INTRODUCTION

The Core Area Parking Study, City-wide Transportation Master Plan, and Downtown Circulation Review are being developed simultaneously to ensure the outcomes of each are coordinated and help the City work toward a shared future vision for the provision of transportation and parking facilities. We believe this approach allows us to make efficient use of City budget and address multiple objectives through a single planning process.

The City of Parksville has secured Boulevard Transportation Group of Victoria to work with us to develop the Transportation Master Plan and Core Area Parking Study.

THE PROCESS

CORE AREA PARKING STUDY

The Core Area Parking Study will provide strategies to ensure core area parking conditions that maintain the economic viability of downtown businesses and encourage travel via sustainable transportation modes. The objectives of the Core Area Parking Study are:

> Inventory core area parking facilities.

> Review policies and regulations that affect core area parking conditions.

> Assess core area parking characteristics, including peak period occupancy, average duration and turnover rate.

> Consult with the community in determining parking issues and opportunities in the core area.

> Consider future development in the core area and forecast its expected impact on core area parking conditions.

> Make recommendations on overall core area parking supply, parking management strategies and provide design guidance for future parking facilities.

> Identify policies, regulations and funding strategies to help the City pursue core area parking recommendations.

CITY-WIDE TRANSPORTATION MASTER PLAN

The transportation master plan will provide a framework to guide the development of transportation infrastructure over the next 20 years that will facilitate travel by all modes. The objectives of the Parksville Transportation Plan update are to:

> Review all existing pedestrian, cycling, transit and road networks.

> Identify existing and future deficiencies / issues within all modes.

> Make recommendations for network improvements considering, all modes of transportation, future requirements, development plans, and plans of other agencies.

> Review of the downtown traffic circulation as well as opportunities for waterfront connections

> Recommend policy improvements considering environmental impacts, TDM, Active Transportation, and accessibility for all users.

> Consider the City's growth strategy and OCP in ensuring accessibility and mobility for all and supporting economic development as deemed appropriate by the City.

> Consult with the public to determine existing issues and to review improvement options.

DOWNTOWN CIRCULATION REVIEW

Downtown Parksville plays an integral role within the City's transportation network, and must be considered in light of a number of contributing factors in creating a successful downtown. While the City-wide Transportation Master Plan looks broadly at the transportation systems throughout the City, a review of the downtown road network has also been undertaken.

Our review of the downtown transportation network was based on previous studies of the downtown area which identified the following goals:

> Improved connectivity to the waterfront through more and easier crossings of 19A,
> Improved wayfinding signage, parking on 19A, and
> improved walking and bicycle facilities in the downtown.

Downtown road circulation options were identified based on these desired goals for downtown.

Further study on the other components (land use, economic development, etc.) of a downtown revitalization strategy are required as a separate study. Transportation strategies need to be coordinated with land use goals and policies to ensure a vibrant downtown core.

Network Evaluation

Definitions

> Cost: Based on capital (construction) costs and property costs
> Performance Index: Is the combination of delay, stops and queuing penalty of the modelled network
> Parking: Number of additional parking stalls gained in core
> Agricultural Lands: Number of ALR properties required for new roads
> Properties Impacted: Number of total properties impacted
> Greenhouse Gases: Calculated greenhouse gas (CO_2) emissions for the modelled network (per hour)
> Impacts to Side Streets: Based on the amount of traffic diverted to neighbourhood and local roads
> Pedestrian Exposure: Based on vehicle volumes multiplied by metres of road required to cross
> Connectivity to Water: Based on crossing distance from south side of Hwy 19A to north side

