

Connecting  
Courtenay

# MASTER TRANSPORTATION PLAN

Council Presentation #3

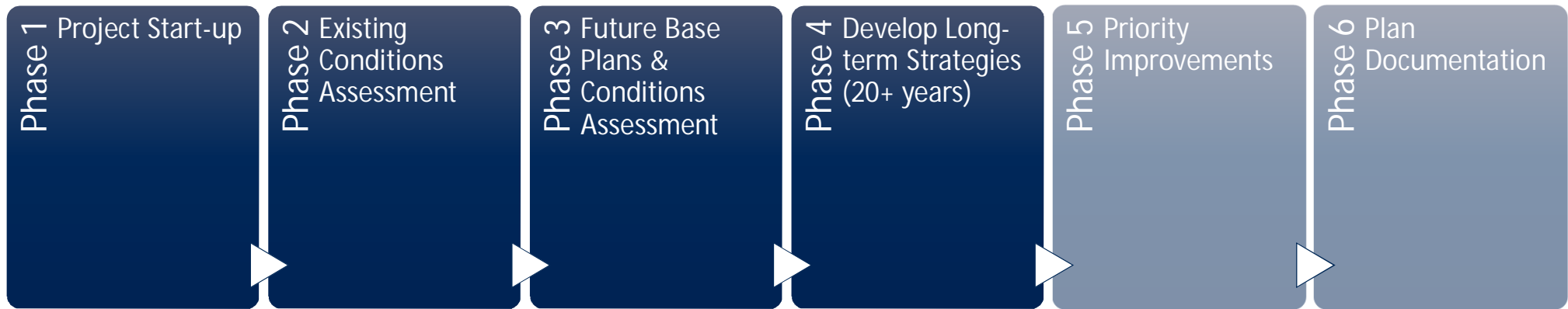
April 16, 2018

Courtenay City Hall

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# Plan Process

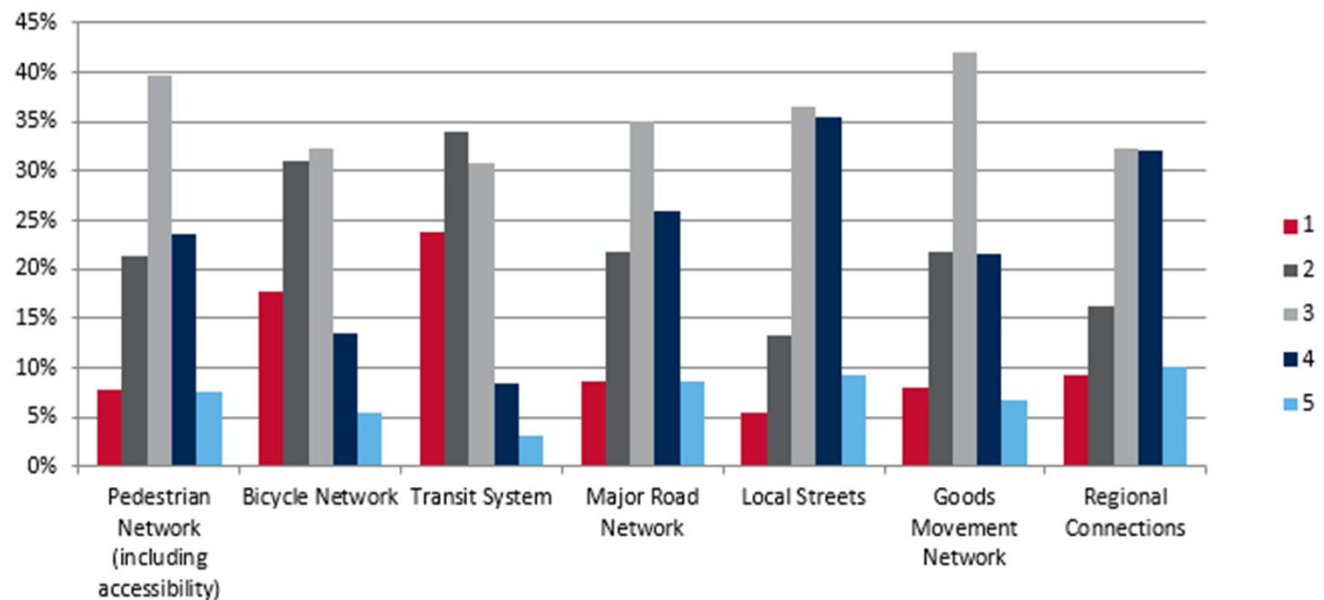


# What we heard



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

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.





