



CUMBERLAND TRANSPORTATION MASTER PLAN

Council Workshop | March 16, 2026





Workshop Agenda

1. Welcome & Introductions
2. Presentation & Discussion
3. Walkshop
4. Post-Walkshop Discussion
5. Next Steps



Introductions

In 20 seconds or less, describe what Cumberland's future transportation network looks like to you.



Presentation Outline

1. TMP Vision & Objectives (Plan Framework)
2. Road Network & Laneways
3. Shared Street Network
4. Priority Corridors



Plan Framework



Plan Framework **Vision**

Vision Statement:

Cumberland is a thriving recreational, artistic, and climate action-oriented village, supported by a transportation network that ties the community together. High levels of walkability, a connected cycling network, and slow and traffic calmed streets have come to define Cumberland's network. Safe and comfortable active transportation corridors allow for easy connections to community hubs, parks and green spaces, recreational opportunities, and to the community's vibrant arts and culture scene. The village's transportation network has been designed not only to prioritize safe connections to key local and regional destinations, but also has built-in climate resilience with infrastructure that facilitates low-carbon travel and is adaptable to a changing climate and severe weather events.



Plan Framework

Plan Objectives

Objective #1: Maintenance of Existing Infrastructure



Focus on existing road and transportation infrastructure before constructing new facilities.

Targets:

- Continue to prioritize fixing deficient infrastructure such as cracks in sidewalks and road potholes
- Complete an average of one road paving project per year

Objective #2: Quick-build & Experimental with Active Transportation



Utilize low-cost, temporary, and quick-build materials for all new active transportation facilities to allow the community to test what works well and what needs to be adapted.

Targets:

- Build at least one shared street project per year
- Build the protected cycling facilities on Dunsmuir Avenue by 2029
- Construct at least 5 traffic circles by 2029



Plan Framework

Plan Objectives, cont.

Objective #3: Accessibility is a Priority



Create a transportation network that maximizes accessibility for vulnerable road users and those with visual and mobility impairments.

Targets:

- 🎯 Include tactile indicators for all intersections along Dunsmuir Road by 2029
- 🎯 Upgrade all existing on-street accessible parking spaces to a higher standard
- 🎯 Upgrade curb ramps to align with the BC Active Transportation Design Guide for all intersections along Dunsmuir Road by 2029

Objective #4: Connections to Key Destinations & Cherished Assets



Prioritize connections to the most important destinations and cherished assets in the community including schools, parks, trails, and the downtown.

Targets:

- 🎯 Upgrade Cumberland Road to a protected bike facility by 2029
- 🎯 A new active transportation facility will connect to Cumberland Village Park by 2029
- 🎯 A new active transportation facility will connect to Cumberland Community School by 2029



Plan Framework

Plan Objectives, cont.

Objective #5: Regional Connectivity



Strengthen active transportation connections to the larger Comox Valley.

Targets:

- Upgrade Cumberland Road to a protected bike facility by 2029
- Work with the CVRD and neighbouring jurisdictions to complete the Cumberland to Courtenay Connector

Objective #6: Transportation Decisions to Follow a Climate Lens



Follow a more rigorous approach to measuring, monitoring, and reducing community-wide and corporate emissions in the transportation sector.

Targets:

- Achieve a sustainable mode share (public transit, walk, cycle) of 15% of all trips to work and school by 2029
- Achieve a reduction in carbon emissions based on the target set in the forthcoming OCP review
- Provide one Level 2 and two Level 3 (DCFC) electric vehicle charging stations that are publicly accessible by 2029



Road Network



Road Network **Philosophy**

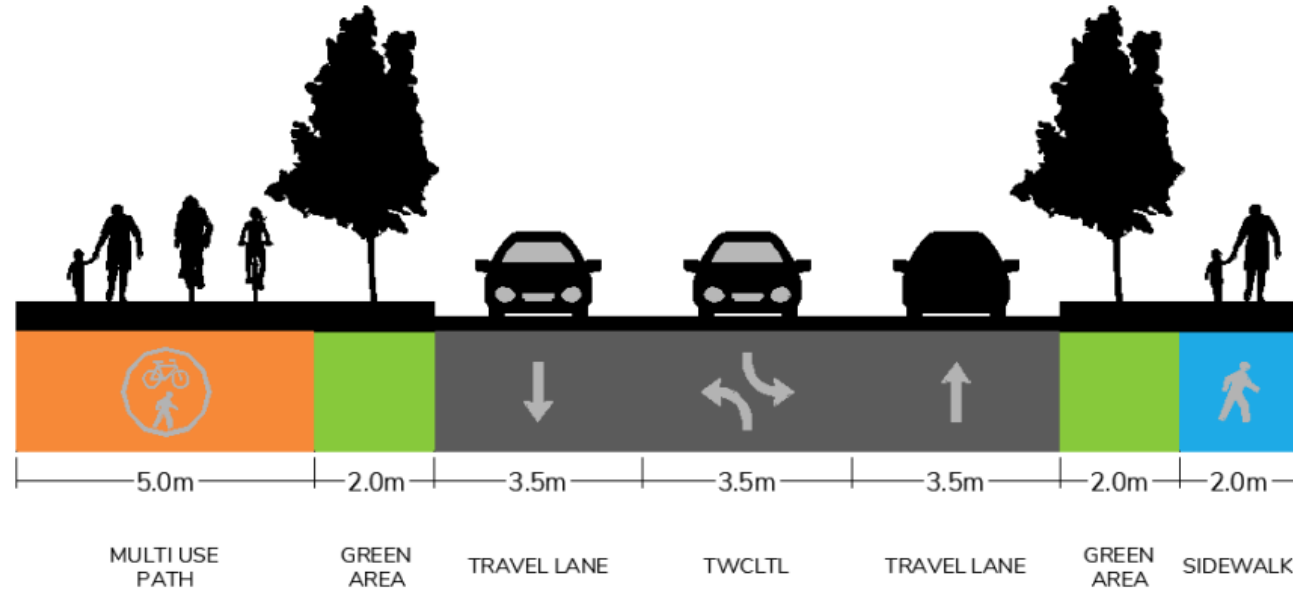
Roads vs streets

- A “road” means a higher speed corridor that connects major centres and destinations
- A “street” is used to denote a place with origin and destinations such as residential dwellings, commercial amenities (e.g., shops), and where vehicles are travelling at lower speeds



