



City of
Courtenay

ZOOM window space

1st Street Traffic Calming

Community Survey Results and
Recommended Actions

Presented by:
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April 29, 2026



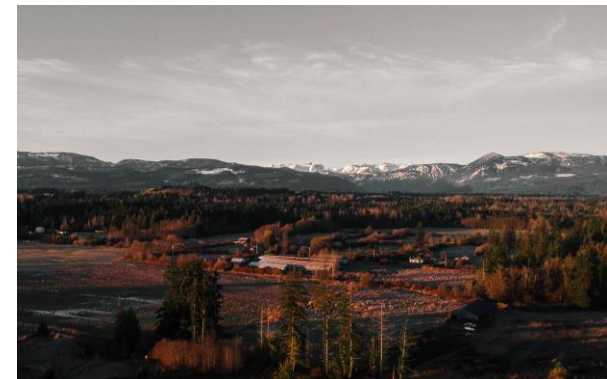
Introduction

How we got here:

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- Received a traffic request and petition in February/March 2025
- Completed traffic analysis and preliminary review April to July 2025
- Survey and Open House in the fall of 2025
- Completed survey review and preliminary design options winter 2025/2026

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Traffic Data Results

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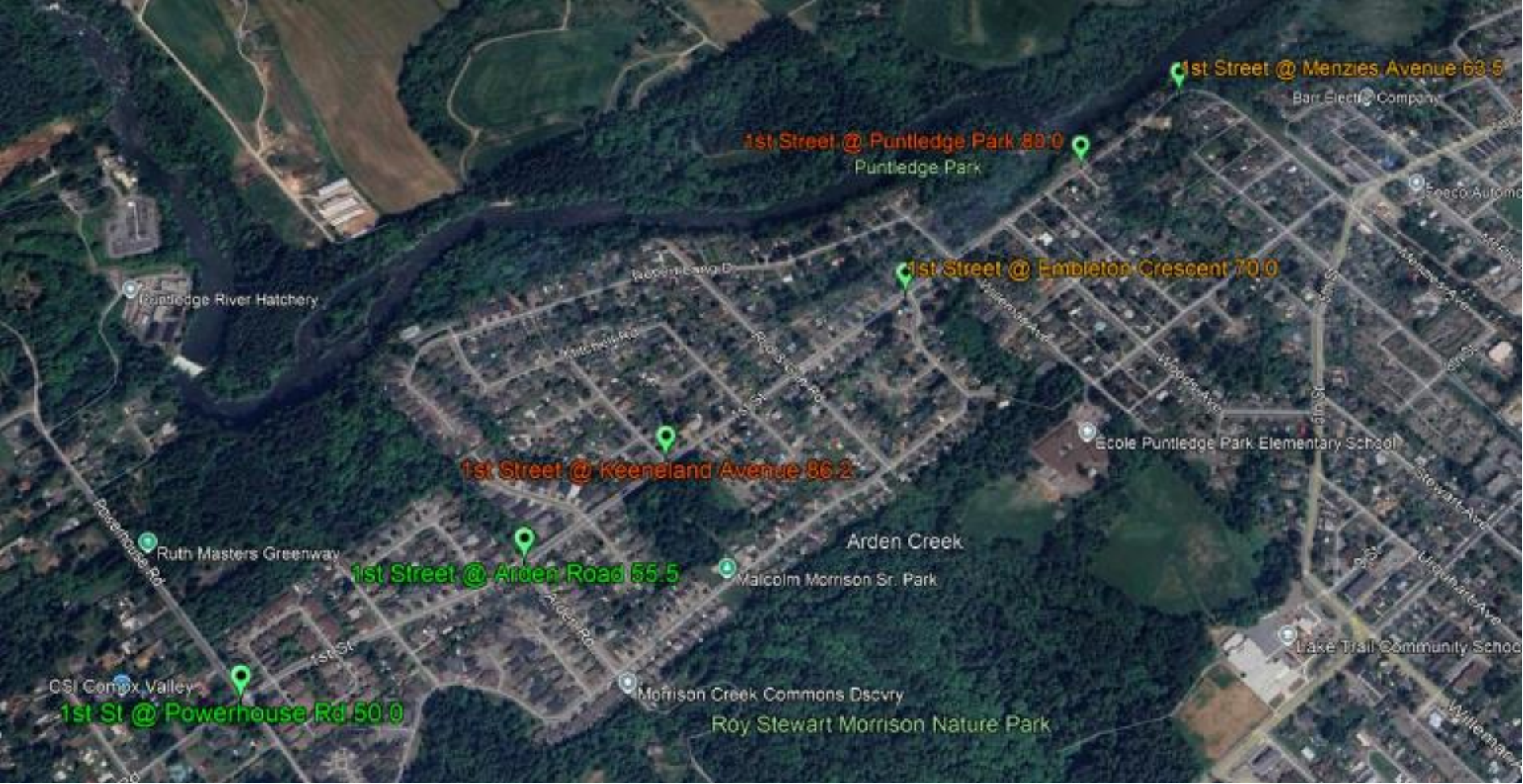
Evaluation

