



City of Parksville **Transportation Master Plan**





Contents

Section 1 - Introduction	1
Section 2 - Transportation Master Plan Development.....	4
Section 3 - Transportation Master Plan: Future Multi-Modal Network.....	9
Section 4 - Transportation Master Plan: Implementation and Next Steps.....	18
Appendix A - Engagement Report	
Appendix B - Existing Conditions	
Appendix C - Future Traffic Conditions Report	
Appendix D - TMP Maps	

The City of Parksville is situated on the unceded traditional territory of the Coast Salish Nations, specifically the Snaw-Naw-As First Nation and the Qualicum First Nation.

The Engineering team would like to thank all members of the community who contributed to the development of the plan through their involvement in the engagement process, along with the Access Oceanside Association and the Parksville Downtown Business Association for their invaluable insights.



1. Introduction

1.1. The Transportation Master Plan Project



1.1.1. Overview and Purpose

The City of Parksville has developed a comprehensive, multi-modal, Transportation Master Plan (TMP) that responds to the needs and aspirations of the community and will guide the implementation of transportation-related activities within the City over the coming years. Building on the City’s Strategic Plan (2023-26) and other strategic planning documents, the TMP supports the Official Community Plan (OCP) and aligns with regional plans such as the Regional District of Nanaimo’s Transit Redevelopment Strategy (2022) and Regional Growth Strategy.

The City of Parksville is committed to six strategic focus areas:



Specifically related to these focus areas, the TMP provides recommendations that will help to achieve a Vibrant and Livable Downtown, and the process by which the TMP was developed supported the objectives for greater Community Engagement.

The TMP updates and supersedes the previous Transportation Master Plan (2016) and provides a response to the current challenges of the community, informed by significant community engagement and driven by the desire for an Active, Balanced, Safe, and Accessible transportation network. The goal is for the TMP to provide a clear, focused roadmap for the implementation of short-, medium-, and long-term transportation improvements that result in tangible improvements to mobility within the City, both for residents and the many visitors that Parksville hosts each year.

1.2. Study Process

The Transportation Master Plan was developed through a collaborative process that involved Parksville residents, community groups, city staff, and Council as well as Regional District of Nanaimo and BC Transit staff. The project generally followed three core phases, as identified below :

1

Phase 1

Where are we now?

Developing the foundational understanding of current issues, needs, and opportunities in the City.

2

Phase 2

Where do we want to go?

Establishing a common vision for how the City’s resources will be utilized to manage growth and respond to challenges.

3

Phase 3

How do we get there?

Creating a prioritized and staged plan that aligns with related programs to help the City achieve mobility targets and strategic objectives.

1.3. Engagement

Community and interested party engagement was a key factor in the development of the TMP and the attendance and community open houses as well as online survey responses demonstrated the community’s enthusiasm and passion for making improvements to the mobility network of the City. An early round of engagement presented the observed challenges and opportunities identified through preliminary traffic analysis and network assessment and sought feedback on the primary concerns, aspirations, and vision for the future. Building on that feedback and subsequent analysis and planning work, a second engagement presented a series of options for potential improvements and sought input and feedback on those; both in terms of preference and priority. Finally, a third round of engagement provided a draft look at the emerging recommended plans and actions that were derived from the earlier work. Feedback on these recommendations led to the finalization of the TMP, with the community having meaningful input at all stages.

Full details on the engagement process are provided in [Appendix A](#).



Active

Residents want a walkable downtown that is well-connected to key destinations around the city through a complete network of bike and pedestrian infrastructure. Specifically, connectivity to Rath Trevor Beach and the Parksville Community Park are very important.

Balanced

While the City should be bike and pedestrian-friendly, there is a need to provide access for drivers, deliveries, and emergency vehicles to the downtown core where parking should be conveniently located to support the business community. Changes to the Island Highway need to be balanced by travel opportunities on other corridors.



Safe

The City should be a safe and pleasant environment to move through, with appropriate speed limits consistently enforced, improved lighting, protected and/or dedicated bike facilities, and enhanced crossing opportunities on busy corridors.

Accessible

Parksville's median age (63.6) is notably higher than the BC average (43.1) and as such there are many residents with mobility challenges who utilize mobility scooters and other devices to get around. Design improvements need to be cognizant of this and provide infrastructure which is universally accessible.

1.4. How to use the Transportation Master Plan

The TMP emphasizes short- and medium-term actions and projects that will result in measurable benefits to the community and are in-line with the overall long-term aspirations for the city. The plan recognizes that the city has neither the capacity, nor the budget, to implement all recommended improvements in one go and so a phased process of implementation is provided to make the interventions predictable, manageable and affordable, year-on-year. The actions, plans, policies, guidelines, and capital projects recommended in this document will provide city staff and council, the development community, agencies and advocacy groups, and residents with a clear picture of how the city's mobility network is planned to change over the coming years.

The TMP is set out to provide a clear narrative, where each step of the plan builds on the previous work, incorporating input and analysis in a transparent and collaborative way. Through base conditions assessment, identification of recommended actions and projects, through to implementation – the goal is for the TMP to be a navigable document that is accessible to the community and of ongoing utility to city staff.



The TMP is broken down into three distinct sections that broadly align with the study process:

Section 1 – Introduction and TMP Overview

- An overview of the TMP itself
- The study process
- Engagement
- How to use the TMP
- Context setting – our community

Section 2 – Transportation Master Plan Development

- Existing conditions
- Identified challenges
- Visioning and future conditions
- Goals, Objectives and Targets

Section 3 – The Transportation Master Plan

- Introduction
- Planning Projects
- Quick Progress
- Policy and Guideline Changes
- General Road Projects
- Pedestrian Network Improvements
- Cycling Network Connectivity
- Ideas for Future Consideration

Section 4 – Implementation and Next Steps

- Introduction
- Partnerships and Funding Strategies
- Monitoring Strategy
- Closing and Commitment

1.5. Context-Setting - Our Community

The City of Parksville is a mid-sized municipality located on the east coast of Vancouver Island within the Regional District of Nanaimo. The City’s population at the 2021 census was 13,642 and the area has experienced a growth rate of approximately 1.8% annually since 2016 (equating to a 9.5% increase between 2016 and 2021).

Tourism provides a significant and predictable increase in population during the spring and summer months with an increase to over 20,000 visitors anticipated each year to take advantage of the beautiful coastline and access to region-wide natural features and amenities.

The average age of residents is 56.7 years with a median age of 63.6 years, making Parksville one of the oldest communities in Canada (for comparison, Qualicum Beach residents are aged 61.2 years on average, and 67.5 by median whereas the BC average is 43.1 years).

Almost 45% of residents are 65 years or older, and around 5% are over 85, which skews the average age somewhat (20% of the general Canadian population is over 65 and only 2.3% are over 85) making these communities overrepresented within Parksville (see Figure 1). The Oceanside region has long been a popular retirement destination as well as a place that retiring residents do not want to move away from, given its natural beauty, relaxed lifestyle, access to services and proximity to major centres like Nanaimo.

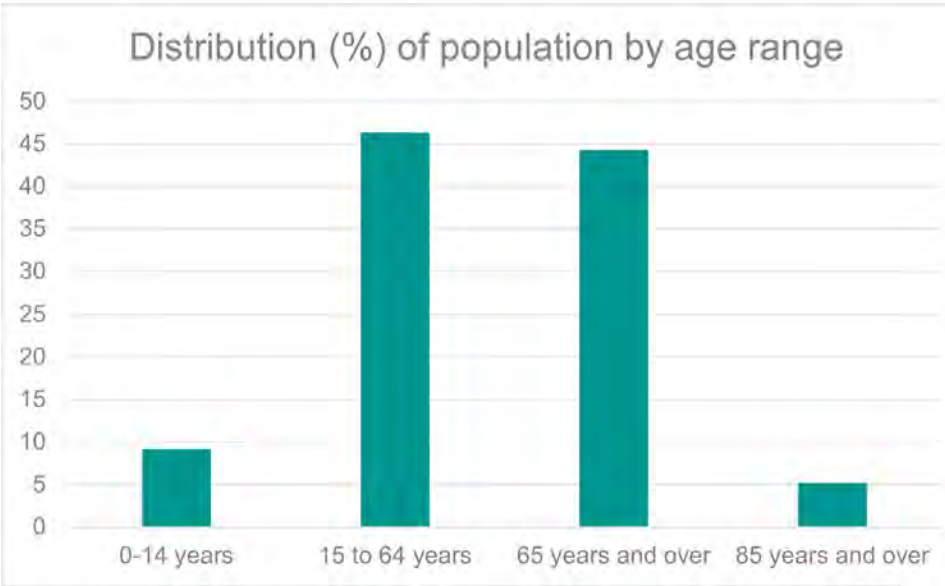


Figure 1: Distribution of Parksville's population by age range

1.5.1. Land use in the regional context

In 2011, the City of Parksville, along with other municipalities within the Regional District of Nanaimo (RDN), endorsed the adoption of the Regional Growth Strategy (RGS) which was titled Shaping Our Future. This document outlines the land use and anticipated growth throughout the regional district and the individual Official Community Plans (OCPs) of the constituent communities are obligated to be consistent with this document. The RGS sets policy direction for areas including climate change, environmental protection, land use, housing, economic resiliency, food security and infrastructure. Regarding land use and housing, the RGS identifies most properties within Parksville as ‘Urban Areas’ which carries prescribed definition that supports a broad range of urban uses serviced by community water and sewer systems (see Figure 2). New development within urban areas is encouraged to focus on mixed-use, designed to support commercial vitality and provide opportunities for multi-modal transportation and complete communities with options to live, work, and play within the same area. Open spaces, including parks, plazas, trails and other active linkages are encouraged (see Figure 3 for the Regional Growth Framework).

1.5.2. RDN Transit Redevelopment Strategy (2022)

The Transit Redevelopment Strategy (TRS) was adopted in 2022 and sets out a series of transit improvements for the next five years through a data-driven and collaborative planning process that aims to deliver attainable year-on-year improvements to the regional transit network. As the second biggest population centre after Nanaimo, Parksville is identified in the strategy as a key node that requires improved transit connectivity. The TRS identifies that the current Route 91 service that connects Qualicum Beach to the Woodgrove Exchange (via Parksville, Nanoose Bay and Lantzville), operates more like a local service than the extent of the route would suggest. The TRS proposes to convert the Route 91 service to the newly-named Route 9, which would operate as a Key Regional Route with improved frequency, service coverage, journey time, and stop spacing to better-connect the key urban centres throughout the region.

In addition, the strategy recommends improvements to the other existing routes within Oceanside to provide better connectivity between the downtowns of Qualicum Beach and Parksville, as well as key destinations like the Ravensong Aquatic Centre and Wembley Mall.

Recognizing that a significant number Parksville residents commute to Nanaimo for work, the TRS also recommends exploring options for developing Park & Ride locations towards the south end of the city to encourage more sustainable travel options and reduce unnecessary trips.

