



Connecting Courtenay

Cycling Network Plan Update

June 14, 2023



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June 14, 2023 Cycling Network Update

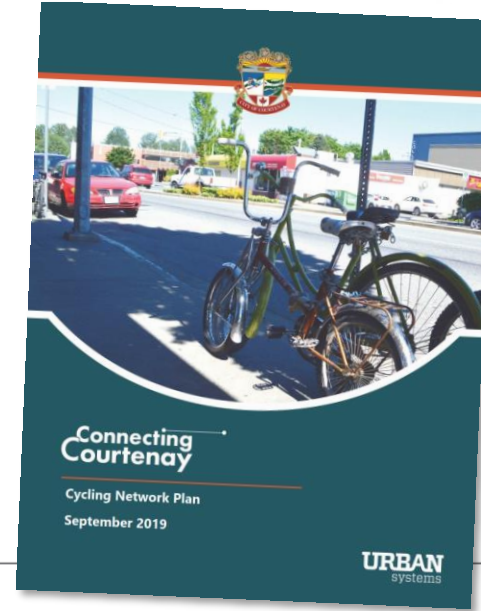
Overview

CNP Update Process:

- ✓ Network Plan Update
 - ✓ Corridor review/gap analysis
- ✓ Engagement & Consultation
- ✓ Facility Design Guidance
 - ✓ Ultimate Corridor Cross-Sections
 - ✓ Interim Corridor Cross-Sections
 - ✓ Service Level Establishment
- ✓ 5 Year Implementation Plan
- ✓ 5 Year Design Plan



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Implementation Goals

- ✓ Address Network Gaps / Improve Connections
- ✓ Interim Design / Establish AT Corridors
- ✓ Coordination with Other Capital Projects
- ✓ Maximize Partnership + Grant Opportunities
- ✓ Advance Planning for High Cost / High Impact Projects



Stakeholder Engagement



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Comox Valley Cycling Coalition

“CVCCo feel that the updated CNP provides a document giving strong guidance toward development of a safe cycling network throughout the City.”

“We are fully supportive of your methodology that provides for funding each year toward maintenance of existing networks, the addition of cost-effective painted lanes, yet also completes design work on larger projects and funds studies in complex areas.”

Mike Keohane President – CV Cycling Coalition



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AT Design Framework



Four interim cross sections were developed by prioritizing users and trade-offs for projects where the asphalt width does not match the preferred cross section requirements

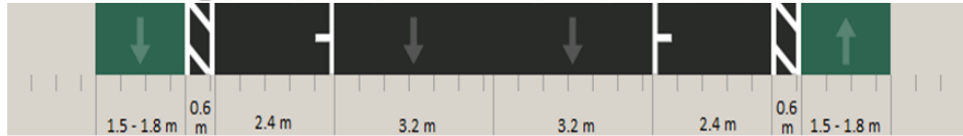


Interim Cross Sections

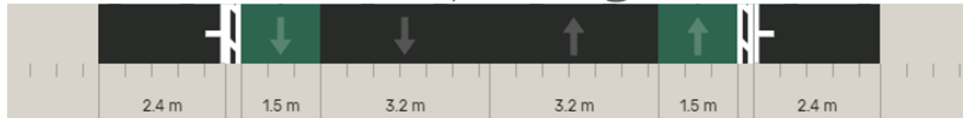


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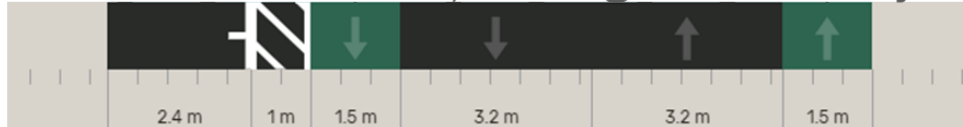
A: Parking Protected Bike Lanes