- Roadway Characteristics
- Roadway Facilities
- Collision Data
- Property Use
- Traffic Data

Criteria	Conditions	Pass / Fail
Roadway must be a local or collector, featuring no more than two travel lanes (one lane for each direction).	1st Street is a collector road with one lane for either direction.	Pass
Roadway must have a minimum of 500 annual average daily traffic (AADT).	AADT data is calculated for the following traffic speed/count locations: 1. 1st Street @ Menzies Avenue: 3273 2. 1st Street @ Puntledge Park: 3743 3. 1st Street @ Embleton Crescent: 4097 4. 1st Street @ Keeneland Avenue: 4430 5. 1st Street @ Arden Road: 4711 All locations pass this criterion.	Pass
The posted speed limit shall not be greater than 50 km/h.	The posted speed limit on 1st Street is recently set at 40 km/h, except near Puntledge Park, where a playground zone reduces the speed limit to 30 km/h.	Pass
85 th percentile speed of the roadway should be greater than the posted speed limit.	85 th percentile speed data is collected and calculated from the following traffic speed/count locations: 1. 1st Street @ Menzies Avenue: 52 km/h 2. 1st Street @ Puntledge Park: 46 km/h (WB, the posted speed limit here is 30 km/h) 3. 1st Street @ Embleton Crescent (WB): 55 km/h 4. 1st Street @ Keeneland Avenue (WB): 58 km/h 5. 1st Street @ Arden Road (WB): 45 km/h All road segments on 1st Street have an 85 th percentile speed exceeding the posted speed limit (note that some of the data was collected prior to the speed limit change from 50 km/h to 40 km/h).	Pass
Roadway section should be longer than 150 metres.	1st Street from Menzies Avenue to Powerhouse Road is about 1.7 km in length.	Pass
Roadway must be assumed and maintained by the City of Courtenay.	1st Street is under the jurisdiction of the City of Courtenay.	Pass
Zoning should be primarily residential in nature.	1st Street corridor is predominantly lined with residential units, mainly single-family homes.	Pass
No traffic calming initiatives have been implemented in the past 36 months, and there are no scheduled capital projects within the next 36 months that would address the traffic issues.	No traffic calming measures have been implemented previously, and there are currently no capital projects planned for traffic calming.	Pass
Overall		Pass

