

An aerial photograph of a road intersection. The road has multiple lanes with white and yellow markings, including arrows indicating traffic flow. A red car is visible in the lower-left lane, and a white car is in the upper-left area. The surrounding area includes grass, dirt, and some utility infrastructure. The text is overlaid in white, sans-serif font.

Comox Road – Multi-Use Path Options

IRTSC Presentation
7 September, 2017

Comox Road – Multi-Use Path Options

- Work Shop #1
- Work Shop #2
- Results - Constraints
- Concept Design
- Next Steps



Comox Road Multi-Use Path Project

- Finalize technical workshop scope of work and agenda December 2016
- Present technical workshop scope of work, agenda, and list of attendees to IRTSC. Determine preferred path concept. January 5, 2017
- Host technical workshop June 2017
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- BikeBC grant application November 2017
- Estimated 2017 BikeBC grant application deadline December 15, 2017

Workshop #1 - Review



Workshop #1 - Review

- Attendance
- Background Review
- Facilitated Discussion
- Results



Workshop #1

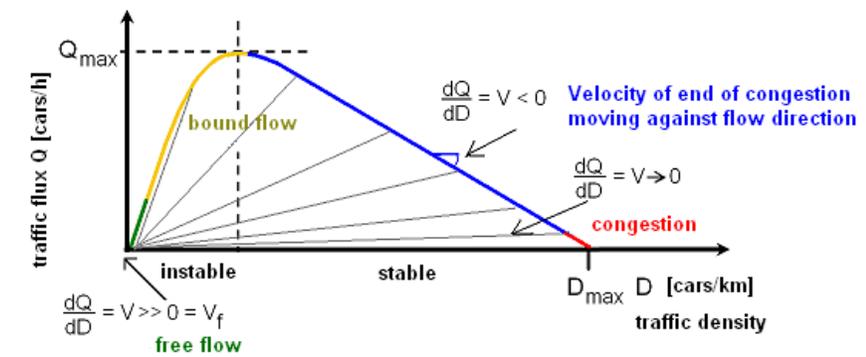
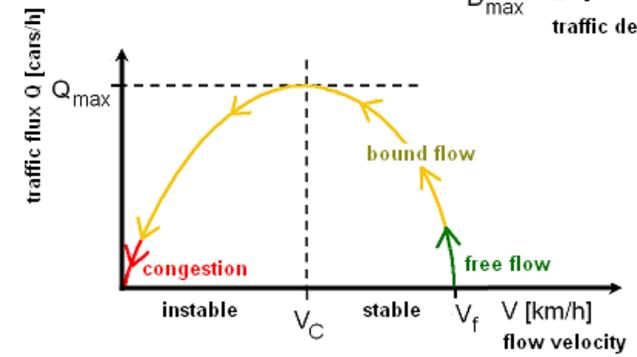
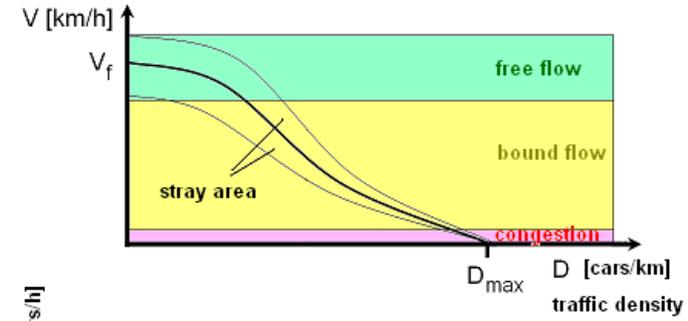
Traffic / Congestion

