

6th Street Multi-Modal Corridor Enhancements



Overview

Why Enhance 6th Street?

Recap on *Options Assessment* process

Latest thinking on implementation

Approach to grant funding



Why Enhance 6th Street?

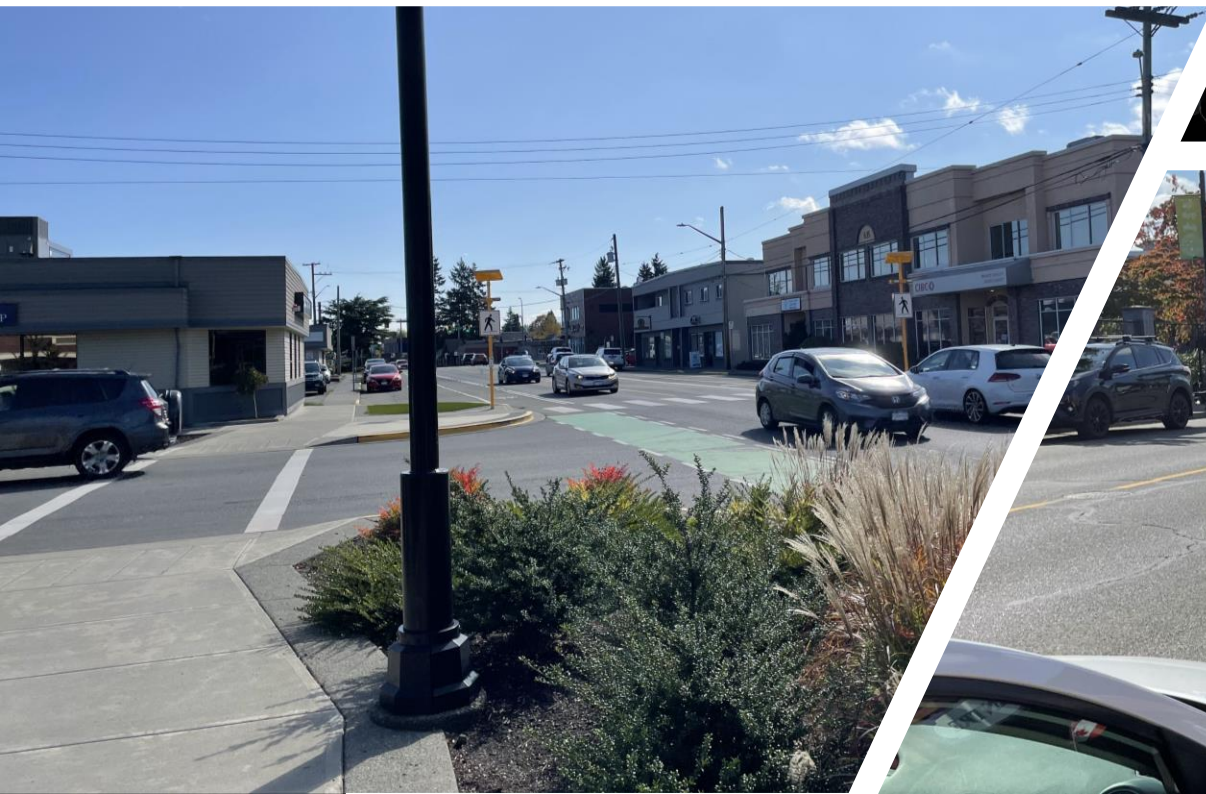




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Why Enhance 6th Street?

6th Street Concept, from OCP:

Dedicated cycling and walking connection from west to east Courtenay, connecting community services and public spaces, serving as a festival street integrated with a Downtown Commons and Mews with plenty of public outdoor seating and greenery.

Why Enhance 6th Street?