Evaluation Results

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Engagement Results

October 2025

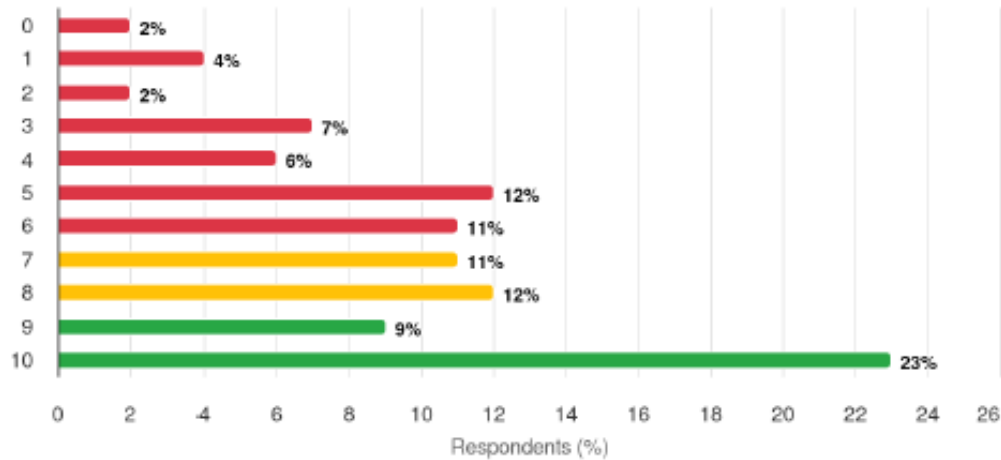
Engagement Results – October 2025

From a transportation perspective, how safe do you currently feel when using this area?

333 respondents



333 respondents



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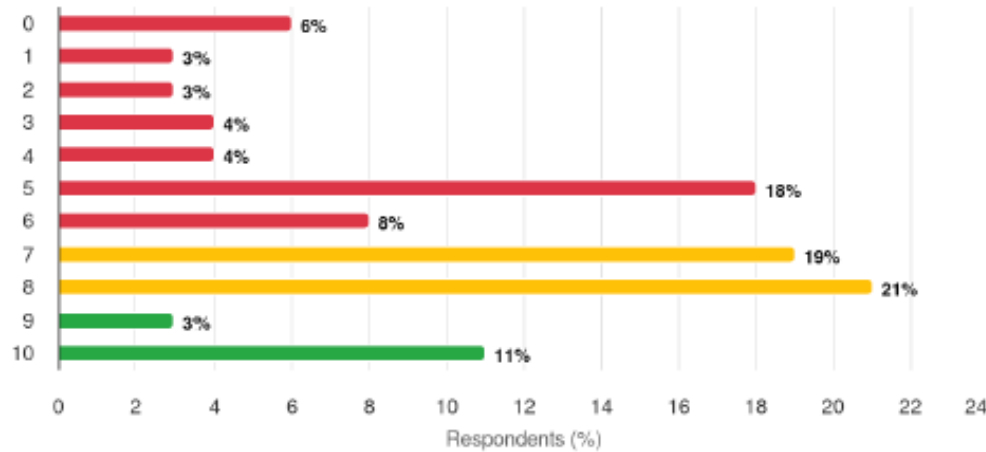
Engagement Results – October 2025

Pedestrian safety

239 respondents



239 respondents



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Engagement Results – October 2025

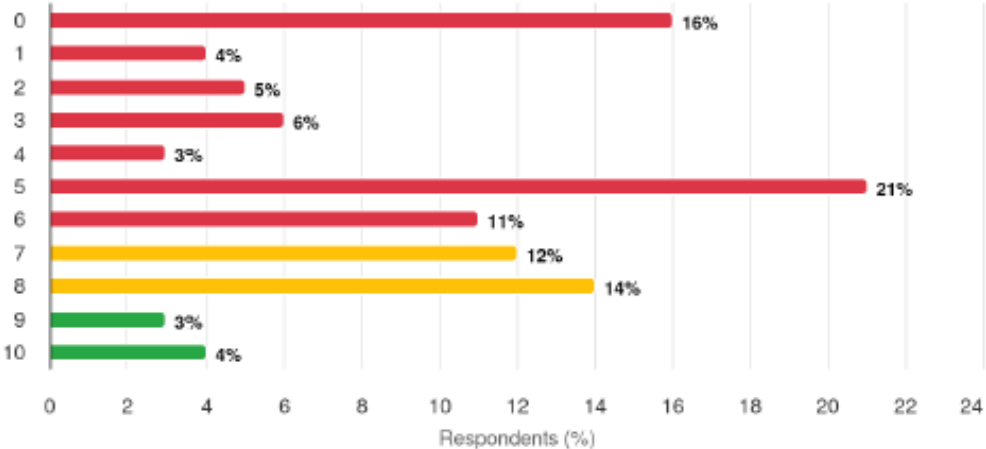
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Vehicle traffic flow