# Walking Network Issues

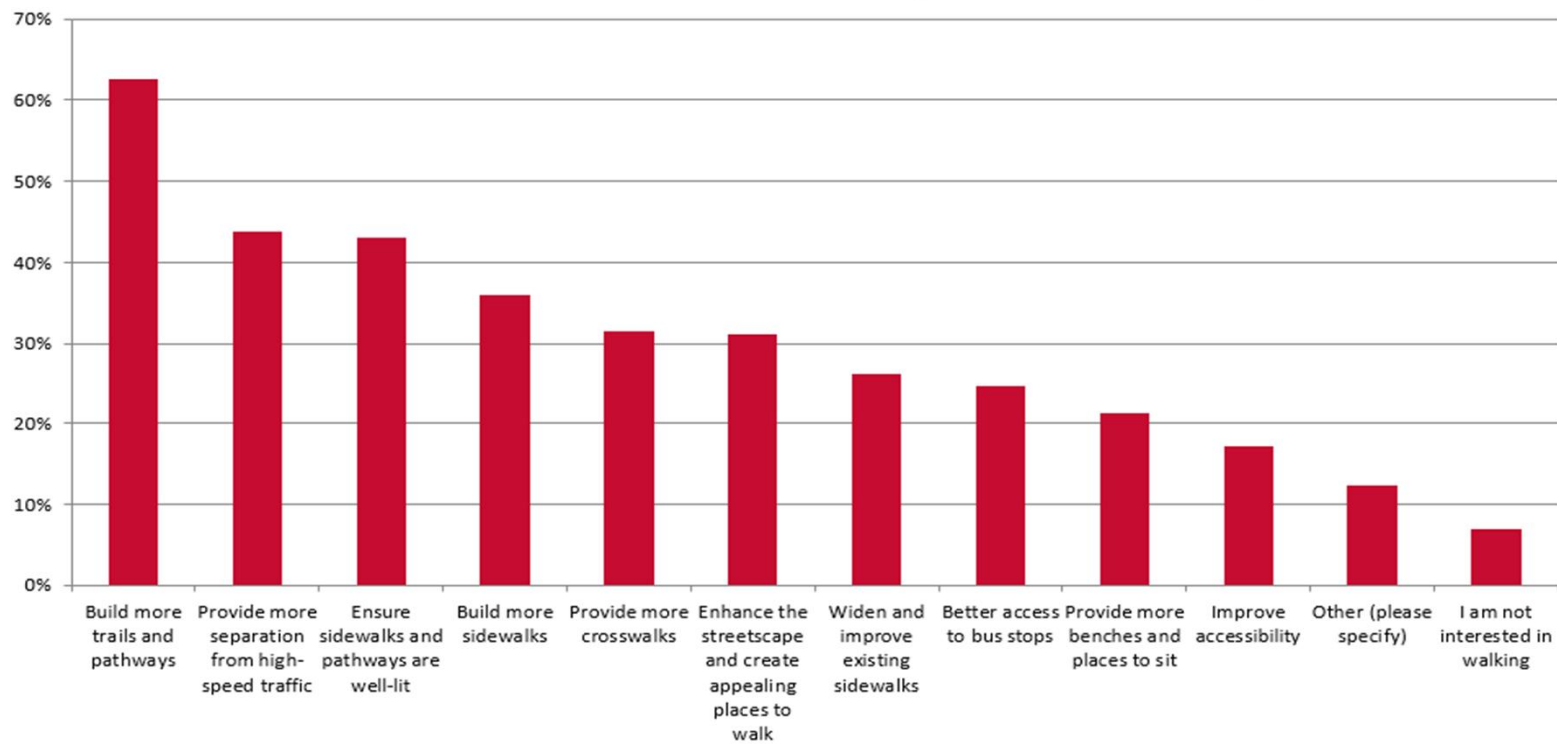
- **Connectivity** – completeness of network in commercial areas, on key corridors (Ryan Road, Lerwick Road), around schools
- **Safety & Comfort** – low / no lighting, busy uncontrolled crossings, lack of separation from traffic (boulevards)
- **Accessibility** – sidewalk maintenance, push button locations, let-downs.



# What We Heard – *Walking Improvements*



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



# Types of WALKING Strategies



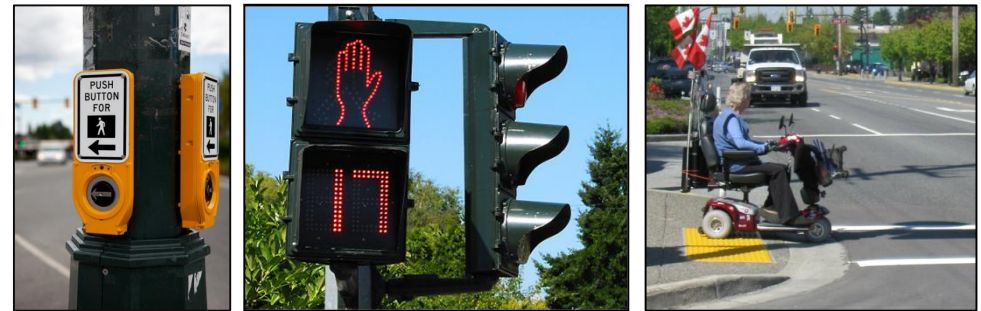
## 1. Enhanced Street Treatments for Major Destinations

- ✓ Wider sidewalks
- ✓ Boulevards
- ✓ Curb Extensions
- ✓ Street trees
- ✓ Amenities
- ✓ Public art
- ✓ Weather protection
- ✓ Lighting
- ✓ Wayfinding
- ✓ Parklets and plazas