Transportation Objectives, from OCP:

- 1 *30% of trips are by walking, cycling, and transit by 2030*
- 2 *Transportation investments prioritize walking, cycling, and transit*
- 3 *Street standards include attention to safety, accessibility, and comfort at the pedestrian scale*
- 4 *Excess existing road space is repurposed to support public life, active travel, and green infrastructure*

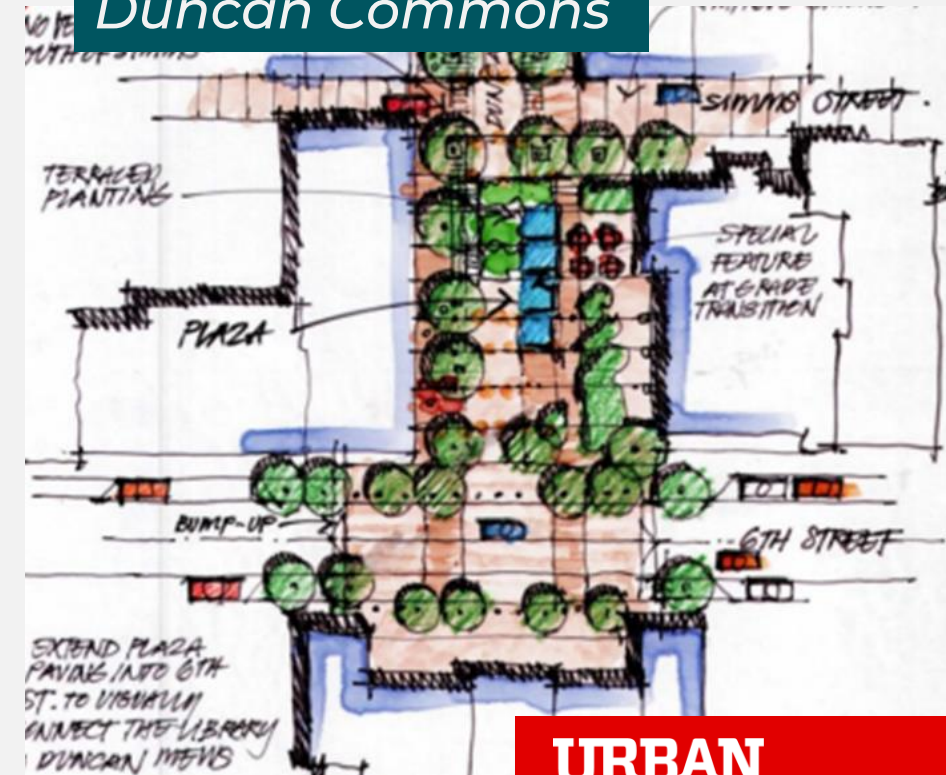
Why Enhance 6th Street?

Downtown Playbook



6th Street "Green Street"