239 respondents



239 respondents



Engagement Results – October 2025

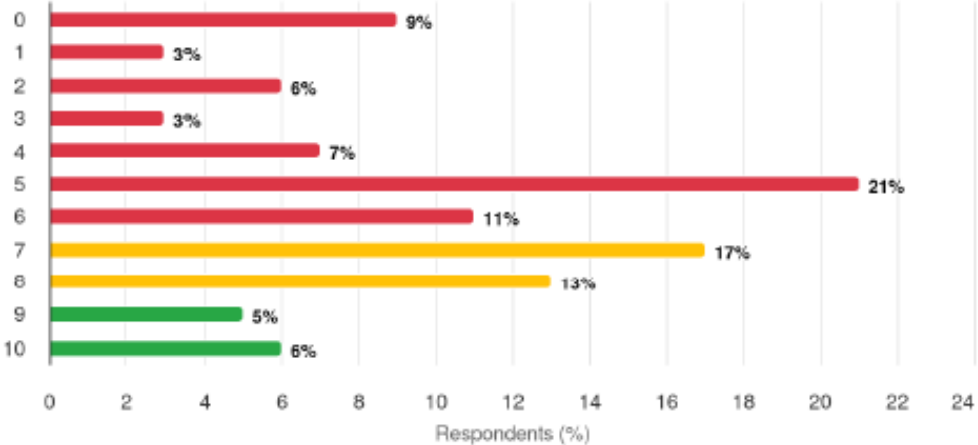
ZOOM Window Space

Cyclist comfort

239 respondents



239 respondents



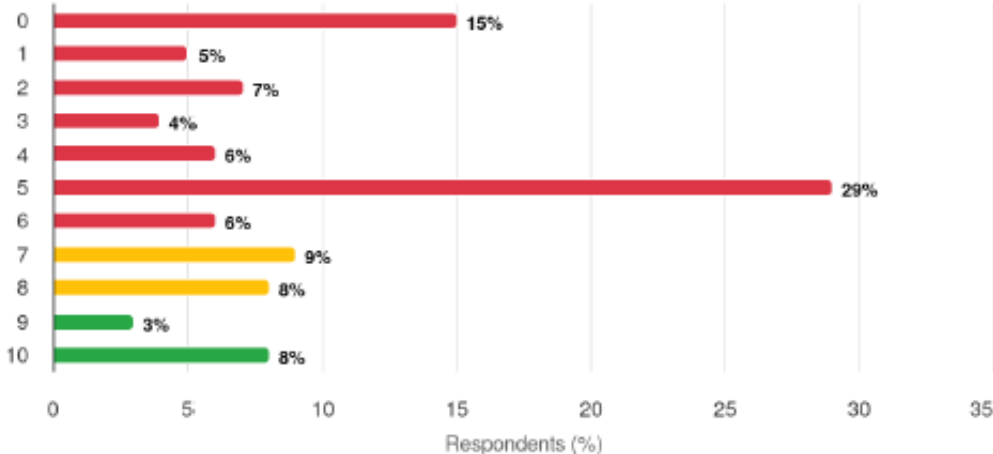
Engagement Results – October 2025

Emergency vehicle access

239 respondents



239 respondents



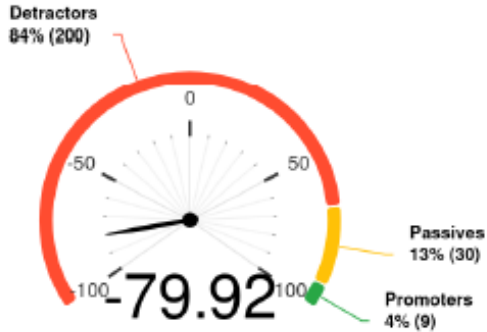
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Engagement Results – October 2025

