

COMOX VALLEY  
ACTIVE TRANSPORTATION NETWORK PLAN

# Comox Valley Regional District Board

September 21, 2021



# Vision

*The Comox Valley's active transportation network will be safe and comfortable for people of all ages and abilities. The integrated and connected network will facilitate a cultural shift towards sustainable transportation modes thereby reducing regional GHG emissions.*

*Walking will be a first choice for shorter trips, while cycling and transit will be convenient choices for longer journeys.*

# Goals



## Goal One

Ensure safe transportation choices are available for all people regardless of age or ability.



## Goal Two

Observe a significant shift to sustainable transportation to support a reduction in GHG emissions.



## Goal Three

Build a culture and promote active transportation.



## Goal Four

Create more places for people to walk, roll, or bicycle.



## Goal Five

Establish an inclusive and accessible active transportation network for all residents and visitors.



## Goal Six

Coordinate and maintain a regional multi-modal transportation network.

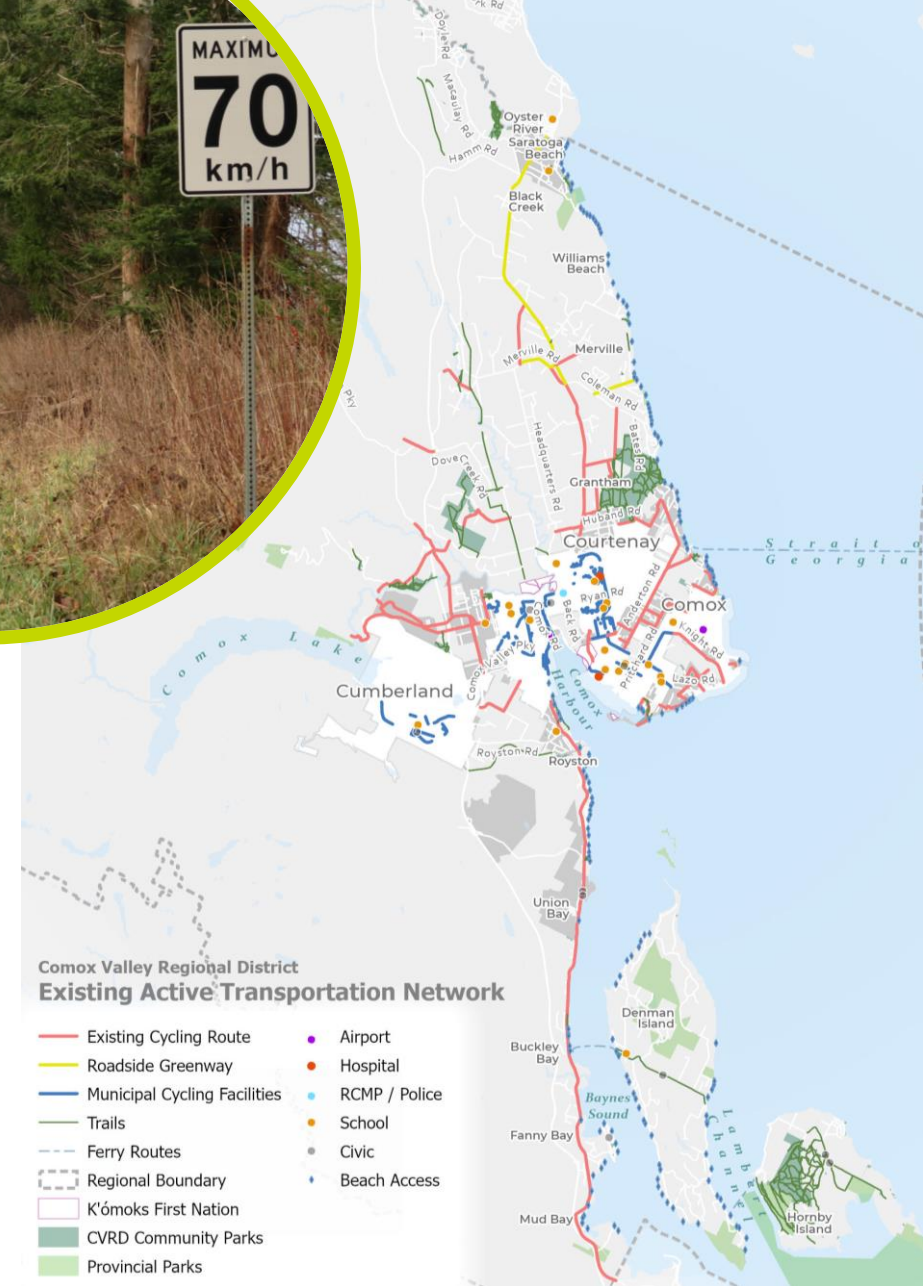
# Existing Facilities

200+ km  
local trails

1,100 km  
length of roads in  
Comox Valley

70%  
in rural  
areas

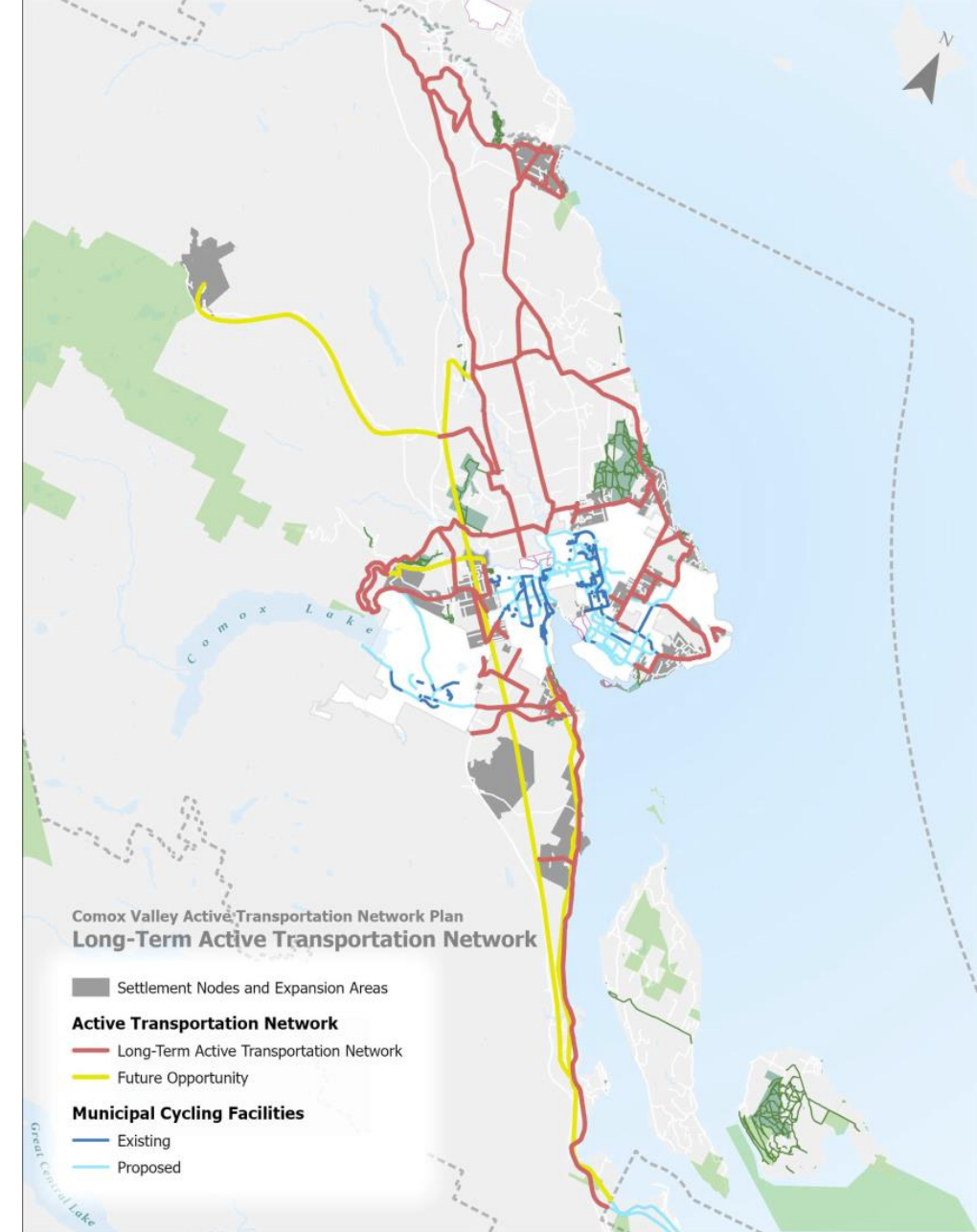
Limited on-road active  
transportation facilities





