

Connecting Courtenay MASTER TRANSPORTATION PLAN

December 17, 2018
Courtenay City Hall



Agenda

- Plan Process and Engagement
- Plan Overview & Considerations
- Vision, Guiding Principles & Mode Shares
- Preliminary Directions
(long-term / medium-term)
 - Walking Network Plan
 - Cycling Network Plan
 - Streets Plan
 - Transit & New Mobility
- Discussion



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Plan Process & Engagement



March
2018

June-July
2018

Open Houses
Stakeholder Meetings
Engagement Booths
Online Community Surveys
1st Survey approx. 1,000 responses
2nd Survey more than 500 responses

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Overview & Considerations



Strategy

Vision

Guiding Principles

Mode Share Goals

Plan Content

Core & Support Infrastructure

Programs

Policies

Timeframes

Long-term
(25 year)

Short-term
(<5 yr)

Medium-term
(<10yr)

Partnerships

City

Developers

Provincial Government

Federal Government

Community Groups

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Vision & Guiding Principles Supported by Community

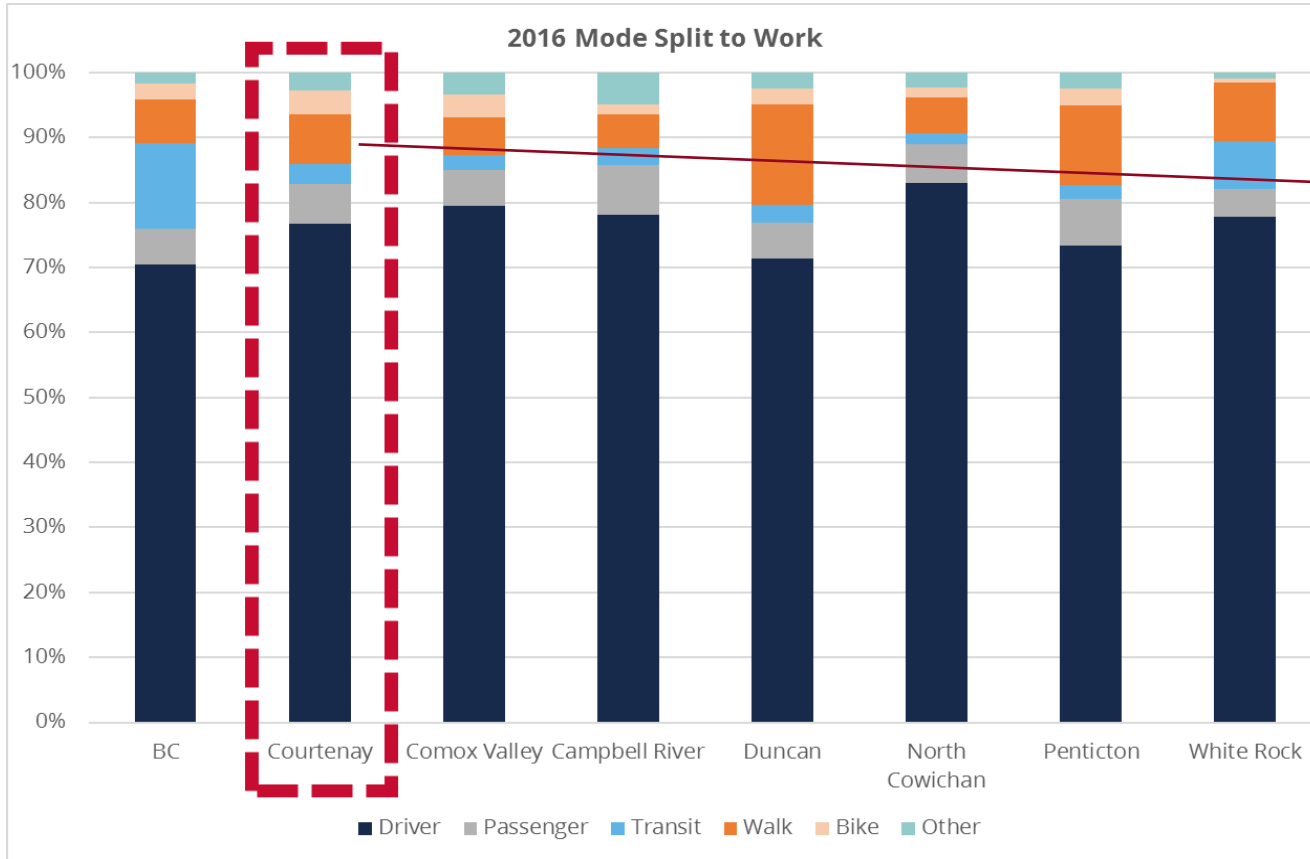


VISION

*The City of Courtenay supports a transportation network that **prioritizes connectivity and access to daily destinations** and, through a balanced approach to transportation planning, **provides everyone with safe choices in their mode of transportation.***

- 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.
- **Support planned growth** and increasing travel demands.
- **Recognize safety, mobility, accessibility and affordability** in identifying transportation improvements and evaluating alternatives.
- **Defer the need for major infrastructure** through land-use, investment in non-auto modes of transportation, and maximization of existing infrastructure.
- Ensure that the **transportation investments support other goals** (i.e. land use, recreational, social, environmental and economic).