Road Network

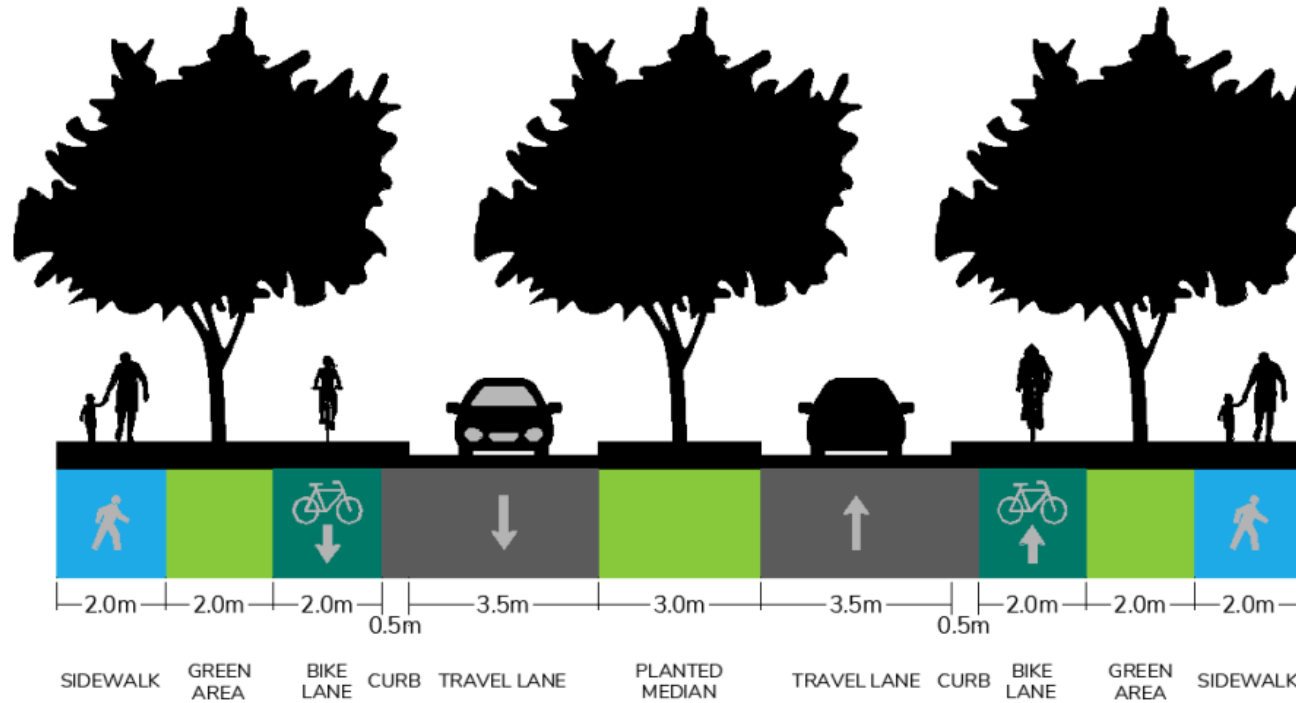
Road Classifications



Arterial Roads



Road Network Road Classifications

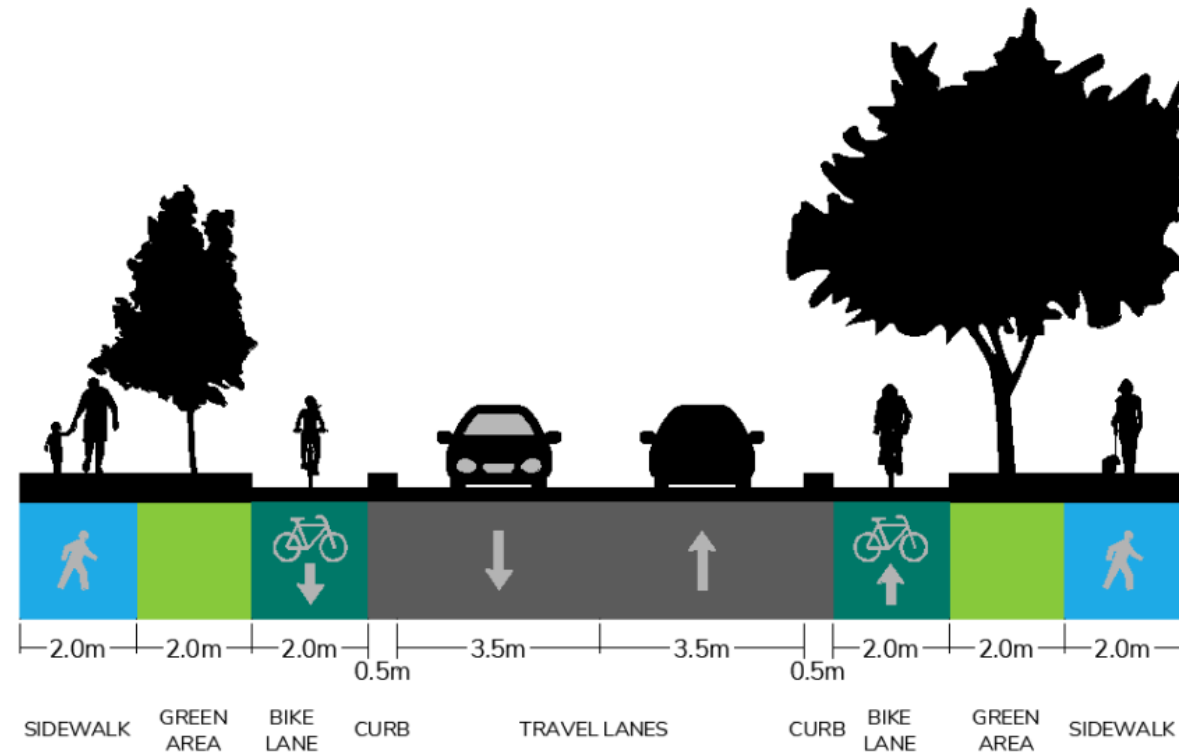


Arterial Roads



Road Network

Road Classifications

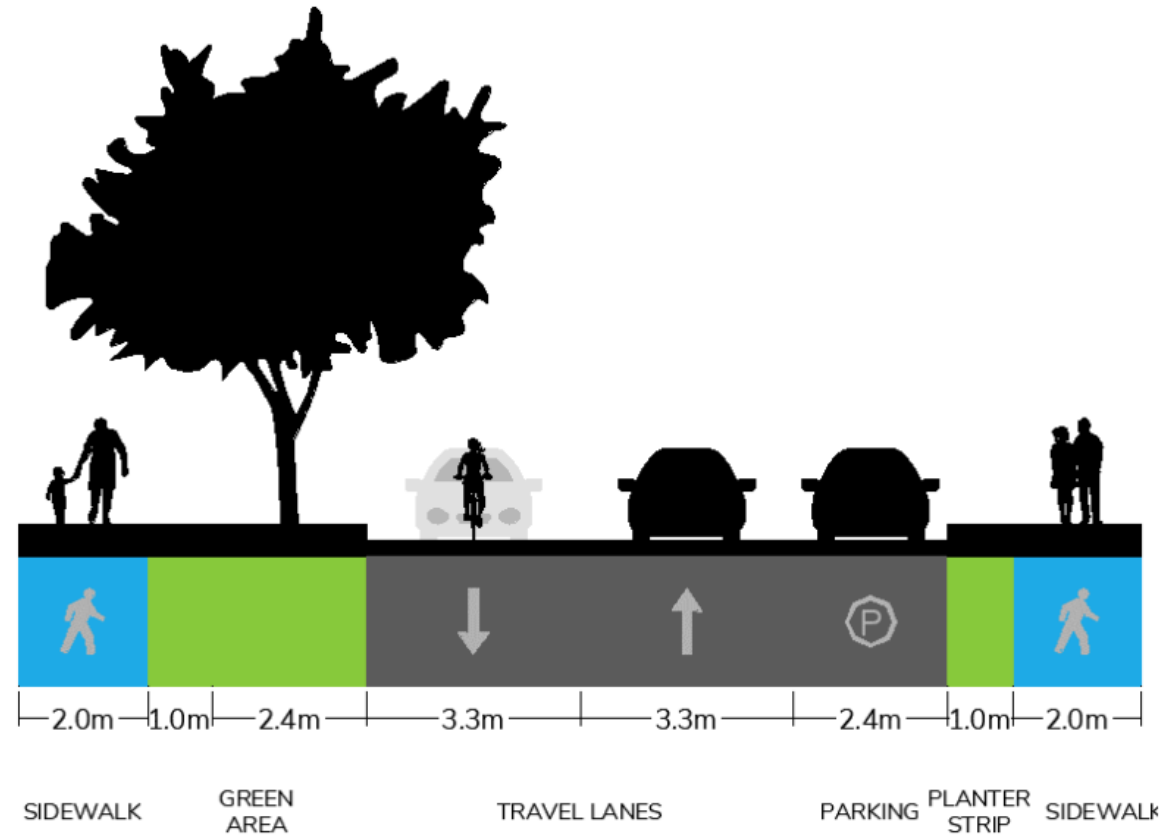


Collector Roads



Road Network

Road Classifications

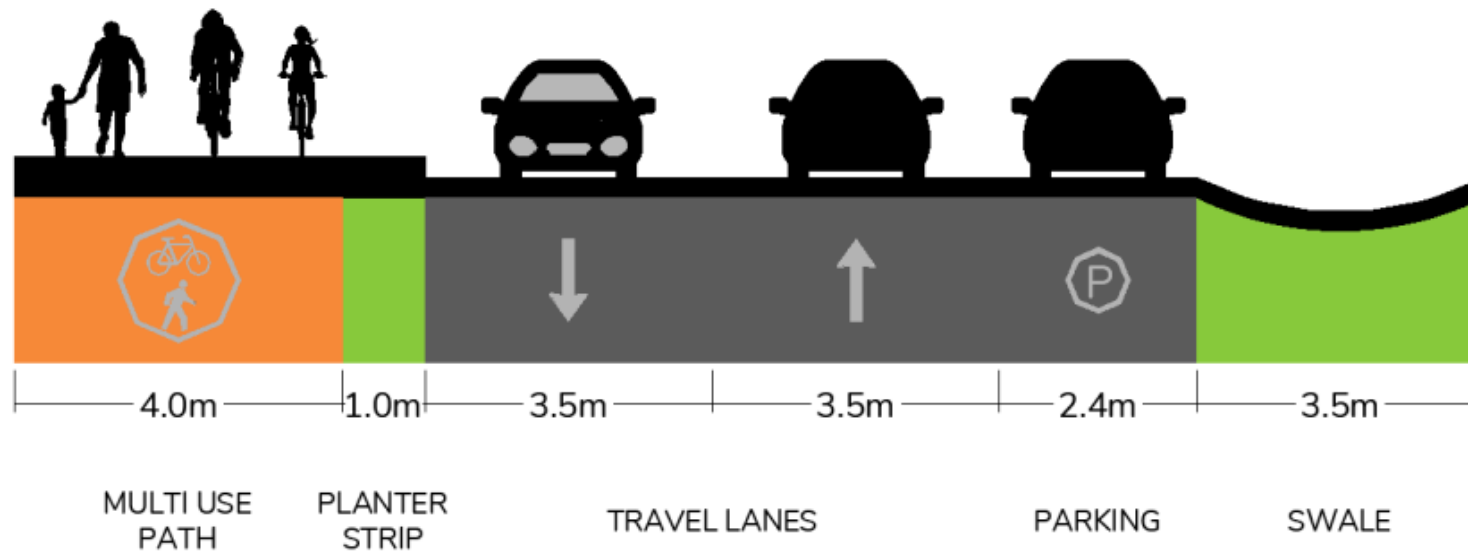


Local Streets



Road Network

Road Classifications

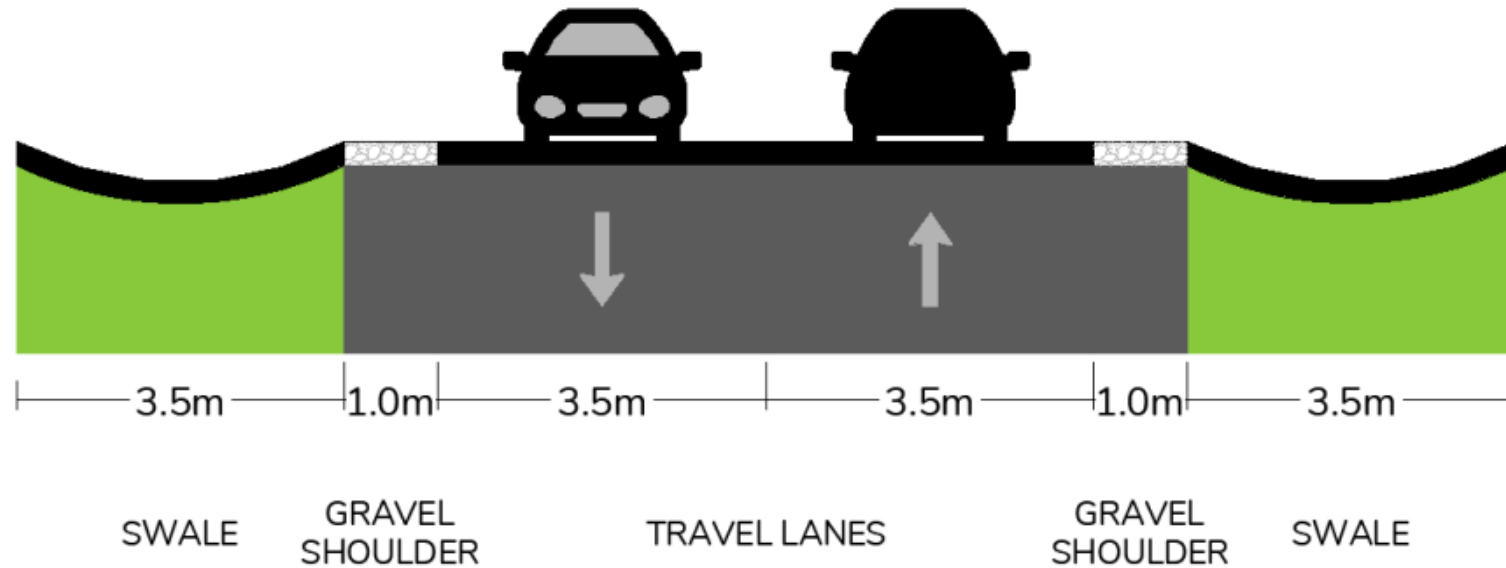


Industrial Roads



Road Network

Road Classifications

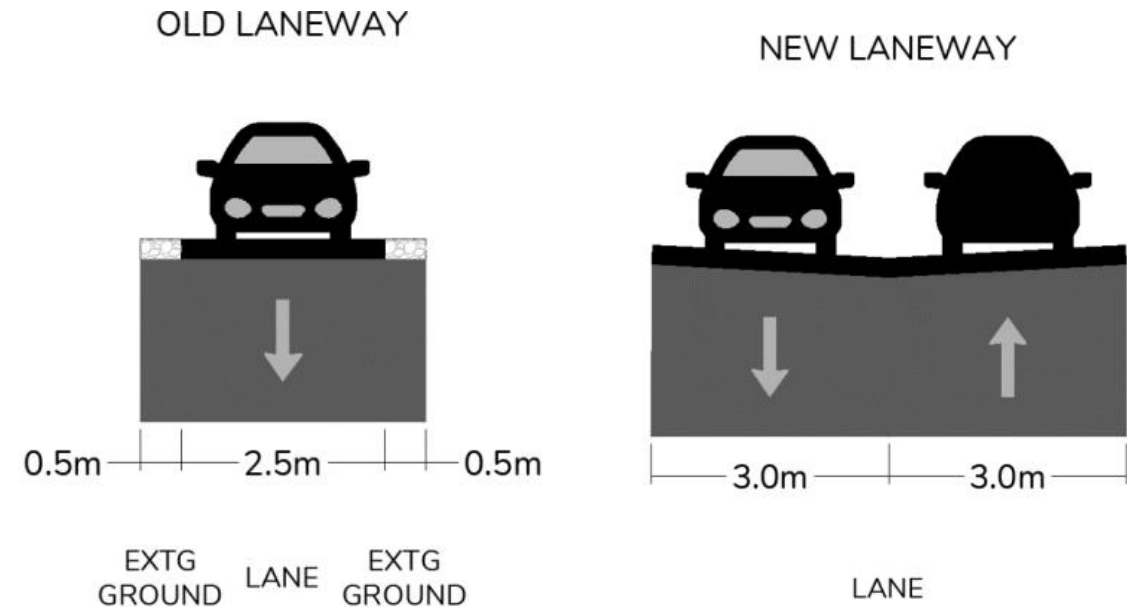


Country Roads



Road Network Laneways

- Laneways serve the needs of residents, waste management, and businesses
- Not intended to be throughways or to facilitate significant travel
- Commercial laneways north/south of Dunsmuir Ave are intended for waste management / goods movement
- If laneways are designed as primary vehicle access points, then it is feasible to reallocate some of the road right-of-way in front of a house to other purposes
- Cumberland has two distinct laneway designs today:
 - Narrower / unpaved standard
 - Paved standard in new developments





Road Network **Laneways**





Road Network **Laneways**





Road Network **Laneways**