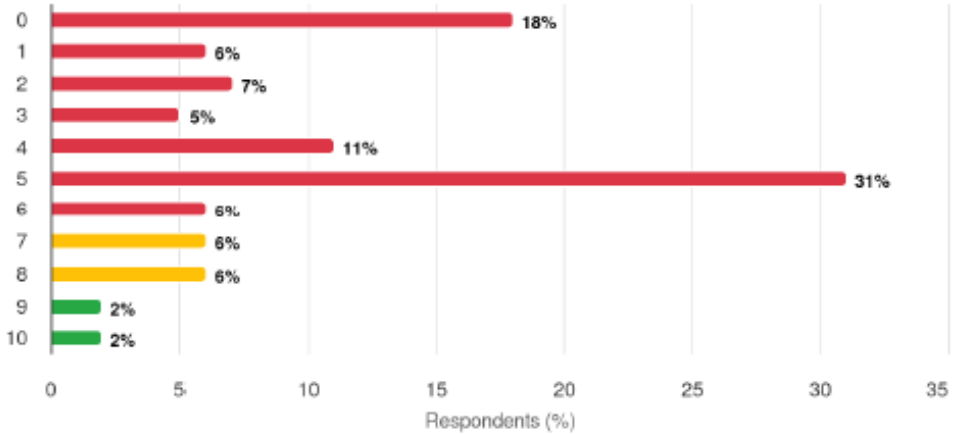
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Parking availability

239 respondents



239 respondents



Engagement Results – October 2025

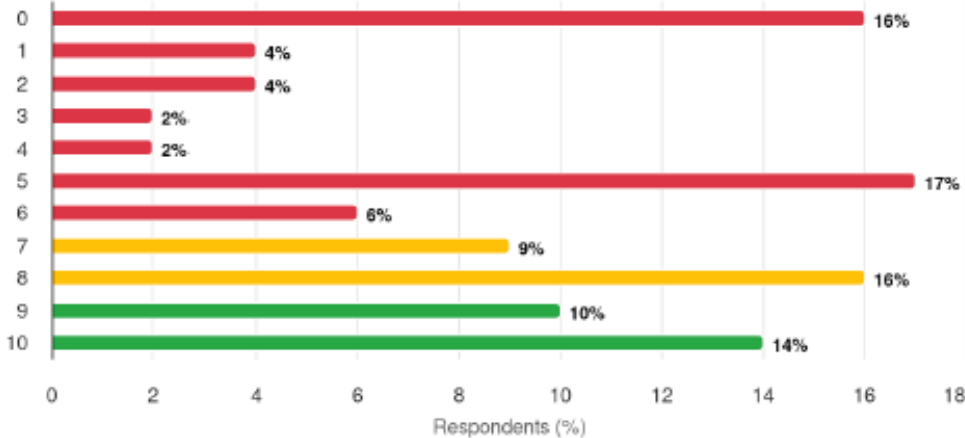
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Neighbourhood livability