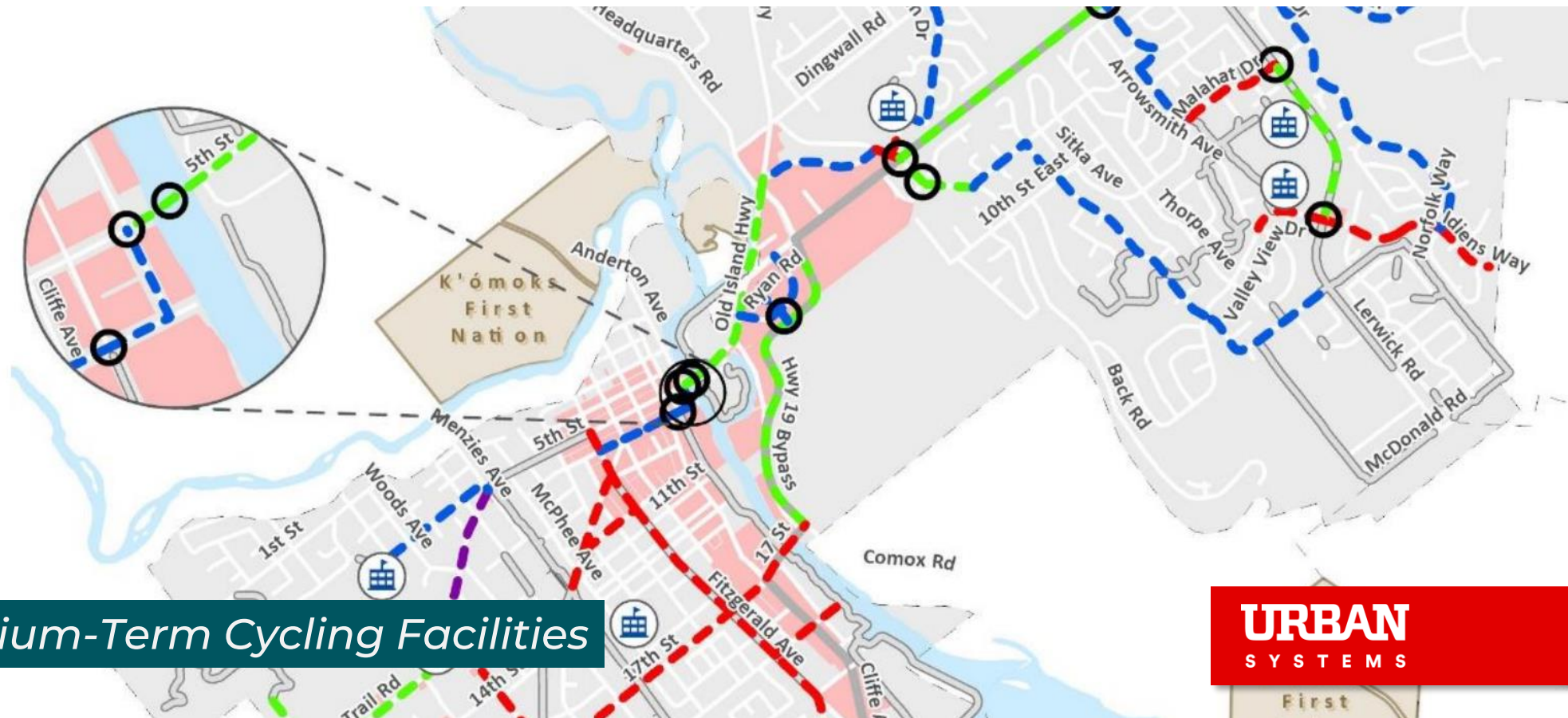
Duncan Commons



Why Enhance 6th Street?

Cycling Network Plan (CNP)

-  Protected Bicycle Lane / Cycle Track
-  Multi-Use Path (Adjacent To Street)
-  Bike Boulevard / Neighbourhood Bikeway
-  Buffered / Painted Bicycle Lane



