

March 31, 2010

**MEMO TO: FRED MANSON, CHIEF ADMINISTRATIVE OFFICER**

**FROM: IAN RADNIDGE, A/ DIRECTOR OF ENGINEERING**

**SUBJECT: DOWNTOWN ROAD NETWORK REVIEW**

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### **Issue**

Receipt of the Downtown Road Network Review Working Paper prepared by Boulevard Transportation Group dated March 30, 2010.

### **Executive Summary**

In accordance with Council direction, Boulevard Transportation Group was retained to review three specific road network scenarios in the vicinity of the downtown core as an extension of their initial assignment of developing an updated overall transportation plan for the City of Parksville. The review effectively concludes that:

- a four lane (two lanes each direction ) cross section on Highway 19A combined with two lanes ( one in each direction ) on Jensen Avenue works from a transportation perspective;
- a two lane ( one lane each direction ) cross section on Highway 19A combined with two lanes ( one in each direction ) on Jensen Avenue does not work from a transportation perspective; and
- a one-way couplet concept with a two lane cross section in the westbound direction on Highway 19A combined with two lanes in the eastbound direction on Jensen Avenue can work from a transportation perspective.

Each of the scenarios brings with it various benefits and challenges as well as varying cost implications.

### **Background**

The City of Parksville desires to support a healthy, vibrant and economically sustainable downtown district while at the same time protect the integrity of our local neighborhoods and community livability. There is also a desire to strengthen the link between the downtown core and our Community Park and waterfront. In support of these objectives, a number of plans have been developed including the Downtown Revitalization and Strategies report of November, 2006. In addition, Council is currently in the process of further strategizing possible additional approaches to achieve these goals. One of the many considerations in supporting a healthy downtown district is a supportive transportation network. Recognizing this, Council supported the retention of Boulevard Transportation Group to analyze the implications of a number of specific concepts from a transportation perspective as an extension to the already underway overall community transportation plan process. The consultant had the opportunity to meet with

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Council in a workshop format on June 26, 2009. At that time, it was agreed that the consultant would evaluate the following in relation to the downtown core:

- A one way system using Highway 19A and Jensen Avenue;
- On street parking on Highway 19A;
- Curb bulbs on Highway 19A to improve pedestrian crossings;
- Reduce Highway 19A to one lane in each direction;
- Extend Craig Street across Highway 19A.

This report updates Council with Boulevard Transportation Group's findings from this analysis.

### **Options**

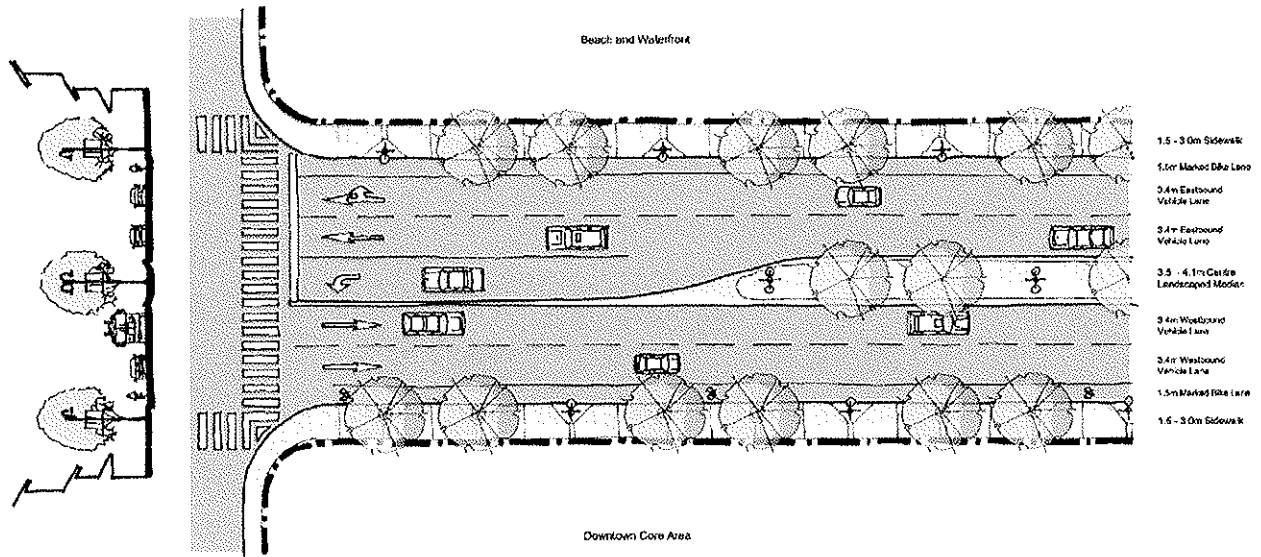
1. Refer this information to Council's strategic planning process;
2. Provide staff with additional direction.