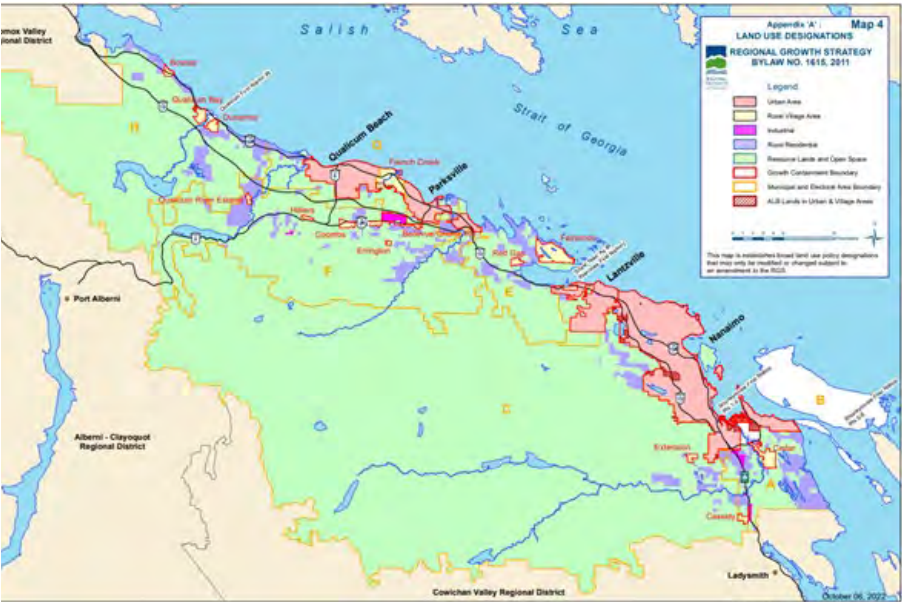


Figure 2: Land Use Designations at the Regional level



Figure 3: Growth Management Framework at the Regional level

Finally, the Parksville Exchange (located at Jensen Avenue between Corfield Street and McCarter Street) is identified as being undersized for the future plans and it is recommended that this exchange be expanded to accommodate increased capacity and improve passenger amenities and waiting areas.

The TMP was developed in awareness of these regional growth aspirations and transit improvements and collaboration with both the RDN and BC Transit was undertaken to develop recommendations (within the City’s purview) that are supportive of regional strategies.

2. Transportation Master Plan Development

2.1. Transportation Master Plan Development

The transportation network in and around Parksville is generally geared towards facilitating travel by private automobile. The nearby Highway 19 provides a fast and efficient connection to the nearby cities of Courtenay and Nanaimo as well as the rest of the island, and Highway 4A is the key route across to the western communities of Port Alberni and Tofino. The city is bisected by Highway 19A, the Island Highway, which provides a more scenic, alternative route for regional travel as well as a direct connection into and out of the city. Within the city, a network of collector-style roads provides easy navigation and access to all neighbourhoods and free parking is readily available in most commercial areas.

The nature of Parksville's development as a low-density community has led to an auto-dominated travel market that exists to this day. This is evidenced by the recent (2021) StatsCan data that indicates that 86% of the employed population travels to work by private automobile (either as a driver or passenger). Commuting by bicycle is relatively rare but walking is somewhat overrepresented (8%) compared to similar jurisdictions in BC where the average is typically around 5-6%. Transit ridership is low at 1%, which is fairly typical given that transit service is not as fast or convenient as driving. [Figure 4](#) summarizes this breakdown.

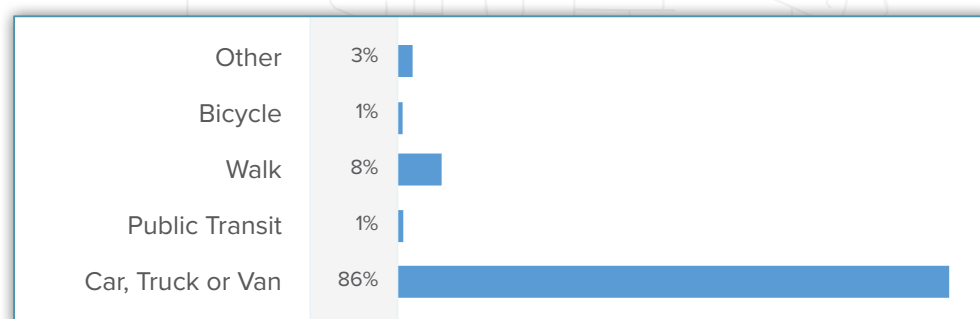


Figure 4: Commuter Mode Share

2.2. Existing Conditions Summary – Where We Are Now (see Appendix B)

Parksville has approximately 130 kilometres of roadway, which are classified as major arterials, collectors, local, downtown, resort, or industrial. The major road classifications for Parksville are illustrated in [Figure 5](#). Road classifications vary by traffic volume capacity, speed, and access.

A review of the traffic conditions in Parksville was completed to identify intersections in the downtown core that currently experience significant delays and/or capacity constraints. Traffic counts were collected for each of the intersections from 7am – 10am and 3pm – 6pm to identify the morning and evening peak hour traffic volumes for each intersection. [Figure 6](#) illustrates a summary of the traffic conditions in downtown

Parksville in terms of Level of Service (LOS) for both the morning (AM) and evening (PM) peak hours. Intersection LOS quantifies the average delay for all movements at the intersection and provides an easy snapshot of how the intersection is performing. Also illustrated in the figure is the traffic intersection control type. Details on the Synchro software, methodology, analysis inputs and reporting metrics are provided as part of the overall Base Conditions Assessment Memo in [Appendix B](#).

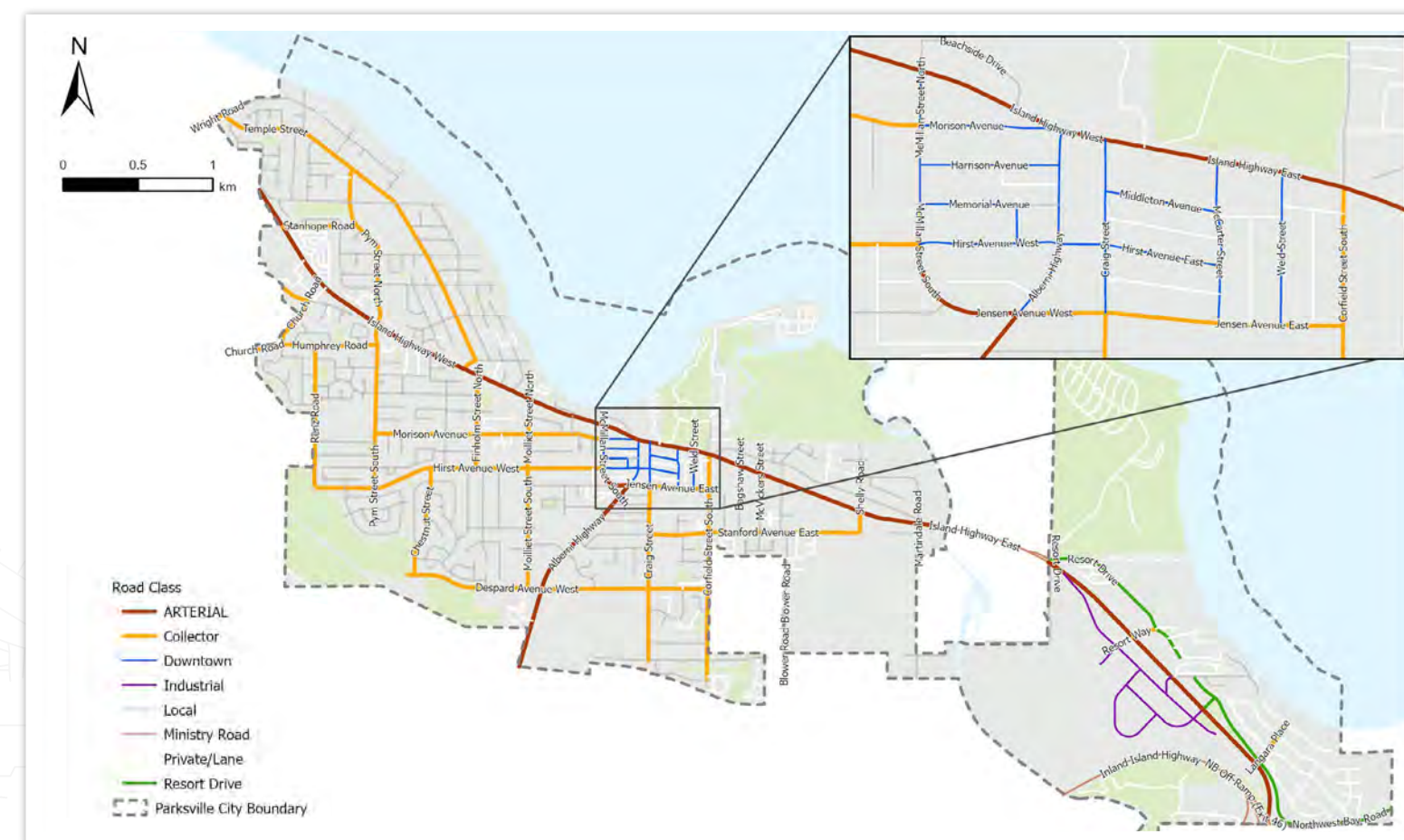


Figure 5: Existing Road Network



Figure 6: Existing Traffic Conditions

There are no designated trucking routes within the city and generally the wide roadways are able to accommodate all typical service and delivery vehicles to most locations within the city. BC Ambulance Service and Parkville Fire Rescue have locations on or near the Alberni Highway, which provides direct access to the central parts of the city and from there to the residential suburbs.

A parking inventory for downtown Parkville (bounded by McMillan Street, Corfield Street, Jensen Avenue, and the Island Highway) was completed and identified the number of parking spaces available by time duration and access (private vs public). The survey indicated that within the downtown area there are approximately 1,767 individual parking locations, of which 76% are located in off-street lots and are mostly private or reserved. 60 accessible stalls are located throughout the downtown with 44 in off-street lots and 16 on-street. A mix of time-restrictions is employed across the on-street parking supply with the most common (325 of 421 spaces) being 2hr parking. Parking occupancy or utilization was not captured during the survey and it noted that significant parking opportunities are available immediately outside the downtown core area, including the Community Park parking.

Parkville is best characterized as a car-dependent community where many everyday errands, such as grocery shopping, or medical appointments, require a car. Walking is typically associated with the end of a vehicular trip, or for recreational purposes.

