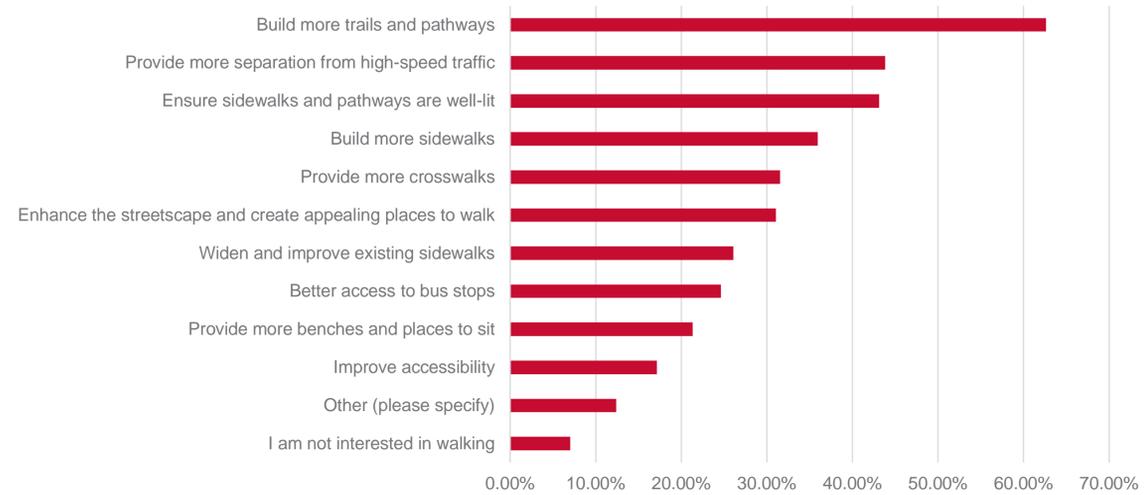
- Strong walking network with sidewalk on both sides of most major road and many well used recreational trails.
- Some missing links in the existing sidewalk network, including on some major roads and by schools.
- Crossing can be difficult on some major roads.
- Low safety / comfort on some roadways, including low / no lighting, lack of separation from traffic.
- Accessibility challenges include sidewalk maintenance, push-button locations, and design of let-downs.

Our definition for "walking" includes using a mobility aid such as a wheelchair or scooter.

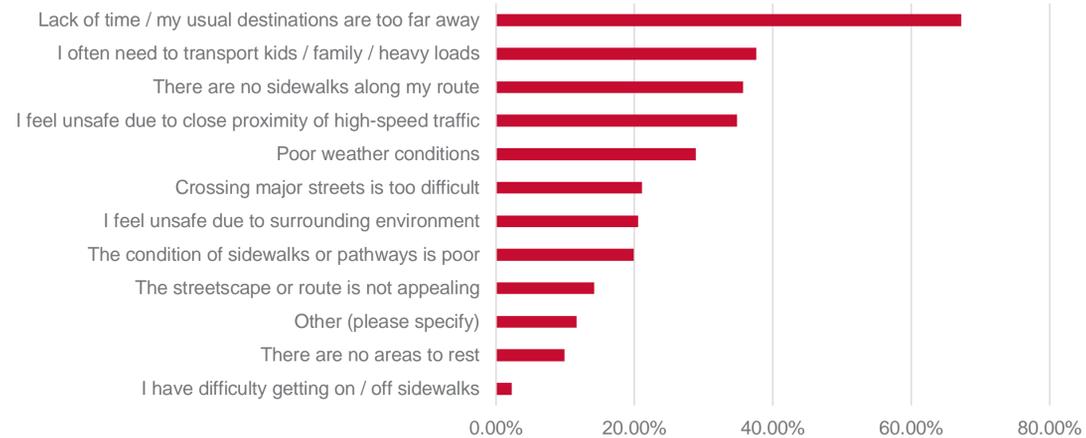
What is your bold idea for transportation in Courtenay? What is your vision? (Answers about being a pedestrian)



What could we do to make it easier to be a pedestrian in Courtenay?