## 2. Expanded Network of Sidewalks



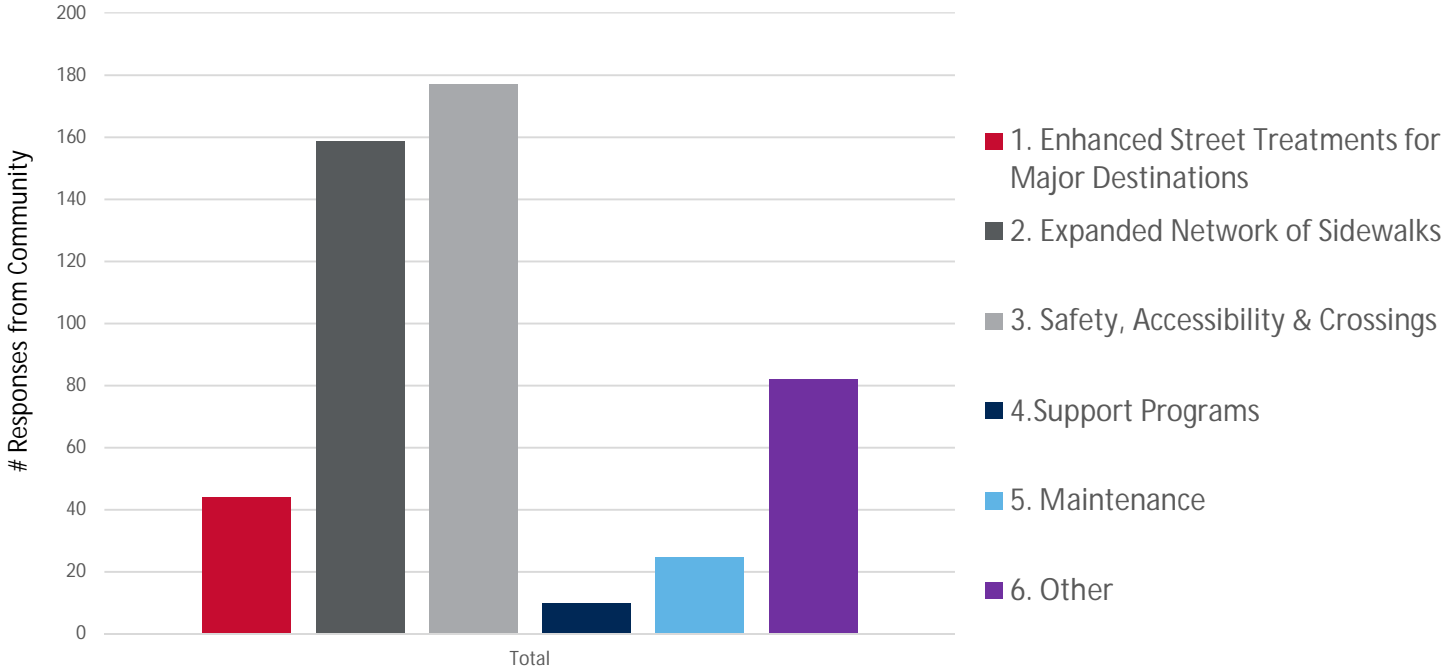
## 3. Safety, Accessibility & Crossings



## 4. Support Programs

- Safe routes to school
- Walking routes to parks and community facilities
- Walking school bus
- Walking clubs
- Neighbourhood walking maps
- Seniors walking groups

# Alignment with Community Responses



# Cycling Network Gaps

- Limited network of designated routes to major destinations / lack of regional connections.
- No comfortable river crossing.
- Many popular off-street pathway facilities that act as a spine to the cycling network are unpaved, all are shared with pedestrians
- No designated on-street facilities that would be considered comfortable for people of all ages and abilities.
- Many neighbourhood routes on local streets that are comfortable to ride on are unsigned and there is no wayfinding to make them known.