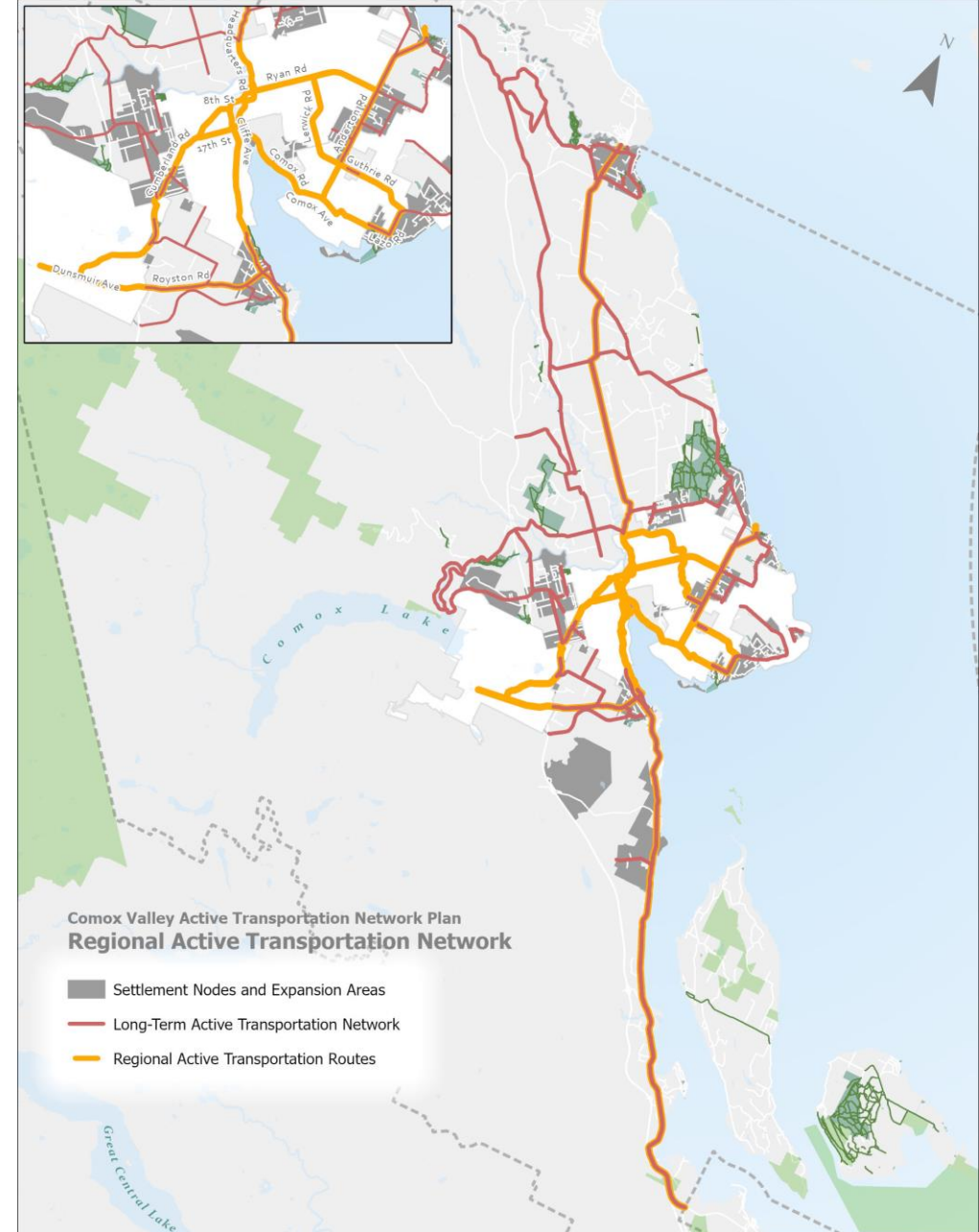
# Long-Term Active Transportation Network