Mode Share Comparisons



COURTENAY

Sustainable Modes (15%)

8% walk

4% bike

3% transit

Car (85%)

Sustainable Mode Share Targets (OCP)

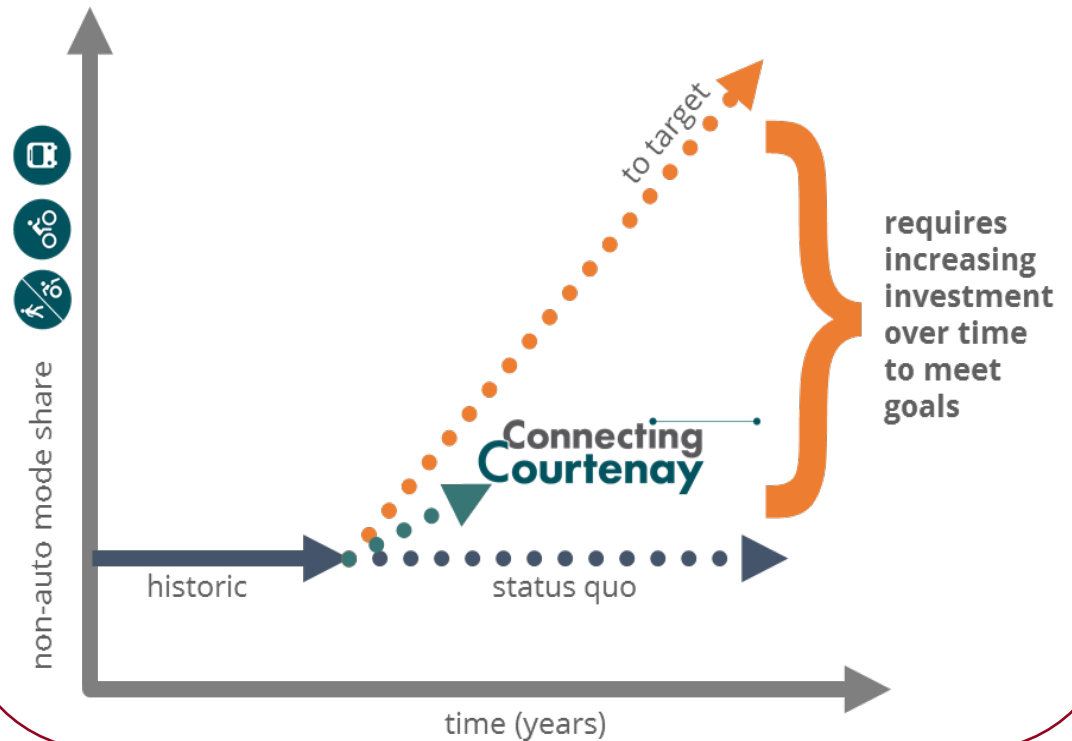
Walk, Bike & Transit Targets

30% by 2038



15% Today

Increased Investment



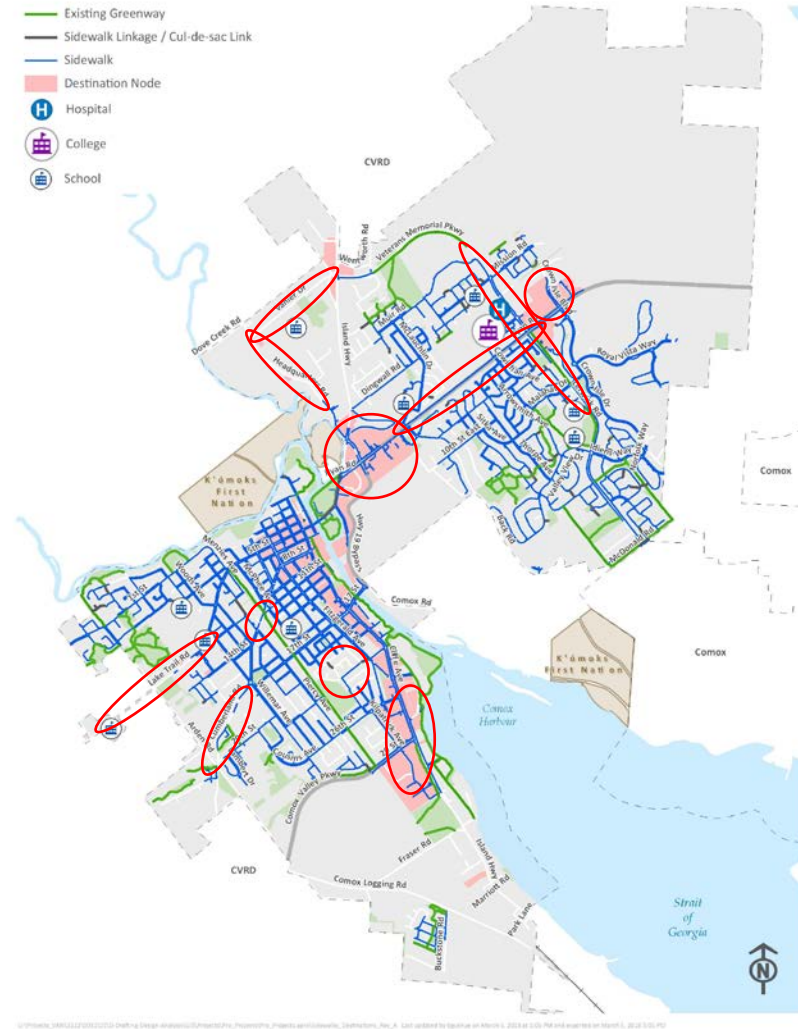
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Walking Network Issues

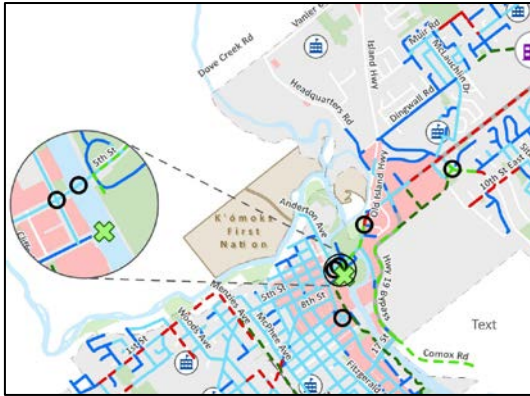
- **Connectivity** – *completeness of network*
- **Safety & Comfort** – *low / no lighting, busy uncontrolled crossings, lack of separation from traffic*
- **Accessibility** – *sidewalk maintenance, push button locations, let-downs.*