Road Network **Laneways**



Road Network **Laneways**



Calgary, AB



Saskatoon, SK



Campbell River, BC



Road Network **Laneways**

- Laneways are not suitable in all contexts! Topography, block length, and cost are all important considerations
- Laneways can result in narrow roads, which can reduce setbacks and better activate the street
- Laneways should be designed to preserve the natural environment as much as possible



Laneways...to pave or not to pave?

Type	Pros	Cons
Unpaved	<ul style="list-style-type: none"> • Low construction cost • Better for stormwater • Flexibility (to adjust lane alignment/add utilities or accommodate redevelopment) • Lower long-term environmental impact 	<ul style="list-style-type: none"> • Maintenance requirements - grading, filling, etc. (every ~1-yr) + high maintenance cost • Higher variability in maintenance (depending on use, like more heavy vehicles) • Dust/erosion • Accessibility limitations for pedestrians
Paved (asphalt or concrete)	<ul style="list-style-type: none"> • Durable and low maintenance • Low maintenance costs • No dust • Reliable + convenient access for residents and waste collection/emergency • Longevity (15-30 year lifecycle) 	<ul style="list-style-type: none"> • High upfront construction cost • Impervious surface = more runoff • Difficult to modify / add utilities (if redevelopment) • Heat retention of asphalt