### **Analysis**

The consultant undertook this review by condensing the above direction into the evaluation of three scenarios between McMillan Street and McVickers Street:

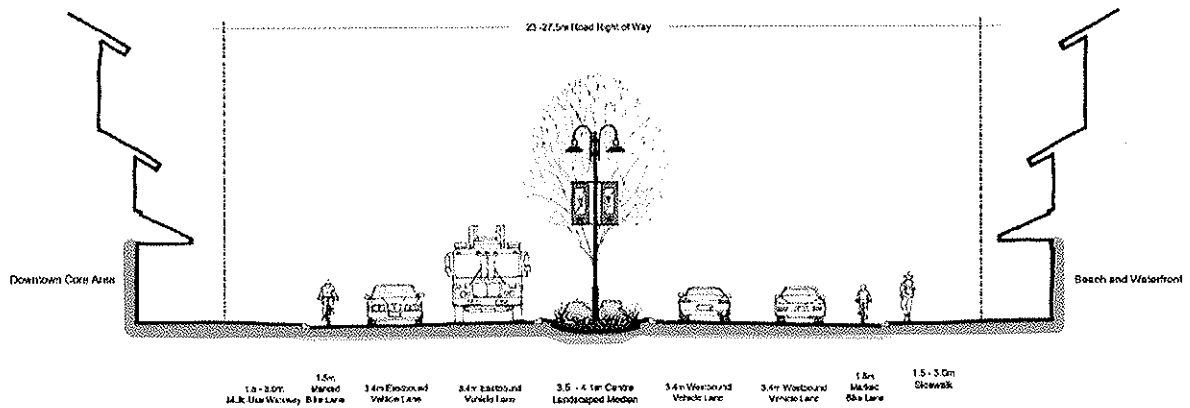
- Option A - a four lane (two lanes each direction ) cross section on Highway 19A combined with two lanes ( one in each direction ) on Jensen Avenue;
- Option B - a two lane ( one lane each direction ) cross section on Highway 19A combined with two lanes ( one in each direction ) on Jensen Avenue; and
- Option C - a one-way couplet concept with a two lane cross section in the westbound direction on Highway 19A combined with two lanes in the eastbound direction on Jensen Avenue.

Each of these three options is graphically presented below for Highway 19A. The addition of curb bulges and on street parking could be included in any of the three scenarios. In addition, each one of the scenarios assumes the extension of Jensen Avenue from Corfield Street to McVickers Street as outlined in the Downtown Revitalization Strategies report of 2006.



