



**CVRD**

## **Infrastructure Improvements Discussion**

COMOX VALLEY CYCLING COALITION

NOVEMBER 2020



## Purpose and Background

- **Cycling (including e-bikes) is booming** in CV, especially since the pandemic
- Having more cyclists on the road **magnifies any infrastructure deficiencies**
- **Active transportation** (for both **leisure and commuting**) is a **key factor for growth** in CV. Many people choose to live here to remain or become active.
- We have attempted to **prioritize the most urgent areas** where infrastructure upgrades are required.



## What is our Goal at the CV Cycling Coalition?

### Our Mission:

To create a **safe environment for cycling in the Comox Valley** and encourage cycling as an effective, economical, healthy and environmentally friendly mode of transportation.

- This includes supporting **leisure and commuter cycling** through safe cycling **education** and **advocacy** of suitable infrastructure.
- **Outdoor activities**, including cycling, **are one of the largest draws to the Comox Valley** for residents and visitors – making it imperative to provide a safe environment.
- We hope we can assist local jurisdictions to **identify/quantify unsafe conditions** and **prioritize** methods for infrastructure improvements.



## What Constitutes Safe Cycling Infrastructure?

Where cyclists co-exist with vehicles, it is paramount that we provide a safe corridor – taking **many factors** into account:

- Vehicle speed limits
- Shoulder width and condition
- Road surface paint and signage
- Consistency – cyclists are far safer when they can travel in a predictable manner
- Visibility

It is of note that safety may be addressed without requiring large infrastructure investments. If **cycling is included in early stages of planning & design**, it is more economical than to attempt a retrofit.

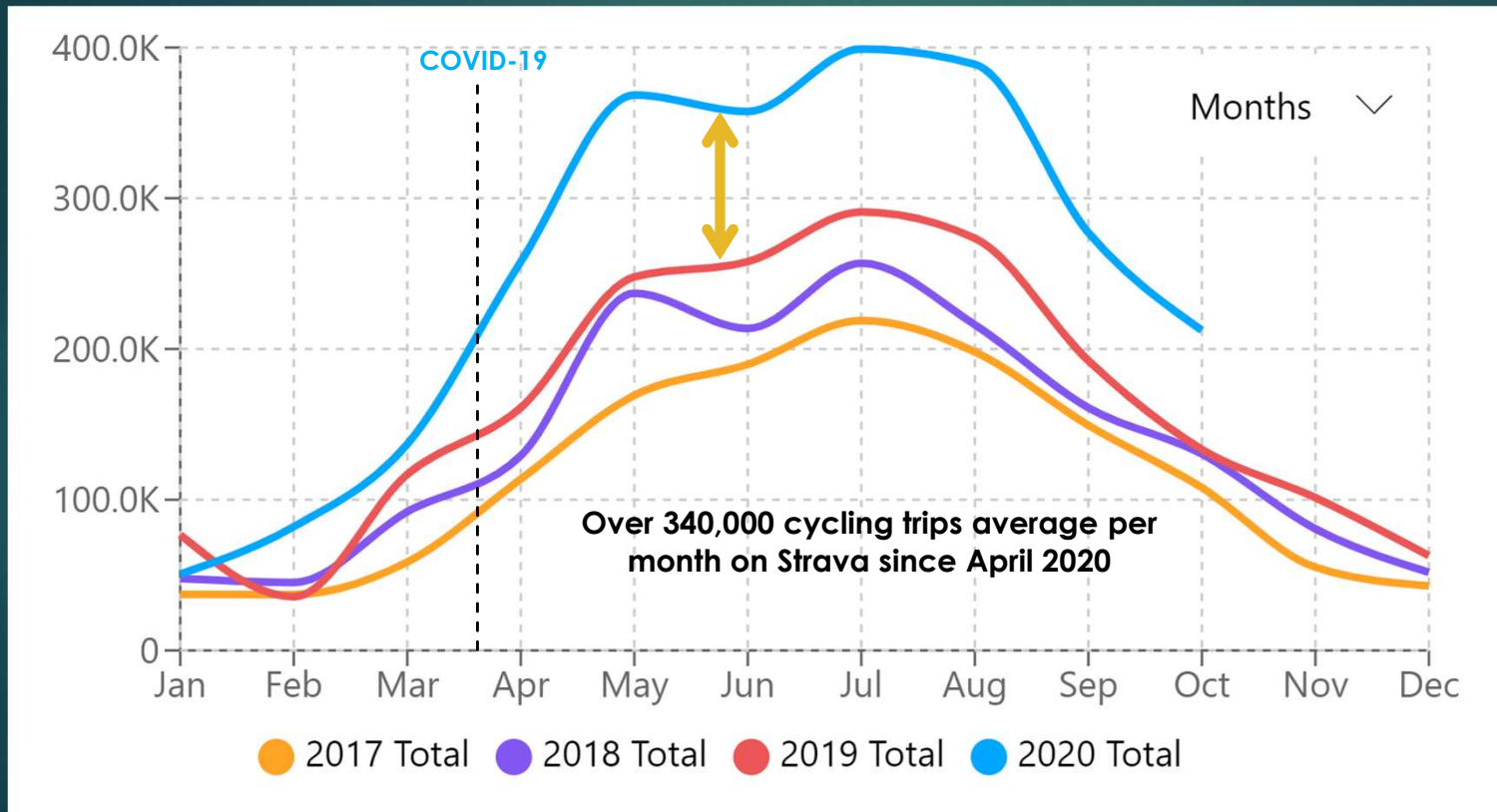




## Multi-Jurisdictional Issues

- The **multi-jurisdictional nature** of our valley can **complicate and/or delay infrastructure planning and implementation**
- Need **better communication** between MoTI, Courtenay, Comox, CVRD, Cumberland and KFN in order to make the improvement process as efficient as possible.
- Our goal at CVCCo is to assist in both **identifying and communicating priorities**
- We can help with **active transportation counts** to quantify user levels