239 respondents



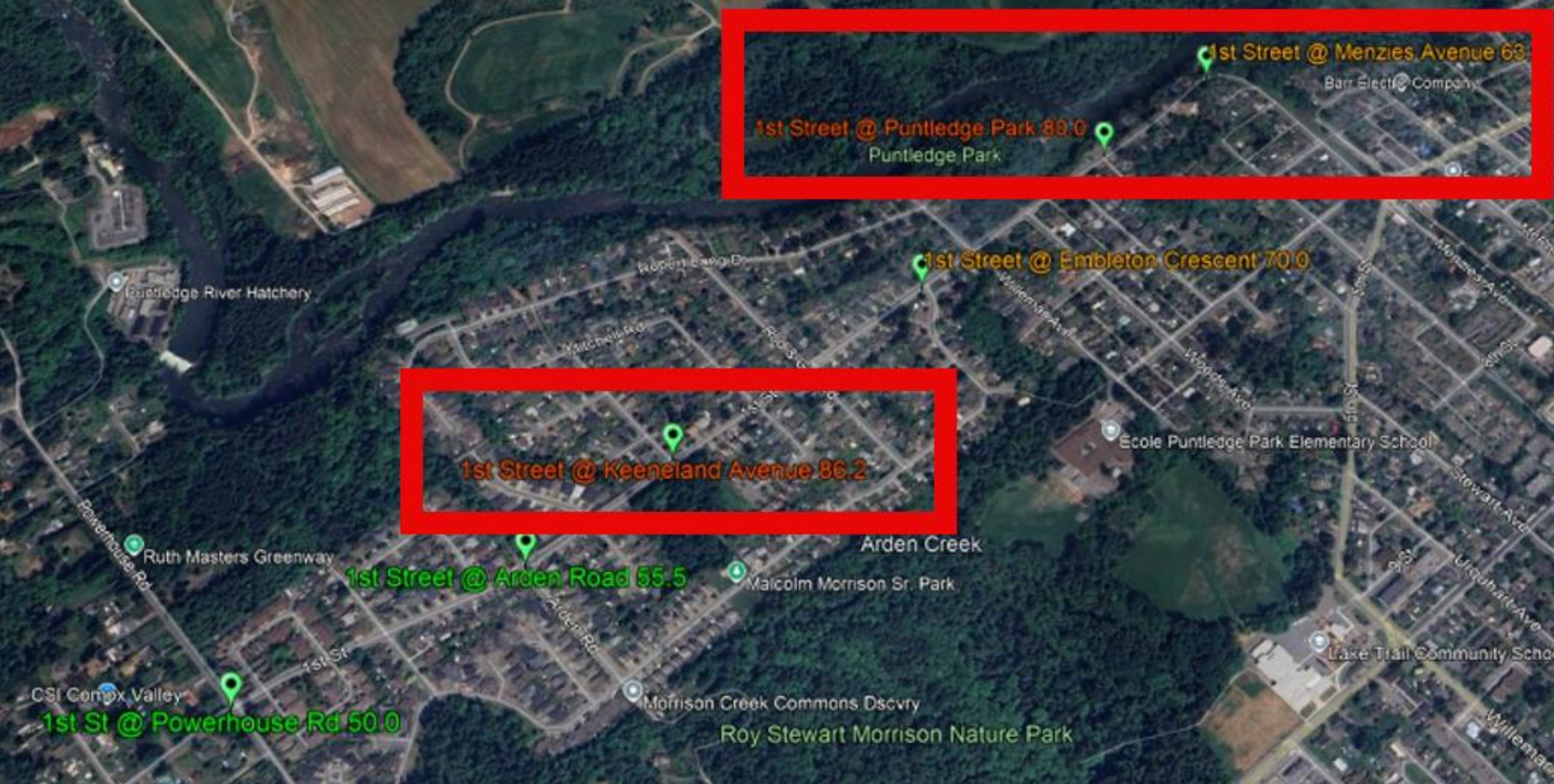
239 respondents



Engagement Results – October 2025

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Consultation Priority Locations



Engagement Results

March 2026

Engagement Results – March 2026

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Under the Traffic Calming Policy, require 51 % response rate and 60 % support:

- Total properties: 470
- Surveys completed: 313
- Response rate: 66% (minimum required: 51%)

Engagement Results – March 2026

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Support levels for the proposed traffic calming measures did not meet the required 60% threshold in either priority area:

1st Street (Menzies Avenue to Wood Avenue):

Support required: 187

Support received: 185

1st Street (Keeneland Avenue frontage):

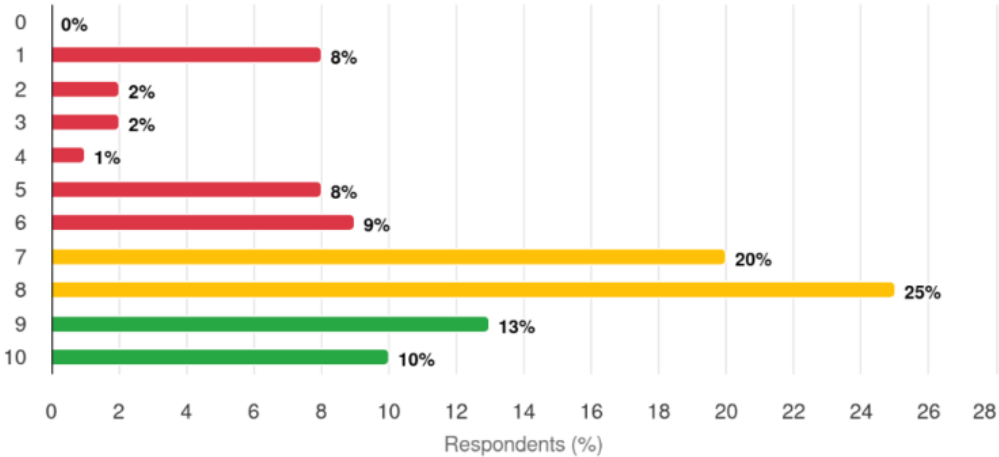
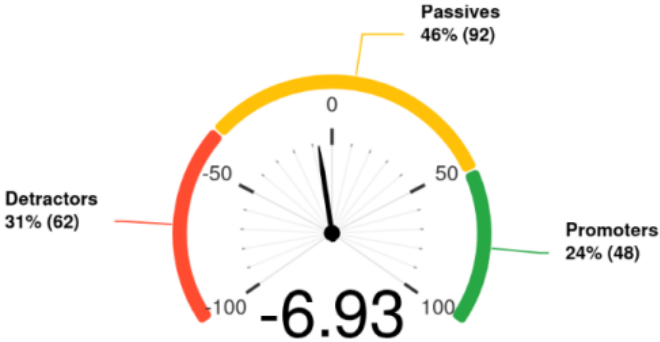
Support required: 187