HIGHWAY 19A - OPTION 'A' - SKETCH TYPICAL PLAN

1:200 mm to scale

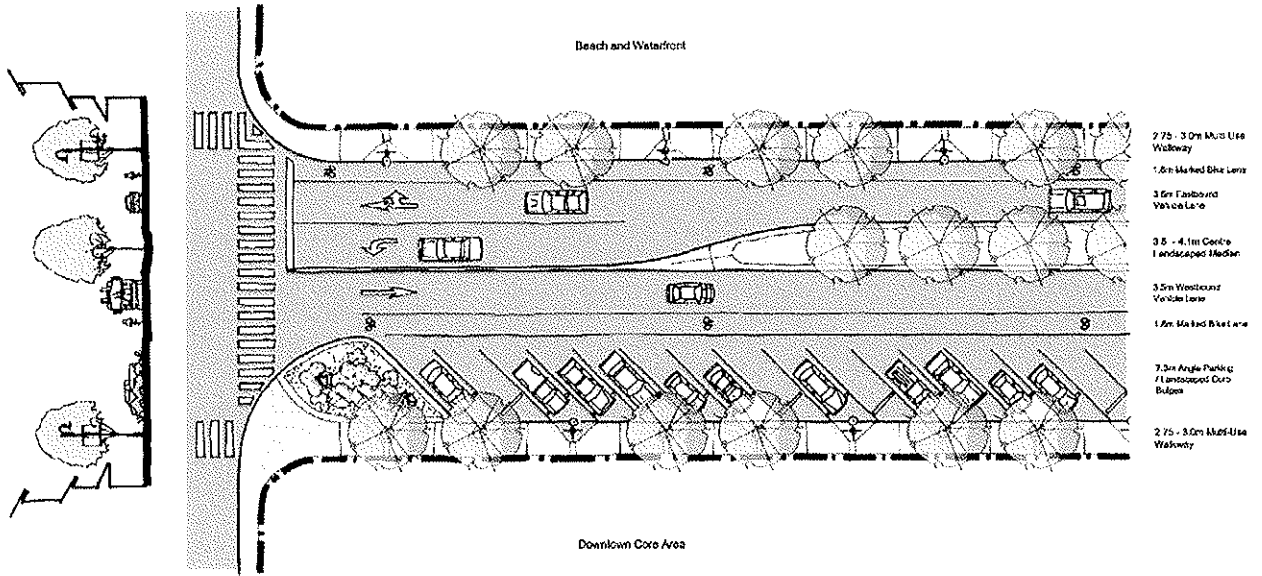


HIGHWAY 19A - OPTION 'A' - TYPICAL SECTION / ELEVATION - LOOKING WEST

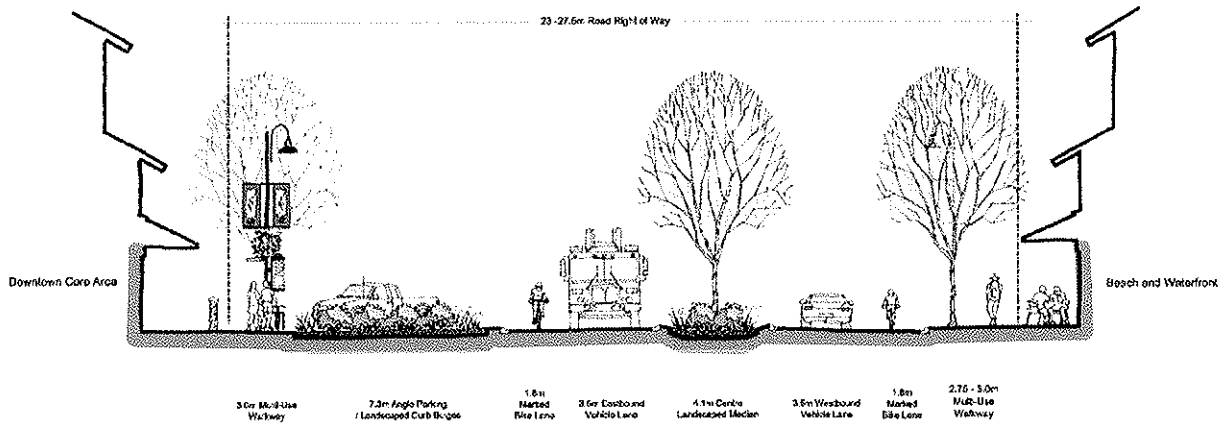
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**OPTION A**