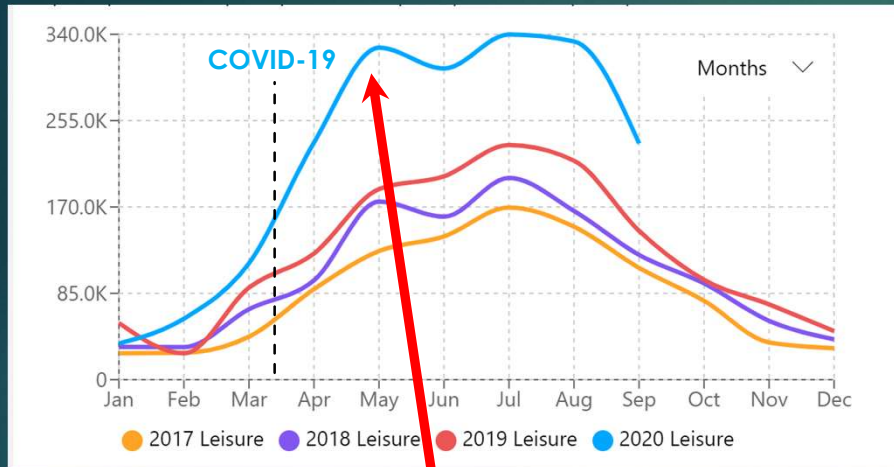
## Cycling Trips - Growth in BC



- 2020 cycling trips are **up 40-50%** since start of pandemic
- Average increase in trips for last two years has been **~15%**

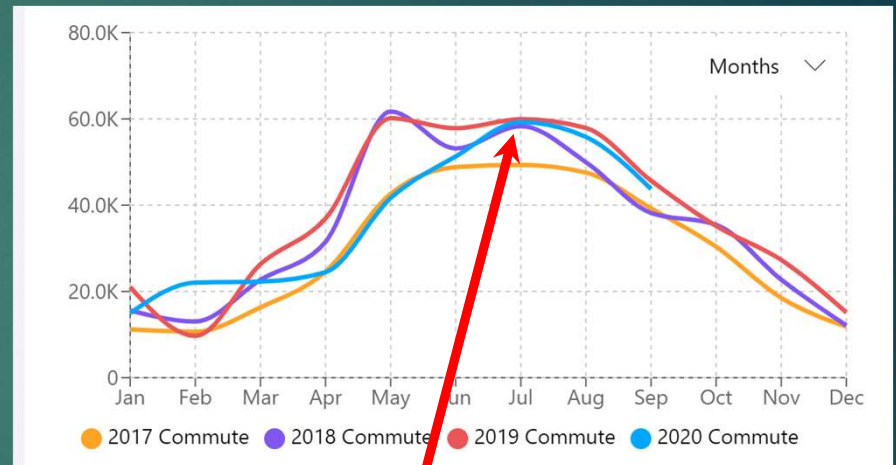
\* Strava Metro Data for BC (2017-2020)

## Leisure Cyclist Trips



- **Leisure cycling has boomed** during the pandemic

## Commuter Cyclist Trips



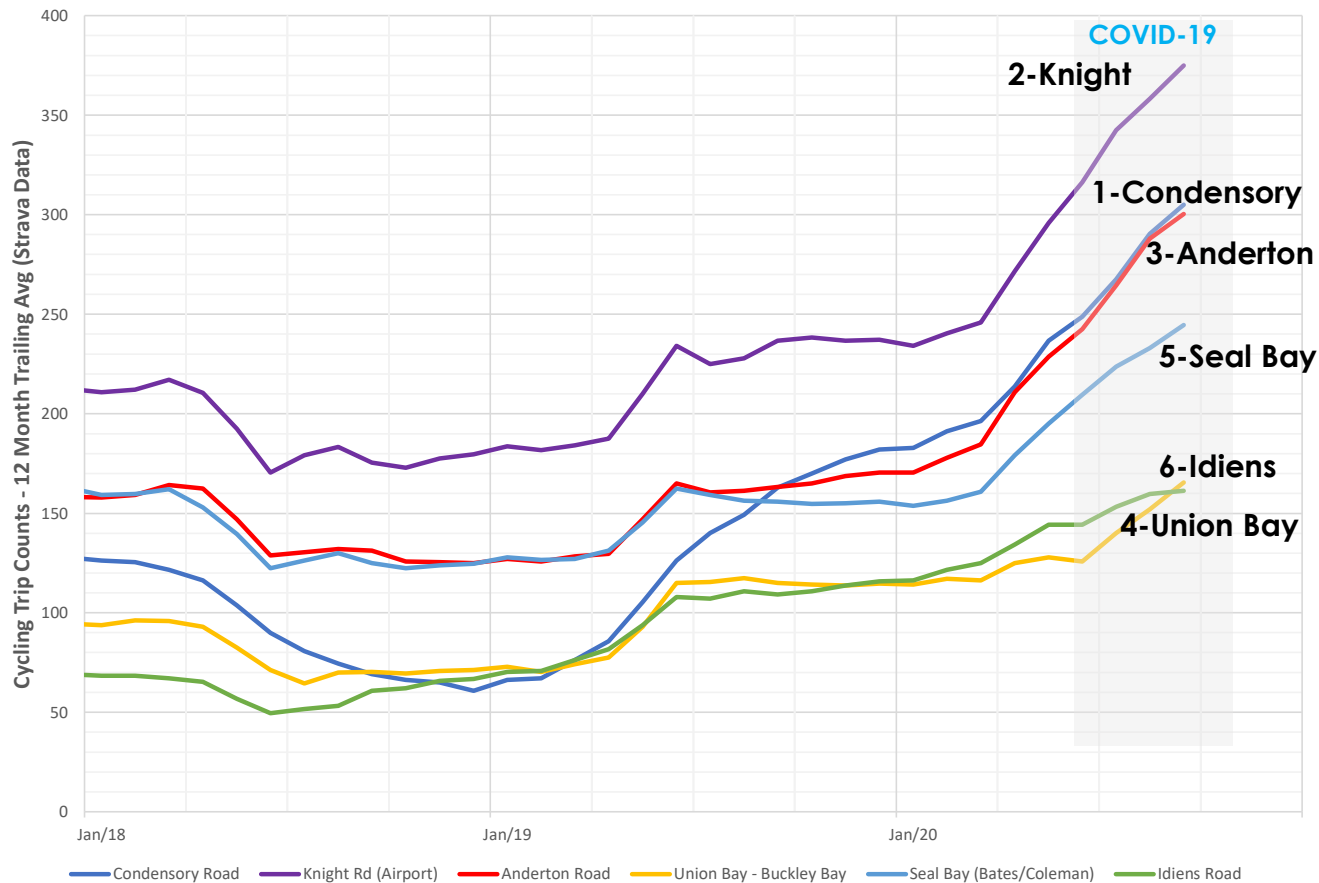
- The number of **trips by commuter cyclists dropped** at the start of the pandemic. This is a direct result of businesses closing or working from home.