Permeable Paved	<ul style="list-style-type: none"> • Reduces runoff / erosion • Can be more durable for vehicle access than unpaved • Environmentally friendly • Reduces dust 	<ul style="list-style-type: none"> • Medium construction cost (can be as high as conventional paving) • Maintenance requirements – resetting pavers, remove debris, etc. • Potential weight limits for certain treatments • Can be tricky to install + get right • Sourcing materials can be difficult depending on approach



Road Network Laneways

Capital Costs of Paving (Example)

LANEWAY OPTIONS	UNIT COST (\$ / m ²) FOR IMPLEMENTATION	CAPITAL COST FOR 800 m ² LANEWAY <small>Note 1</small>	% INCREASE COMPARED TO STANDARD ASPHALT
Standard Conventional Asphalt	\$244	\$ 195,000	--
Dry Well + Standard Conventional Asphalt	\$306	\$ 245,000	25%
Infiltration Trench + Standard Conventional Asphalt	\$341	\$ 273,000	40%
Porous Asphalt	\$364	\$ 291,000	50%
Country Lane	\$524	\$ 419,000	115%

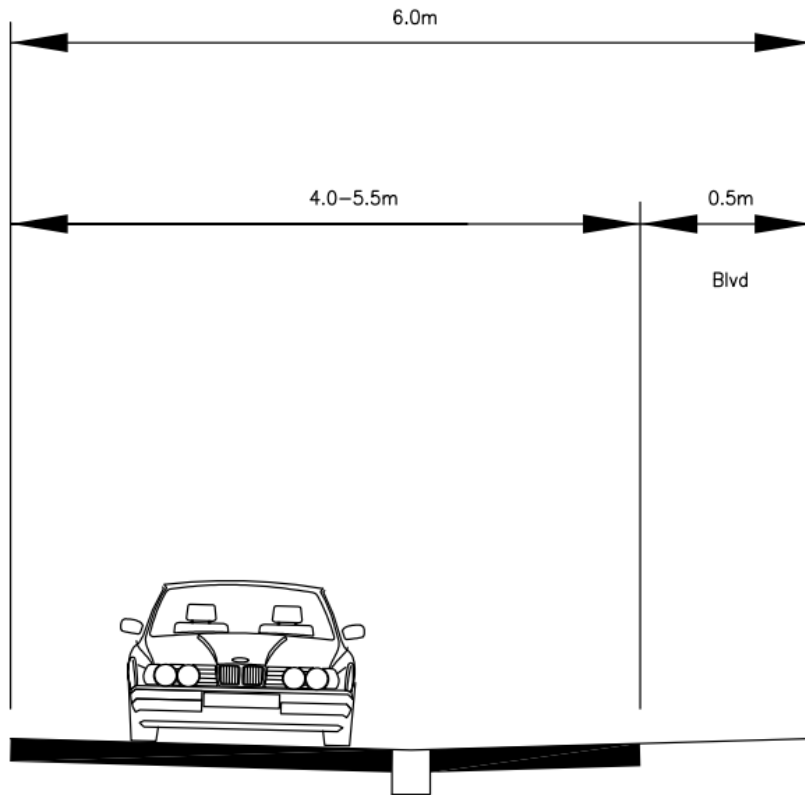
Asphalt costs are about 20-30% higher on Vancouver Island!