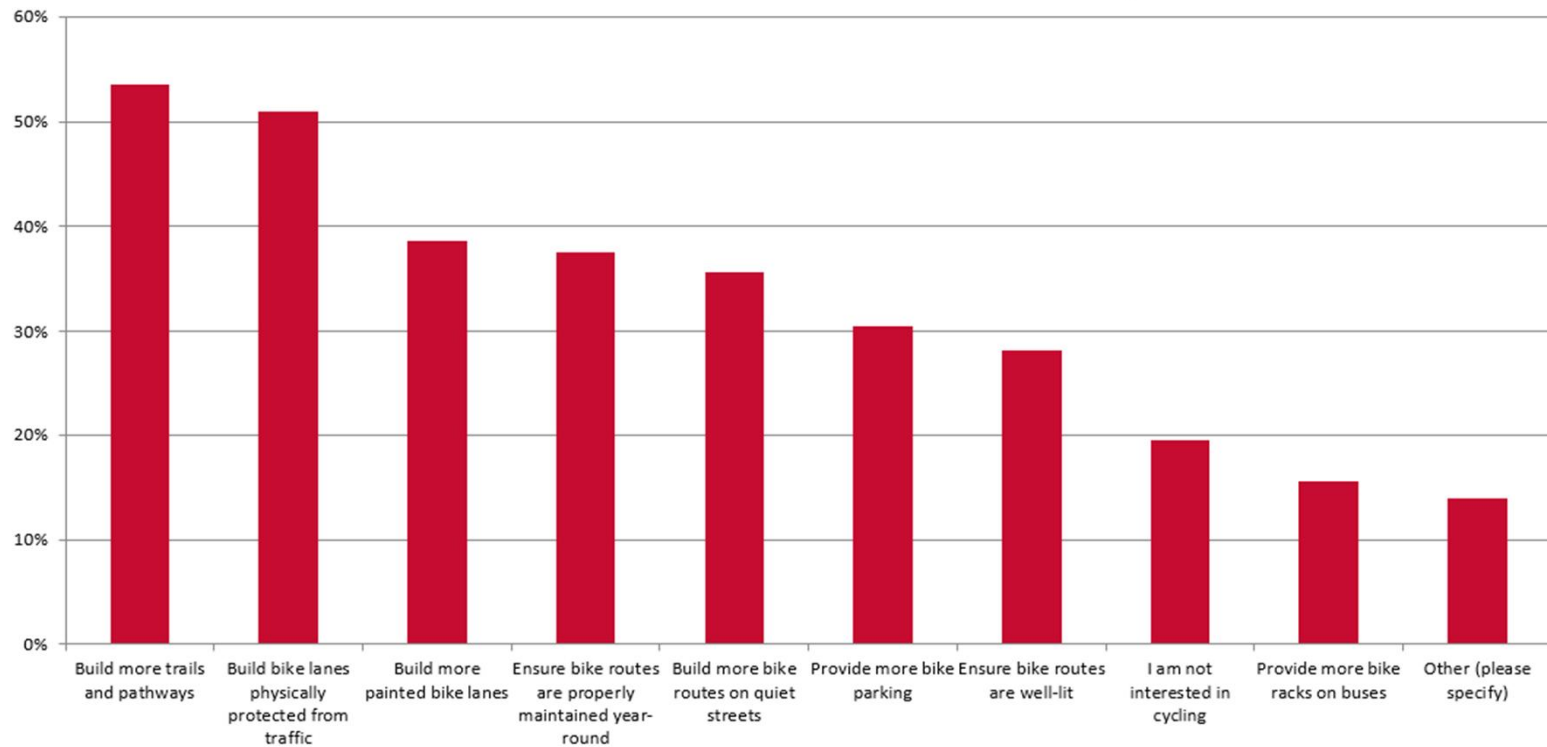




# What we Heard – *Cycling Improvements*



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



# Types of CYCLING Strategies



## 1. Bicycle Facility Design Guidelines



## 2. Bicycle Network Plan & Crossings



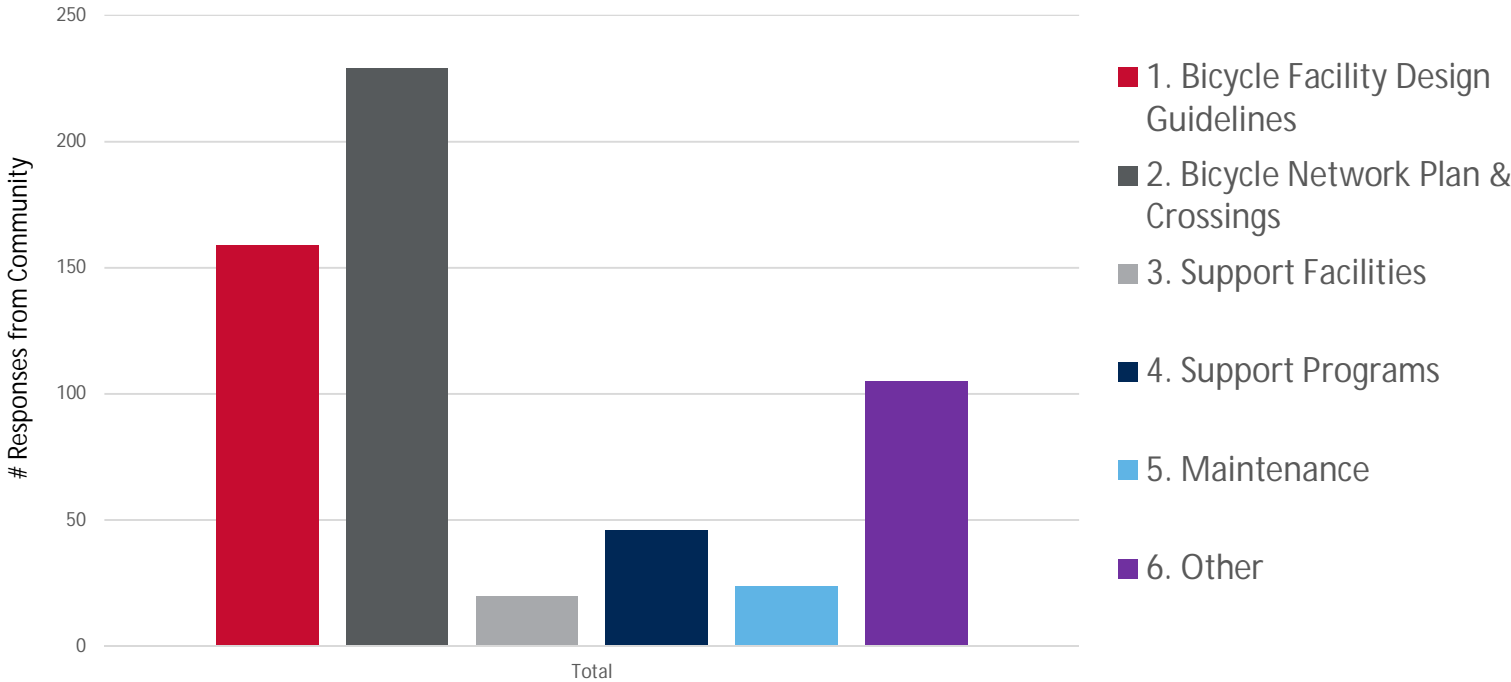
## 3. Support Facilities



## 4. Support Programs

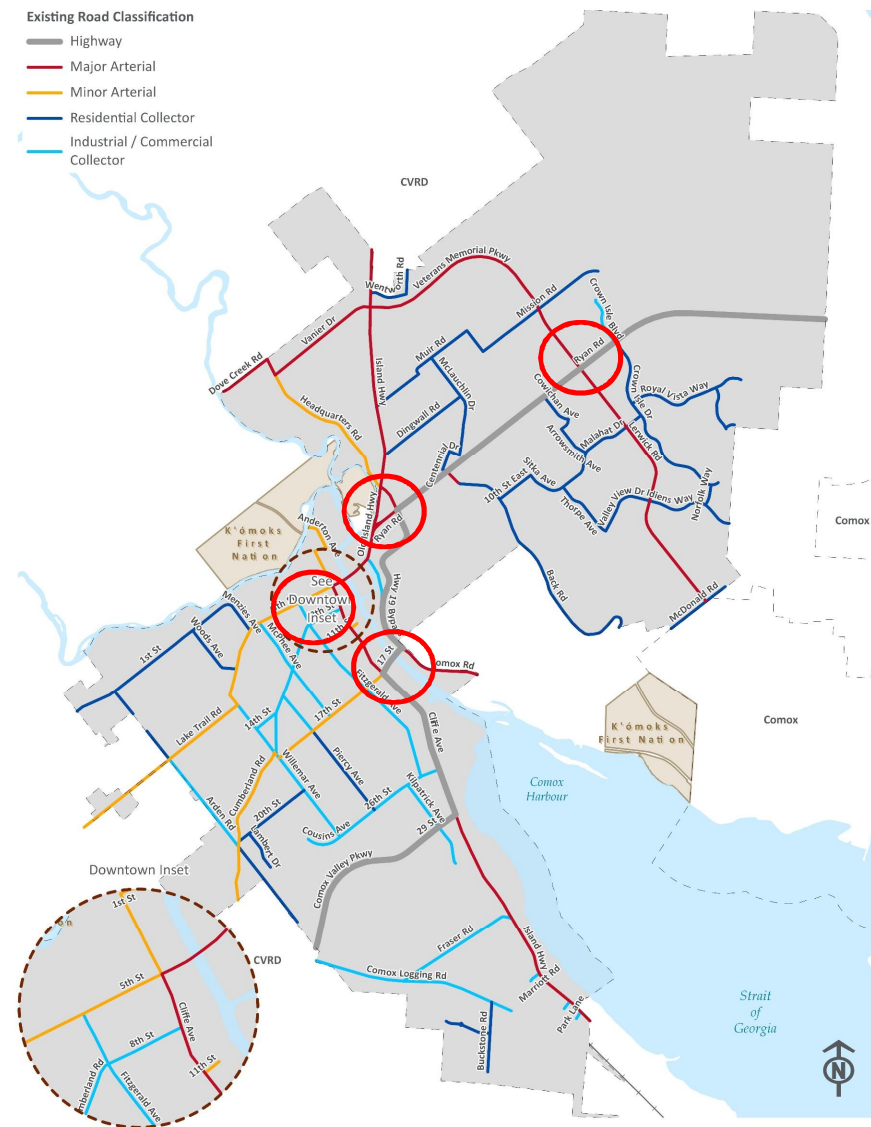
- Safe routes to school
- Bike to work week
- Share the road and safety campaigns