\* Strava Metro Data for BC (2017-2020)

# Cyclist Trips on Top Six Priority Roads



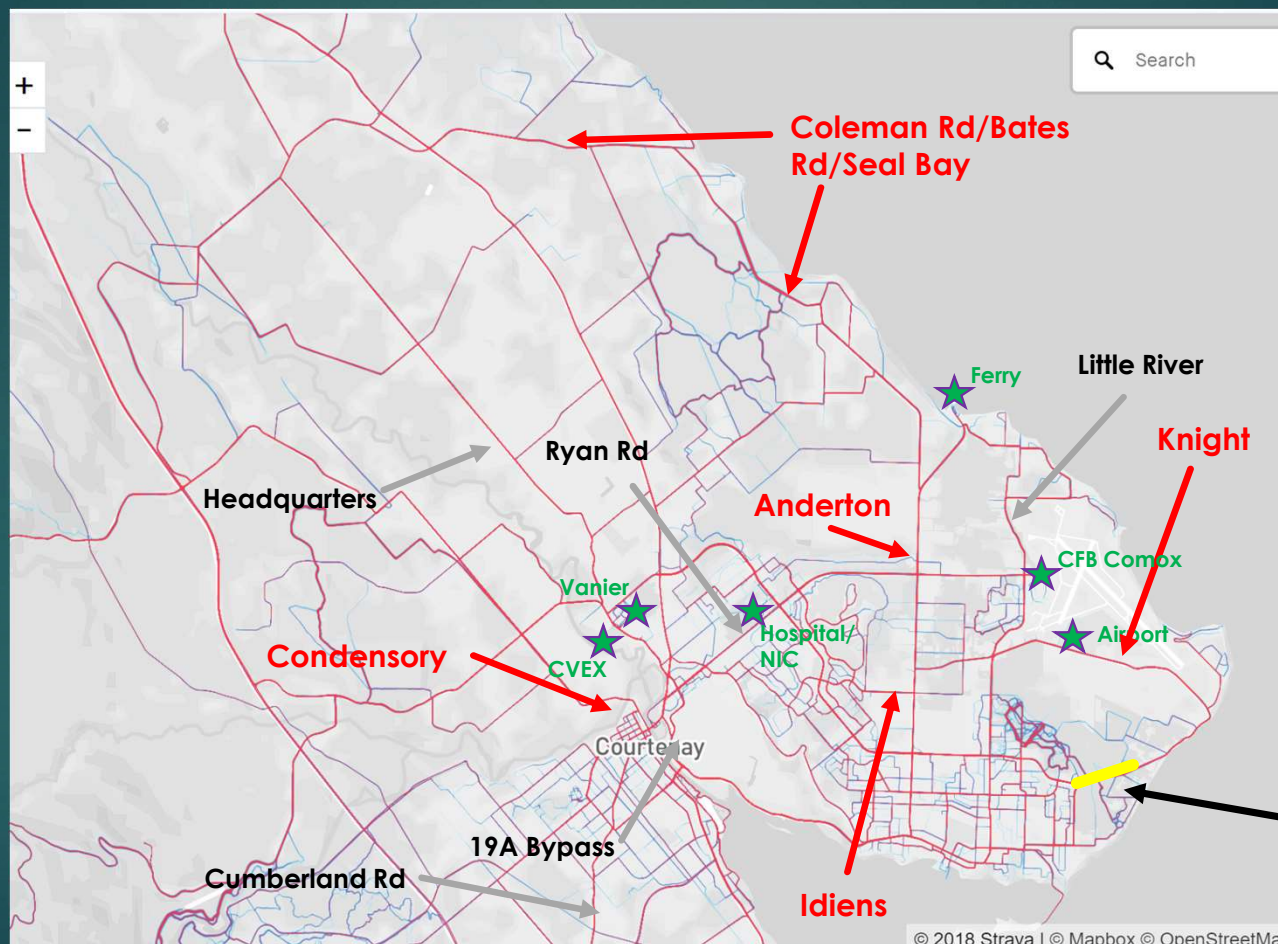
Comox Valley Cycling Counts



- Cycling counts have increased dramatically at all 6 “trouble spots”

\* Strava Metro Data for BC (2017-2020)