Cost	Ranking #
$0-30 Million	1
$30-60 Million	2
$60+ Million	3

Number of Properties Impacted	Ranking #
0-5	1
5-10	2
10+	3

Performance Index	Ranking #
0-100	1
100-200	2
200	3

Greenhouse Gases	Ranking #
4500-5250 kg	1
5251-6000 kg	2
6000+ kg	3

Parking (Stalls)	Ranking #
Loss = 0	0
100+	1
50-100	2
0-50	3

Impacts to Side Streets	Ranking #
Low Impact	1
Medium Impact	2
High Impact	3

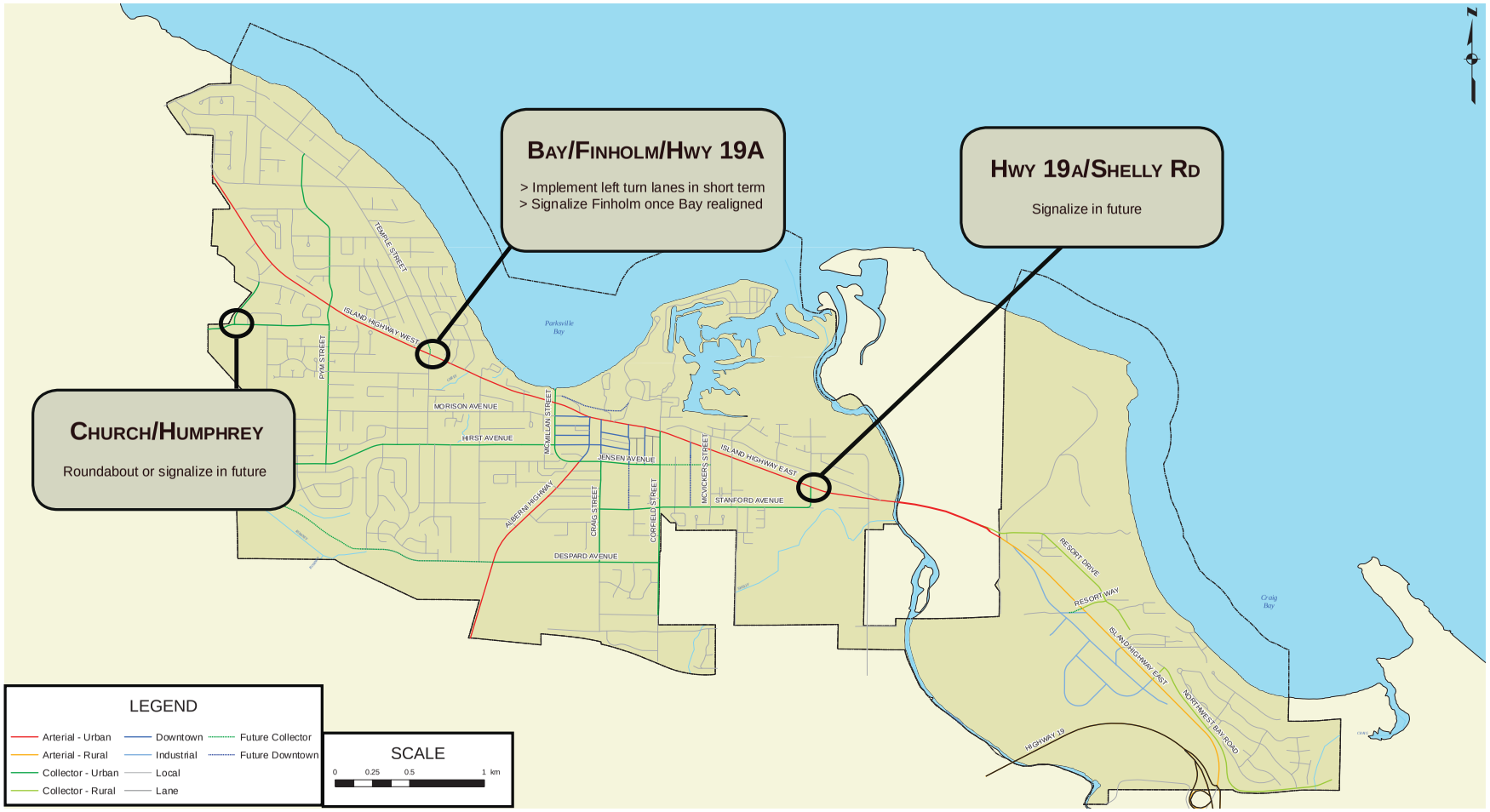
ALR Lands (# of properties)	Ranking #
0-3	1
4-6	2
7+	3

Pedestrian Exposure	Ranking #
10-20	1
20-30	2
30+	3

Connectivity to Water	Ranking #
10-15 m	1
16-20 m	2
20+ m	3

City-wide Option	1			2			3			4		
Downtown Option	A	B	C	A	B	C	A	B	C	A	B	C
Cost	1	1	1	2	2	2	1	2	2	3	3	3
Performance Index	2	3	3	2	3	2	2	2	3	1	2	1
Parking for Business	0	1	1	0	1	1	0	1	1	0	1	1
Agricultural Land	1	1	1	1	1	1	2	2	2	3	3	3
Properties Impacted	1	1	1	2	2	2	2	2	2	3	3	3
Greenhouse Gases (Environment)	2	3	2	1	1	2	2	1	3	1	1	2
Impacts to Side/Neighbourhood Streets	1	3	1	1	3	1	1	3	1	1	3	1
Pedestrian Exposure	3	1	1	3	1	1	3	1	1	3	1	1
Connectivity to Water	3	1	1	3	1	1	3	1	1	3	1	1
Total	14	15	12	15	15	13	16	15	16	18	18	16