- School aged bike skills course
- Bike map

# Alignment with Community Responses



# Road Network Issues (Operations)

- Limited crossings and adjacent intersection operations.
- Traffic flow and intersection controls in the downtown.
- Ryan Road and Old Island Highway.
- Lack of bypass routes
- Overall growth pressures (crossings, downtown, and northeast area)



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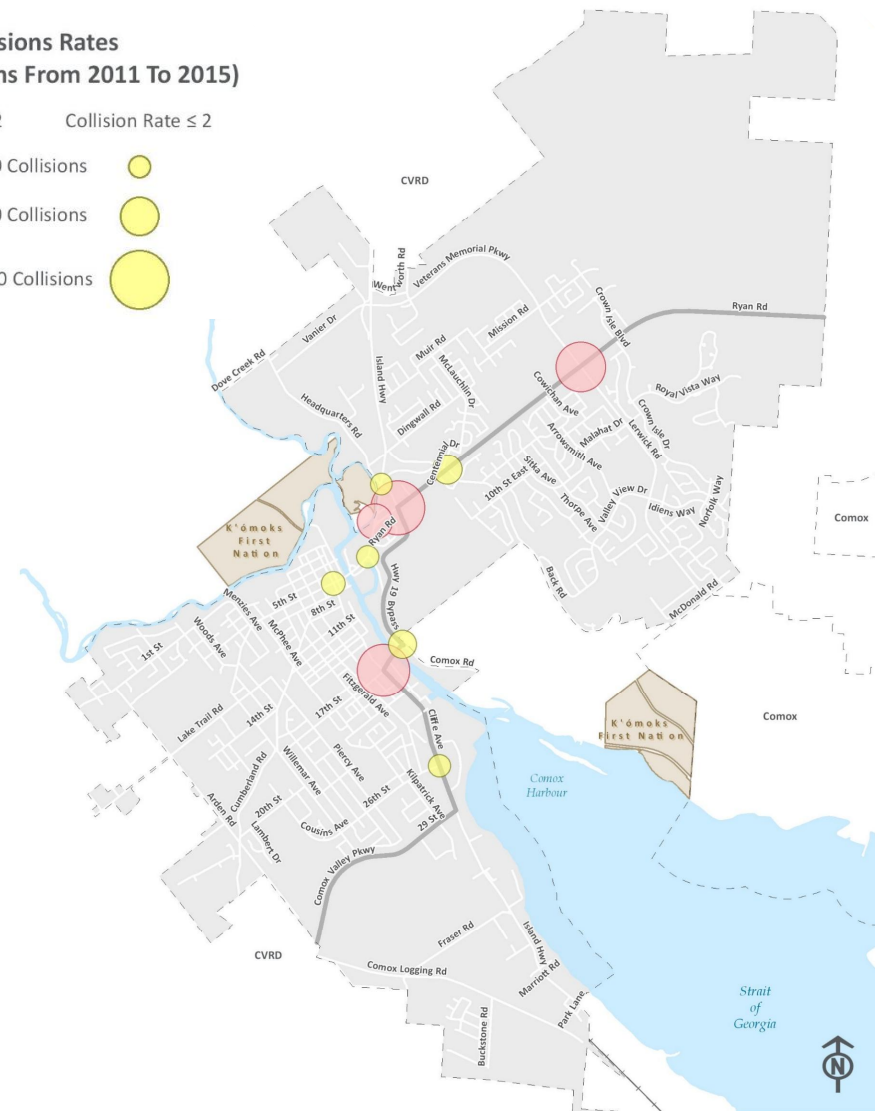
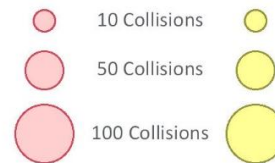