## Locator Map – Comox Valley



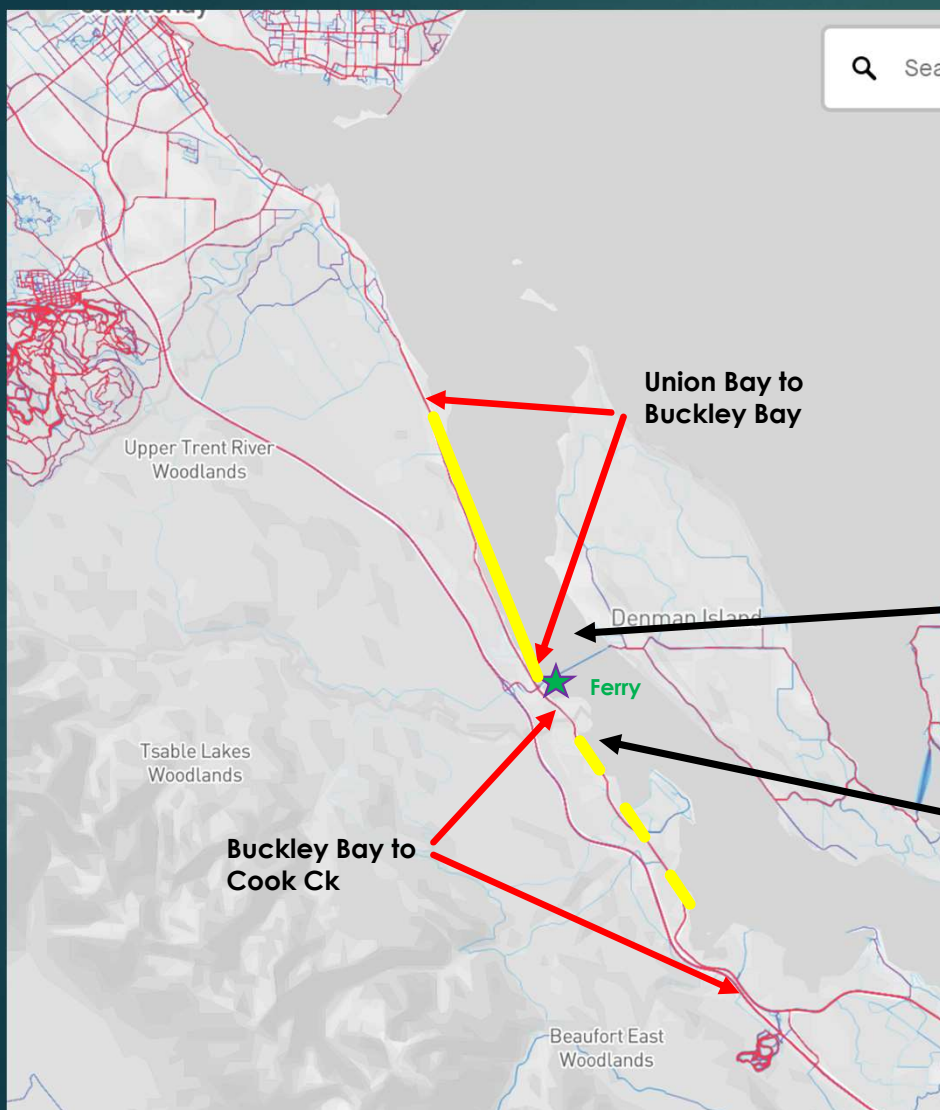
- Priority Locations for Infrastructure Improvements
- Details for each location follow in separate presentations

**1.1 km of repaving on Lazo Road (2019) with 1.5m shoulders**



## MoTI Locator Map – South

- Upgrades required to cycling infrastructure on Hwy 19A from Union Bay to Cook Creek



3 km of east shoulder paving in 2020 (north of Buckley Bay)

3 km of east shoulder paving in 2019 (between Buckley Bay and Cook Ck)

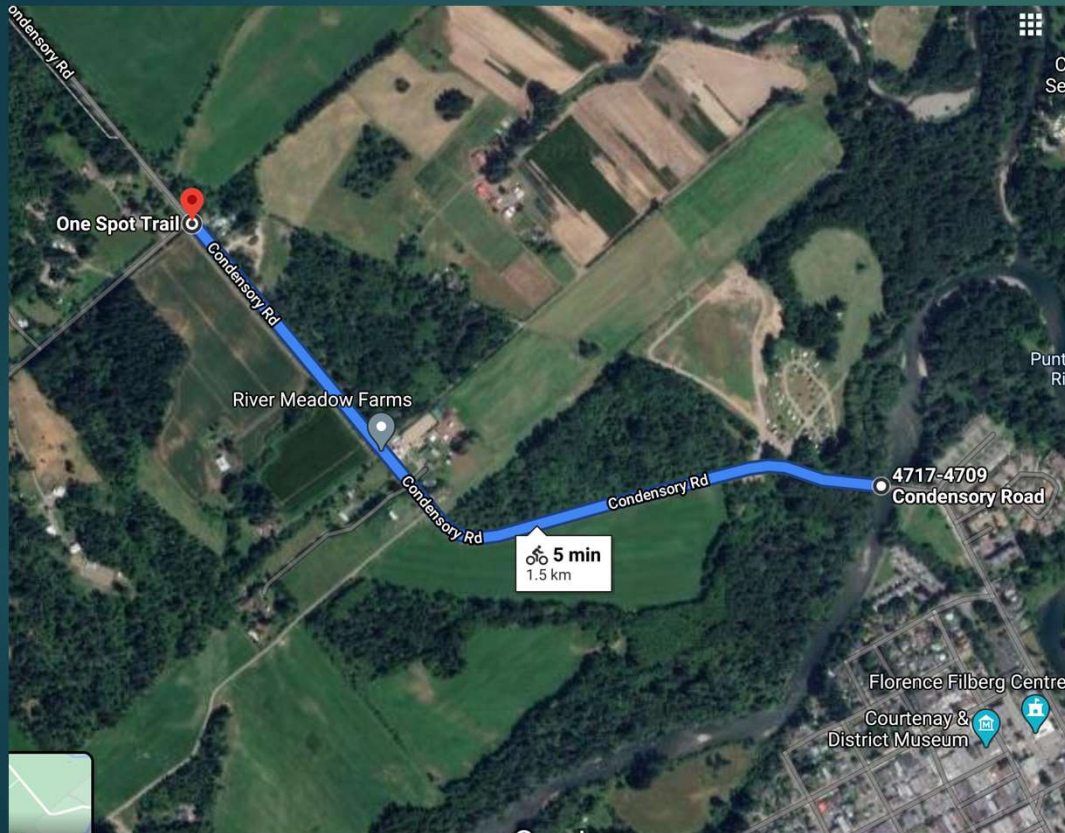


# Priority Ranking of Urgent Infrastructure Issues



1. **Condensory Road** – Puntledge Bridge to Cessford Rd
2. **Knight Road (Airport)** – Kye Bay Rd to Glacier Greens
3. **Anderton Road** – Ryan Rd to Waveland/Ellenor
4. **Union Bay – Buckley Bay** – Hwy 19A
5. **Seal Bay Area** - Bates Road/Coleman Road
6. **Idiens Road** – west of Anderton
7. **Little River Road** – Ryan Rd E to Kilmorley Rd
8. **Buckley Bay – Cook Ck** – Hwy 19A
9. **19A Bypass** – 17 St Bridge to Ryan Rd
10. **Headquarters Rd** – Fairgrounds and Rennison to Merville
11. **Cumberland Rd** – Courtenay boundary to CV Parkway
12. **Ryan Road Hill** – Back Rd to Lerwick
13. **Rotary Trail** – Crossing of Comox Valley Parkway