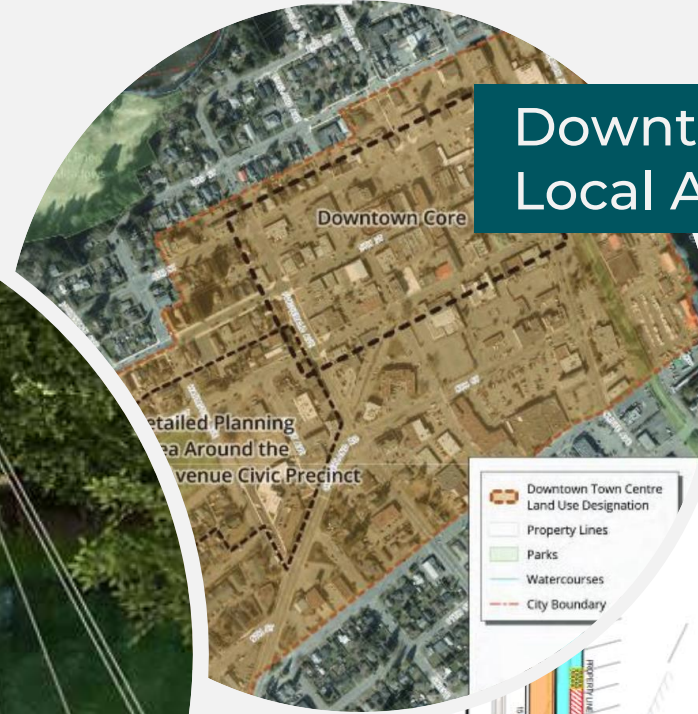
Short- & Medium-Term Cycling Facilities

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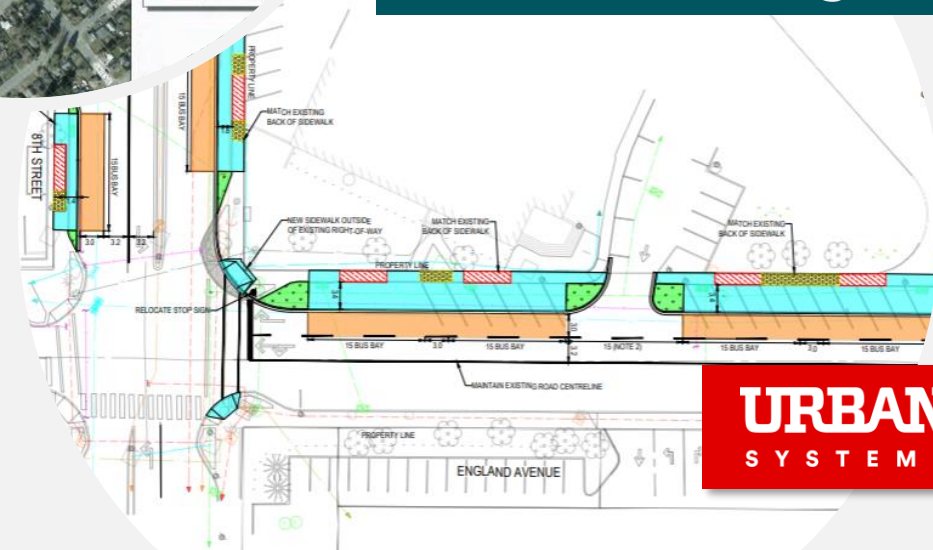
Why Enhance 6th Street?



6th Street Active
Transportation Bridge



Downtown Vitalization
Local Area Plan



Downtown
Transit Exchange

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Implementation

Proposing to approach implementation on two timeframes to maximize grant funding opportunity...