Proposed City-wide Road Network Map



Option Pro's and Con's

Option 1 A - Despard/Hirst to Church with 4 lanes Hwy 19A, 2 lanes Jensen

PROS	CONS
Adds bicycle lanes to Hwy 19A	Does not improve pedestrian conditions on Hwy 19A
Least amount of capital costs	Does not improve pedestrian connectivity
Provide connection to 'west' Parksville	Requires one stream crossing
Minimal impacts to infrastructure	Potentially impacts 2 houses
Minor reduction in traffic on Hwy 19A	Impacts 3 ALR properties
	Requires coordination with RDN

Option 1 C - Despard/Hirst to Church with One Ways

PROS	CONS
Reduces pedestrian crossing distance	Slightly more circuitous routing for some businesses depending on direction of travel
Reduces pedestrian conflicts at crossings	May be more challenging for unfamiliar drivers
Pedestrians only have to deal with one direction of traffic	will require wayfinding signage for drivers
Reduces vehicle conflicts at intersections on Hwy 19A and Jensen	Requires 2 southbound lanes on McMillan (plus 1 northbound)
Provides connection to 'west' Parksville	Reduced bi-directional traffic for businesses
Significant increase in volume on Jensen which increases exposure for existing and potential businesses	Requires significant reconstruction of Hwy 19A and Jensen
Adds bicycle lanes to Hwy 19A	Potentially impacts 2 houses
Provides on street parking for businesses on Hwy 19A and additional parking for Community Park (special events)	Impacts 3 ALR properties
Creates gateway opportunities in downtown	Requires coordination with RDN
Couplet optimizes circulation	

Option 4 A - Despard/Hirst to Church & Tuan + I/C with 4 lanes Hwy 19A, 2 lanes Jensen

PROS	CONS
Adds bicycle lanes to Hwy 19A	Requires construction of second bridge crossing Englishman River and 2 stream crossings
Provides connection to 'west' Parksville	Impacts 8 ALR properties
Provides an additional continuous east-west route through Parksville	Requires coordination with RDN and Ministry of Transportation and Infrastructure
	Does not confirm with Ministry interchange guidelines and therefore would not be supported by MoT

Option 4 C - Despard/Hirst to Church & Tuan + I/C with One Ways

PROS	CONS
Provides additional continuous east-west route through Parksville	Slightly more circuitous routing for some businesses depending on direction of travel
Interchange provides shorter route to Hwy 19 for west Parksville and Qualicum residents	May be more challenging for unfamiliar drivers
Adds bicycle lanes to Hwy 19A	Will require wayfinding signage for drivers
Provides on street parking for business on Hwy 19A and additional parking for Community Park (special events)	Requires 2 southbound lanes on McMillan (plus 1 northbound)
Reduces pedestrian crossing distance	Requires construction of second bridge crossing Englishman River and 2 stream crossings
Reduces pedestrian conflicts at crossings	Impacts 8 ALR properties
Pedestrians only have to deal with one direction of traffic	Potentially impacts 5 houses
Increases exposure (traffic volume) on Jensen	Requires coordination with RDN and Ministry of Transportation and Infrastructure
	Does not conform with Ministry interchange guidelines and therefore would not be supported by MoT

Option B - 2 lanes Hwy 19A, 2 lanes Jensen

PROS	CONS
Provides bicycle lanes on Hwy 19A	Increased traffic on side streets in downtown
Provides on street parking for businesses on Hwy 19A and additional parking for Community Park (special events)	Increased traffic through neighbourhoods (ie. Chestnut & Molliet)
	Minimal improvements to pedestrian
	Significant impact to infrastructure on Hwy 19A to construct parking






CITY-WIDE NETWORK OPTIONS MAP

The following City-wide road network options were identified for consideration.

Options include:
1. Extending Despard and Hirst to Church;
2. Adding an interchange at Church Road/Highway 19;
3. Extending Despard to Tuan; and
4. Extending Despard to Church and Tuan.