Fundamental diagram of traffic flow

Fundamental equation of traffic flow:

$$Q = D \cdot V$$

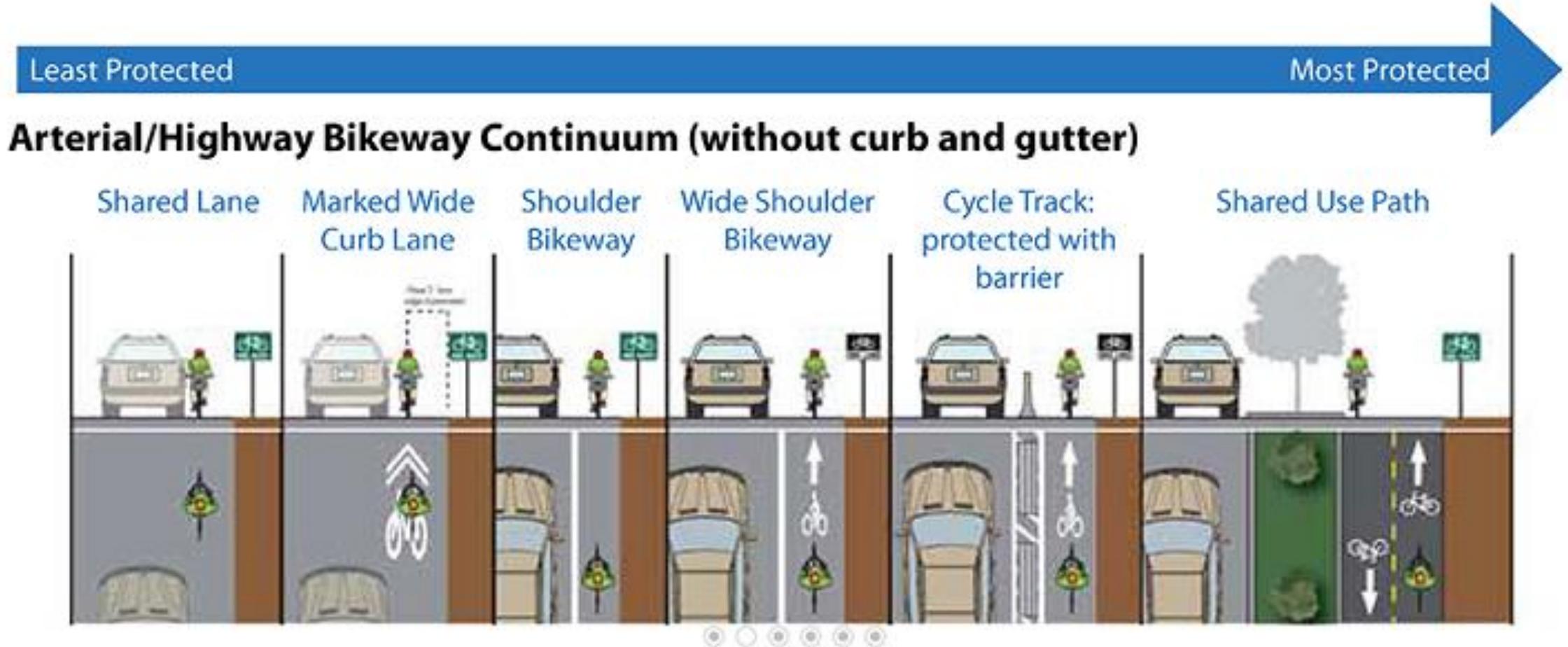
Source: Hendrik Ammoser, Fakultät Verkehrswissenschaften, Dresden, Germany



V_f = "free velocity" - maximum velocity on free lane, selectable by the driver depending on car, skill etc.

V_C = "critical velocity" with maximum traffic flux (about 70...100 km/h)

Workshop #1 - Traffic Flow



Workshop #1 – Research Presented

- 69% of Canadian adults and 91% of Canadian children and youth are not getting the recommended levels of daily physical activity.
- One in four Canadian adults are considered obese, along with about one in ten Canadian children and youth between the ages of 6 and 17.
- 2008 economic costs of obesity are conservatively estimated at \$4.6 billion using the eight chronic diseases most consistently linked to obesity. This is up about 19% from 2000.
- Numerous studies and recent research from across Canada have linked the lack of physical activity as a key contributor to Canada's high (and growing) obesity rates.