# Condensory– Locator Map



- Portion of **Condensory Road** from Puntledge River west to Cessford Rd has **no shoulder and two blind curves**
- Total of **1.5 km** that requires **shoulder upgrades/paving**
- **Speed limit** of **60 km/h**
- **Very busy roadway** - Highly used by recreational and commuter cyclists.
- **5<sup>th</sup> Street Bridge rehabilitation** is expected to force more vehicles to use this route to access downtown Courtenay (6 months in 2020)



## Condensory Rd – near Cessford Rd



- No Shoulder for Cyclists
- Ditches, utility poles and KFN Lands add a degree of difficulty to any solution
- Should also include extension of One Spot Trail to Bridge



# Knight Road/Lazo Road – Locator Map



**MoTI Section** – approx. 2.6 km on **Knight Rd** between Kye Bay Rd and Glacier Greens GC

- No/Poor Shoulder on both sides of roadway
- Busy roadway - Highly used by recreational cyclists, commuters to airport, and vehicles
- Two serious cycling incidents reported to CVCCo in 2020



**Comox Section** – approx. 1.6 km on **Lazo Rd** between Simba and Kye Bay Rd



## Lack of Shoulder – Knight Road



- Streetview of westbound Knight Rd near airport where road changes to having a shoulder for cyclists
- Note **speed limit** near airport (with shoulder) is 50 km/h while portion of road **with no shoulder is 60 km/h??**



## Dangerous Shoulders – Knight Road



668 Knight Rd  
Comox, British Columbia  
Google  
Street View



- **Sharp edge on shoulder** is a severe hazard to cyclists
- **Two serious incidents** reported to CVCCo in July 2020 (one crash with broken ribs, one with bruising /contusions)



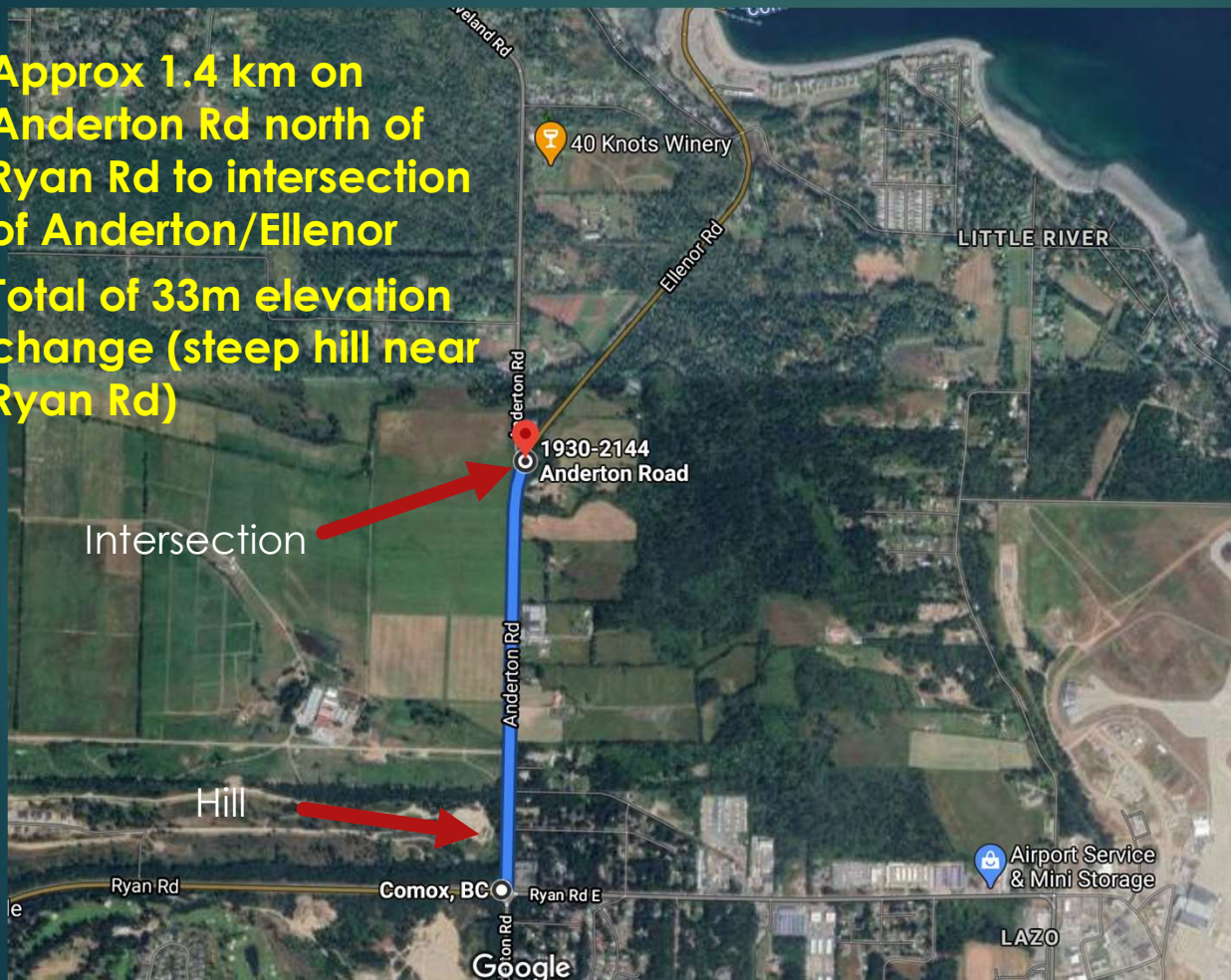
July 2020 email - A friend from Nanaimo broke 6 ribs when she fell off her bike on Knight Road, Comox, between Glacier Greens golf course and Sieffert's Farm market. There is virtually no room to ride when cars are passing, and her tire went off the asphalt onto the lower gravel, and she fell. The gravel shoulder there has eroded and is well below the asphalt level.