Most streets and roads within the downtown area provide sidewalks on either side of the roadway, as do many of the major collector corridors that connect the downtown to the broader urban area. Community feedback has indicated that the design of sidewalks can often present challenges for users of mobility devices. Significant improvements to the pedestrian environment in the downtown area have been progressed in recent years including the pedestrianization of a section of Memorial Avenue with associated active mobility features including branded pedestrian crosswalks (see Figure 7.), reduced crossing distances at Alberni Highway,



Figure 7: Branded pedestrian crosswalk

and enhanced street furniture throughout. The downtown area (away from Highway 19A) contains many convenient opportunities to cross streets with well-signed pedestrian crosswalks at many locations. The prevalence of off-street parking lots means that pedestrians frequently need to navigate parking areas to access stores and businesses although walk distances are relatively small.

The existing pedestrian infrastructure is illustrated in Figure 8. The figure displays the city's sidewalk coverage and trail networks. There is good sidewalk coverage in the downtown and along Highway 19A, but limited sidewalk coverage in the residential neighbourhoods. There are many pedestrian trails along the beachfront and around the park spaces including the Maple Glen linear walkway, a 1km north-south pedestrian trail from Morrison Ave to Despard Ave that provides excellent connectivity for numerous neighbourhoods to the Parkville Wetland Trail and Coomb to Parkville Rail Trail. The Oceanside 'Waterfront Walkway' boardwalk runs from the end of McMillan Street to the Legacy Labyrinth, but that is the extent of the waterfront accessible network.

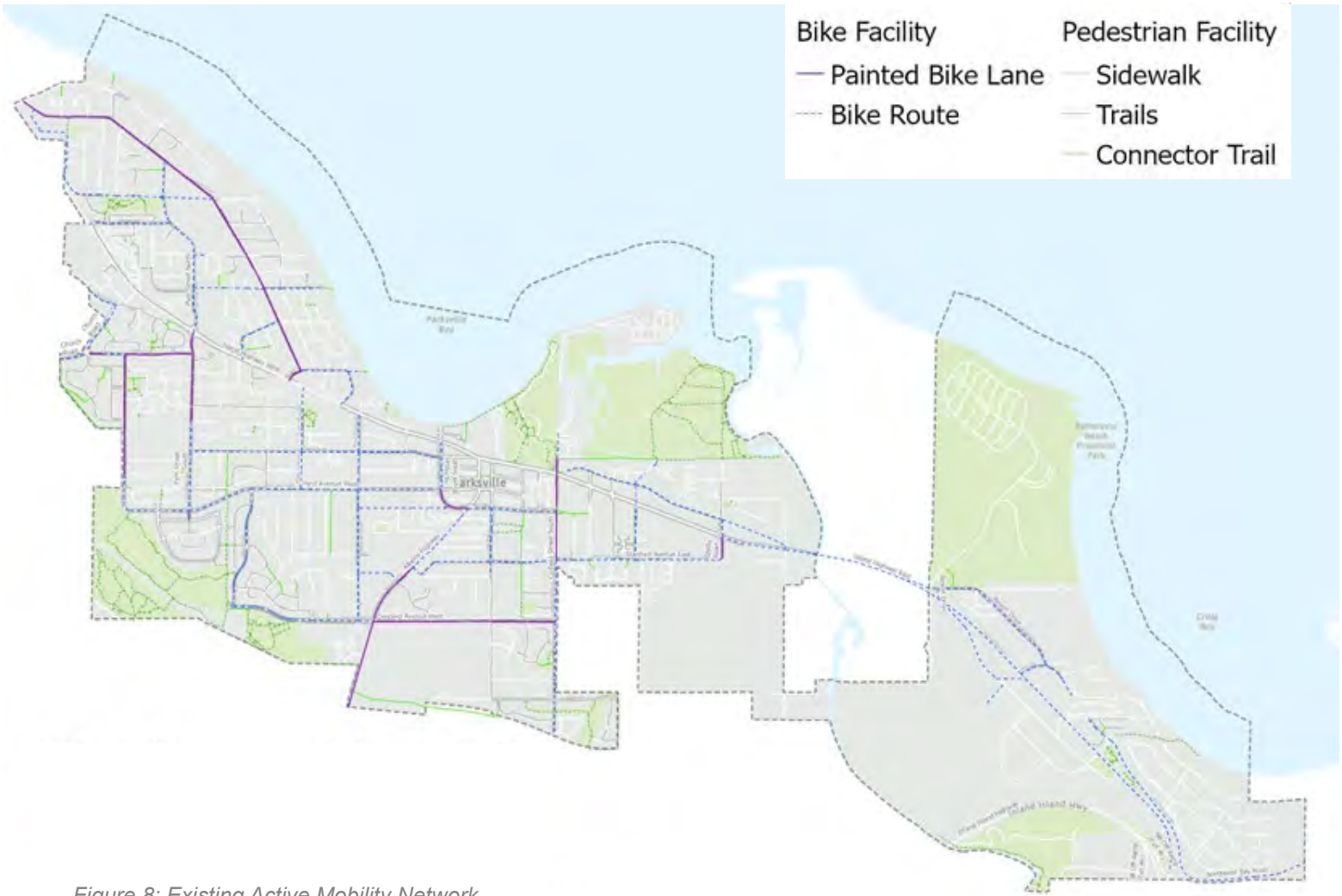


Figure 8: Existing Active Mobility Network

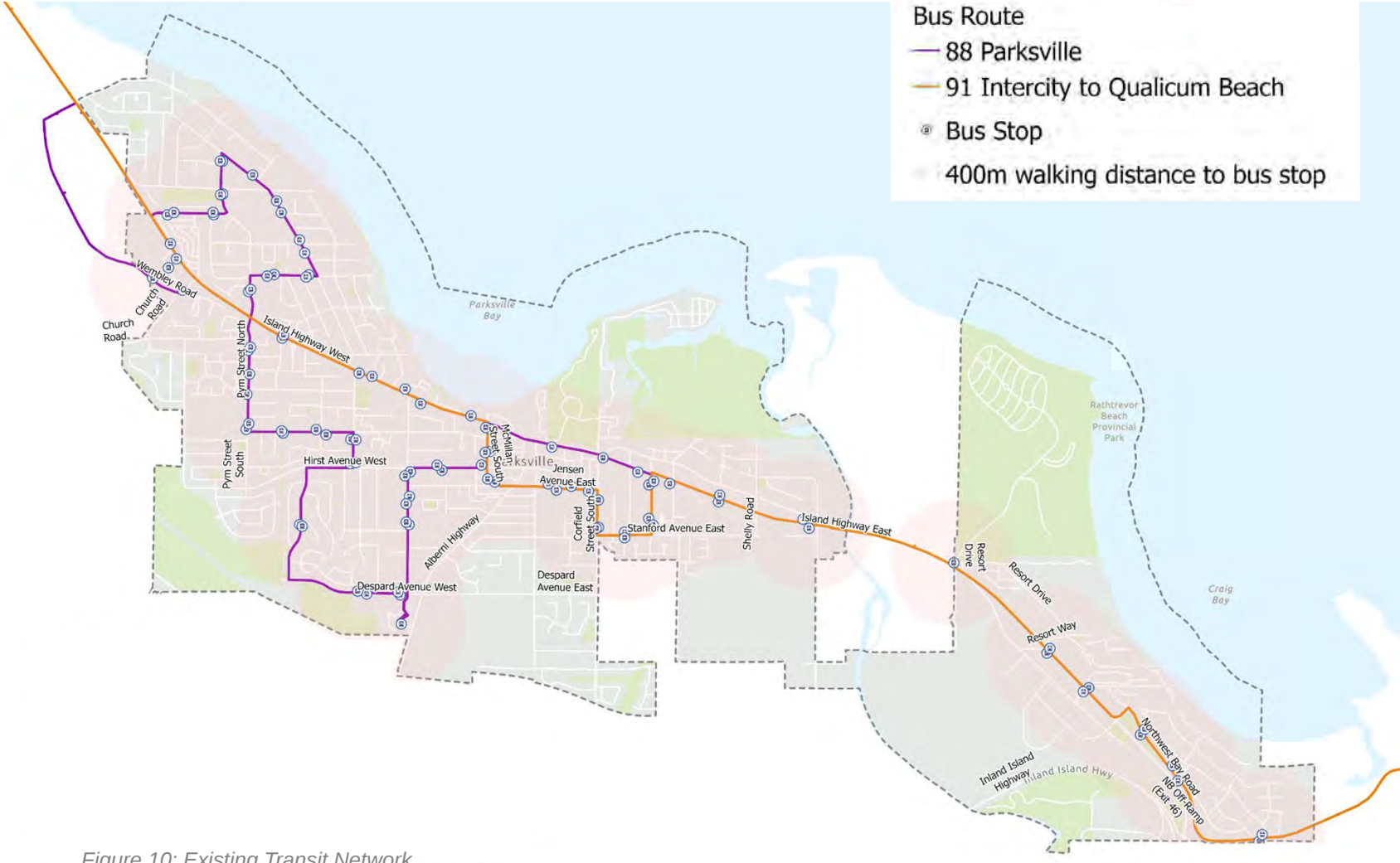


Figure 10: Existing Transit Network

Parksville has a network of local and collector roads that cyclists can use, which are shown as “bike routes” in [Figure 8](#). Some roads have designated, painted bike lanes or wide shoulders, while others may require cyclists to share the road with vehicles. The level of cycling infrastructure on local roads varies, but the routes are generally flat and are mostly suitable for cyclists of strong abilities who can share the lane with general traffic. There are limited push cycle buttons to cross major intersections, hindering the cycling network for all ages and abilities.

Bike parking facilities have been substantially improved in the downtown area through the provision of new bike parking stands along Memorial Ave (see [Figure 9](#)). Elsewhere, the opportunities to safely park bicycles is limited and sporadic.



Figure 9: New bike parking infrastructure on Memorial Avenue

Parksville’s transit is delivered through a collaboration between BC Transit and the Regional District of Nanaimo (RDN). BC Transit is a provincial agency that is responsible for providing public transportation to BC communities outside Metro Vancouver and in most locations leads the delivery of those services. In the RDN, long-range planning, route planning, scheduling, and operating are all conducted by RDN Transit, with support from BC Transit.

Parksville is served by local bus routes that connect the city to nearby areas on Vancouver Island, including Qualicum Beach, Nanaimo, and other communities. The existing bus routes and bus stops are illustrated in [Figure 10](#).

Currently there are two bus routes that run in the City of Parksville: the #91 which is an intercity route between Nanaimo and Qualicum Beach, and the #88 which is a local route servicing the west side of Parksville. Both routes are classified as low frequency, with buses every 50 minutes to 1 hour. The #91 has a service operating during the peak morning and evening periods that connects to the #25 Ferry Shuttle. The city is responsible for transit stop amenities and the access to them, but not routing, service, frequencies or the buses themselves.

2.3 Challenges, Opportunities, and Aspirations

Traffic operations along the Island Highway are generally acceptable, with some congestion noted on specific, left-turn, movements. Crossing the Island Highway as a pedestrian, however, can often be challenging, given the spacing of safe crossing points, the overall width of the roadway, and the priority given to vehicular traffic.