Credit: City of Vancouver Residential Laneway Design & Local Improvement Procedure By-Law Updates



Road Network Laneways

Cross-section examples (Ladysmith)

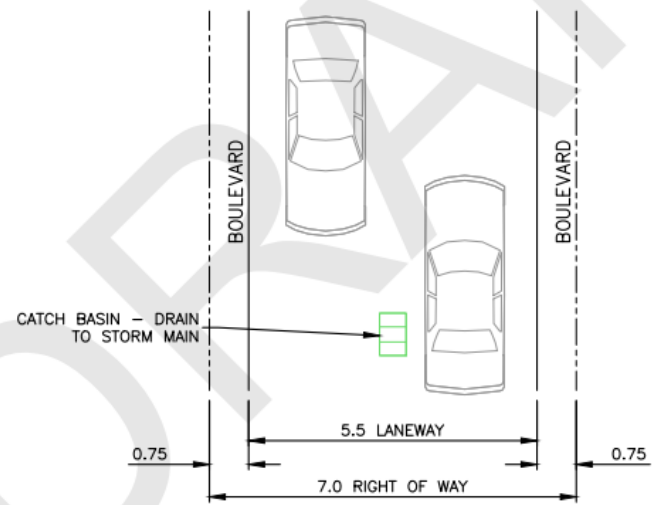
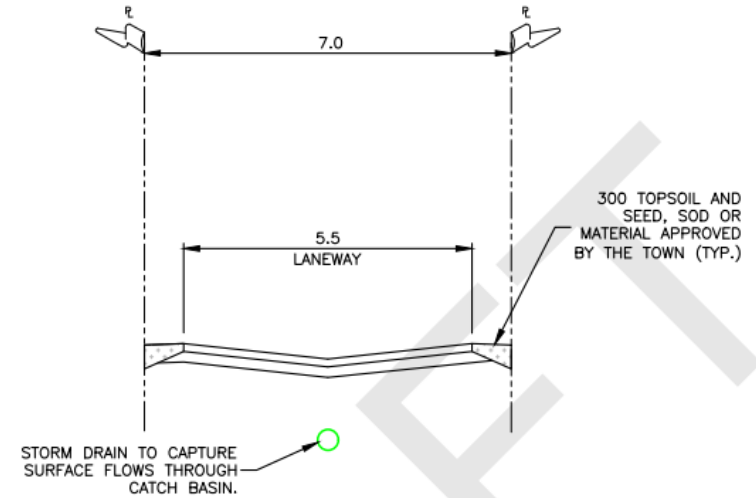


Credit: Town of Ladysmith



Cross-section examples (Comox)

Road Network Laneways



Credit: Town of Comox



30 km/h Speed Limit Village-wide

Pros:

- Can help reduce vehicle speeding and reduce the likelihood of a collision and collision severity
- Can contribute to a culture of safety, walkability, and higher livability

Cons:

- There will be non-compliance and the speed limit is only effective if enforced, which has cost and resource implications
- Costs of installing new signs
- Signs alone are a poor method of controlling vehicle speeds





Shared Street Network



Shared Street Network Purpose

Why a “Shared Street” network for Cumberland?

- Encourage slow travel speed when narrower than 6 metres
- Support on-street or shoulder parking for property access
- Connect local residential areas to destinations on the network
- Maintain rural aesthetic of narrow roads and uncurbed road edges
- Support a larger tree canopy when located within wide unpaved roadside areas
- Cost-effective!
- Shared streets can take many different shapes and forms. The design treatments may look different depending on the street / block





Shared Street Network

Shared Street Facility Types



Yield Roadway



Advisory Lane



Shared Street Network

Shared Street Design Treatments



Traffic Circles



Curb Extensions



Traffic Calming Curbs



Shared Street Network

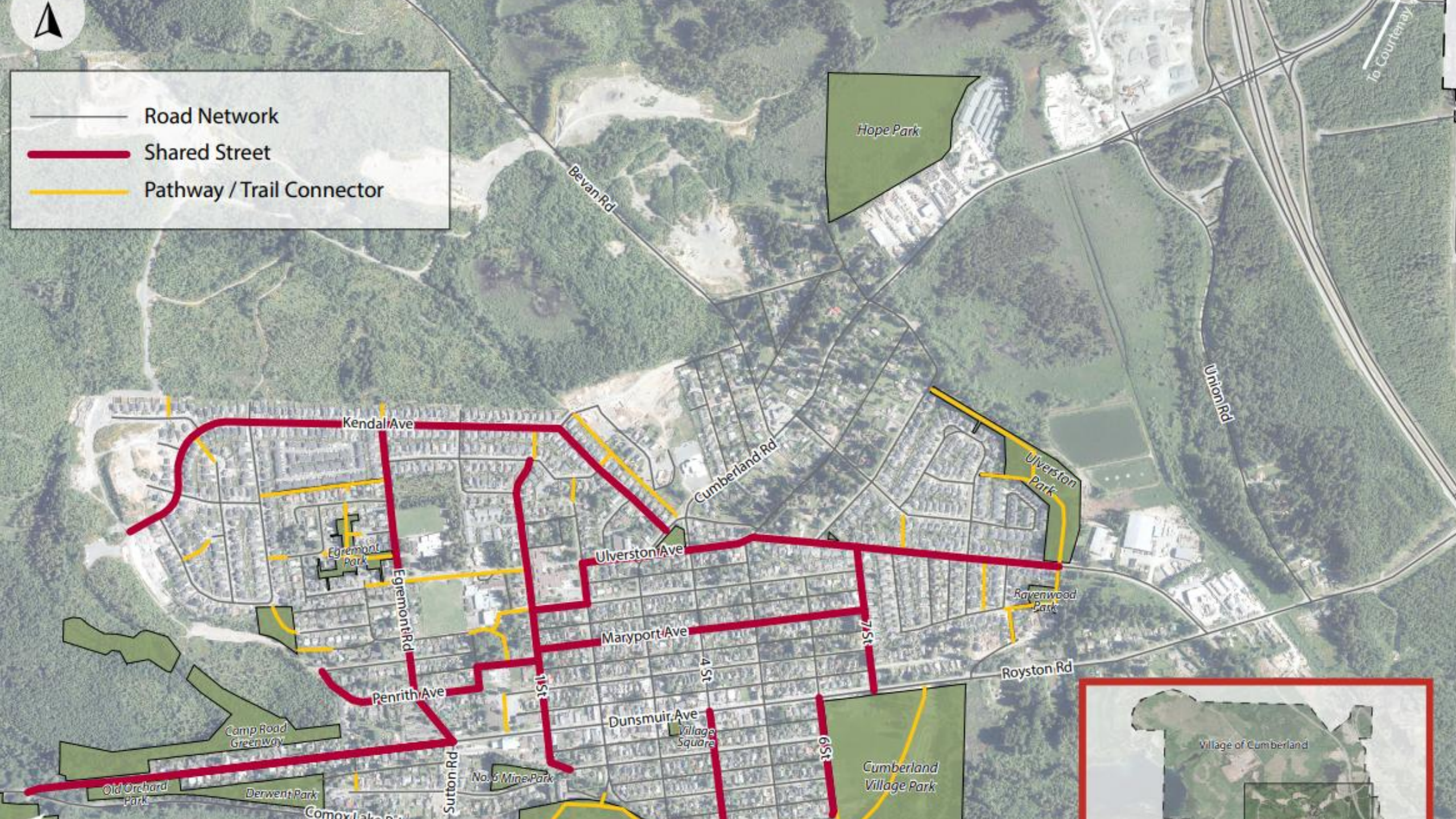
Shared Street Design Treatments, cont.