Workshop #1 – Results

- Assigned Homework – projects along the corridor – planning documents etc.
- Emergent Themes
 - Larger shared vision required
 - Recreation and Commuter focuses – different but inter-connected
 - Campbell River / Courtenay Riverway – example projects
 - 3rd Party – Community Leaders
 - Climate Change (sea level rise) discussed
- Need for the project discussed.
- Recreation vs. Commuter Corridor.
- Documents to review

Workshop #2 Review

- Attendance
- Background Presented
- Facilitated Discussion – design concepts
- Results

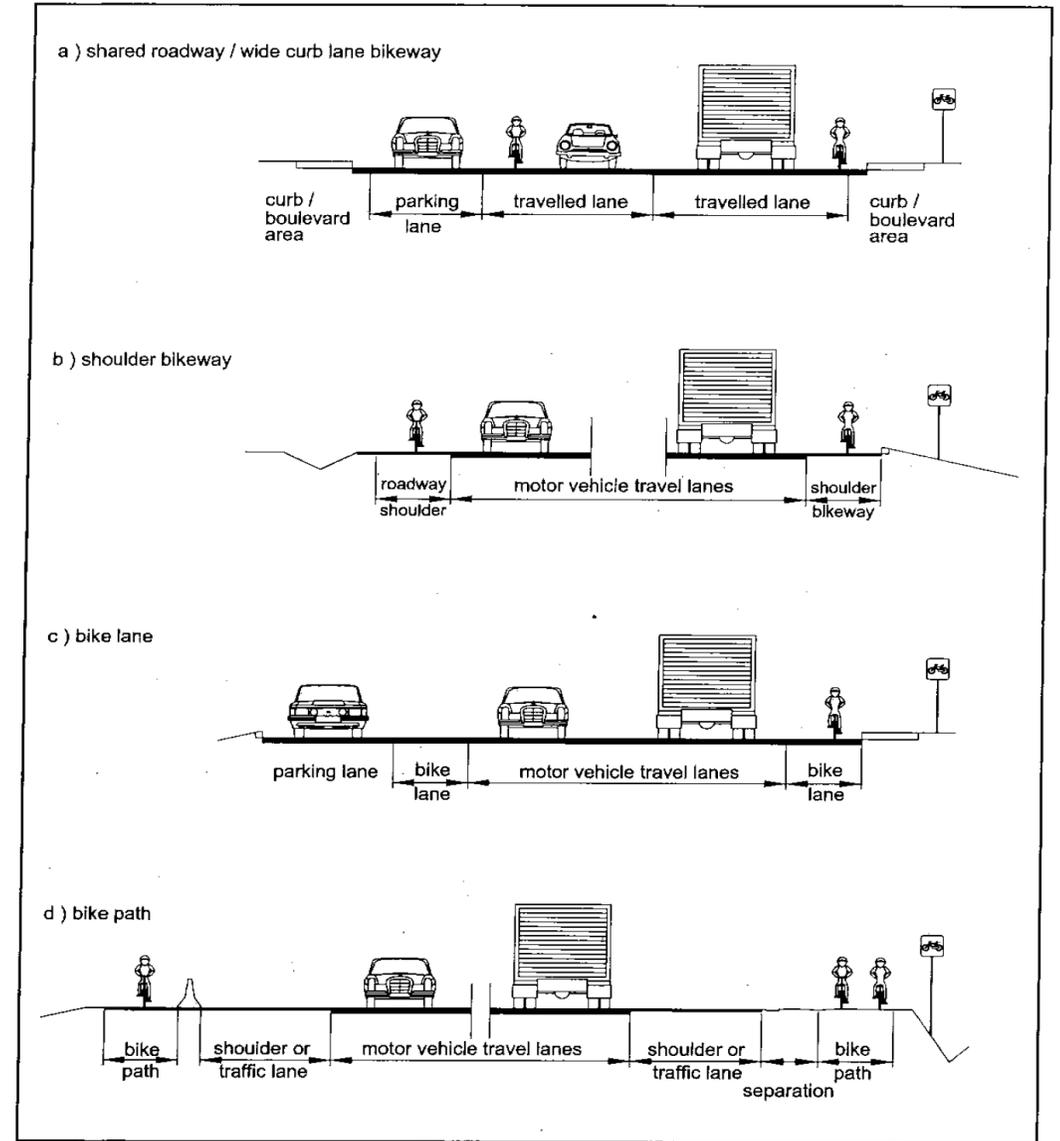


Workshop #2

Current Standards - TAC

- New standard in development

Figure 3.4.3.1 Bikeway Classification



Workshop #2

Current Standards - Vancouver

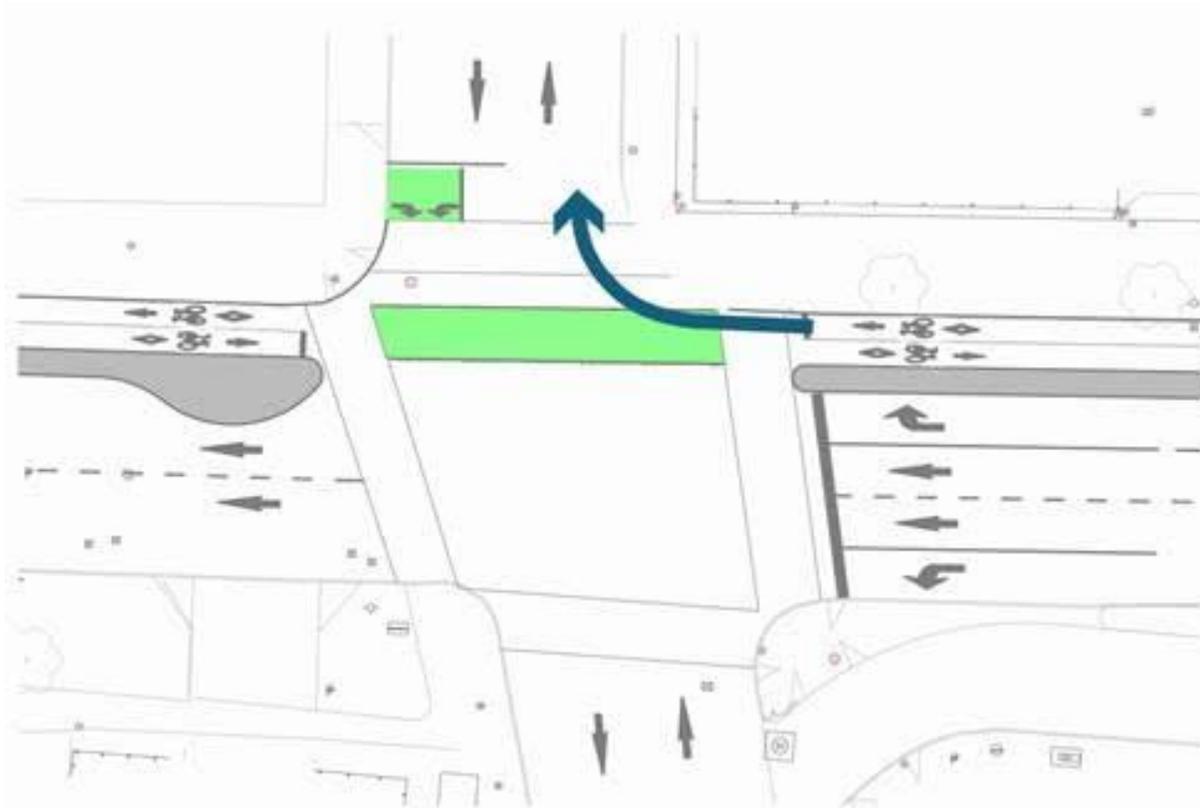
- AAA – all ages and abilities
- 9 Rules