Reduce the highway’s presence as a barrier to pedestrian movement between the downtown and waterfront and reinvent the corridor as a street that better-serves the community.

There are limited east-west travel options aside from the Island Highway corridor.

Explore the potential to create alternative corridors for cross-city movement.

Parking supply in the downtown is generally good, with a mix of on- and off-street parking provided to support businesses but, anecdotally, there is a tendency for visitors to drive to each new location within the city, even if the distance is walkable, out of convenience.

Explore strategies to encourage a ‘park once’ culture for both residents and visitors through physical location of parking, wayfinding, and other regulations.

The downtown core has seen many positive improvements in recent years, such as the pedestrian area of Memorial Avenue which enhances the walkability of the downtown. There are concerns that continued growth will undermine these efforts if not planned properly.

Identify areas to support walkability through urban design, transportation planning, and development requirements that encourage a ‘complete community’ approach.

Some roadways are oversized for their current purpose with wide lanes encouraging higher speeds than those posted.

Review roadway design standards to move in a direction that prioritizes safety and accessibility.

The connection from Rathtreavor Beach and the resort area – a major destination for visitors – and the downtown is viewed as unsafe from an active mobility perspective.

Improve safety and mobility choice for this strategic connection. Note that the connection between the bridge and Resort Way is outside Parksville’s jurisdiction.

The active mobility network is inconsistent and often disconnected with many high-demand areas under-served by the current infrastructure. Painted curb lines are often used as proxy bike lanes but are not designed to industry standard and do not provide adequate protection.

Focus on key corridors that would benefit from enhanced pedestrian and cycling infrastructure and update roadway design standards to encourage the adoption of this infrastructure. Identify gaps in the network to connect with formalized infrastructure.

Transit coverage is good, but service frequencies and stop locations could be improved.

Collaborate with the Regional District of Nanaimo and BC Transit to find ways to improve and optimize transit service.

Accessibility is a challenge in many areas with identified barriers including misaligned curb cuts, street furniture, and long crossing distances.

Review roadway design standards and policies regarding accessibility to be consistent with the goals of the Accessibility Plan, and specifically the section on the Built Environment which includes actions to “continue to encourage the integration of barrier-free universal design to promote ease of access throughout the city”.



Through the delivery of the TMP projects the City aims to provide a balanced network of transportation facilities that fosters a mobility environment that is supportive of a safe and active lifestyle for all residents.

2.4 Vision for the Future of Mobility in Parksville

From the substantial community feedback received, the following Core Themes emerged that define the priorities for the TMP:

Active - Residents want a walkable downtown that is well-connected to key destinations around the City through a complete network of bike and pedestrian infrastructure. Specifically, connectivity to Rathtreavor Beach and the Parksville Community Park are very important.

Balanced - While the City should be bike- and pedestrian-friendly, there is a need to provide access for drivers, deliveries, and emergency vehicles to the downtown core where parking should be conveniently located to support the business community.

Safe - The City should be a safe and pleasant environment to move through, with appropriate speed limits consistently enforced, improved lighting, protected and/or dedicated bike facilities, and enhanced crossing opportunities on busy corridors.

Accessible – Parksville’s median age (63.6) is notably higher than the BC average (43.1) and as such there are many residents with mobility challenges who utilize mobility scooters and other devices to get around. Design improvements need to be cognizant of this and provide infrastructure which is universally accessible.

Above all else, the feedback from the community was that the plan should recommend actions that can actually be delivered within the timeframe of the TMP and are consistent with the Core Themes. The community wrestled with tensions between modes, desiring fewer cars on the road, understanding the need to make the community accessible for residents who rely on their vehicles, and how to negotiate the nature of “two highways bisecting the community” and managing traffic volumes during the busy tourism season.

The expressed needs of older residents varied greatly. Some respondents to public surveys spoke of the need to use vehicles and to park very near their destinations, while others pointed to the importance of walkability for those who could not drive or desired active mobility, but had concerns about safety while crossing streets, the duration of crosswalk lights, sidewalk condition, and connectivity to important amenities like groceries.

The community would like to see a plan that touches all neighbourhoods in the community, particularly to find a way to better connect outlying subdivisions for pedestrians, micromobility, transit, and cycling. Accessibility considerations should be focused on sidewalk connectivity, walkway and sidewalk widths, surface condition, visibility, and protection from vehicles.

The community has expressed a continued strong desire for improved transit services, pointing specifically to frequency and scheduling as key issues, noting that these are outside the city’s control and that coordination with BC Transit and the RDN is required.

2.5 Future Traffic Conditions and Trends (see Appendix C)

2.5.1 Future Traffic Demand and Operations

Future traffic demand was forecast by applying a growth factor to the existing traffic counts (2023), based on historic trends and population growth forecasts. The future modelling scenario, tested growth in the horizon year 2041 to maintain consistency with long-range regional planning efforts, and included no initial improvements or changes to the existing transportation network. While there were found to be some movements, especially left turn movements at busy intersections, that reported long queue lengths and longer delays, it was determined that with traffic signal phasing improvements the current network has sufficient capacity to accommodate the assumed 17% growth in traffic demand from 2023 to 2041.

The full analysis can be found in [Appendix C](#).

2.5.2 Future Trends

Parksville’s population is, on average, older than most Canadian communities and this demographic context must not be ignored when considering future mobility needs and challenges. As residents continue to age-in-place there will be an increasing need to provide accessible and inclusive transportation options that maintain mobility choices for all. Public transit that does not provide features such as low-floor buses, will be difficult to access, and as residents require shorter trips within neighbourhoods, the need for localized transit options such as shuttles, or other micro-mobility solutions may be needed.

Walkability will become increasingly important, necessitating improved pedestrian infrastructure to key locations, along with street crossing opportunities, and potential traffic calming measures to make the urban environment welcoming for all ages and abilities. This will include increased accommodation for persons using mobility devices, which may require specific policies to be enacted to maintain sidewalk widths, along with adherence to best practice on urban realm design to provide a barrier-free environment for all users.

Parksville has a number of cycling clubs and a very active population that take advantage of the proximity to areas of outstanding natural beauty and generally low traffic volumes outside of the Island Highway and during off-peak hours. The anticipation is that this community will continue to grow and demand for an interconnected cycling network will increase. Improvements to the city’s cycling network to foster this demand and

support the use of sustainable travel – not just for leisure and exercise, but also for commuting and general mobility – will be an important part of the future transportation network.

The emergence of e-bikes , pedal-assist bikes and other semi-powered cycling options has been remarkably transformative over recent years, enabling individuals who either can’t, or would prefer not to, drive to still travel considerable distances, either for pleasure, exercise, or errands. These options represent an opportunity for a travel mode that provides health benefits, environmental benefits, and the independence and travel freedom that driving typically provides. In 2022 around 70,000 e-bikes were

sold in Canada and that is expected to grow to over 100,000 by 2025. Provincial rebates and other policies that are supportive of efforts to reduce transportation-related emissions are expected to continue.

Accommodating growth in the use of these types of vehicles has been a challenge for many municipalities as they are typically too fast for cycle lanes, but too slow and vulnerable for general traffic lanes. There are also conflicting approaches to regulation around the requirements for helmets, licensing, and speed. Where most municipalities are aligned is in taking steps to provide adequate parking for these vehicles in appropriate locations to serve the demands of the community.



3. Transportation Master Plan: Future Multi-Modal Network

3.1. Introduction (see Appendix D for full-size Maps for each mode)

The key purpose of a Transportation Master Plan is to identify and describe the projects, programs and initiatives that the City is planning to implement within the lifespan of the document (typically 10 years).

To make the recommendations as clear and understandable as possible, they are broken down into the following categories:



Planning Projects: There are some facets of delivering improved transportation within the city that require further study, analysis, data gathering, and community engagement. These projects are described in terms of their intended purpose and the goals they aim to achieve.

Transit-Supportive Activities: While the city is not responsible for transit service, frequencies, or routing, collaborative planning and delivery of transit service with BC Transit and the Regional District can be supported with the provision of appropriate infrastructure, stop amenities and information.

Quick Progress: These are projects that can be implemented rapidly with little additional planning or design work, requiring only the identification of funding sources and the prioritization of locations for improvement.

Policy and Guideline Changes: The City's current policies and guidance have been reviewed. Some policies are dated and in need of an update while others are no longer relevant and can be removed.

Throughout the development of these recommendations, and the TMP more generally, consideration was given to the importance of community input, emergency vehicle access and routing, loading and delivery, urban design, integration with trails and parks, utility and infrastructure requirements, commercial vibrancy, and parking requirements. The justification, anticipated benefits, timeline for implementation, and estimated cost are provided for each. Costs are provided in orders of magnitude; \$ < 100,000 < \$\$ < 1,000,000 < \$\$\$ < 5,000,000 to provide an indication of the relative investment required. Initial cost estimation has been conducted for all recommendations and will be further refined as individual projects are advanced.

General Road Projects: These capital works are specific to improving road traffic congestion and addressing identified concerns for safety or traffic flow.

Pedestrian Network Improvements: These projects seek to build-out the pedestrian priority network and continue to fill gaps in the network.

Cycling Network Improvements: These projects provide an opportunity to create an interconnected cycling infrastructure network across the city, linking key destinations and identifying safe routes.

Ideas for Future Consideration: Some ideas received throughout the public engagement process have not been carried through as recommendations at this time, and it is important to acknowledge these and provide a rationale for why they have not been considered.

3.2. Planning Projects

The following projects have been identified for further study throughout the lifecycle of the TMP. For each project, a unique identifier has been created to track them over time, and a description of the anticipated works is provided. The supporting justification for the project, estimated year of completion, and estimated costs are also identified.