- Identifies future active transportation corridors in the CVRD's rural areas
- Represents facilities upon full build-out
- Used to guide incremental change



# Regional Active Transportation Network

- Identifies corridors of regional significance that facilitate regional and inter-regional trips
- Provides connections to regional centres and key employment areas
- Aligned with existing and planned facilities in urban and rural areas
- Intended to help guide regional priorities and facilitate regional cooperation



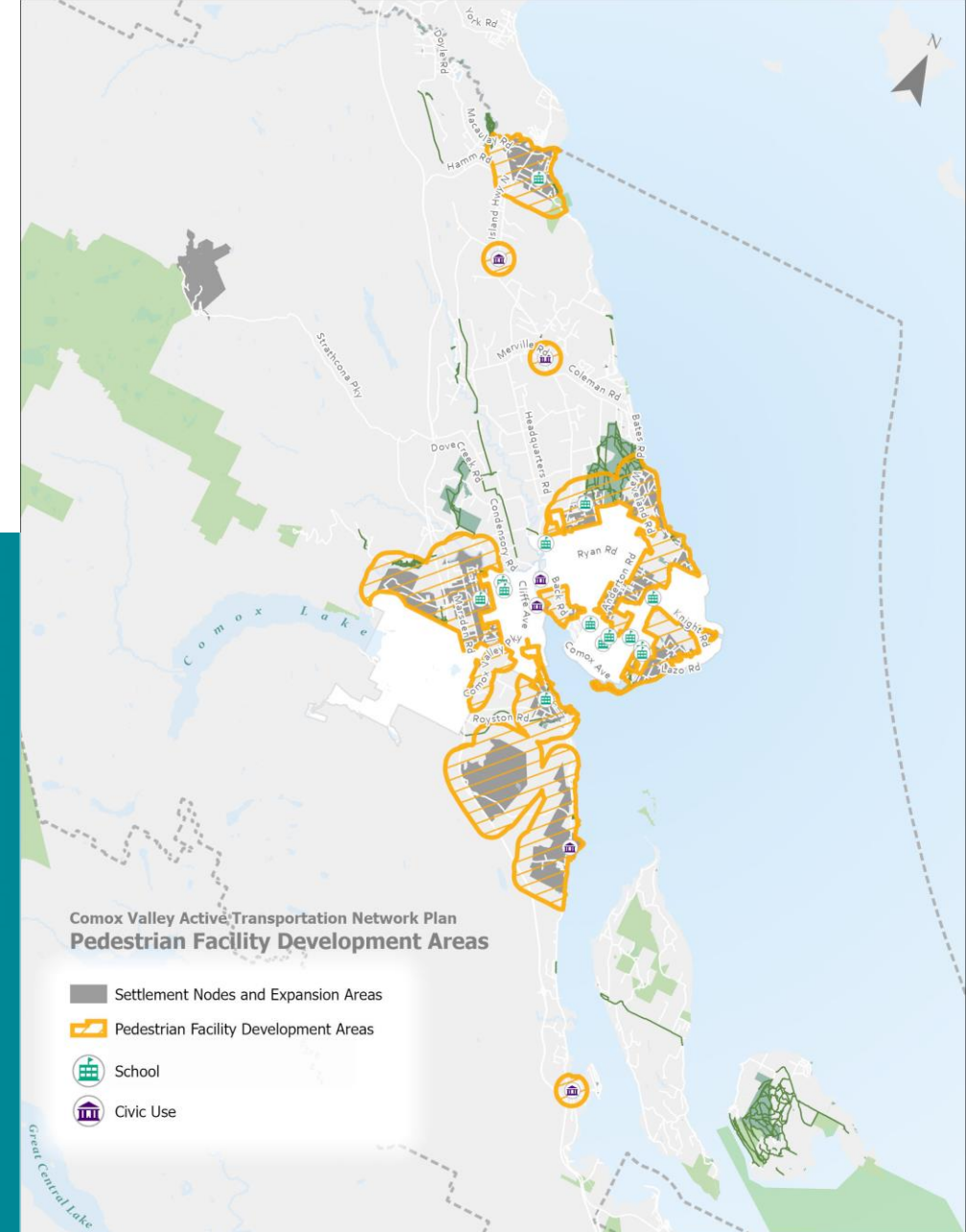
# Pedestrian Development Areas

- Identifies areas for focus of pedestrian facility improvements
- Focused on inhabited and future growth areas in rural areas
- Create safe connections to schools and community uses



## What is “Walking Distance”?

Walking distance is defined as 800m, approximately a **10-minute walk** for most people.