Flex Stakes



Slow Street Barriers



- Road Network
- Shared Street
- Pathway / Trail Connector

To Courtenay





Shared Street Network

Shared Street Design Treatments, cont.



Shared Street (Advisory Lanes & Traffic Circle) ↓ ↑



Shared Street (Advisory Lanes) ↓ ↑

Maryport Avenue Advisory Lanes



Shared Street Network What We Heard



“Yes, all streets should be shared streets!! We must cut down on the increasing car and truck population in this village. Slow down the speed of traffic. Make our streets more people friendly.”

“As long as the terminology doesn’t change the objective of slowing traffic and making the streets safer for all users, especially the enormous number of kids here, I’m in Support.”



Shared Street Network Examples



Esquimalt, BC



San Francisco, CA



Barrie, ON



Winnipeg, MB



Shared Street Network **Examples**



Kelowna, BC



Shared Street Network

Advisory Lane Deep Dive

What are advisory lanes?

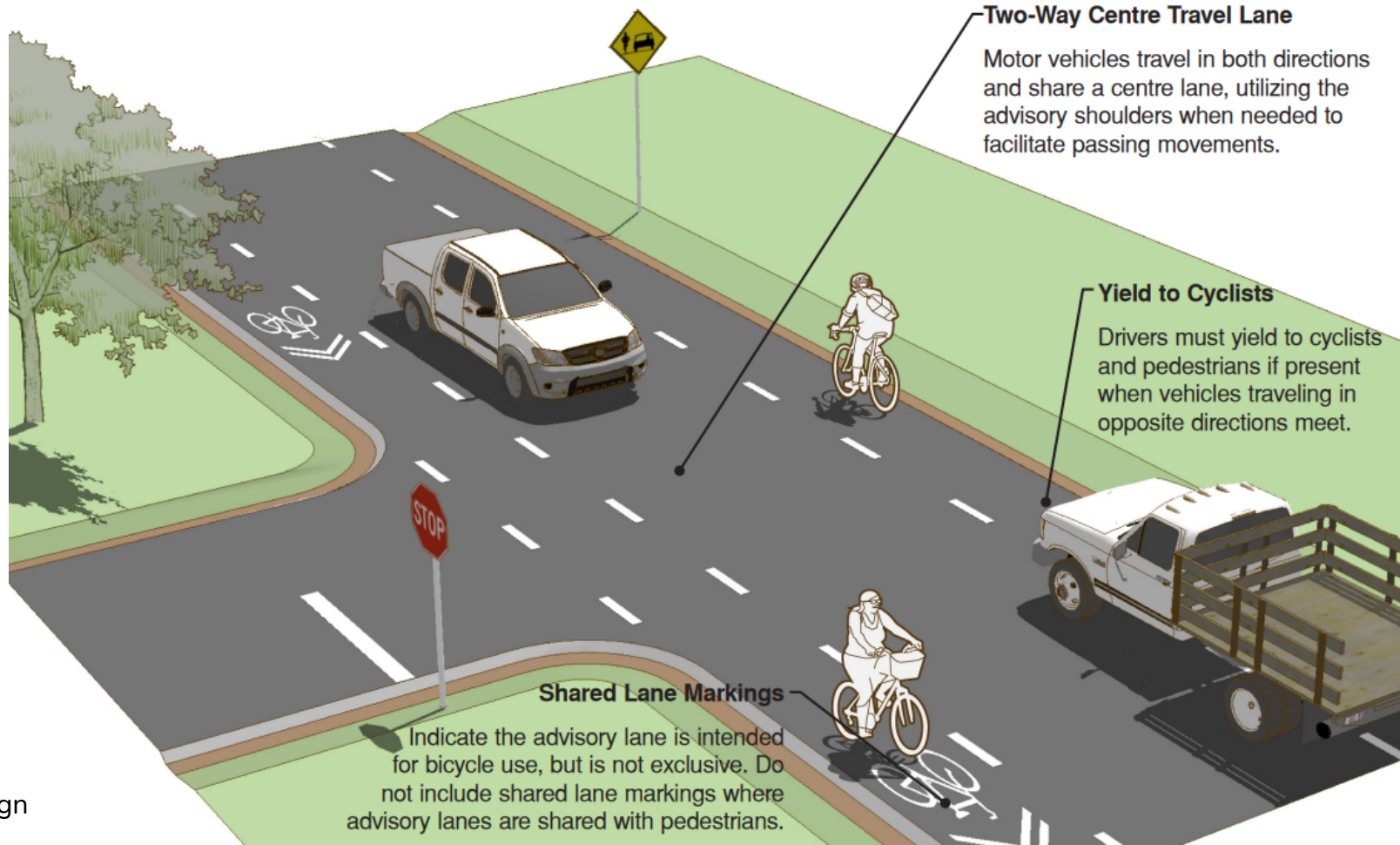
- Typically found on streets that are too narrow to accommodate both bike lanes and conventional travel lanes in two directions
- Also useful on wider streets where additional space for prioritizing biking is desired
- They are successful where total vehicle volume is at or below 3,000 vehicles per day at the 95th percentile speed is at or below 40 km/h

Conditions for advisory lanes

- Street is two-way for all users
- No transit routes
- Street is generally straight with good sightlines
- Space for travel is <8.5m wide, not including on-street parking
- Daily motor vehicle volumes is under 3,000 per day



Shared Street Network Advisory Lane Deep Dive





Shared Street Network Advisory Lane (Victoria West)



Population: ~9,000



Shared Street Network Advisory Lane (Gibsons)



Population: ~5,000



Shared Street Network
Advisory Lane (Hanover, NH)