## Anderton Road– Locator Map



- Approx 1.4 km on Anderton Rd north of Ryan Rd to intersection of Anderton/Ellenor
- Total of 33m elevation change (steep hill near Ryan Rd)



- Busy roadway - Highly used by recreational and commuter cyclists, ferry users, and vehicles
- Sept 2020 Courtenay sewer pipeline work
- Shoulders are narrow and in terrible condition on hill
- Shoulders exist from bottom of hill to Ellenor but are very narrow
- Shoulders are in need of maintenance at Ellenor/Anderton intersection



## Extremely Poor Shoulder on Hill near Ryan Road

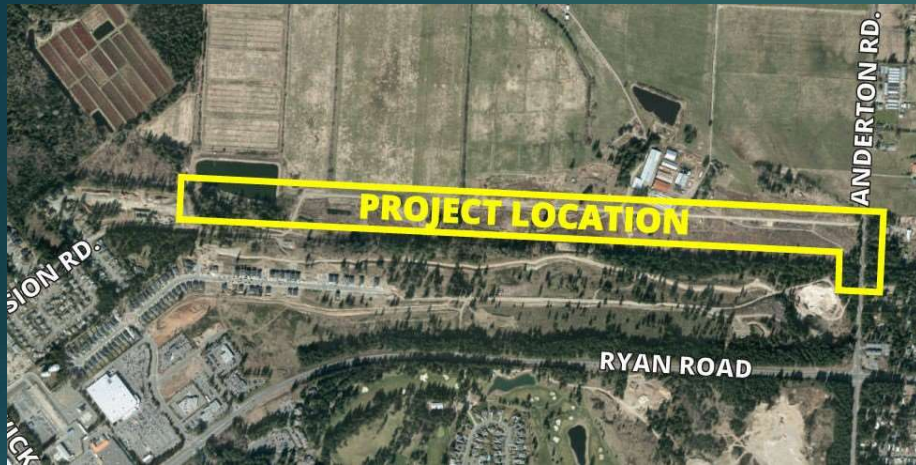


- Shoulders are narrow to begin with on hill and have degraded with use, as well as due to access road gravel movement
- Very dangerous situation for cyclists in a high speed/high volume traffic area





## Sewer Line Work – Timing for Re-Paving



Excavation

- Greenwood sewer line was extended in Sept 2020 by City of Courtenay and a portion of Anderton Road was excavated in the process
- When the road was repaved, it would have been an opportune time to also widen and repave the shoulders on the hill portion of Anderton. This is a perfect example of where CVCCo hopes to see better co-operation between road jurisdictions.



## Narrow Shoulders – Anderton Road

- Both shoulders are very narrow from Hamilton Rd north to Ellenor Rd intersection
- At 80 km/h, current shoulder width is definitely not safe to allow vehicles to pass cyclists