B: Painted Bike Lanes, Parking Both Sides



C: Painted Bike Lanes, Parking One Side Only



D: Painted Buffered Bike Lanes, No Parking



Installed for the short and medium term to implement necessary cycling connections where designing and budgeting for long term facilities in the ultimate network is required



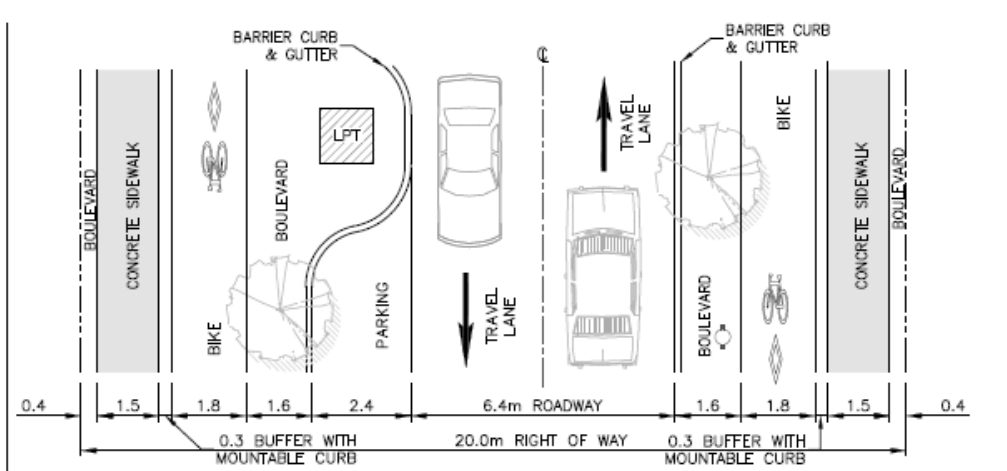
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Subdivision & Development Servicing Bylaw: Cross Section Updates



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Example illustration for:
Collector Road Section
Residential Bike and Parking (One Side)



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5 Year Implementation Plan

Proposed 5-year
Network Improvements,
by facility type;



Facility Type	Existing	Proposed 5 Year Plan	Total
Painted Buffered Bike Lane	17.7 lane-km	16.3 lane-km	34.0 lane-km
Painted Parking Protected Bike Lane	1.2 lane-km	1.3 lane-km	2.5 lane-km
Neighbourhood Bikeway	4.4 lane-km	23.4 lane-km	27.8 lane-km
Protected Bike Lane	1.95 lane-km	0.0 lane-km	1.95 lane-km

Grand Total = 66.3 lane-km
(57% of Ultimate Network)



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5 Year Implementation Plan

Proposed 5-year
Network Improvements,
by Year;



Year	Installation Cost	Annual Maintenance Cost
2023	\$212,000	\$15,000
2024	\$338,000	\$35,000
2025	\$201,000	\$24,000
2026	\$197,000	\$20,000
2027	\$215,000	\$12,000
5 Year Total	\$1,163,000	\$106,000



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5 Year Network Design Improvements



Design Project	Installation Cost	Annual Maintenance Cost	Year
6 th Street: proposed bridge to Fitzgerald Avenue	(to be determined)	(to be determined)	2023
Fitzgerald Avenue: 8 th Street to 26 th Street	\$5,369,000	\$7,250	2024
Lerwick Road: McDonald Road to Waters Place	\$9,471,000	\$12,800	2025
17 th Street at Fitzgerald Avenue: Protected Intersection	(to be determined)	(to be determined)	2026
Arden Road: Lake Trail Road to 1 st Street	\$25,500	\$1,000	2027
Old Island HWY at Veterans Memorial Parkway: Protected Intersection	(to be determined)	(to be determined)	2027
1 st Street: Cliffe Avenue to Anderton Avenue	\$340,000	\$500	2028
Anderton Avenue: 1 st Street to Condensory Bridge	\$725,000	\$1,000	2028





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