Credit: Alta Planning + Design

Population: ~12,000

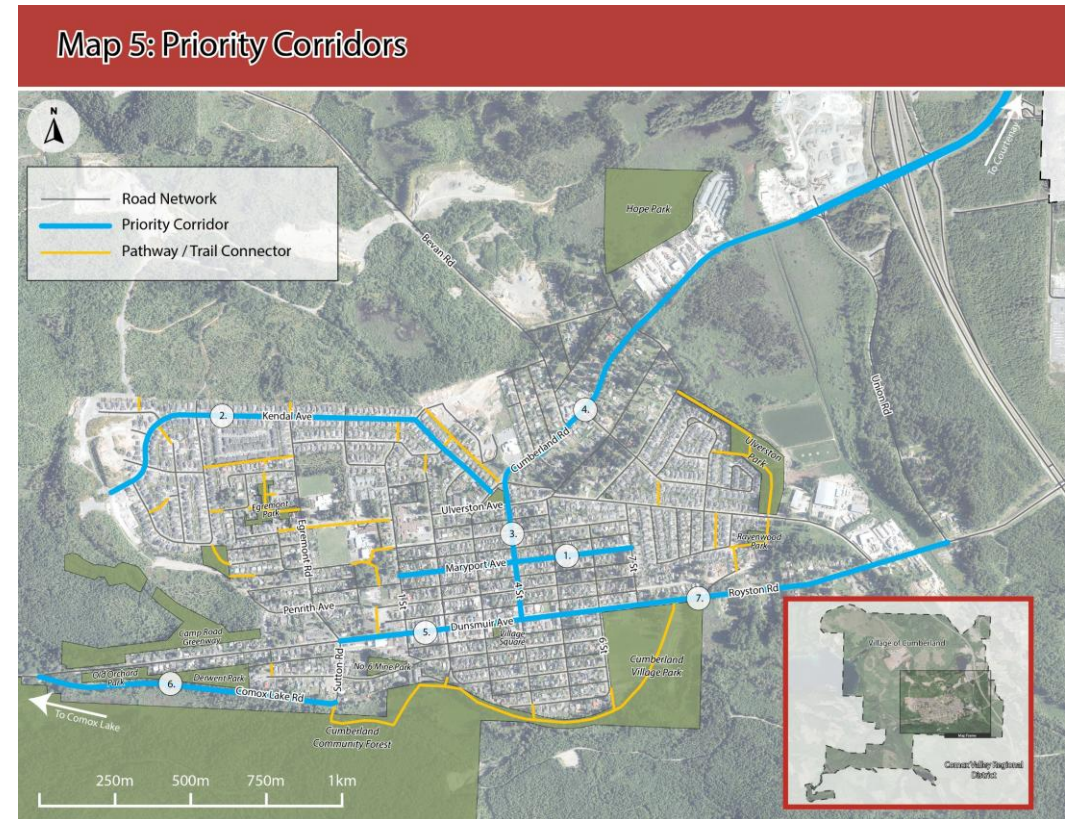


Priority Corridors



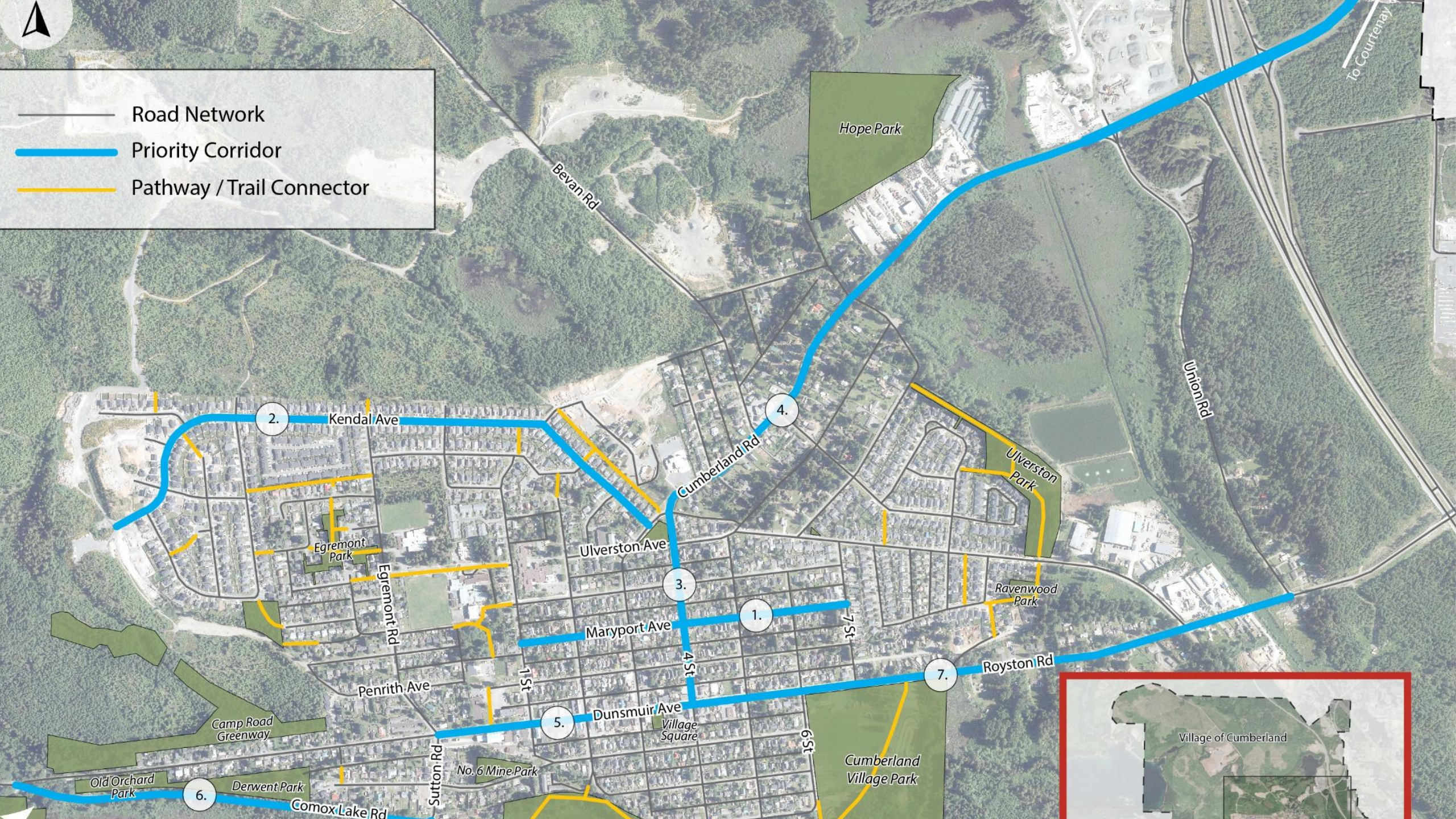
Priority Corridors Purpose

- Seven corridors recommended over a 10-year period
- Some are quick-build; others are more permanent in nature
- Informed by one or more of the following criteria:
 - General support from Cumberland community via engagement
 - Provides a connection to a key destination and/or cherished asset
 - Provides a connection to the larger regional network





— Road Network
— Priority Corridor
— Pathway / Trail Connector



Hope Park

To Courtenay

Union Rd

2.

Kendal Ave

4.

Cumberland Rd

Egremont Park

Egremont Rd

3.

Ulverston Ave

Ulverston Park

Ravenwood Park

1.

Maryport Ave

7 St

7.

Royston Rd

6.

Derwent Park

Comox Lake Rd

Sutton Rd

No. 6 Mine Park

5.