Types of WALKING Strategies



1. Network Improvements



2. Enhanced Intersections & Accessibility



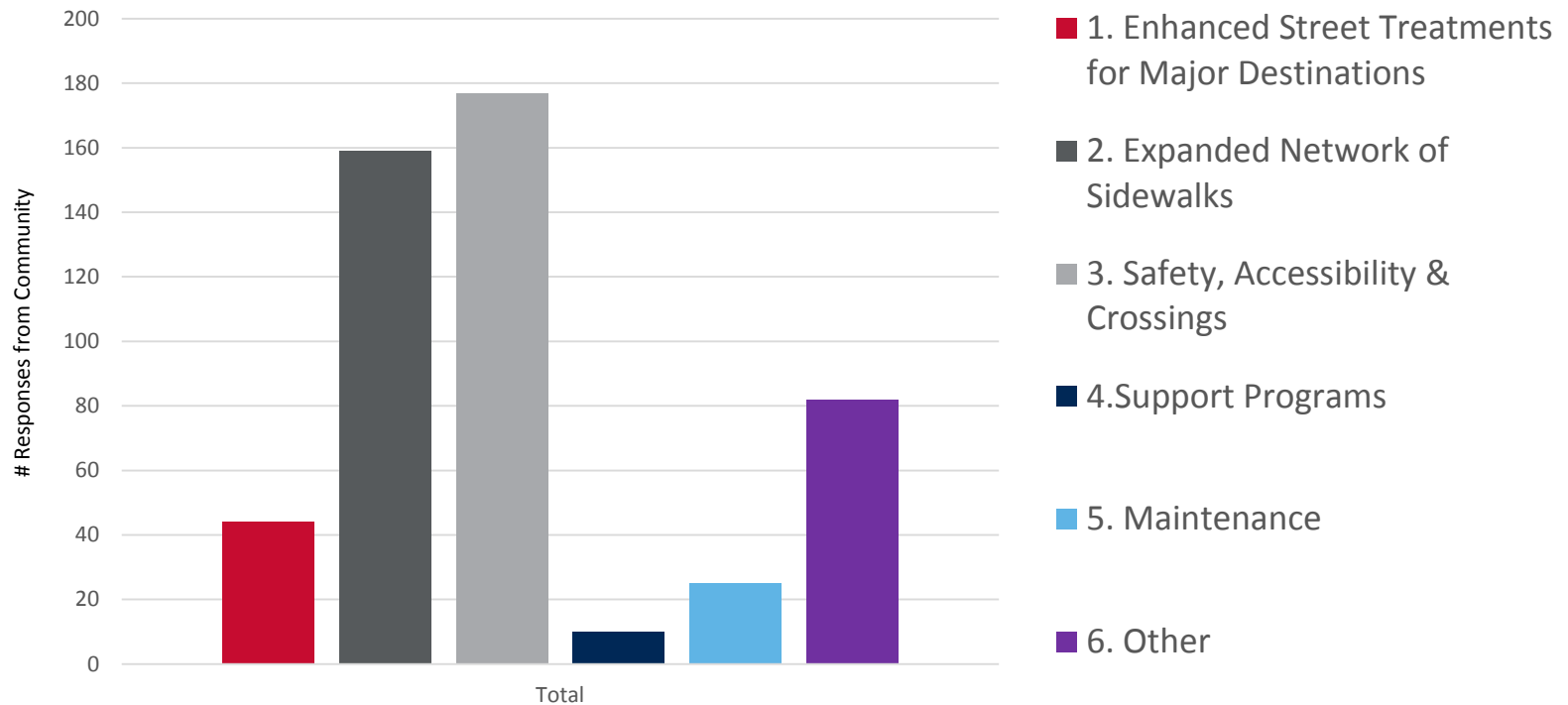
3. Enhanced Street Treatments for Major Destinations