Which of the following factors discourage you from walking for more of your day-to-day needs? Our definition for "walking" includes using a mobility aid such as a wheelchair or scooter.





BOLD MOVES: WALKING

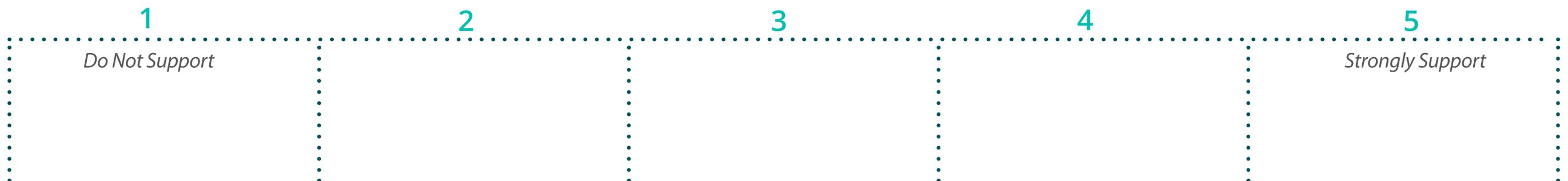
PROPOSED NETWORK IMPROVEMENTS

Potential walking network improvements have been identified and focus on arterial roads, areas around schools, and connections to transit. Beyond network improvements, Connecting Courtenay will make recommendations about:

- Enhanced street treatments for major destinations,
- Safe & accessible crossings,
- Walking support programs.

WHAT IS YOUR LEVEL OF SUPPORT FOR THESE IMPROVEMENTS OVER THE LONG-TERM?

Place your dot to show your support.



- Sidewalk on 1 side of the road
- Sidewalk on both sides of the road
- - - Proposed Sidewalk
- - - Proposed Paved Multi-Use Pathway (In Road ROW)
- - - Proposed Multi-Use Trail From Parks Plan
- Improved Crossing
- Destination Node
- H Hospital
- College
- School



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 There is still much work to be done to advance these new and/or improved walking connections through future planning and design.

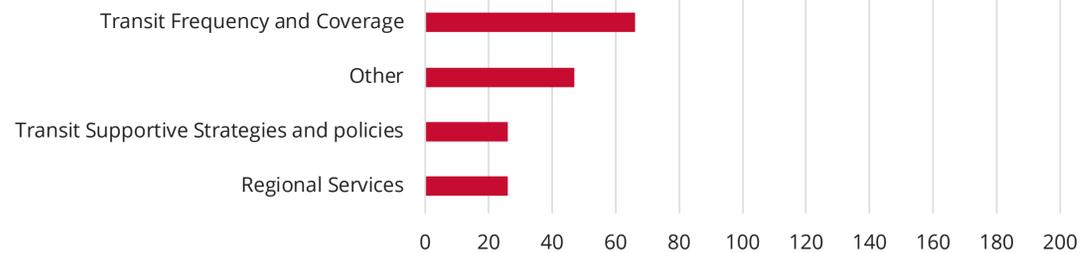


TRANSIT IN COURTENAY

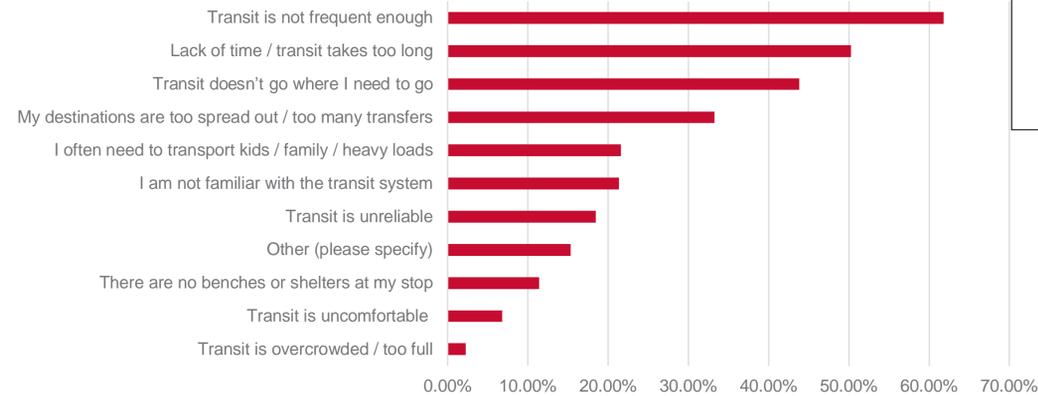
WHAT WE HEARD AND WHAT WE KNOW:

- The CVRD partners with BC Transit and Watson and Ash Transportation to plan and deliver transit service in the Comox Valley.
- Transit is infrequent with limited evening and weekend service.

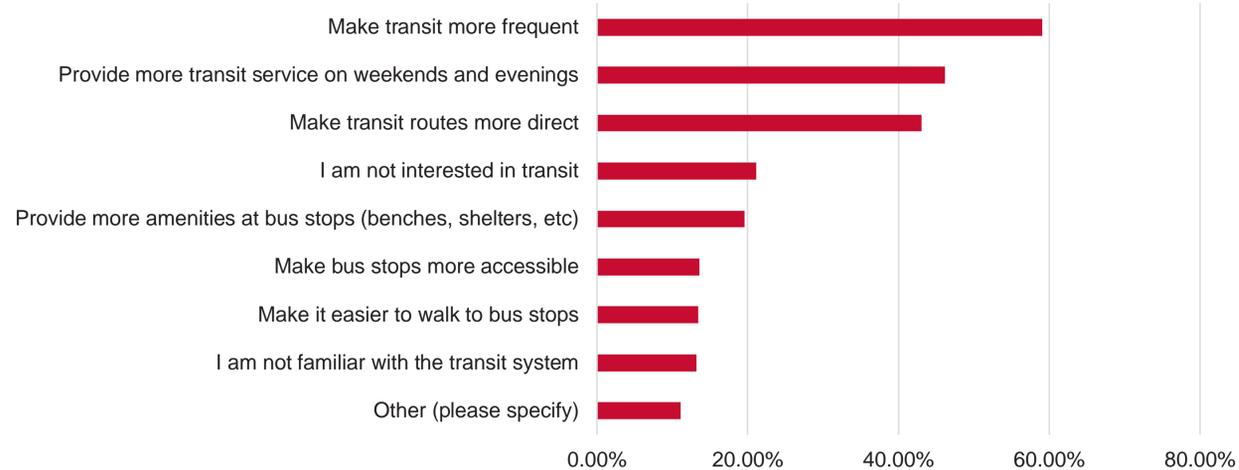
What is your bold idea for transportation in Courtenay? What is your vision? (Answers about transit)