# Road Network Issues (Safety)

- High collision locations at high volume intersections
- Collisions also impact the reliability of the network

**Collisions Rates**  
(Top 10 Locations From 2011 To 2015)

Collision Rate > 2      Collision Rate ≤ 2

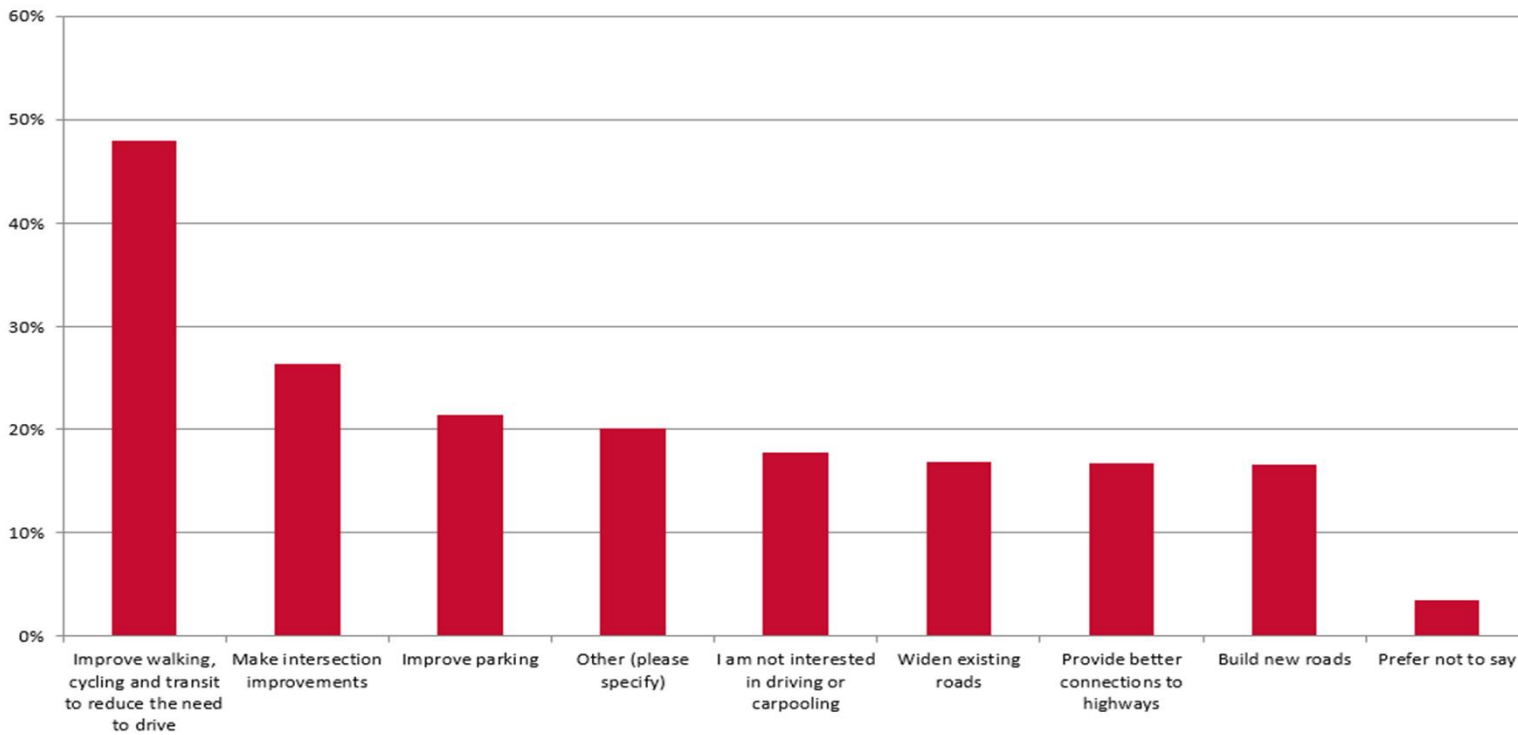


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# What we Heard – Driving Improvements



What could we do to make it easier to drive or carpool in Courtenay?