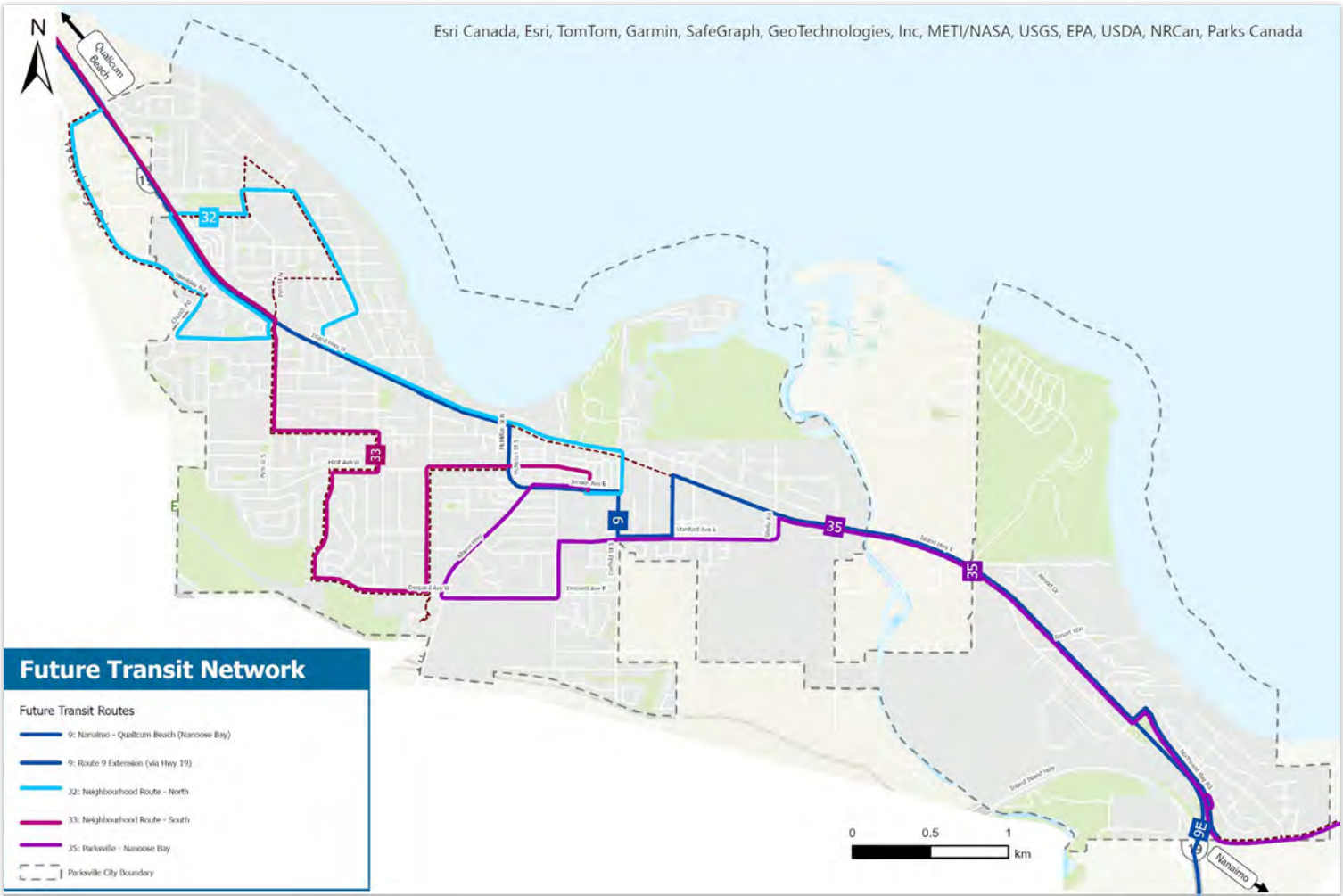
3.2.1. Summary of Recommended Planning Projects

Project	Description	Justification/Timeframe/Cost
P-01 Update to Downtown Parking Study	Complete an update to the Downtown Parking Study with an emphasis on understanding peak periods of demand, utilization of accessible parking spaces, mix of public/private utilization and adherence to established parking restrictions. Determine necessity for additional parking provision and/or changes to parking management. Potential to integrate with Downtown Circulation Study.	Provides insight for decision-making around parking expansion and identifies actual need for parking within the downtown area.
		Short-term
		\$
P-02 Downtown Circulation Study	Undertake an analysis of downtown traffic movements utilizing turning movement count data to model the downtown core, identify areas of conflict, test alternative routing options, and recommend improvements based on improving walkability, accessibility, access to parking, routing of large vehicles, and congestion alleviation. Potential to integrate with Downtown Parking Study.	Opportunity to reduce volumes of vehicles, including large vehicles, through the Downtown commercial area. Could be used to explore potential for one-way routing.
		Short-term
		\$
P-03 Intersection Coordination and Signal Improvements on Highway 19A	Conduct a signal coordination exercise to determine potential improvements to traffic flow between Moilliet St and McVickers St on Highway 19A. Plan for replacement of aging signal infrastructure with updated units. Potential to integrate with Downtown Circulation Study.	Reduce delay for through-traffic while also improving crossing times for pedestrians. Should be aligned with state-of-good-repair improvements to intersections
		Mid-term
		\$
P-04 Highway 19A Reimagining	Establish a Pilot Project to test the impact of closing one or more lanes of Highway 19A to through-traffic for a defined period of time. The project should capture traffic data before, during and after the closure (including on adjacent corridors) and report back on the nature of the impacts. Public awareness and ongoing engagement should be prioritized, and provision should be made for emergency vehicles and access for businesses	Provision of an evidence-base for future decision-making around improvements to Highway 19A, consistent with community feedback
		Short-term pilot
		\$\$
P-05 Temple Street Corridor Traffic Calming Audit	Conduct an audit of the existing Temple Street traffic calming measures to determine their continued suitability and opportunities for improvement.	Community feedback indicating need to review infrastructure and signage
		Mid-term
		\$

3.3 Transit-Supportive Actions

As previously-established, the City of Parksville has no jurisdiction over transit routing, scheduling, or service and is only responsible for the amenities at stop locations. However, consistent with the ongoing collaborative efforts with the Regional District of Nanaimo and BC Transit, a series of supportive actions have been established to increase transit ridership by providing a safe, reliable, and accessible transit service across the city. The city should:

- Continue to work with RDN and BC Transit on the roll-out of the Transit Redevelopment Strategy (TRS) improvements that affect the Parksville area, providing stop infrastructure at appropriate locations commensurate with the demand for ridership at those locations.
 - Support transit priority measures (consistent with Section 2.3 of the TRS) when updating existing infrastructure.
 - Preserve the Jensen Avenue Exchange area (between Criag Street and McCarter Street) as a key location for transit activity, and work with RDN and BC Transit to make improvements at this location as appropriate (consistent with Section 7.4 of the TRS).
- Work with RDN and BC Transit to identify potential locations for a park and ride facility at the south end of the city (consistent with Section 7.3 of the TRS), should this type of service become viable.
 - Prioritize active mobility improvements that provide greater access to transit, particularly in the downtown area, as well as parks, major facilities, and adjacent to new developments.



3.4 Quick Progress

A series of initiatives have been identified to improve pedestrian safety throughout the city. Primarily these are centred at key crossing locations with high usage or adjacent to sensitive locations (e.g., schools) and relatively simple fixes are available to provide immediate benefits. The Insurance Corporation of British Columbia (ICBC) specifically supports pedestrian safety improvements through funding partnerships with municipalities and regional districts. Applications for funding can be made, providing a description of the potential safety issue, the proposed improvement, and the estimated cost and timeline. ICBC typically provides partial funding for these projects, often covering 50% of costs, which the city would be responsible for the implementation. RRFBs, crosswalk markings, pedestrian refuge islands, and pedestrian lighting are the main types of project that receive funding.

The projects described below provide an opportunity to improve pedestrian safety on an ongoing basis, with regular applications for supportive funding based on identified need and community feedback.

3.4.1 Summary of Quick Progress Projects

Project	Description	Justification/Timeframe/Cost
QP-01 RRFB Crossings	Installation of Rectangular Rapid Flashing Beacon (RRFB) crossings at strategic locations throughout the city based on warrant analysis and community need. Initial locations have been identified through the public engagement process and the city will continue to work with the community to prioritize improvements at key locations	Improved pedestrian safety, accessibility, and overall road safety
		Short-term
		\$
QP-02 Curb Extensions	Installation of curb extensions at strategic locations throughout the city based on warrant analysis and community need. Initial locations have been identified through the public engagement process and the city will continue to work with the community to prioritize improvements at key locations	Pedestrian safety and traffic calming
		Short-term
		\$
QP-03 Improved lighting	Installation of improved lighting at strategic crosswalk locations throughout the city based on warrant analysis and community need. Initial locations have been identified through the public engagement process and the city will continue to work with the community to prioritize improvements at key locations	Pedestrian safety
		Mid-term
		\$



3.5 Policy and Guidelines Changes

The city, through the course of the TMP process has identified a series of policy improvements designed to assist in decision-making and meet the needs of the community. Policy updates are a critical component in ensuring that strategies and decisions are aligned with the evolving needs, technologies, and community priorities of the city. Rather than attempt to develop a unique policy stance on each and every type of service or infrastructure improvement that could be related to transportation, a streamlined process for addressing community needs and concerns has been developed. The summary section below sets out the transportation policy process, as well as additional policy updates.

3.5.1. Summary of Recommended Policy Updates and Changes

Traffic Calming

There are a series of transportation improvements that fall under the broad heading of “traffic calming” and are generally utilized in response to community calls for service. These may include mid-block crossings, multi-way stop-controls, sight distances/obstructions, park zones, school zones, speed readers and other interventions designed to control traffic speeds and improve road safety.

Moving forward the city will adopt a three-stage process to be followed once an identified need for an improvement has been triggered:

1. Confirm the need for the service response in the context of the broader transportation network and existing plans/policies

2. Identify the applicable professional guidance documents (e.g., Transportation Association of Canada (TAC), BC Active Transportation Design Guide (BCATDG), Manual on Uniform Traffic Control Devices (MUTCD), etc.) and assess the response against these requirements and/or best practices
3. Conduct a warrant assessment (consistent with best practice guidance) and if a response is warranted:

a. Identify required funding and appropriate funding source(s)

b. Seek council approval (where anticipated budget requires)

c. Implement the appropriate response

Accessible Parking

Following the completion of the Downtown Parking Study, the city will have sufficient data regarding the use and demand for accessible parking and will adjust the policies and guidance regarding their implementation (i.e., location and number) accordingly.

Pedestrian Infrastructure Policy

In addition to the existing policies regarding the provision of sidewalks, where new sidewalks are implemented and do not tie-in to an existing pedestrian facility, the sidewalk will be designed in such a way as to make it accessible for all sidewalk users.

Cycling Infrastructure Policy

The city is committed to promoting cycling as an essential mode of transportation, providing safe and convenient infrastructure for cyclists while reducing congestion and auto dependence. The implementation of new cycling infrastructure is consistent with the city’s overall goals of sustainability, safety, and emissions reductions. All new cycling infrastructure should be constructed in such a way as to allow for the safe entry and exit of bicycles to/from the facility, acknowledging that the network will take time to become fully-connected.

New Traffic Signal Infrastructure Policy

To improve traffic flow and reduce congestion, as well as enhance pedestrian and cyclist safety, the city will adopt new signal infrastructure, consistent with industry best practice that is capable of deploying transit priority measures and timing synchronization. New signals will be adopted as the existing signals reach the end of their design life. New signals (at currently-unsignalized locations) will be identified based on a warrant analysis that will take account of vehicles volume and speed, safety, urban development, and community considerations.