Interim
Treatment



Ultimate
Build-Out

Implementation

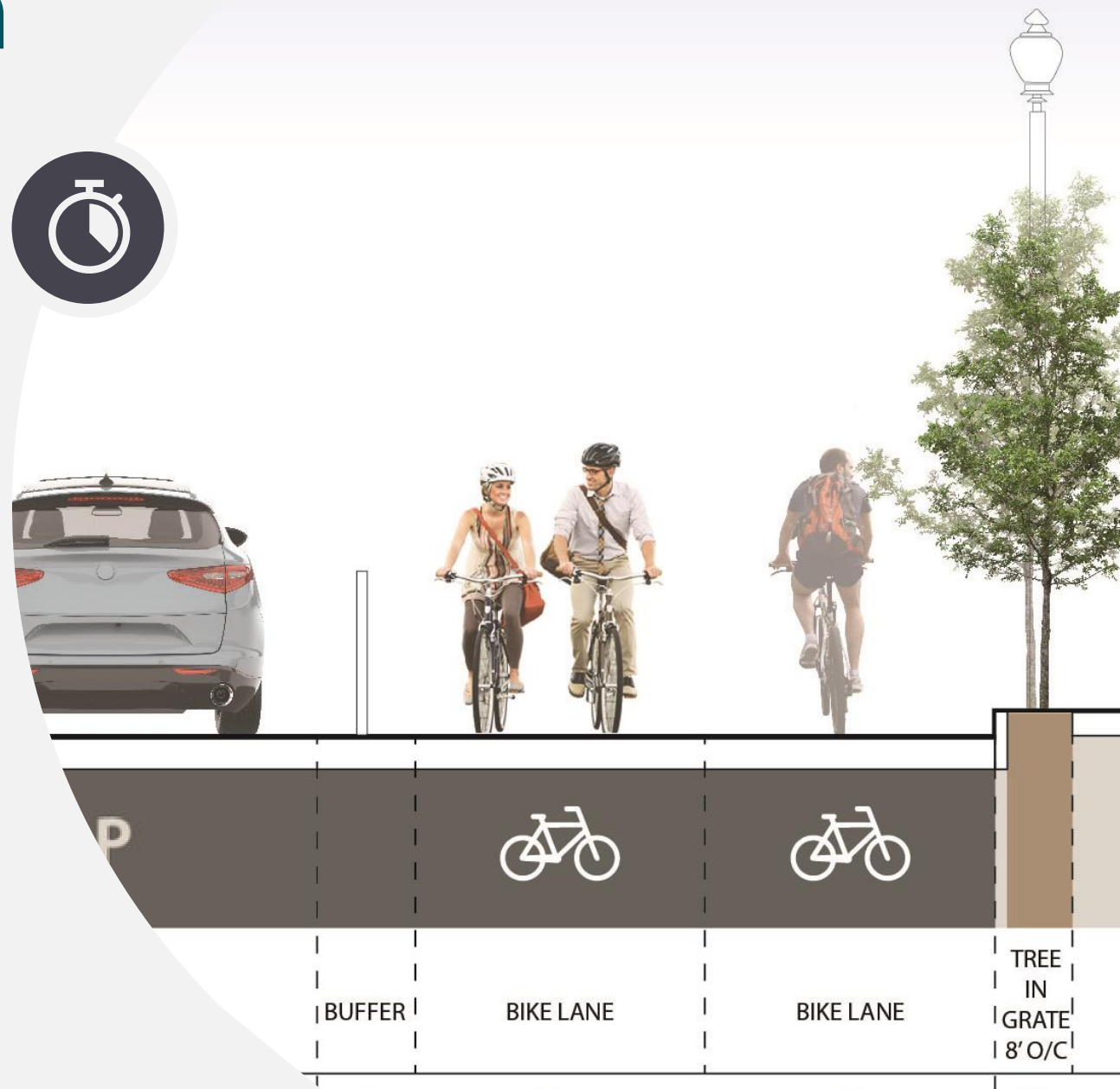
Interim Treatment

Add two-way protected bike lane on south side

Remove parking on north side

Remove curb extensions on south side

New bike signal at Cliffe Avenue for safe crossing



Implementation

Ultimate Build-Out



Comprehensive
streetscape redesign

Enhanced active
transportation facilities

New trees and landscape

Features to support
temporary street closures



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Grant Opportunities

National Active Transportation Fund

Timing	Feb 2025
Total Value	60%, no limit
Eligible \$	Engagement, Design + Construction



B.C. Active Transportation Infrastructure Grant

Timing	Fall 2025 (expected)
Total Value	50%, up to \$500,000
Eligible \$	Construction only



Summary + Next Steps

Application submitted to
National Active Transportation Fund
for Ultimate Build-Out

Seeking \$2.9-million in grant funding,
approx. \$1.9-million would remain

Awaiting application result



Summary + Next Steps

B.C. Active Transportation Infrastructure
Grant intake anticipated in Fall 2025

Detailed design and cost estimate being
prepared for Interim Treatment

Seeking to make application for \$600,000
in funding, approx. \$400,00 would remain

Examples from Other Communities

(for Inspiration!)





Bell Street, Seattle WA



Bell Street, Seattle WA



Argyle Street, Halifax NS



Argyle Street, Halifax NS



Bernard Avenue, Kelowna BC



Goldstream Avenue, Langford BC

Thank You.

Dan Casey
Transportation
Consultant

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