# Types of ROAD Strategies



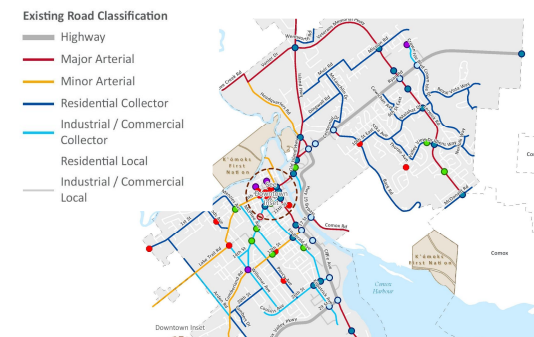
## 1. Major Street Improvements

- ✓ New Roadways
- ✓ New Crossings
- ✓ Roadway Widening

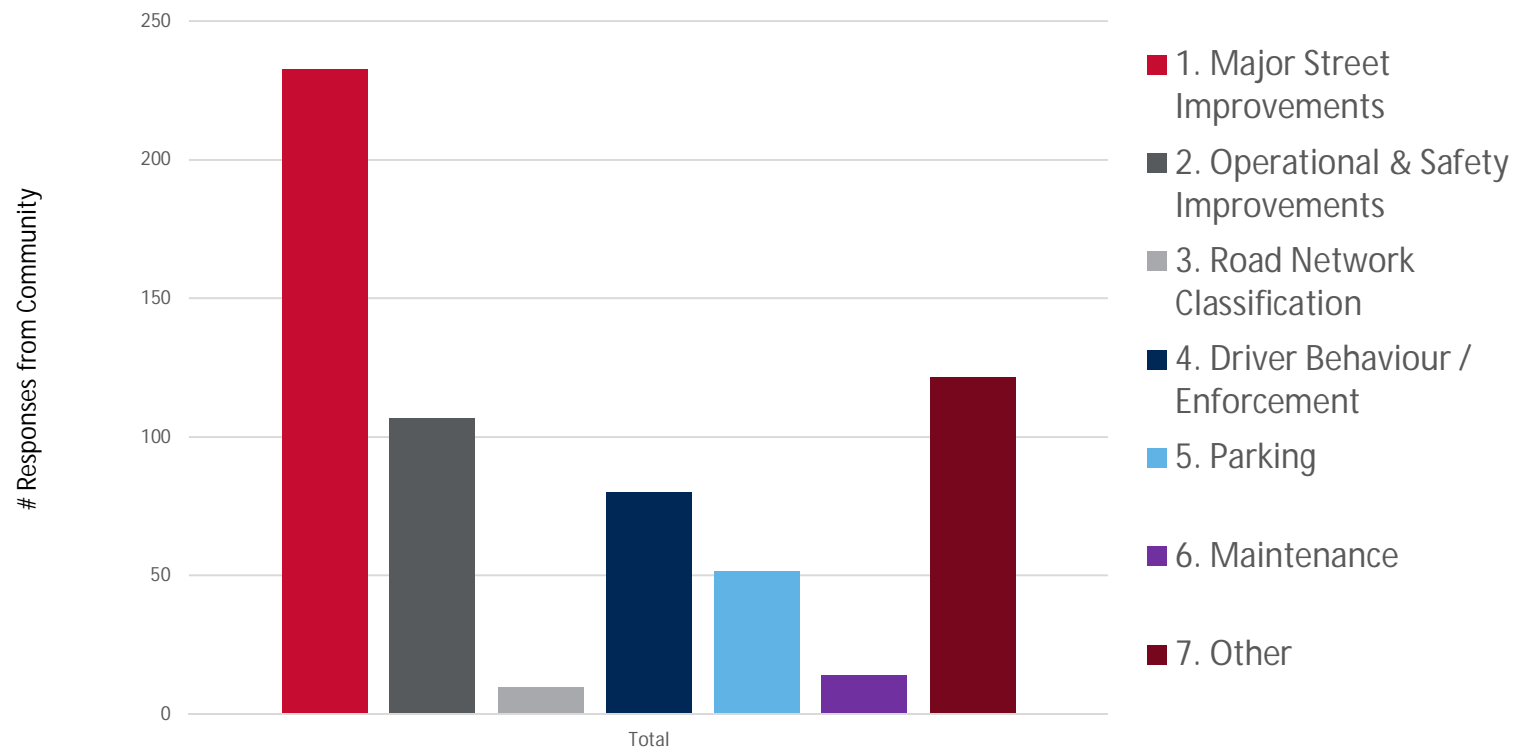
## 2. Operational & Safety Improvements

- ✓ Intersection laning
- ✓ Intersection traffic controls

## 3. Road Network Classification



# Alignment with Community Responses



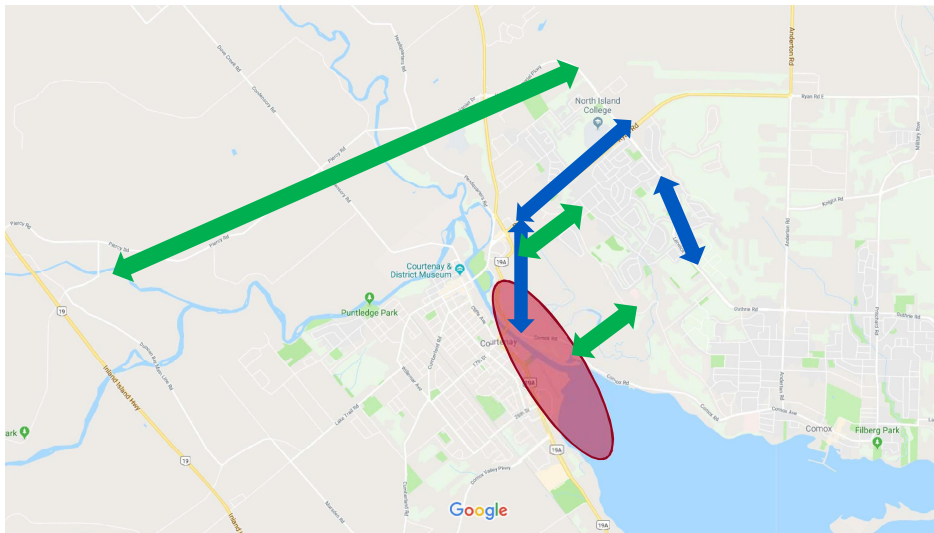


# Types of ROAD Strategies



## 1. Major Street Improvements (*community input*)

- ✓ New Roadways