Industry Guidance

For urban transportation design and best practice, the city will refer to the following (non-exclusive) list of documents for guidance:

- BC Active Transportation Design Guide (BCATDG)
- Transportation Association of Canada (TAC), Manual on Uniform Traffic Control Devices (MUTCD)
- Transportation Association of Canada (TAC), Canadian Guide to Traffic Calming
- Transportation Association of Canada (TAC), Geometric Design Guide for Canadian Roads (GDG)
- Transportation Association of Canada (TAC), Designing for All Users
- ITE Trip Generation, latest edition
- Ministry of Transportation and Transit (MOTT) Highway Design Manual (HDM)
- City of Nanaimo Complete Streets Guidelines



3.5.2 Cross-Section Update

Table 2 provides guidance on the minimum requirements for roadways of varying classification within the city. Historical decisions as well as physical constraints and development patterns often mean that not all roadways fall neatly within a specific category, but the city’s updated road classification map indicates the designation for each roadway and the preferred elements for each road type are described below. The following clarifications may be useful when reviewing the table:

- RoW:** The right-of-way refers to the boundary of the roadway where it meets the adjacent property, not just the paved surface, which is often referred to as the curb-to-curb distance.
- Lane widths:** These are provided as minimums and in some instances – for example where no painted markings are provided – may be greater than preferred
- Cycling infrastructure:** This may include all forms of cycling infrastructure from signed routes to fully-separated lanes. The recommendations are intended to prioritize infrastructure where it is needed – and will be utilized – the most. Low-speed, local roads typically do not need dedicated cycling infrastructure, and industrial roads are generally very wide and have low demand for cycling usage, so infrastructure is not preferred on these roadways. In other locations (indicated with an ‘m’ for maybe), the inclusion of cycling infrastructure will be dependent on the specific, identified needs of the corridor.
- Pedestrian infrastructure:** This may include raised sidewalks, shared shoulders, or other pedestrian facilities that provide an additional level of safety and/or comfort. In most instances these are preferred, although the pedestrian network improvements focus on filling gaps in the network and serving areas of higher demand.
- Traffic calming:** This may include curb bulb-outs, speed humps, variable speed readers, or other measures to reduce traffic speed and improve safety. Traffic calming is only implemented after a specific warrant analysis is conducted to determine the appropriate measure to achieve the desired goal.

3.6 General Road Projects

The following projects have been identified as being beneficial for general traffic conditions and have each been raised by members of the community as areas for improvement. Greater detail is provided in the subsequent sub-sections, but as a summary, the following table outlines the recommended general road projects:

	Project	Description	Justification/Timeframe/Cost
GR-01	Roscow Street to Bay Avenue Lane Extension and Cycling Connection	Continuation of westbound travel lane to Bay Street with additional curb and intersection modifications	Improved road safety and reduced delay
			3-5yrs
			\$\$\$
GR-02	Jensen Avenue and Alberni Highway Intersection Improvements	Modifications to intersection layout to provide more intuitive travel patterns, reduce crossing distances and support cycling from the Jensen Avenue bike lanes	Improved safety and intersection operations
			3-5yrs
			\$\$\$
GR-03	McCarter Street Intersection Improvement	The McCarter Street intersection provides the most direct access between the downtown area and the Community Park but is currently a push-button activated light, with a crosswalk only on one side. The current nature of the intersection, and how it manages the flow of traffic to access the adjacent commercial property, could be improved to create better connectivity for pedestrians. This intersection should be specifically reviewed through the Downtown Circulation Study process, with options developed to improve pedestrian safety and connectivity while still providing an appropriate level of access for auto vehicles.	Pedestrian safety, park access, connectivity between downtown and waterfront
			3-5yrs
			\$\$
GR-04	Martindale and Highway 19A Crosswalk Improvement and Lane Reconfiguration	The crosswalk and general geometry of the Martindale and Highway 19A intersection can be a confusing location in the road network. Observed instances of U-turns from the westbound-left turn lane as well as challenges for pedestrians crossing three sections of roadway in one crossing. The implementation of active mobility improvements at Pioneer Crescent and the desire to improve connectivity from the Rathtrevor and Resort area make this location a priority to reconfigure to better meet the needs of the community, and particularly the residential area to the north who currently have no direct access to the 19A eastbound from Martindale. The city will explore options for improvements at this location.	Gateway to city is currently confusing and could be optimized for a number of multi-modal benefits
			3-5yrs
			\$\$

			Standard Cross-Section Elements Where Right-of-Way (RoW) Allows										
		Example Roadway	Desired RoW	No. of travel lanes	Lane width			Parking (2.2m)	Cycling Infrastructure	Pedestrian Infrastructure	Furnishing Zone/Storm Inf.	Traffic Calming	Additional Notes
			m	Max.	Travel	Turning	Shoulder	Y/N/maybe	Y/N/maybe	Y/N/maybe	m	Y/N/maybe	
Local													
	General	Duggan Lane	20	2	3.1min	n/a	n/a	Y	N	m	2	m	Encourage all modes
	Active	Renz near Forsyth	20	2	3.1	n/a	n/a	N	Y	Y	2	m	Prioritize AT
	Downtown	Hirst from McMillan to Alberni	20	2	3.1	n/a	n/a	Y	m	Y	2	m	Prioritize pedestrians
Collector													
	General	Stanhope Road	20	2	3.5	n/a	n/a	Y	m	Y	2	N	Prioritize vehicles
	Active	Despard near Hackberry	20	2	3.3	n/a	n/a	m	Y	Y	2	m	Encourage all modes
	Resort/Rural	Resort Drive	20	2	3.5	n/a	1	m	m	Y	2.5 ditch	N	Encourage all modes
Arterial													
	General	Island Highway	min 25	4	3.5	3.6	n/a	N	Y	Y	2	N	Prioritize vehicles
	Rural	Alberni Highway South of Despard	min 25	4	3.5	n/a	1	N	m	Y	2.5 ditch	N	Prioritize vehicles
	Urban	Alberni Highway North of Despard	min 25	2	3.3	n/a	n/a	m	m	Y	2	N	Prioritize vehicles
Industrial													
	General	Herring Gull Way	20	2	4.3	n/a	2	m	N	N	2.5 ditch	N	Prioritize large vehicles

Table 2 - Typical Roadway Cross-Sections

3.6.1. Roscow Street to Bay Avenue Lane Extension and Cycling Connection

GR-01: Identified during the first round of engagement as an area where road traffic safety concerns could be improved, the section of the Island Highway westbound between Roscow St and Bay Ave currently merges into a single lane before the intersection with Bay Ave. Vehicles in the curb lane as far back as Moilliet St are known to accelerate to squeeze in ahead of traffic to avoid getting caught up in the queue that forms at the Bay Ave intersection where many right-turning vehicles become caught in through-traffic.

The proposed improvement would extend the curb lane that exists east of Roscow St all the way through to Bay Ave, providing a clear path for right-turning traffic as well as additional queuing capacity and more space within which to change lanes for through-traffic. There is sufficient right-of-way between the edge of the property line and the road edge to facilitate this improvement although several trees have been identified as being impacted. A full design – in conformance with MOTT standards for road design, signage, and pavement markings will be required prior to implementation but there are limited barriers to completion and there is community support for this initiative. A general concept of the proposed layout is provided in [Figure 11](#) below.

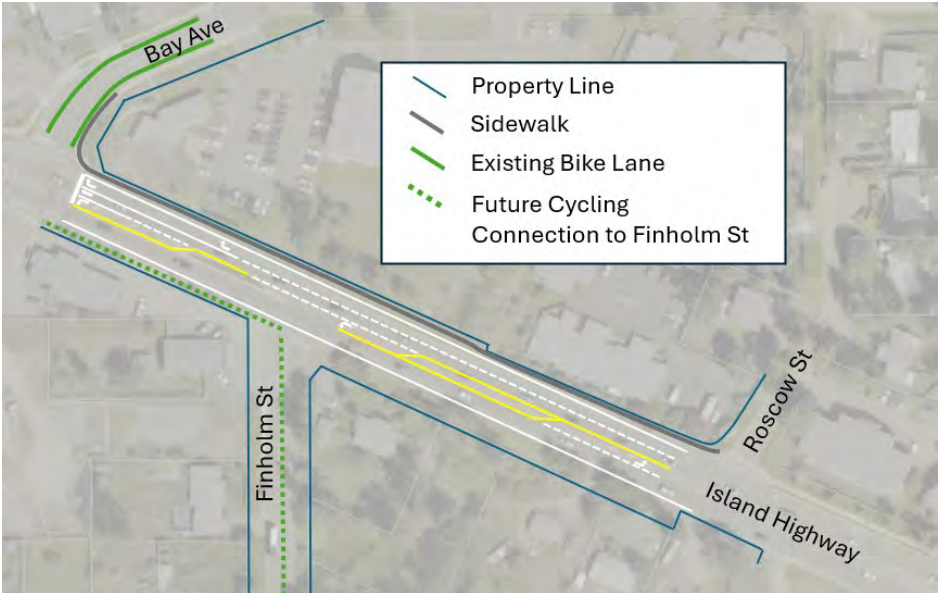
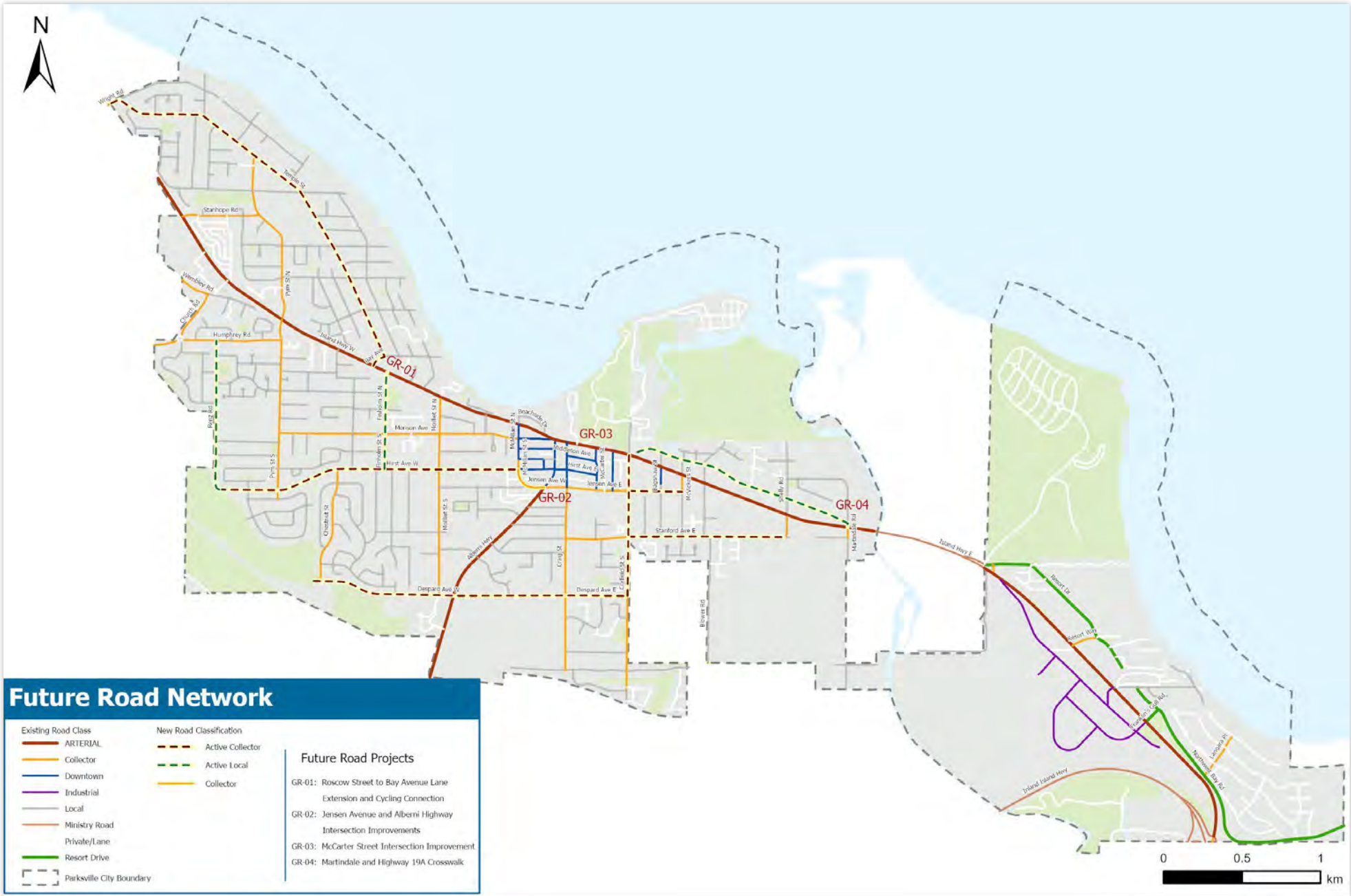