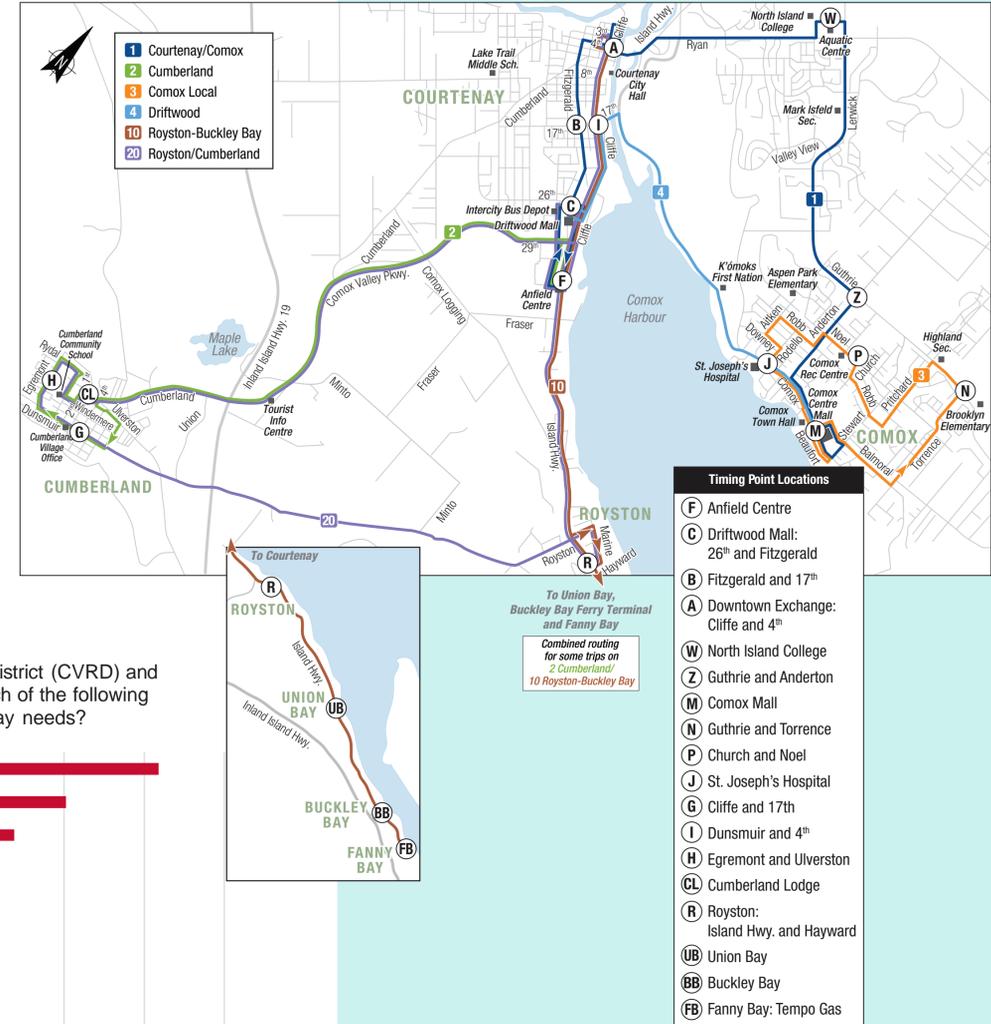
Transit services in Courtenay are provided by the Comox Valley Regional District (CVRD) and BC Transit. We work with the CVRD and BC Transit to plan services. Which of the following factors discourage you from taking transit for more of your day-to-day needs?



What could be done to make it easier to take transit in Courtenay?



Service Changes – September 2018



In Fall of 2018, BC Transit and CVRD are taking steps to make transit in the Comox Valley more frequent. The map above shows routes that will be changed this year. Route 1 will run with 20 minute frequency in peak hours and 30 – 60 minute frequency off-peak.

All routes not shown will remain the same as today.





SETTING PRIORITIES FOR THE FUTURE

The Connecting Courtenay: Transportation Master Plan will recommend priorities for investment in cycling, walking and driving over the next 5, 10, and 20 years.

WHEN PRIORITIZING INVESTMENT, WHAT CONSIDERATIONS ARE MOST IMPORTANT TO YOU?

If you had \$100, how would you allocate your money toward investment in transportation? Each dot is \$10 – place them to distribute your money.

<i>New / widened major road connections that include all modes</i>	<i>A new river crossing that includes all modes</i>	<i>Intersection improvements</i>	<i>Transit access, amenities and support</i>
<i>New protected cycling lanes and multi-use pathways on existing roads</i>	<i>Neighbourhood bikeways</i>	<i>Painted bike lanes</i>	<i>New sidewalks</i>
<i>Improvements to accessibility at existing intersections (ramps, push buttons, count down timers, etc.)</i>	<i>City programs, education, and enforcement.</i>	<i>Other (please specify)</i>	



BLAZING THE PATH

IS THERE ANYTHING ELSE WE SHOULD CONSIDER AS WE ADVANCE CONNECTING COURTENAY TOWARDS COMPLETION IN LATE SUMMER / EARLY FALL?