Workshop #2

Current Standards - Victoria

- OCP Hierarchy



Exiting to the north when traveling west



Workshop #2

Current Standards - CRD



Continuum of Bikeway Facilities on Arterials without Curb & Gutter

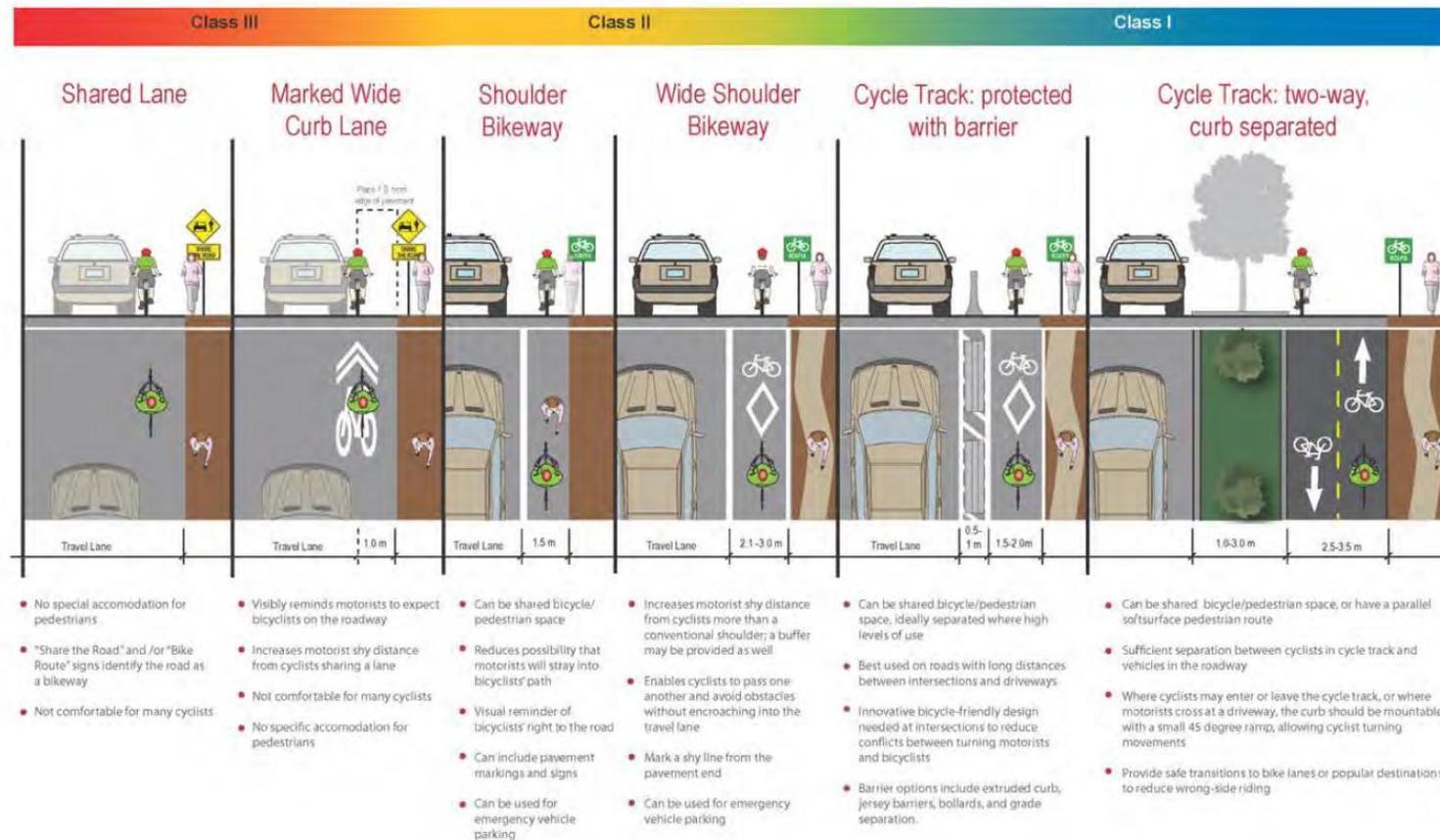
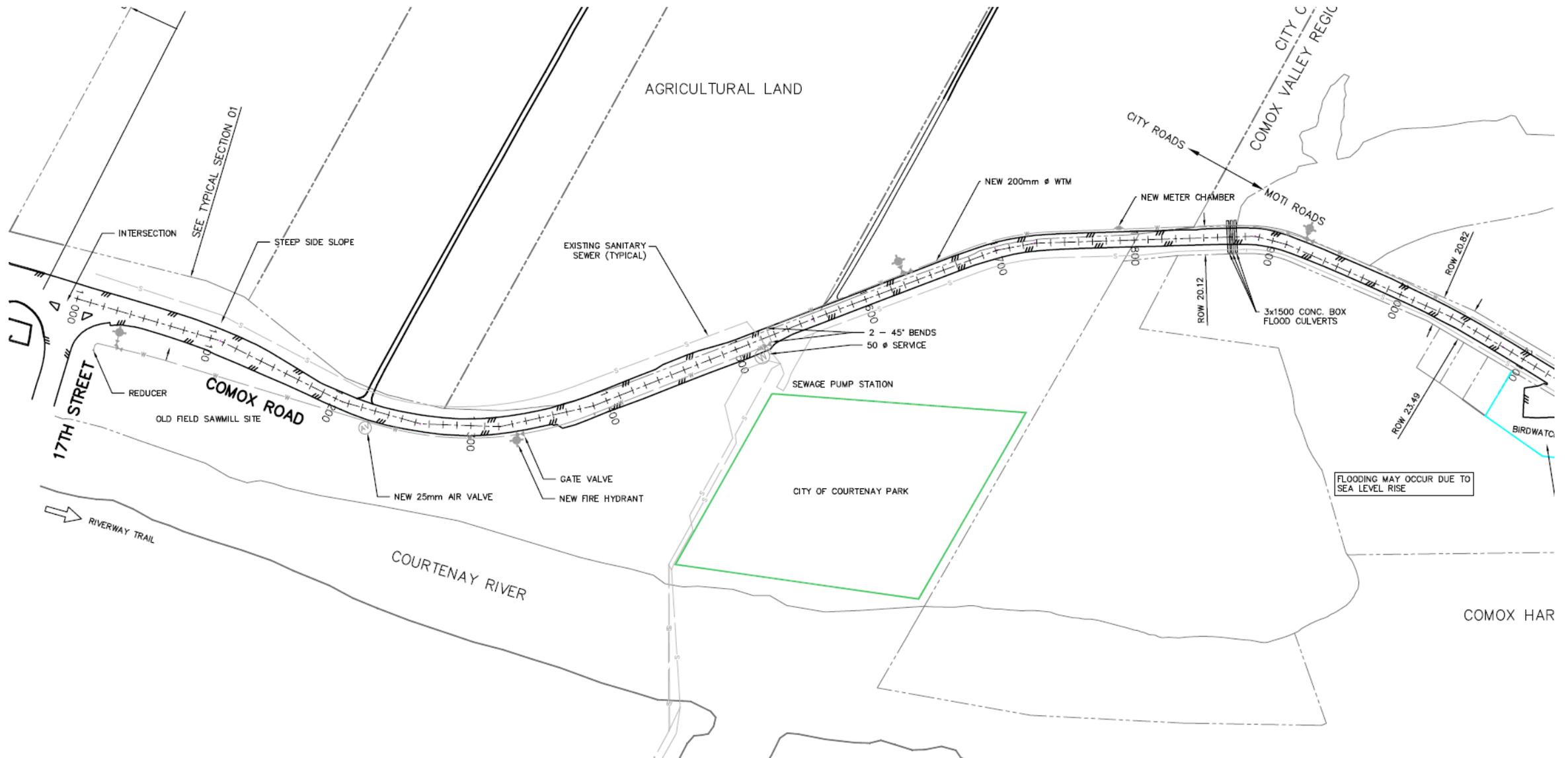