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

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

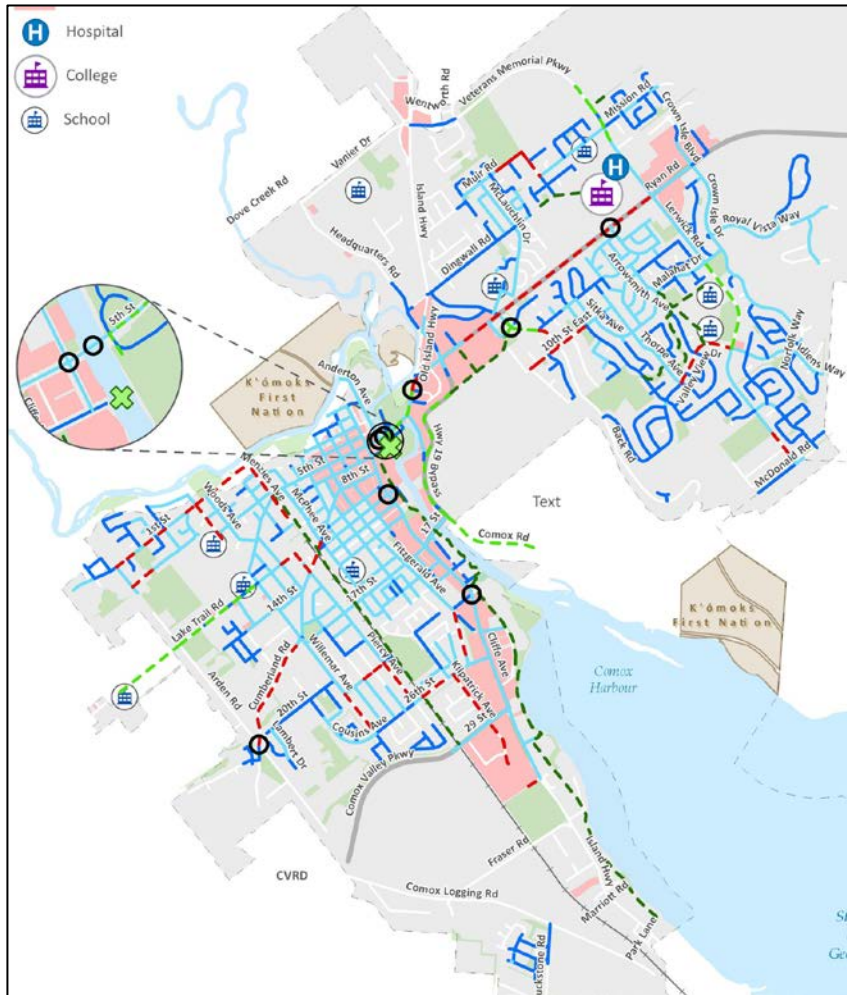
Alignment with Community Responses



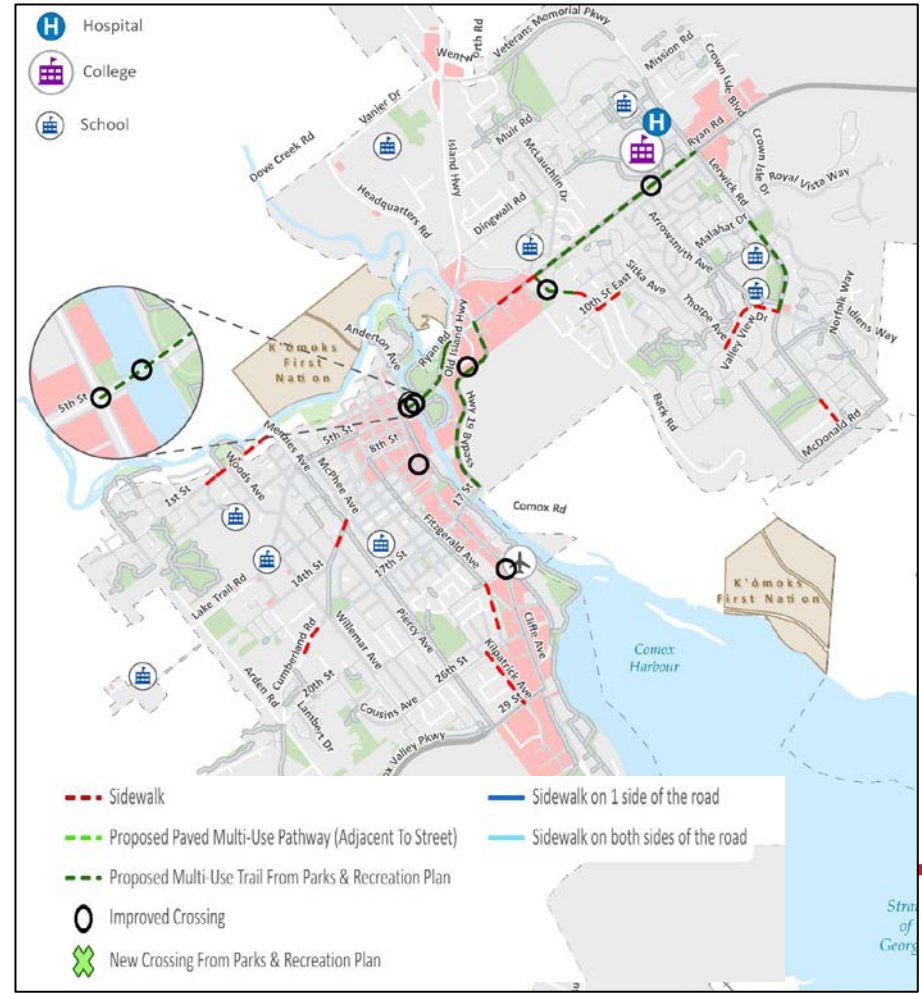
2. Expanded Network of Sidewalks



Long-term Direction

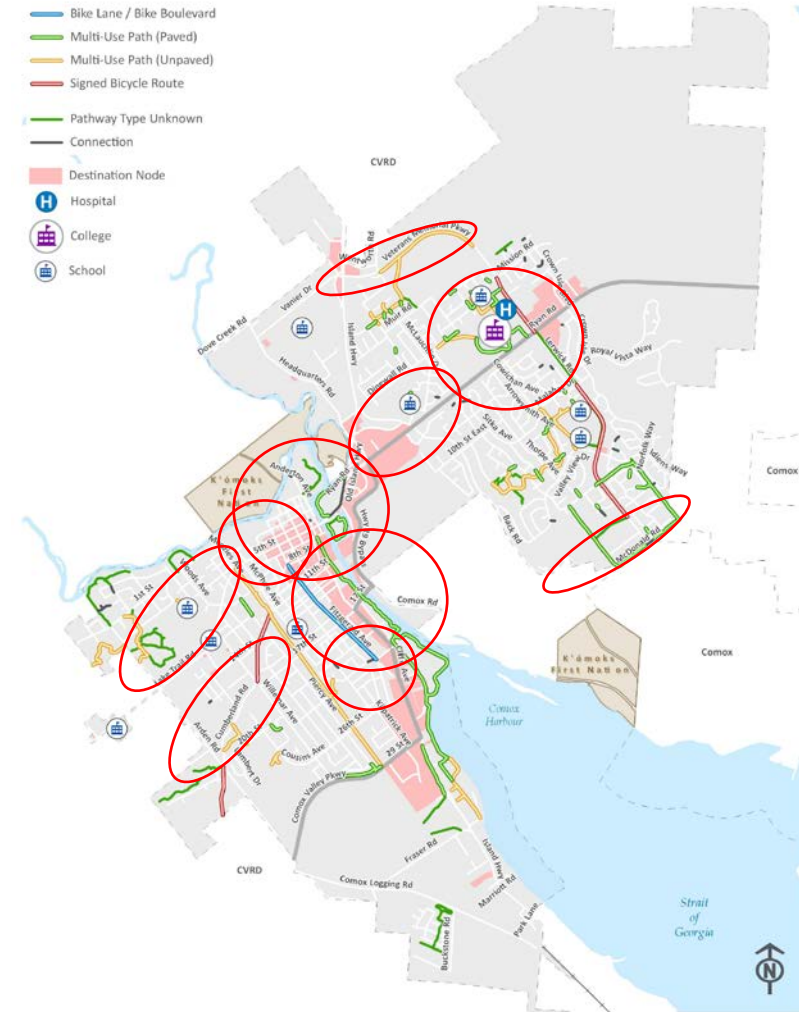


Medium-term Priorities



Cycling Network Gaps

- Limited network / lack of regional connections.
- No comfortable river crossing.
- Many unpaved off-street pathways
- No on-street facilities comfortable for people of all ages and abilities.
- Many unsigned but comfortable neighbourhood routes