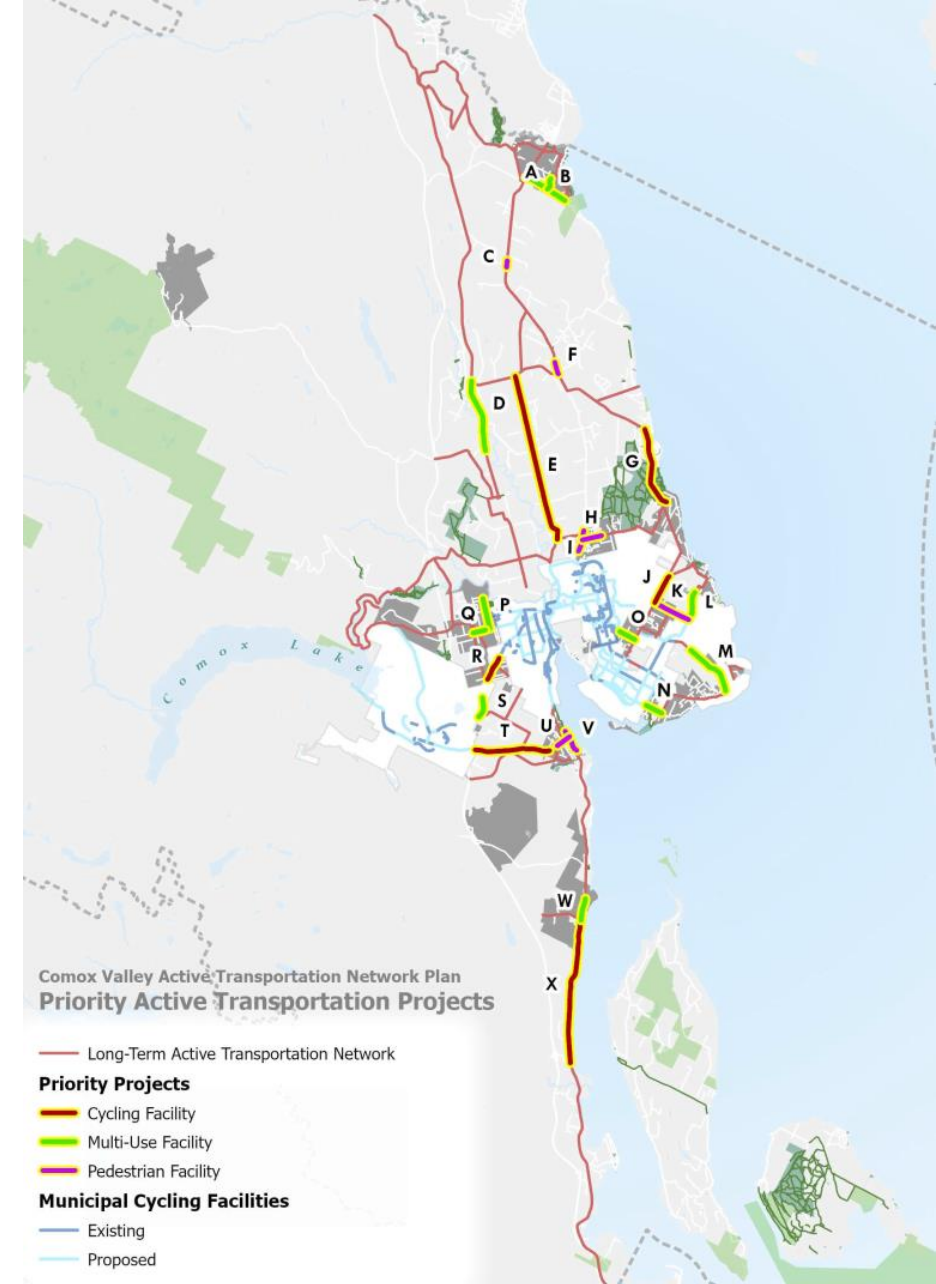




# Priority Projects

## How Were Priority Projects Chosen?

- Community feedback + conversations with stakeholders
- Access to key destinations such as residential and commercial areas, school, community halls and bus stops
- Areas that address a network gap or connect to future facilities
- Routes of regional significance that connect municipalities, K'omoks First Nation and rural areas
- Locations that address safety concerns
- Locations within the Pedestrian Development Areas



# Regional Coordination



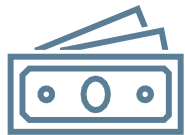
Implementation



Monitoring



Partnerships



Funding



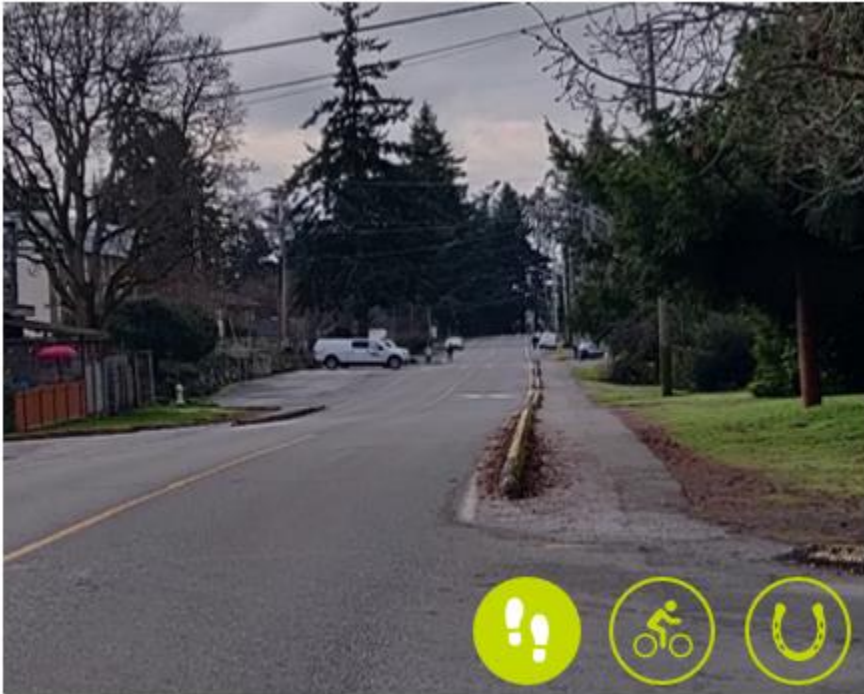
**THANK YOU!**



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# Facility Types (Reference for Q & A)

# Buffered Pedestrian Lane



## Buffered Pedestrian Lane (1a)

Pedestrian-specific on-street facility separating people walking from traffic with a painted or physical buffer.

### Characteristics:

- Desired width of 2.0 m
- Lane buffered by longitudinal pavement markings or vertical separation such as bollards

### Surface:

Asphalt

# Painted Buffered Bicycle Lane



## Painted Buffered Bicycle Lane (2a)

On-street cycling facility that provide dedicated space for cyclists through a painted line and buffer area.

### Characteristics:

- Desirable width of 2.0 m
- Desirable street buffer of 0.6 - 0.9 m
- Typically, uni-directional on both sides of a roadway

### Surface:

Asphalt

# Shared Lane Cycling Route



## Shared Lane Cycling Route (2b)

Low volume, low speed roads that provide safe, comfortable cycling conditions shared with traffic.