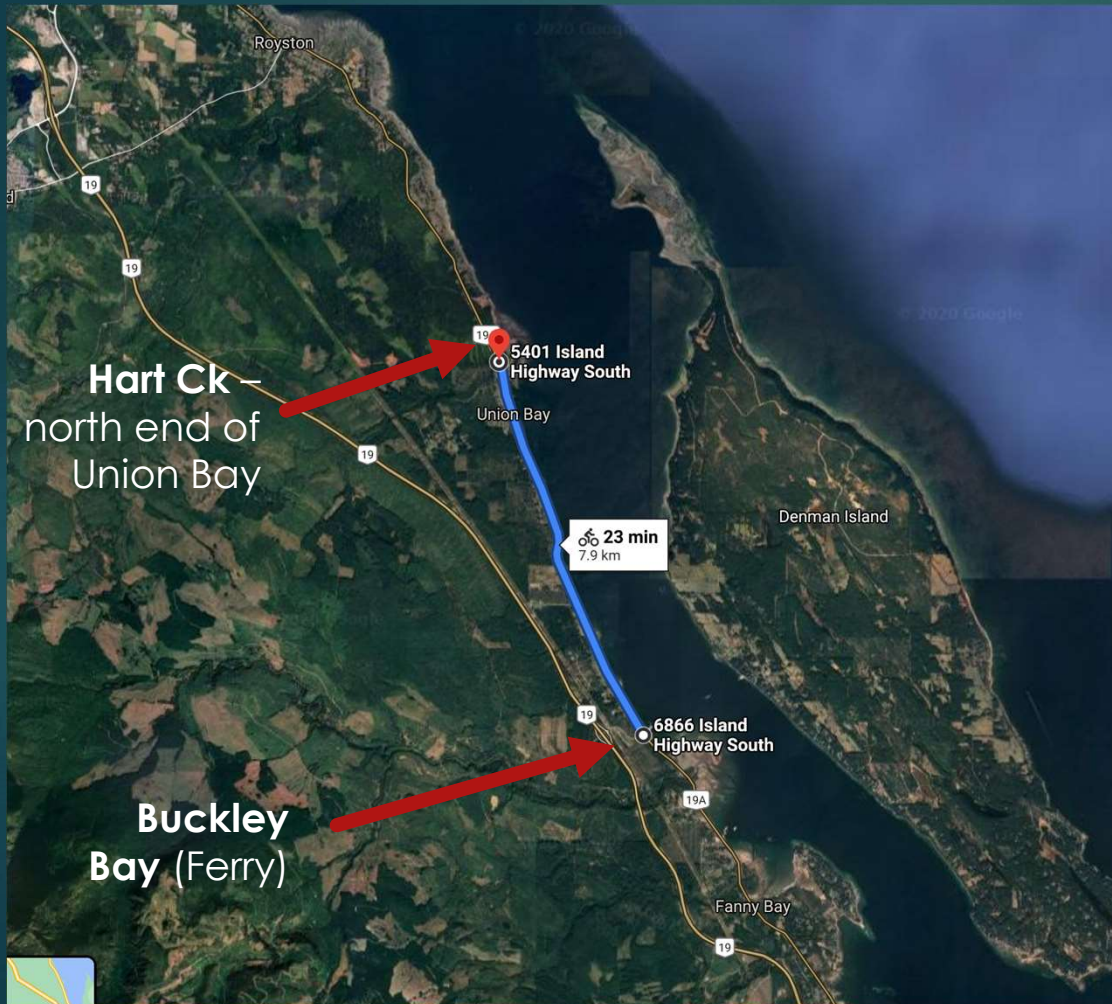


Shoulder is very narrow and degraded to point of being dangerous

Speed Limit = 60-80 km/h



## Union Bay/Buckley Bay – Locator Map



- Approx **8 km** on Highway 19A from Hart Creek to Buckley Bay Ferry
- Users are a combination of leisure cyclists, local commuter bikes and “bike-packer” island tourism
- Old Island Highway is busy with local, commercial and tourism traffic
- Speed limit is **80km/h** except 60 km/h through Union Bay (~2km)
- **East side shoulder paving completed in November 2020**



## Inconsistent and Degraded Shoulders



- Shoulder on both sides of 19A through Union Bay is inconsistent and dangerous
- Too narrow for cyclists in many places. Where it widens, it is often severely degraded and includes numerous access roads.





## Not Much Room for Error....





## Dangerous Shoulders



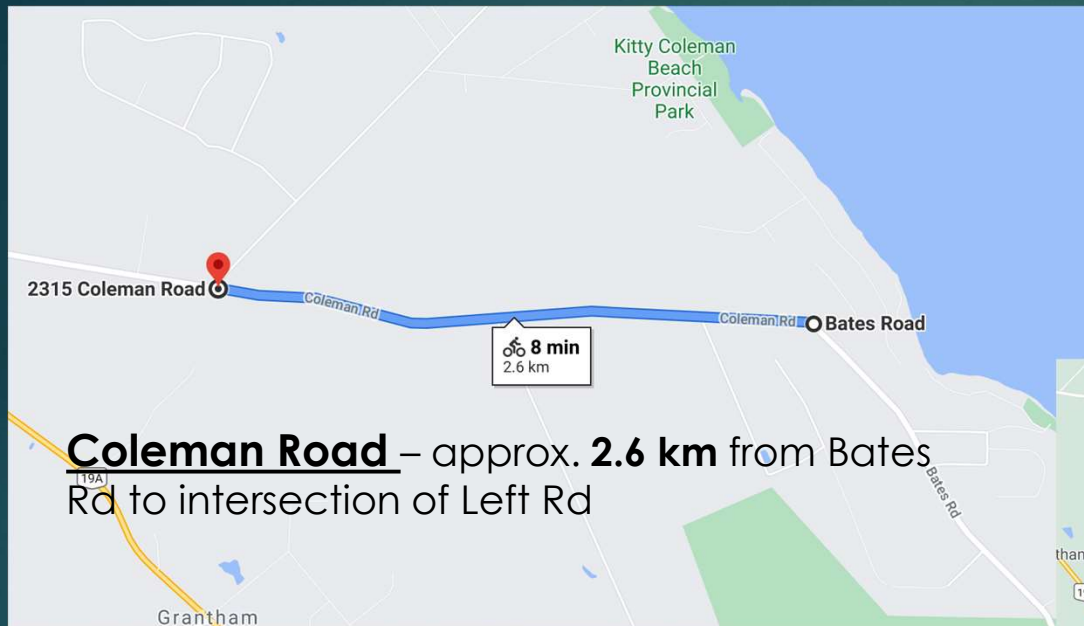


## 2020 Paving Project



- 2020 shoulder paving project.
- Completed 2.9km going north from Tsable River (Ferry) to Baynes Sound on east side of HWY 19A.
- Much safer (wider and smoother) riding surface

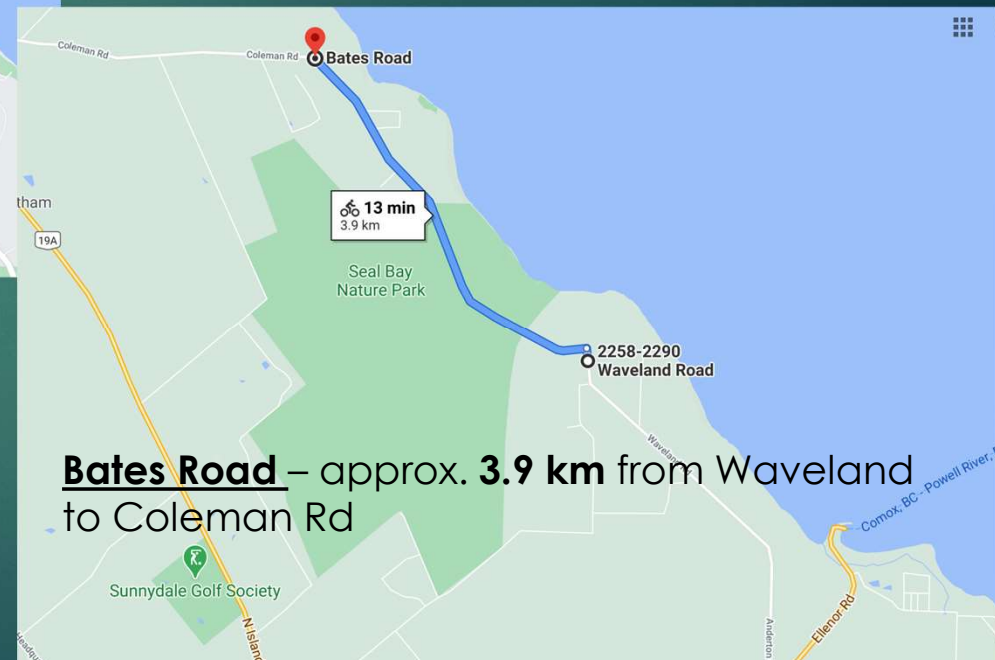
# Seal Bay– Locator Map



**Coleman Road** – approx. **2.6 km** from Bates Rd to intersection of Left Rd

- **Very busy roadway** - Highly used by recreational cyclists, commuters to ferry, and vehicles
- Bates Road passes through Seal Bay Nature Park
- **Main route from ferry terminal** to Campbell River and north island destinations