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Types of CYCLING Strategies



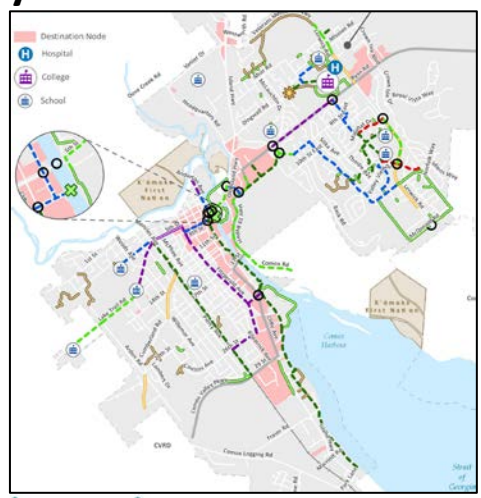
1. Bicycle Facility Design Guidelines



3. Support Facilities



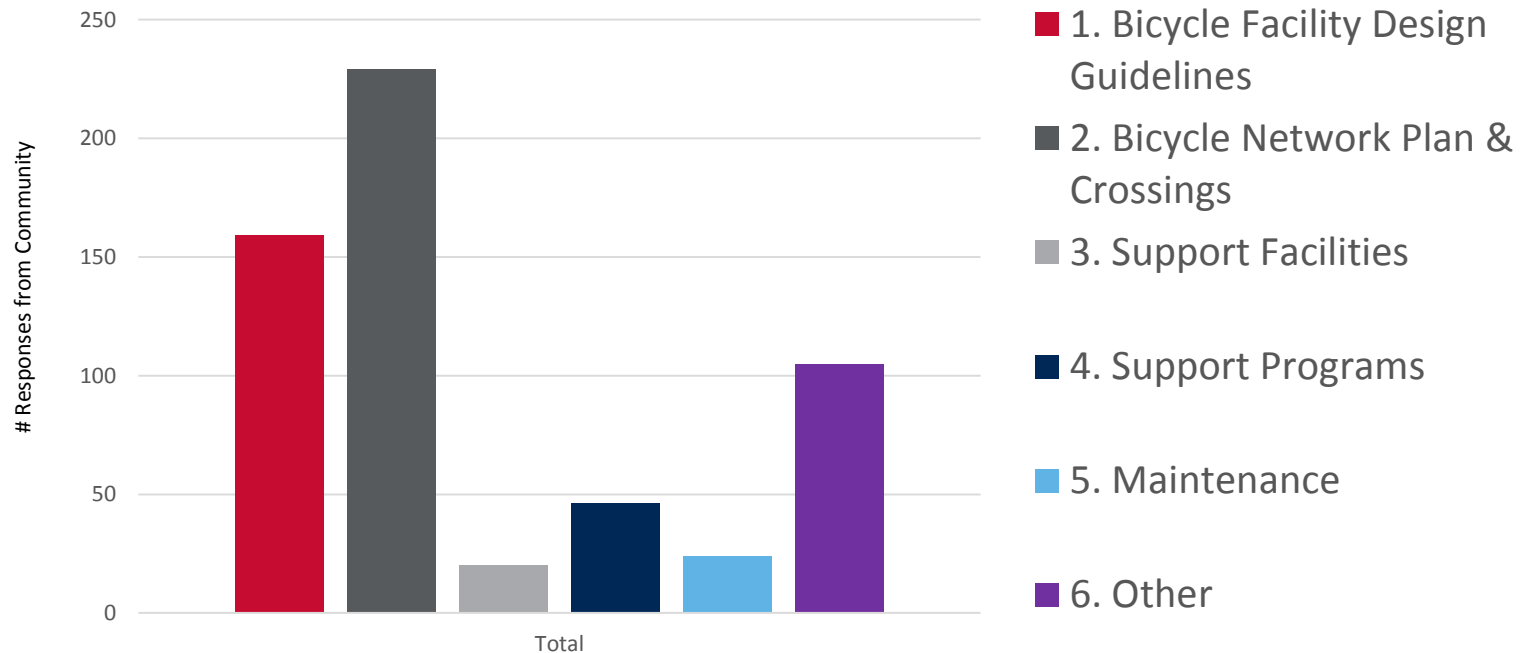
2. Bicycle Network Plan & Crossings