- ✓ New Crossings
- ✓ Roadway Widening



### Multiple Account Evaluation

Transportation – delay/operations, queuing and travel times, etc.

Social Impact – property, community, etc.

Environmental Impact – impacts on ESAs, vehicle emissions, etc.

Cost – capital cost

Benefits – monetized transportation benefits

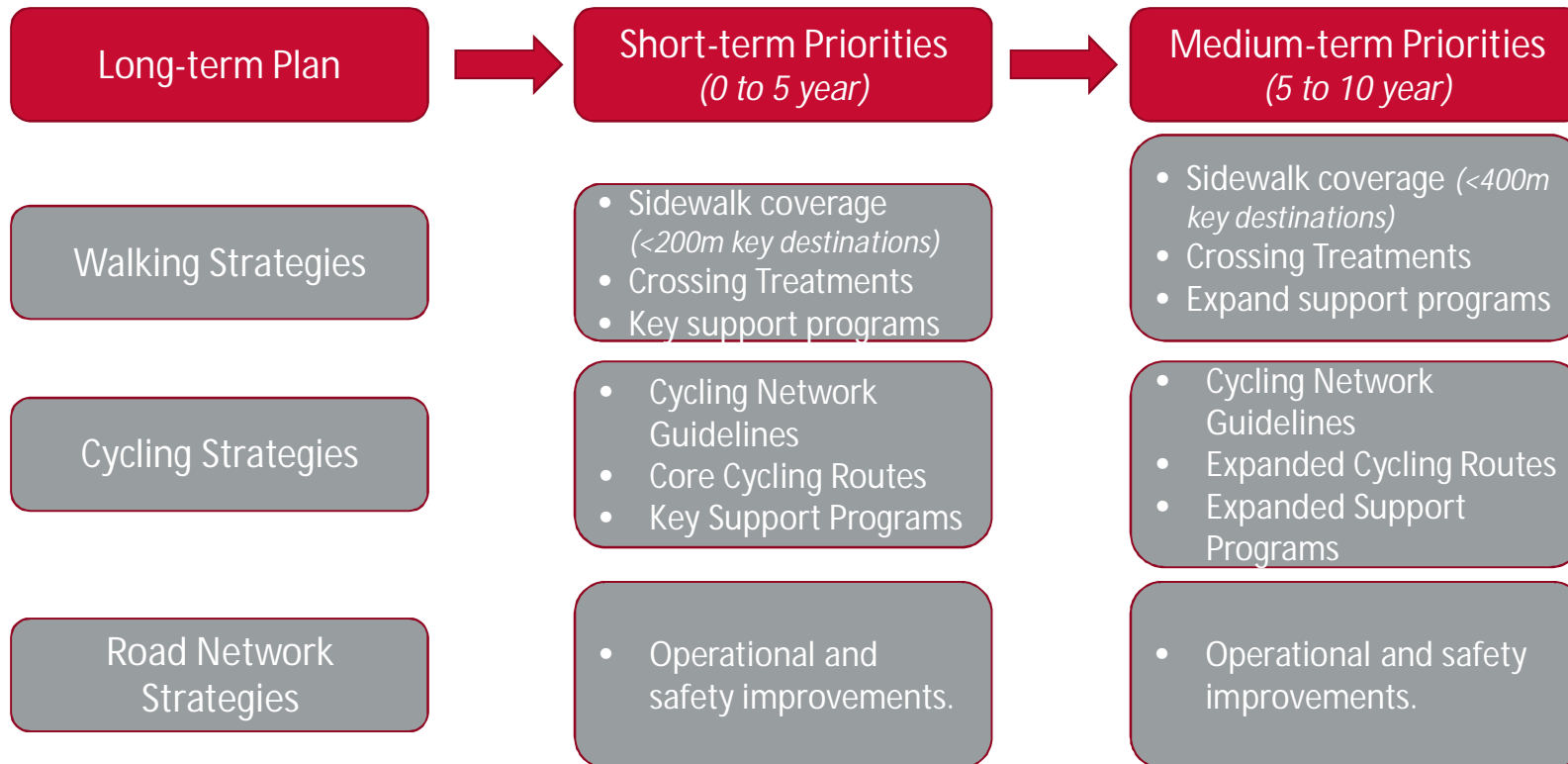
# Typical Phasing Plan Features

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systems

# Typical Phasing Plans



# Plan Process