Figure 4. Continuum of Bikeway Facilities on Arterials without Curb & Gutter

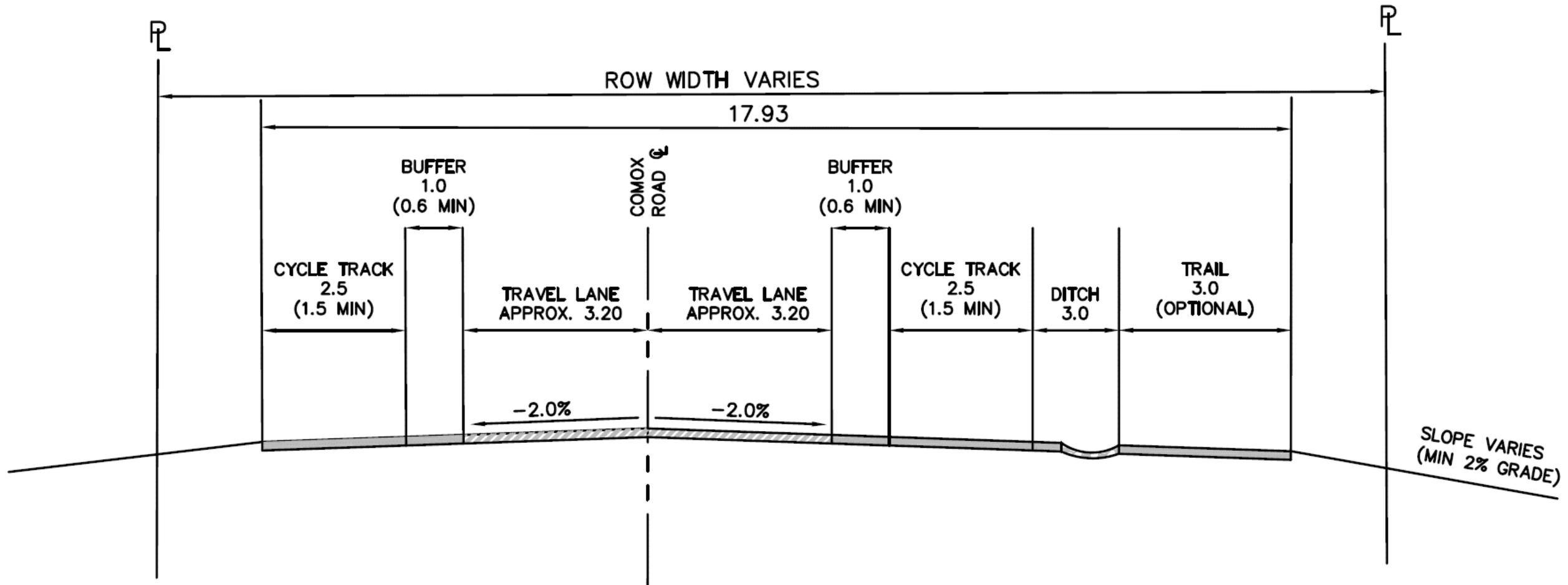
Workshop #2 – Facilitated Discussion and Results

- Concept level design – ID constraints – connections – cross sections
- Next Steps
- Homework

Workshop #2 – Results - Constraints



Workshop #2 – Results - Sections



Next Steps



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