- Total of **6.5 km** that requires **sl** **upgrades/paving**
- Broken into two sections for presentation
- **Speed limits** of **70 km/h** (Bates) and **80 km/h** (Coleman)



**Bates Road** – approx. **3.9 km** from Waveland to Coleman Rd



## Poor Shoulder – Bates Road



- **Shoulders** on Bates Rd **are either non-existent or unpaved** and dangerous for cyclists
- **Speed limit** is **70 km/h**
- **Poor visibility**, very shaded in spots



Not suitable  
for cyclists

No shoulder

Bates Rd near Waveland Rd

## Bates Road – North of Seal Bay Park



Bates Rd near Anson Rd



## Coleman Road – Bates to Left Road



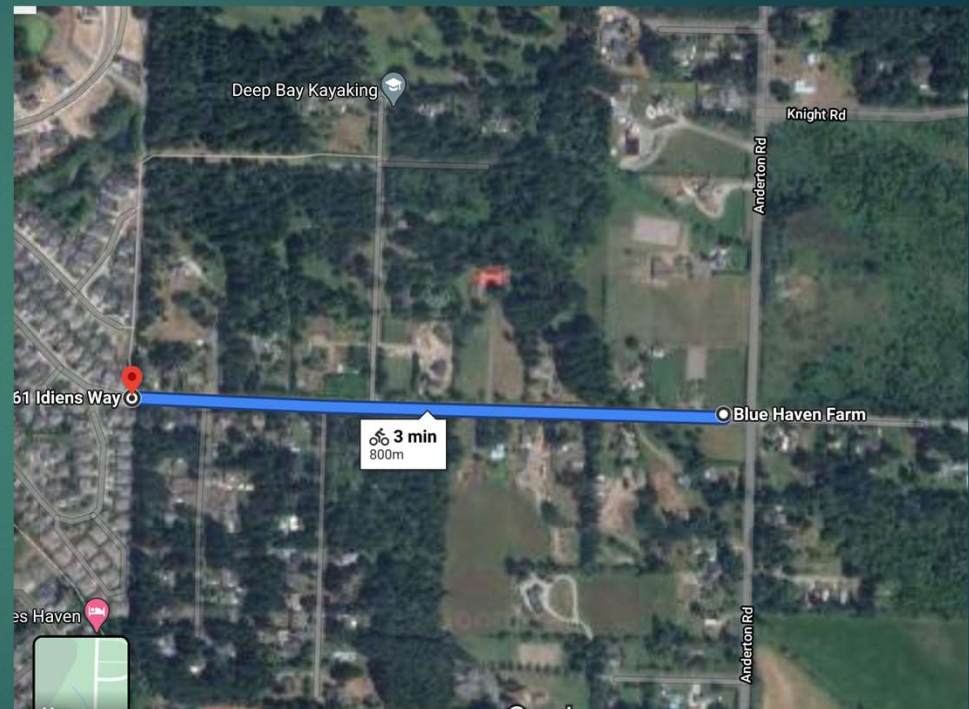
- **No Shoulders** on Coleman Rd from Bates Rd to Left Rd intersection
- **Speed limit** is **80 km/h**
- Poor visibility due to shading and corners



## Idiens Road – Locator Map



- No/Poor Shoulder on both sides of roadway
- Busy roadways - Highly used by recreational cyclists and commuters
- Idiens Rd provides a major connection between
  - East Courtenay (Hospital/NIC/Schools/Shopping) and
  - Town of Comox/Airport/Ferry/CFB Comox



**Idiens Road** ~0.8 km on **Idiens Rd** between City of Courtenay boundary and Anderton Rd



## Lack of Shoulder – Idiens Road



- MoTi portion of Idiens Road has **no accommodation on shoulder for cyclists or pedestrians**
- 2018 Hudson Sewer Trunk Line Expansion along Idiens provided for a gravel shoulder on the south side but it was not paved and is unsafe for cycling



## 2018 Hudson Sewer Trunk Line



- Unpaved sewer trunk line from 2018 provides an area to extend road pavement – may be **enough to provide for safe cycling shoulders on both sides of the road?**



## Road is Unsafe for Cyclists



- **Edges** of Idiens Road are in **extremely poor shape**



# Summary of Recommendations



		<u>Work Required</u>	<u>Interim</u>	<u>Other</u>
1	<b>Condensory Road</b>	1.5 km of shoulder upgrades and paving	Reduce speed limit to 50kph, install No Passing signage and line paint	Extension of One Spot multi-use trail to Condensory Bridge
2	<b>Knight Rd (Airport)</b>	2.6 km of shoulder upgrades and paving (Knight Rd)	Reduce speed limit to 50kph, install No Passing signage at left turns	1.6km also requires shoulder upgrades in Town of Comox (Lazo Rd)
3	<b>Anderton Road</b>	1.4 km of shoulder upgrades and paving	Reduce speed limit to consistent 60kph, add shoulders when repaving Greenwood sewer line portion	
4	<b>Union Bay - Buckley Bay</b>	~8 km of shoulder upgrades and paving	Improved signage - "Share the Road"	Possibility of building out E&N Trail as a multi-user path
5	<b>Seal Bay (Bates/Coleman)</b>	6.5 km of shoulder upgrades on Bates and Coleman Roads	Reduce speed limit to 50kph, install No Passing signage and line paint at Seal Bay parking	Crosswalk for Seal Bay parking lot area
6	<b>Idiens Road</b>	0.8 km of shoulder upgrades from CoC boundary to Anderton Rd	Repairs to potholes	Hudson sewer trunk extension was not paved (Comox)

# Thank You !



The CVCCo **greatly appreciates the opportunity** to meet with you to discuss active transportation needs in the Comox Valley.

We are happy to work with you and all the other jurisdictions in the Comox Valley to **optimize the timing and funding** of infrastructure upgrades.

We are hoping that it will become a **standard for all jurisdictions** in the CV to review and **include opportunities to improve cycling infrastructure whenever there are roadworks projects being planned.**