Figure 11: Conceptual Layout of Roscow Street to Bay Avenue Lane Extension

It is notable that Bay Ave currently has bike lanes on either side of the roadway which terminate at Island Highway. The reconfiguration of this section of the Island Highway may present an opportunity to provide a safe connection from this facility to the proposed cycling infrastructure planned for Finholm St. This would provide a continuous connection from the cycling facilities on Temple Street through to Morison Ave and Hirst Ave, both frequently-used cycling corridors that would provide a safer, more pleasant cycling experience for east-west travel than the Island Highway currently does.

3.6.2. Jensen Avenue and Alberni Highway Intersection Improvement

GR-02: The Jensen Avenue and Alberni Highway intersection was identified in several rounds of community engagement as an area for improvement. At present, the angle the two roadways intersect creates challenging turn radii and long crossing distances for pedestrians. The goal of this recommendation would be to develop potential improvement alternatives that provide a more efficient and user-friendly intersection that encourages cyclists using the Jensen Avenue bike lanes to continue through to Jensen Avenue West, as well as providing a better gateway experience for drivers arriving to the City from the highway. Specific discussion and collaboration with adjacent property owners would be required to ensure the improvements are feasible and provide a meaningful benefit.



3.7. Pedestrian Network Improvements

Based on community feedback and consultation with the Access Oceanside Association community group, the proposed improvements to pedestrian connectivity within Parksville have been organized according to two main categories, Pedestrian Usage (A to C) and Priority (1 to 3). The improvements are designed to fill gaps in the pedestrian infrastructure network, address safety concerns and ultimately provide a more walkable city. In each instance, the particular nature of the pedestrian improvement will be determined based on anticipated uses, safety factors, and physical constraints.

3.7.1. Summary of Pedestrian Network Improvements

	Project	Description	Justification/ Timeframe/Cost
PN-01	Alberni Highway	Stanford Avenue to Lee Avenue sidewalk extension. Critical connection to downtown.	A-1
			High Usage
			High Priority
PN-02	Wright Road and Temple Street	Island Highway West to Wright/Temple intersection, continuing to 896 Temple Street (approx.). Large residential area and connection to controlled crossing of Island Highway to Oceanside Elementary.	A-1
			High Usage
			High Priority
PN-03	Weld Street	East side gap between 168 and 180 Weld Street. Downtown connectivity.	A-2
			High Usage
			Medium Priority
PN-04	Island Highway East	636 Island Highway East to Englishman River Bridge. Connectivity to crossing opportunities and bus stop	A-3
			High Usage
			Low Priority
PN-05	Stanford Ave	Evergreen Street to McVickers Street and Mills Street to 489 Stanford Avenue, north side.	B-1
			Medium Usage
			High Priority
PN-06	Sanderson Rd	802 Sanderson Road to Temple Street	B-2
			Medium Usage
			Medium Priority
PN-07	Shelly Rd	Tulip Avenue to north end of Shelly Street	B-3
			Medium Usage
			Low Priority
PN-08	Pioneer Crescent	Corfield Street N to 255 Island Highway East	B-3
			Medium Usage
			Low Priority
PN-09	Estuary Path	Community Park to Shelly Road	B-3
			Medium Usage
			Low Priority
PN-10	Turner Rd	Shelly Road to Martindale Road	B-3
			Medium Usage
			Low Priority



PN-11	Martindale Rd	Turner Road to Island Highway East	B-3
			Medium Usage
			Low Priority
PN-12	Resort Drive	Island Highway East to Rathtrevor Park Road	B-3
			Medium Usage
			Low Priority
PN-13	Doehle Ave	Pym Street N to Temple Street, north side	C-2
			Low Usage
			Medium Priority
PN-14	Finholm St	Rowan Avenue to Island Highway W and Morison Avenue to Hirst Avenue W	C-2
			Low Usage
			Medium Priority
PN-15	Morison Ave	Acacia Street to Finholm Street N	C-2
			Low Usage
			Medium Priority
PN-16	Northwest Bay Rd	At intersection with Franklin’s Gull Road	C-2
			Low Usage
			Medium Priority
PN-17	Crabapple, James, Harnish	295 Crabapple to James Street, continuing to Moilliet Street	C-2
			Low Usage
			Medium Priority
PN-18	Jensen Ave West	Moilliet Street to McMillan Street	C-2
			Low Usage
			Medium Priority

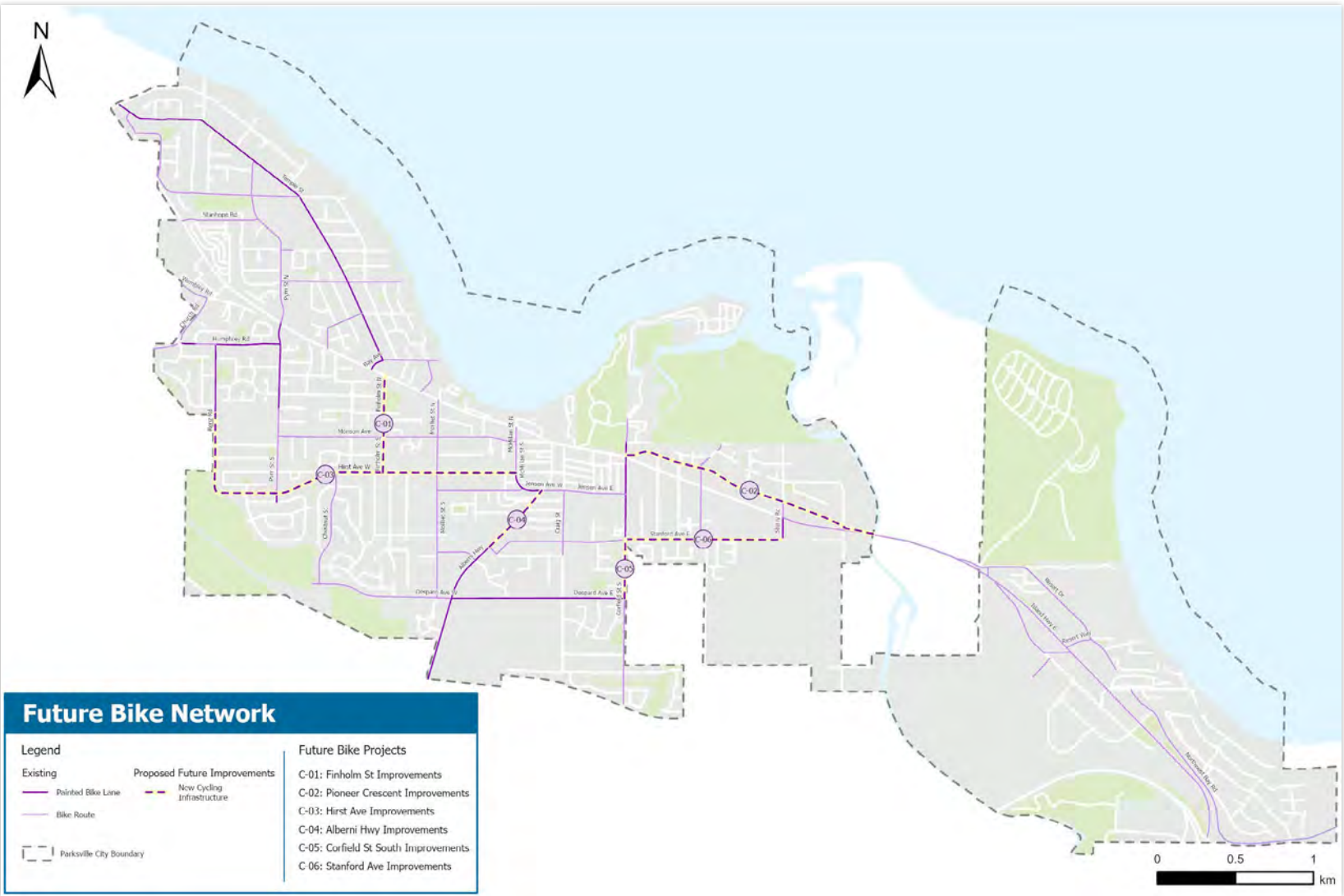
3.8. Cycling Network Connectivity Improvements

A huge number of community comments were focused on the desire for a better, more-connected cycling network. The TMP process has identified critical gaps in the network that provide an opportunity for implementing a cohesive and interconnected network of cycling facilities that will provide a viable travel choice for commuting as well as recreation. Cycling infrastructure may include anything from a signed route to fully-separated cycling facilities with guidance on facility selection being drawn from the BC Active Transportation Design Guide and local context.