Support received: 170

Engagement Results – March 2026

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For 1st Street from Woods to Menzies Avenue, if your #1 ranked solution was implemented, how would you score the corridor for road safety? (n=177)

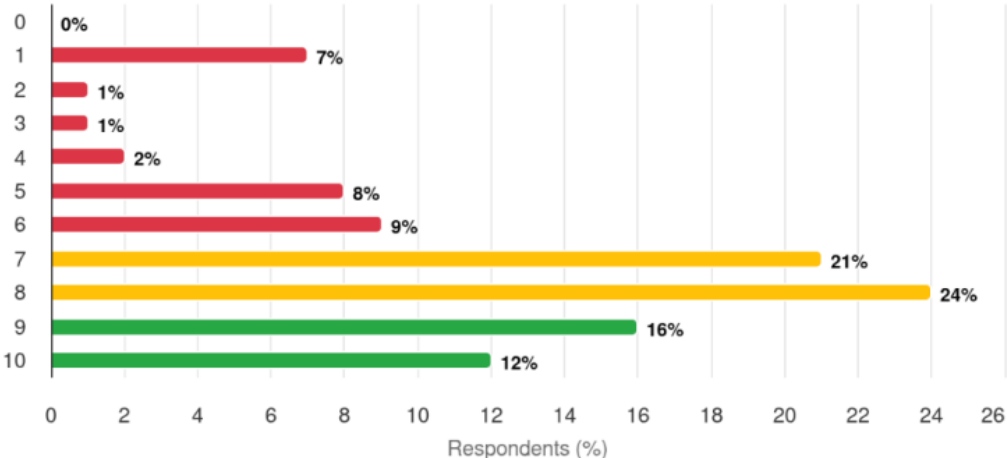
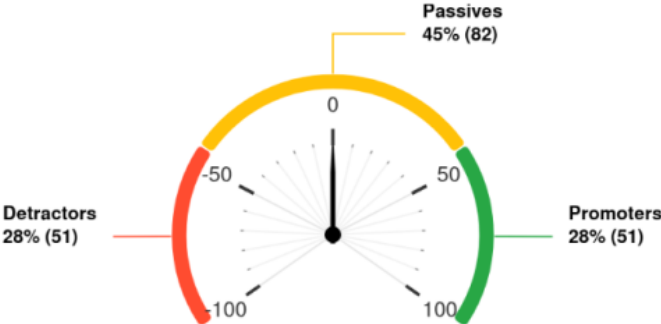


Engagement Results – March 2026

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For 1st Street and Keeneland Avenue, if your #1 ranked solution was implemented, how would you score the corridor for road safety?

(n=160)



Next Steps – Guiding Policy Evaluation

- Safe and Active Schools Program
- Strategic Transportation Plan
 - ❖ Road Safety / Vision Zero
 - ❖ Congestion / delay
 - ❖ Sustainable Transportation

Next Steps

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- Amend the Traffic Calming Policy to support the application of professional judgment in corridors achieving traffic calming evaluation scores exceeding 80 points, including the use of targeted, low-cost traffic calming or safety measures where justified by technical analysis and road safety considerations
- The installation of a marked pedestrian crosswalk with a Rectangular Rapid Flashing Beacon (RRFB) along the Keeneland Avenue frontage.
- The implementation of simple park access and speed management improvements in the vicinity of Urquhart Avenue, including parking refinements, lane narrowing, and an upgraded speed reader board.

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Thank you and Questions