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

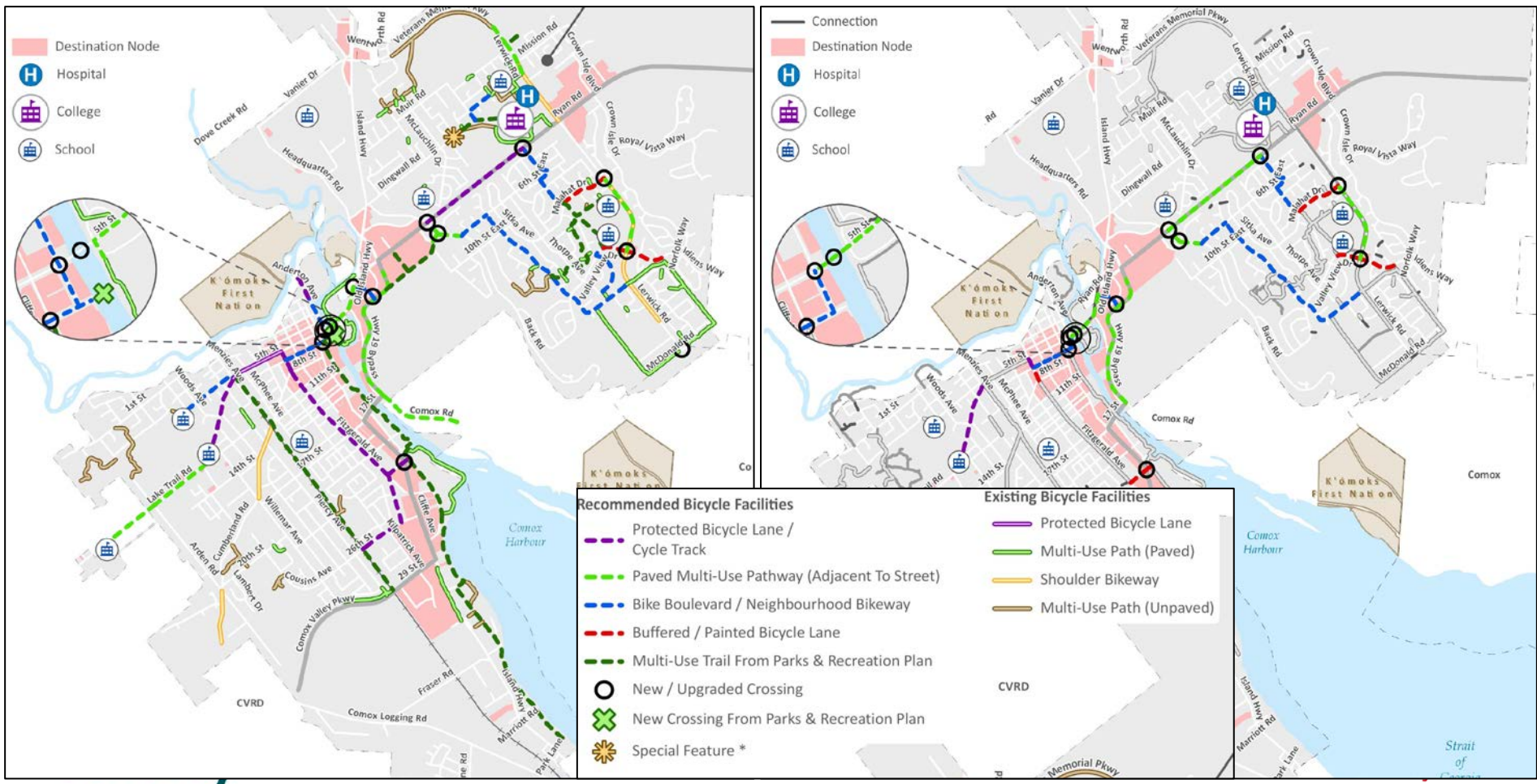


2. Bicycle Network & Crossings



Long-term Direction

Medium-term Priorities



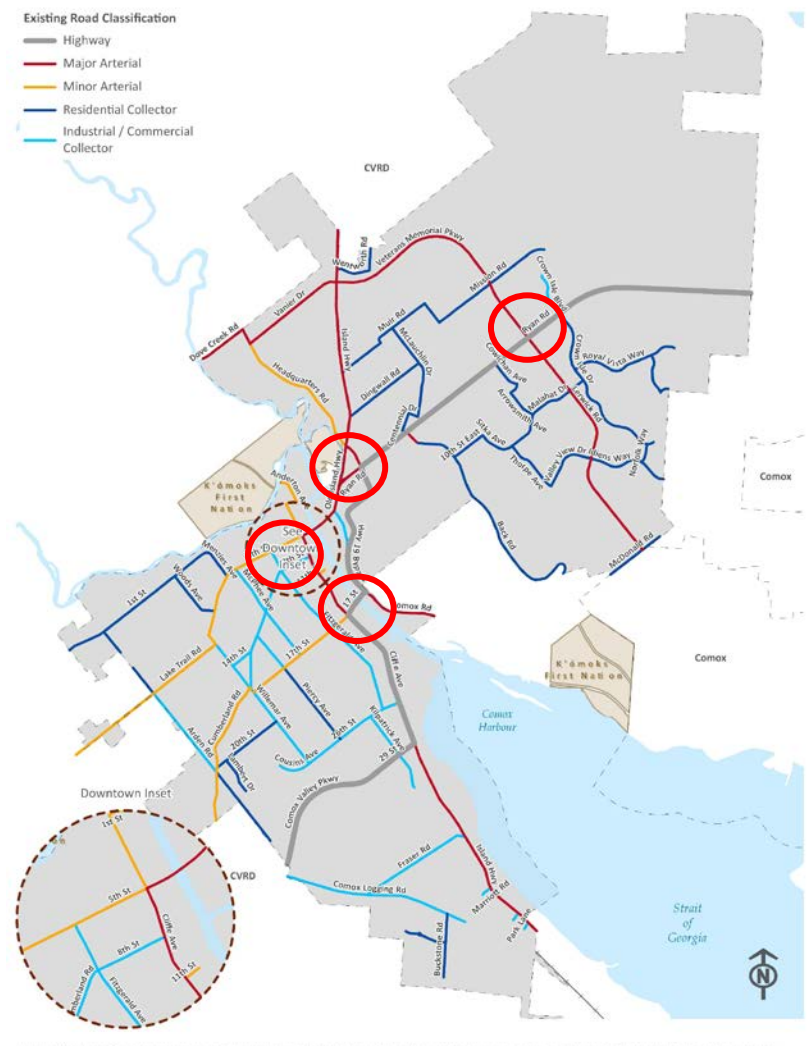
Road Network Issues

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).