3.8.1. Summary of Cycling Network Improvement Projects

	Project	Description	Justification/Timeframe/Cost
C-01	Finholm Street N	Potentially tied to the proposed roadway improvements at Bay Avenue, the cycling route would connect the Island Highway W to Hirst Ave	Provides safe connection from Bay Avenue to Hirst Avenue 3-5yrs \$
C-02	Pioneer Crescent	Corfield St N to Martindale Rd. Given low volumes and the wide roadway, a painted bike lane is likely sufficient along this corridor	Provides an attractive and safe alternative east-west corridor connecting the Community Park to the Englishman River Bridge and on to Rath Trevor Beach 1-3yrs \$
C-03	Hirst Avenue	Renz Road (at the multi-use path connection) to McMillan St. A potential alternate route via Jensen Ave W may be explored.	Major cycling artery connecting a significant percentage of the residential area of the city with the downtown. Provides for future connectivity through to Ackerman Road and on to Oceanside Elementary. 5-7yrs \$
C-04	Alberni Highway	Stanford Ave to Jensen Ave, consistent with delivery of pedestrian infrastructure	Continuation of existing cycling facilities on Alberni Highway providing access to downtown 1-3yrs \$
C-05	Corfield Street S	Stanford Ave to Despard Ave	Continuation of existing cycling facilities on Corfield Street that connects to additional east-west cycling routes 3-5yrs \$
C-06	Stanford Ave	Corfield St S to Shelly Rd bike lane	Connects existing Shelly Road bike lanes to cycling facility on Corfield Street along a wide right-of-way that is frequently used to avoid travel through the busier downtown area. 3-5yrs \$

An initial cost estimation of the entire cycling network indicated that new cycling infrastructure would cost approximately \$30,000/km at current (2024) prices.



3.9. Ideas for Future Consideration

During the course of the Transportation Master Plan process, several ideas were suggested by members of the community, or identified through the technical analysis, that have not been included as recommendations at this time. These ideas have been described below as initiatives to potentially explore in the future, or with rationale as to why they have not been included.

Jensen Avenue Extension

The extension of Jensen Avenue from the current eastern terminus at Corfield Street South to McVickers Street was identified in the previous TMP as potentially becoming necessary as traffic growth continued. The current analysis indicates that there is insufficient traffic demand to warrant such an extension. The future use of this corridor was explored through the TMP process with regards to how the Island Highway might evolve over time, considering that additional east-west traffic connectivity may be required in the case that traffic capacity on the Island Highway is reduced. The currently use of the right-of-way as a multi-use trail is a highly-appreciated part of the active mobility network and the community was vocal in their support for this being the ongoing use of the corridor. The city retains the right-of-way as a transportation corridor and future changes will be subject to emerging needs and developed with input from the community however there are no plans to extend Jensen Avenue as a traffic route in the foreseeable future.

Stanford Extension

The notion of extending Stanford Avenue East to connect to Martindale Road was suggested through the community engagement process and the technical feasibility of this was investigated. At the present time, the presence of a water-bearing creek, as well as property constraints, makes this extension impractical, although the benefits of providing an alternative east-west corridor parallel to the Island Highway are noted.

One-Way Streets

Through the course of the community engagement process a number of community members suggested that the downtown area would benefit from a one-way street system. While

outside the scope of this document, a recommendation has been made to conduct a planning study that would look into the pros and cons of amending the current downtown circulation pattern to better serve the needs of residents and businesses.

Parkade

The additional of a structured parking facility or parkade was suggested by members of the community to address parking shortfalls and provide a centralized area for parking. The scope of the TMP development did not allow for a detailed investigation into current parking utilization and demand and so making a major capital investment recommendation on this would not be appropriate. The TMP recommends a planning study be conducted to assess parking demand and utilization to give a clear picture of the needs of the community what a pragmatic response to this should be.

Additional Crossing of the Englishman River and/or Expansion of the Orange Bridge

The TMP process identified that the current crossing of the Englishman River operates as a pinch point in the city’s transportation network and also presents something of a hostile environment for active transportation between the city and the Rathtrevor Beach / Resort area. The existing bridge is a provincial asset and the city will continue to engage in dialogue with the Ministry of Transportation and Transit (MOTT) should there be a decision to replace/update/upgrade the bridge. No alternative location for providing a river crossing was identified as being feasible within the timeframe of the TMP.

Traffic and Development Around Wembley Road

The community engagement revealed a number of concerns around traffic in and around the Wembley Road / Church Road area, along with safety concerns for cyclists. It should be noted that this area exists on the boundary between the city and the Regional District of Nanaimo and so some elements are outside of the jurisdiction of this TMP. The city is committed to working with the Ministry of Transportation and Transit (MOTT) as well as the Regional District to assess the future planning of this area as development occurs, in terms of multi-modal access and safety, and this may include opportunities to connect to the existing multi-use pathway that provides access to Renz Road.

Transit Service

Throughout the TMP engagement process there were many comments provided regarding transit service. As has been mentioned elsewhere in the TMP report, the city is not responsible for service,

routing, or frequencies, which are provided by RDN/BC Transit, but the plans outlined in the Transit Redevelopment Strategy for the Regional District do present an opportunity to improve transit coverage, service, and reliability. The city will continue to support transit ridership through the provision of appropriate infrastructure at stops, as well as working to improve active mobility connections to transit routes.

Northwest Bay Road

The TMP process reviewed a number of locations throughout the city that aren’t explicitly earmarked for short- or medium-term improvements including Northwest Bay Road. This roadway provides a strategic alternative connection from the Nanoose Area and provides access opportunities to the resort area and adjacent residential community. There is an informal trail on the east side of the roadway, offset from the road, that may warrant a review in the future to upgrade to a more substantial active transportation facility and the city will continue to monitor the usage and safety of this feature.



4. Transportation Master Plan: Implementation and Next Steps



4.1 Introduction

The Transportation Master Plan articulates the plans, programs, strategies, and projects that will support the city in achieving its mobility goals over the long term. Typically, TMPs are utilized for a 10-year period with a review period at the 5-year mark to check in on progress and identify any major areas that need to be adjusted. The most important aspect of any plan is that it can be achieved, and the process to develop the TMP has consistently been geared towards providing a pragmatic and implementable set of actions that will enable the city to deliver on the goals and objectives that were identified by the community and through the technical analysis as being key to realizing the overall vision of a safe, active, accessible, and balanced mobility network.

The following sections provides a summary and overview of the potential funding sources that can support the city in delivering the recommended actions, along with the initial projects the city will move forwards with in the short-term.



4.2 Partnerships and Funding Strategies

There are a number of available funding sources to support the delivery of transportation projects within the municipality and these are summarized below:

Federal Funding Programs	
Investing in Canada Infrastructure Program (ICIP)	A collaborative initiative between the federal and provincial governments, ICIP supports projects that enhance public transit, green infrastructure, and rural communities
Active Transportation Grant	Administered by Infrastructure Canada, this fund provides financial assistance for projects that encourage active transportation, such as walking and cycling infrastructure.
Green Municipal Fund (GMF)	Managed by the Federation of Canadian Municipalities, GMF offers funding for innovative municipal projects that improve environmental performance, including sustainable transportation initiatives.
Provincial Funding Programs	
BC Active Transportation Infrastructure Grants	This program offers cost-sharing opportunities for municipalities to develop active transportation networks, including bike lanes, sidewalks, and multi-use paths. Funding support is best-secured by having “shovel-ready” projects.
BC Ministry of Transportation and Transit (MOTT) Programs	MOTT provides various funding avenues for transportation projects, including those that improve road safety, transit infrastructure, and connectivity in rural and urban areas.
ICBC Road Improvement Program	ICBC partners with municipalities, the BC Ministry of Transportation and Infrastructure (MOTT), and police to fund road safety improvements that reduce collisions and enhance safety for all road users. ICBC typically cost-shares with the local government where there is a demonstration that there will be a road safety improvements. This can include intersection redesigns, crosswalk enhancements, and other traffic calming measures.
Transit Minor Betterments (TMB) Program	This fund provides up to \$100k per project to support small-scale, transit-supportive projects that enhance the transit experience through elements like transit shelters, bus stops, accessibility improvements, signage & wayfinding, and park & ride facilities.
Regional and Local Municipal Funding	
Union of BC Municipalities	UBCM administers several funding programs, including the Community Works Fund, which supports local infrastructure projects that contribute to cleaner air, water, and reduced greenhouse gas emissions.
Development Cost Charges (DCCs)	A DCC is a fee collected by municipalities and regional districts from developers at the time of subdivision or building permit approval. It helps fund the infrastructure needed to support growth, such as new roads, water and sewer systems, parks, and drainage works. Rather than burdening existing taxpayers, DCCs ensure that the costs of expanding essential services are fairly shared with new development. The collected charges are held in dedicated reserves and can only be used for capital projects identified in a local government’s long-term planning (such as this TMP). They play a crucial role in managing community growth sustainably and maintaining a high standard of public infrastructure.
Private Partnerships	
Partnerships BC	This agency facilitates public-private partnerships for large-scale infrastructure projects, enabling municipalities to leverage private investment and expertise in delivering complex transportation initiatives.

Proj. Code	Project Name	Cost Magnitude	FederalProvincialMunicipalPrivate									
			ICIP	AT Grant	GMF	BC AT Grant	MOTT Programs	ICBC	TMB	Union of BC Municipalities	DCCs	Partnerships
P-01	Update to Downtown Parking Study	\$										
P-02	Downtown Circulation Study	\$										
P-03	Intersection Coordination and Signal Improvements (H19A)	\$										
P-04	Highway 19A Reimagining (Pilot)	\$\$										
P-05	Temple Street Corridor Traffic Calming Audit	\$										

QP-01	RRFB Crossings	\$										
QP-02	Curb Extensions	\$										
QP-03	Improved Lighting	\$										

GR-01	Roscow St to Bay Ave Lane Extension	\$\$\$										
GR-02	Jensen Ave and Alberni Highway Intersection Improvement	\$\$\$										
GR-03	McCarter St Intersection Improvement	\$\$										
GR-04	Martindale Rd and Highway 19A Intersection Improvement	\$\$										

PN-01-18	Pedestrian Network Improvements	\$										
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C-01	Finholm St N Cycling Infrastructure	\$										
C-02	Pioneer Crescent Cycling Infrastructure	\$										
C-03	Hirst Avenue Cycling Infrastructure	\$										
C-04	Alberni Highway Cycling Infrastructure	\$										
C-05	Corfield St S Cycling Infrastructure	\$										
C-06	Stanford Ave Cycling Infrastructure	\$										

4.3 Next Steps and Monitoring Strategy

The TMP is intended to be an active document that city staff will refer to on a regular basis to determine the upcoming slate of plans, projects, and initiatives that will be included in the city budget for the coming year(s). The recommended projects identified as being deliverable within the 1-3-year timeframe will be prioritized, with longer-term projects kept in mind and prepared-for by establishing funding sources, ongoing collaboration with the developer community and members of the community, always keeping sight of the long-term vision for the city.

By the 5-year review point, the city will report back to council on the progress made on this plan by identifying which projects and recommended actions have been implemented and to what extend. As an example, the number and length of pedestrian and cycling infrastructure projects completed should be reported. Transit ridership and improvements to transit infrastructure would be another metric to compare to current conditions.

4.4 Closing and Commitment

The City of Parksville is committed to delivering the recommended actions within this Transportation Master Plan over the coming 10-year period and doing so in a transparent, cost-effective, and community-focused way. We look forward to working with you to make mobility in Parksville safe, accessible, and active!





Appendix A

Engagement Report



Appendix B

Existing Conditions Report



City of
Parksville

Appendix C

Future Traffic Conditions Report



Appendix D TMP Maps