Dunsmuir Ave

Village Square

6 St

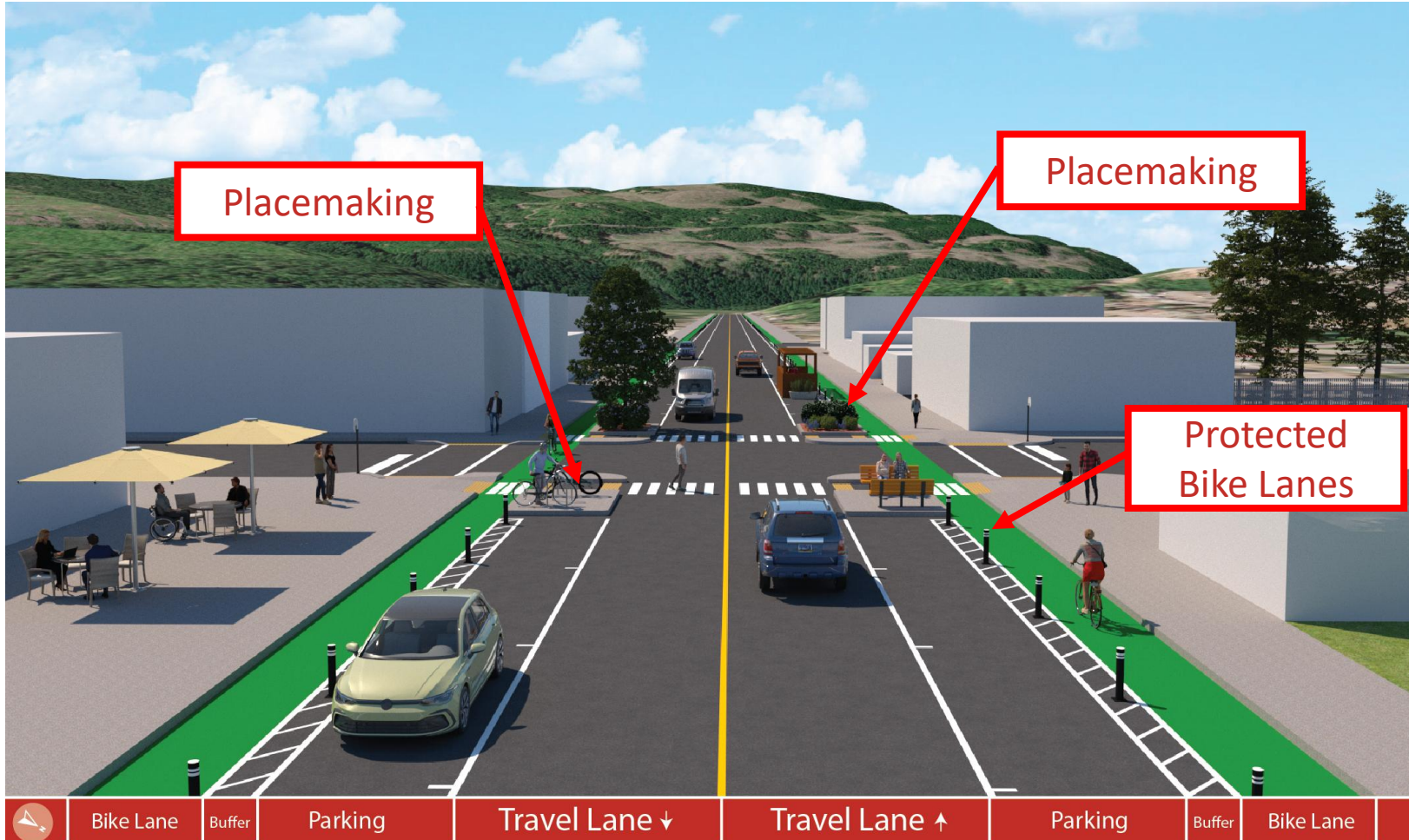
Cumberland Village Park



Village of Cumberland

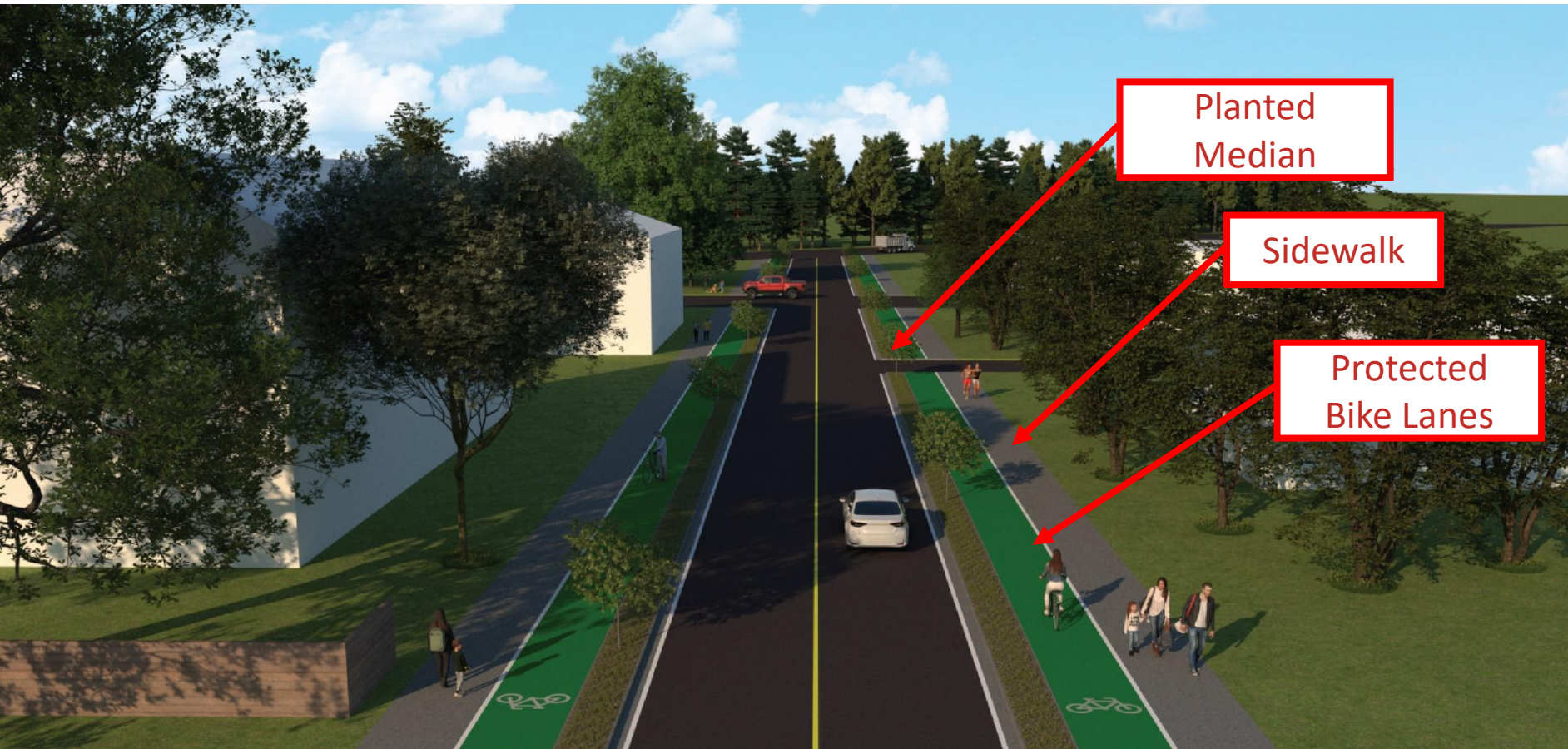


Priority Corridors Dunsmuir Avenue





Priority Corridors Fourth Street



Planted
Median

Sidewalk

Protected
Bike Lanes





Priority Corridors **Royston Road**



Multi-Use Pathway

Buffer

Travel Lane ↓

Travel Lane ↑

Sidewalk



Workshop!