Safety

- High collision locations at high volume intersections.
- Collisions impacting the reliability of the network.



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Types of ROAD Strategies

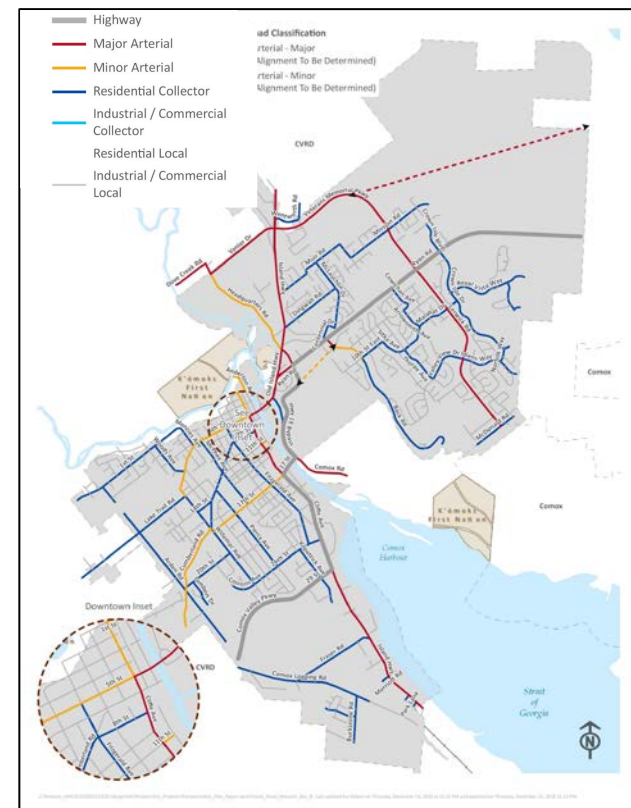


1. Safety & Operational Improvements

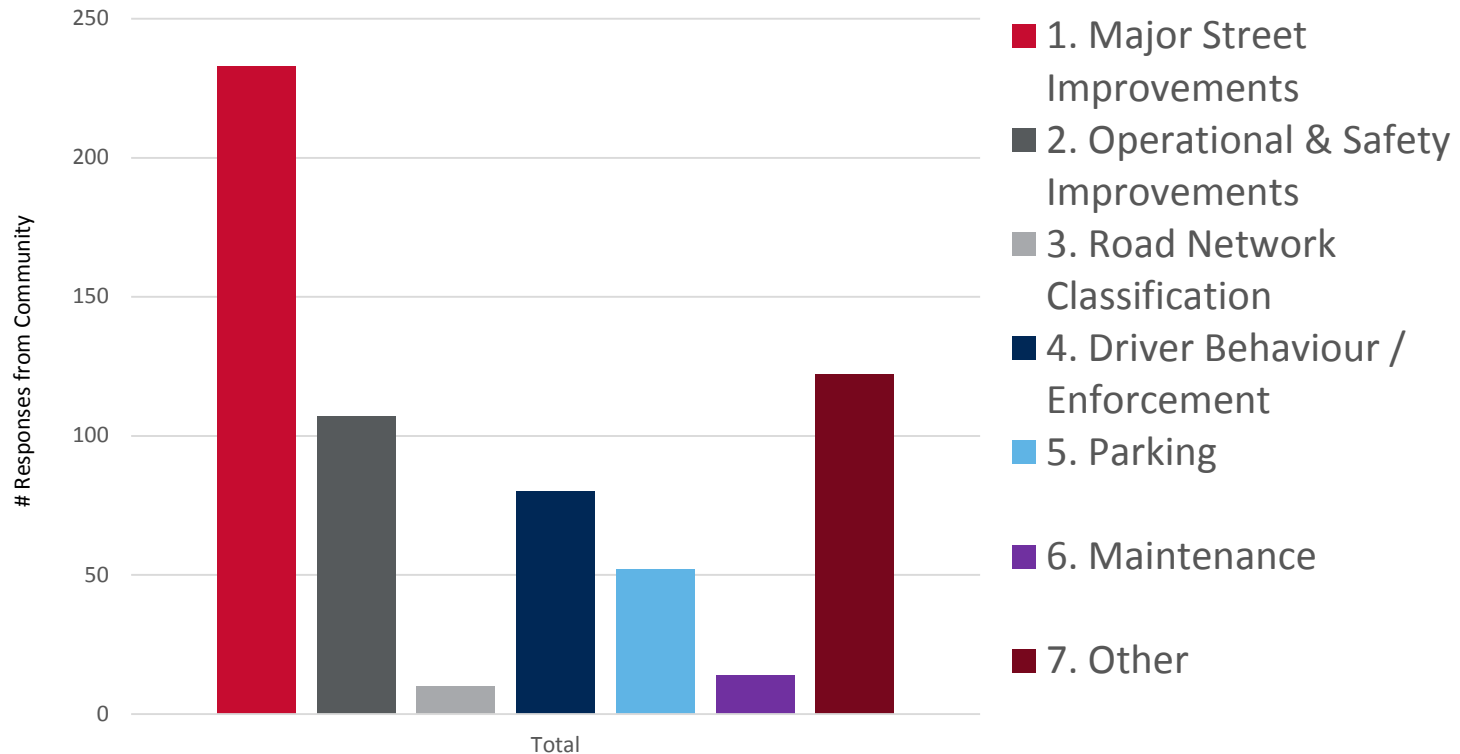
2. Widen Corridors or New Connections



3. Road Network Classification



Alignment with Community Responses



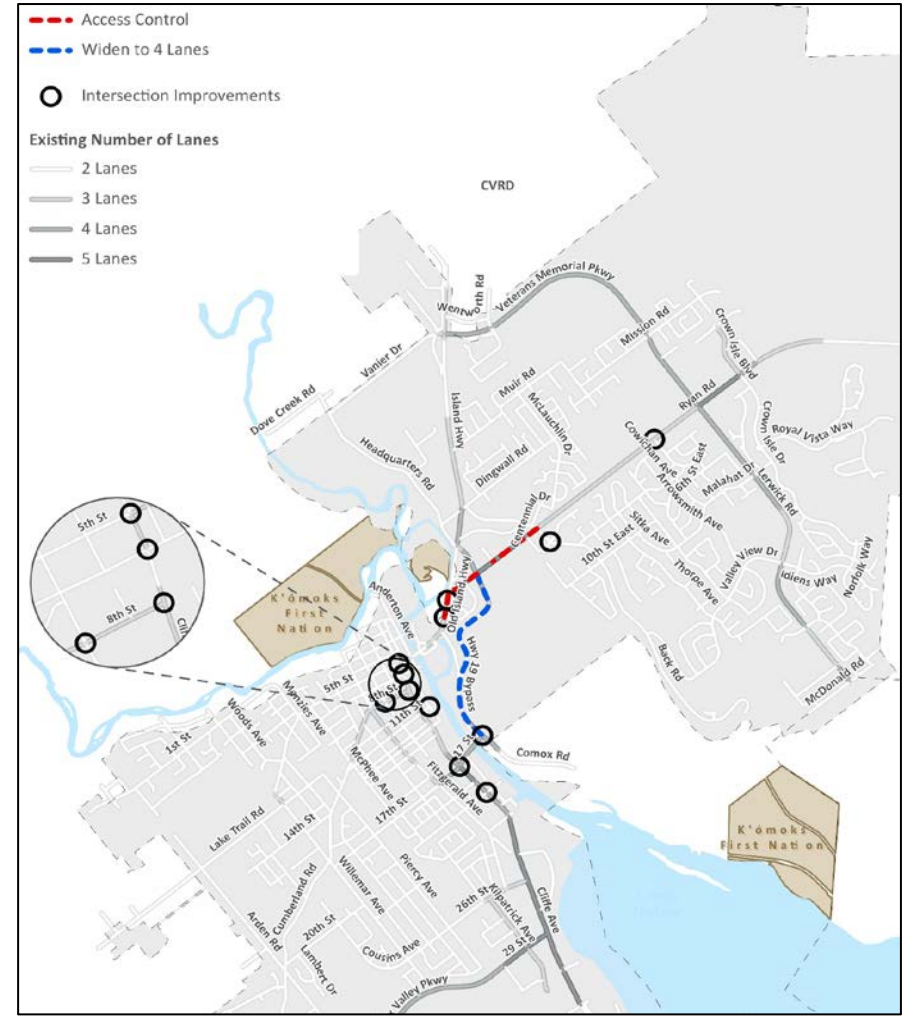
1. Safety & Operational Improvements

2. Widen Corridors & New Connections



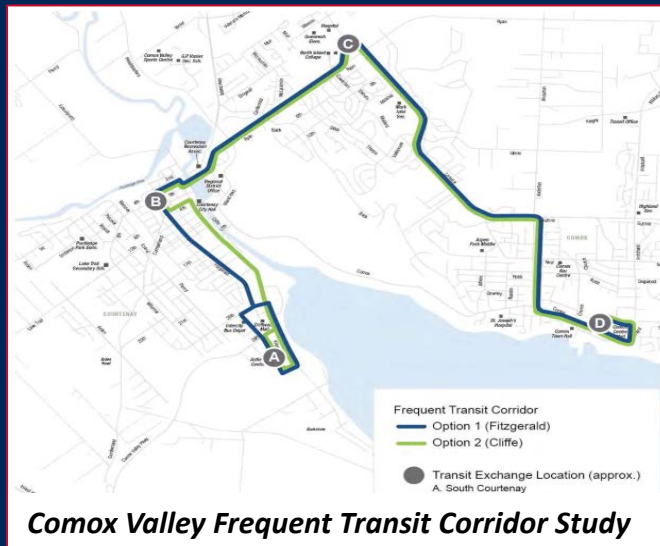
Long-term Direction

Medium-term Priorities



Transit (City)

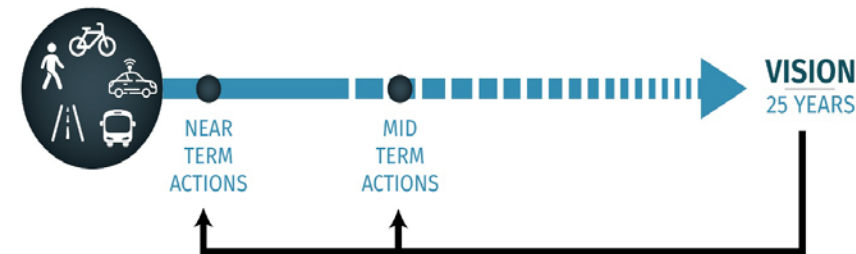
1. Improved walking & cycling to transit.
2. Transit Priority Treatments
3. Transit Passenger Amenities



New Mobility (City)

1. Electric Vehicles
2. New Mobility as a Service
3. Autonomous Vehicles

Transportation Master Planning in an Era of Technological Uncertainty



Connecting
Courtenay

URBAN
systems

Next Steps



	December	January	February	March	April
Council Workshop MTP	★				
Cycling Coalition Meeting		★			
Bike Network Plan					
Council Meeting – Bike Plan			★		
Prepare BikeBC Applications					
2019/20 Bike BC Application					
Stakeholder MTP Meetings					
Draft MTP Summary					
Council Meeting – Draft MTP Report				★	
Finalize MTP Plan Summary					
Council Meeting – Final MTP Approval					★

**Feb 18/19
Deadline**

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