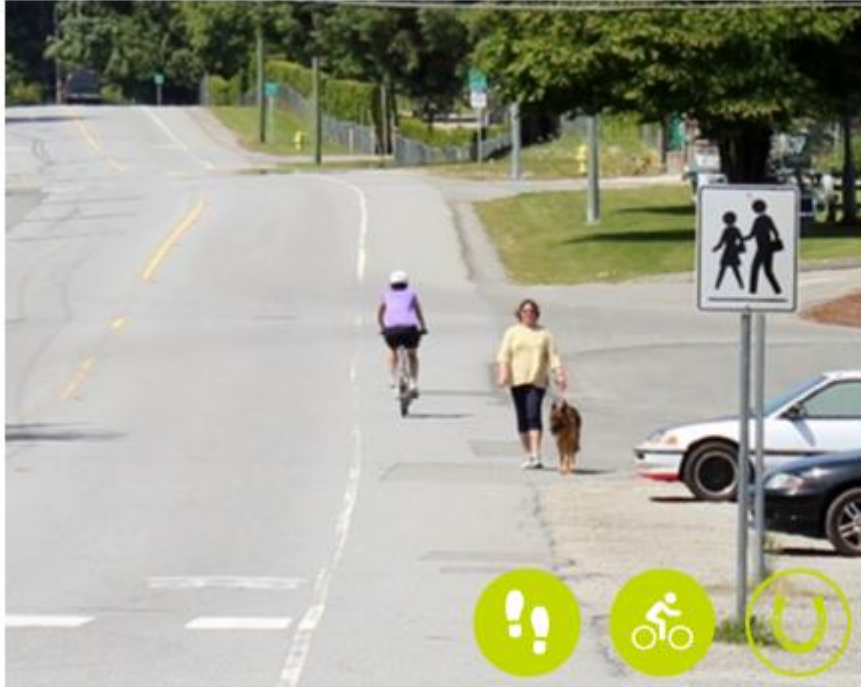
### Characteristics:

- Low traffic speed, low traffic volumes
- Road width permits vehicles to overtake cyclists
- Preferred on roadways with speeds 50 km/h or lower and with fewer than 500 vehicles per day

### Surface:

Asphalt

# Bicycle Accessible + Walkable Shoulder



## Bicycle Accessible + Walkable Shoulder (3a)

Roadside shoulder for people walking, rolling, and cycling.

### Characteristics:

- Desired width of 1.8 - 2.5 m
- Desired buffer width of 0.9 m
- Roadways with speeds 50 km/h or lower and with fewer than 2,000 vehicles per day

### Surface:

Asphalt



# Roadside Separated Multi-Use Pathway



## Roadside Separated Multi-Use Pathway (3b)

Roadside pathway shared by all active transportation users separated from traffic by a physical buffer.

### Characteristics:

- Desired pathway width of 3.0 – 4.0 m
- Desired street buffer zone of 2.0 m
- Separation from traffic

### Surface:

Asphalt (preferred), crushed aggregate may be considered

# Off-Road Multi-Use Pathway



## Off-Road Multi-Use Pathway (4a)

Shared pathway with space for walking, rolling, cycling, and equestrian users on off-road corridors like greenways, railways, or utility rights-of-way.

### Characteristics:

- Desired width of 3.0 – 4.0 m
- Desired street buffer zone of 2.0 m (if required)
- Dedicated active transportation route away from traffic

### Surface:

Asphalt (preferred), concrete, crushed aggregate, stabilized earth, or wood chips may be considered

# E&N Rail Trail Corridor



## E&N Rail Trail Corridor (4b)

Shared off-street pathway specific to the E&N Rail Corridor through the Comox Valley. Design standards are consistent with those established by the Island Corridor Foundation.

### Characteristics:

- Desired pathway width of 3.0 m
- Desired shoulder area of 0.5 m on one or both sides

### Surface:

Asphalt (preferred), crushed aggregate may be considered