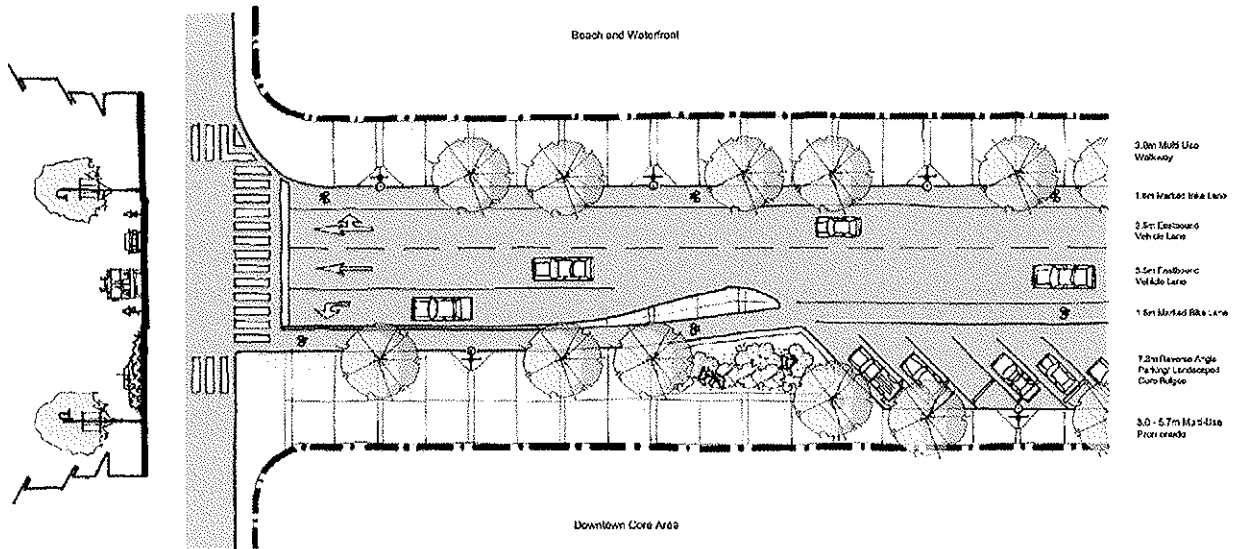


HIGHWAY 19A - OPTION 'B' - SKETCH TYPICAL PLAN **B**  
1:200 metric scale



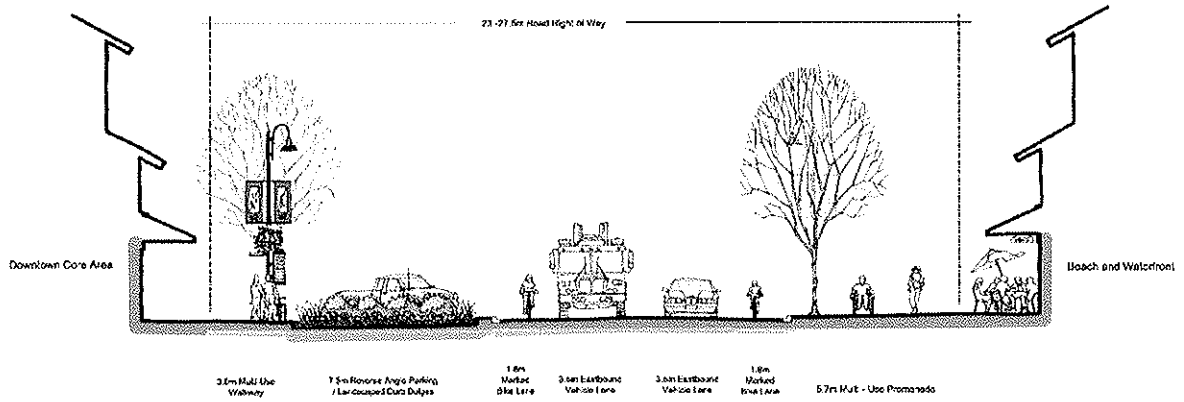
HIGHWAY 19A - OPTION 'B' - TYPICAL SECTION / ELEVATION - LOOKING WEST **B**  
1:100 metric scale

**OPTION B**



HIGHWAY 19A - OPTION 'C'- SKETCH TYPICAL PLAN

1:200 metric scale



HIGHWAY 19A - OPTION 'C'- TYPICAL SECTION / ELEVATION - LOOKING WEST

1:200 metric scale



**OPTION C**

The traffic volume analysis projects the following traffic volumes under each one of these three scenarios.



**Pm Peak Hour Full Build Out Traffic Volumes for the Three Options**

The report discusses intersection improvements necessary as well as how effectively these intersections would be anticipated to work based on these scenarios. It also discusses relative travel time delays, related vehicle emissions, as well as relative parking, pedestrian and cycling benefits and implications. The report further provides order of magnitude costs associated with each of the three scenarios including the cost of the Jensen Avenue extension component. Intersection improvement costs are not included in the overall costs, but are separately provided, as these may be advanced independently as warranted. Total costs range from approximately \$5 million for Option A all the way to approximately \$10.5 million for Option C.

It is important to note that this is a high level transportation review only and must be considered in a much broader context in order to support a healthy, vibrant and economically sustainable downtown district while at the same time protect the integrity of local neighborhoods and community livability. Should Council eventually decide to pursue any one of the options, a much more detailed staff/consultant review and implementation plan will need to be developed.

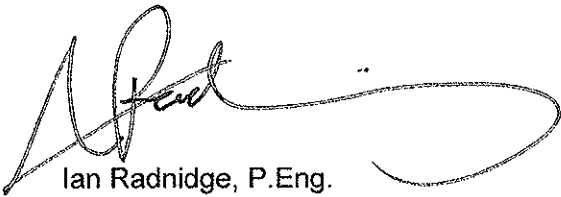
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**Financial Implications**

There are no direct financial implications at this time, however, potentially significant future implications dependent on the future option chosen as outlined within the consultant report.

**Recommendation**

That this report be referred to Council's strategic planning process for further review and consideration.



Ian Radnidge, P.Eng.  
A/ Director of Engineering

ATTACHMENT A - Downtown Road Network Review Working Paper prepared by Boulevard Transportation Group dated March 30, 2010

**CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**



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FRED MANSON  
Chief Administrative Officer