Parksville Downtown

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Purpose

- Summarize and compare traffic model results for two scenarios
  - 2030 As Is
  - 2030 Jensen Connection
- Show road dieting options for Island Highway that will not reduce lanes

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BEFORE THE CONSTRUCTION OF INLAND ISLAND HIGHWAY

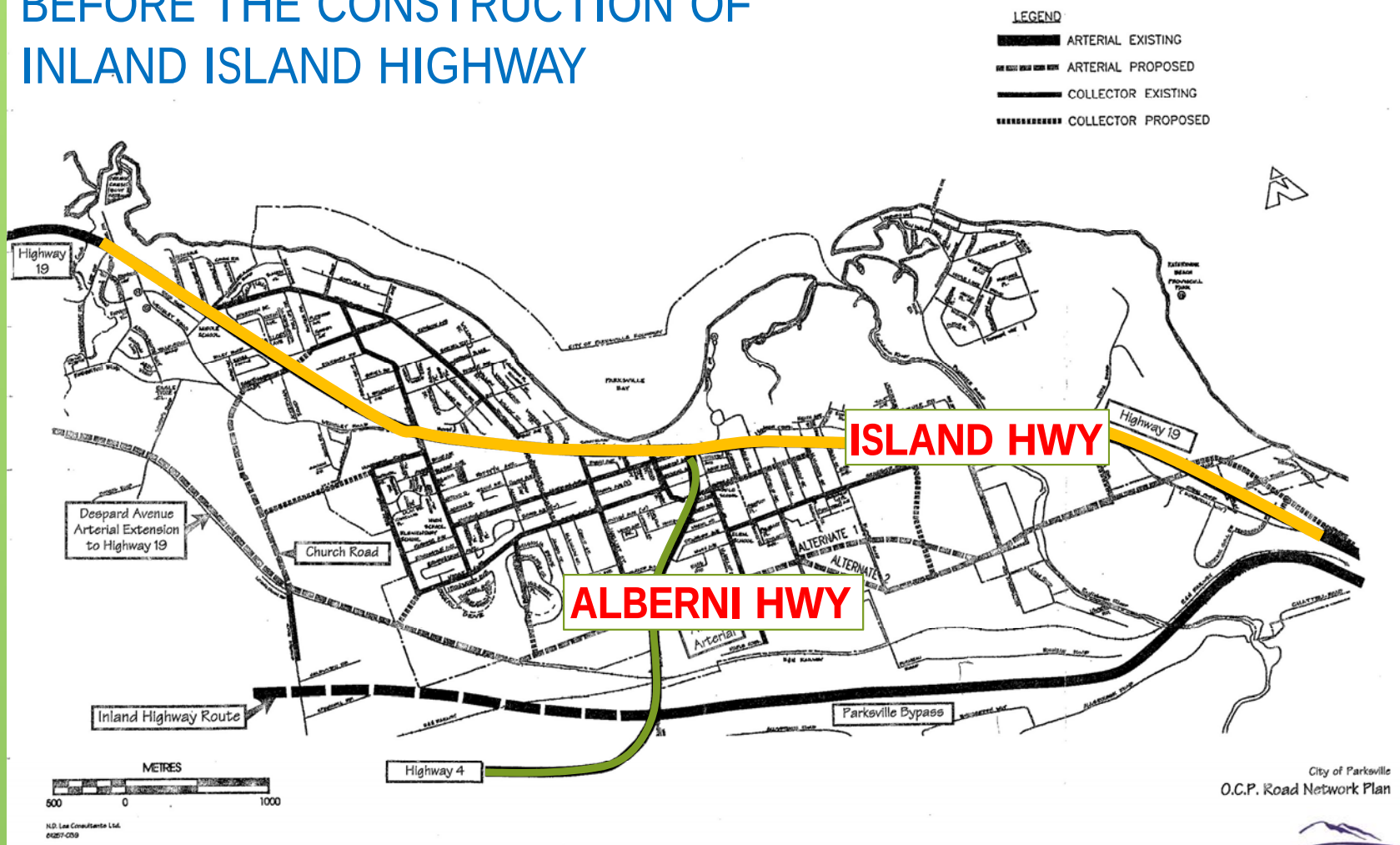

Image sourced form 1994 City of Parksville Traffic Study completed by N.D. Lea Consulting

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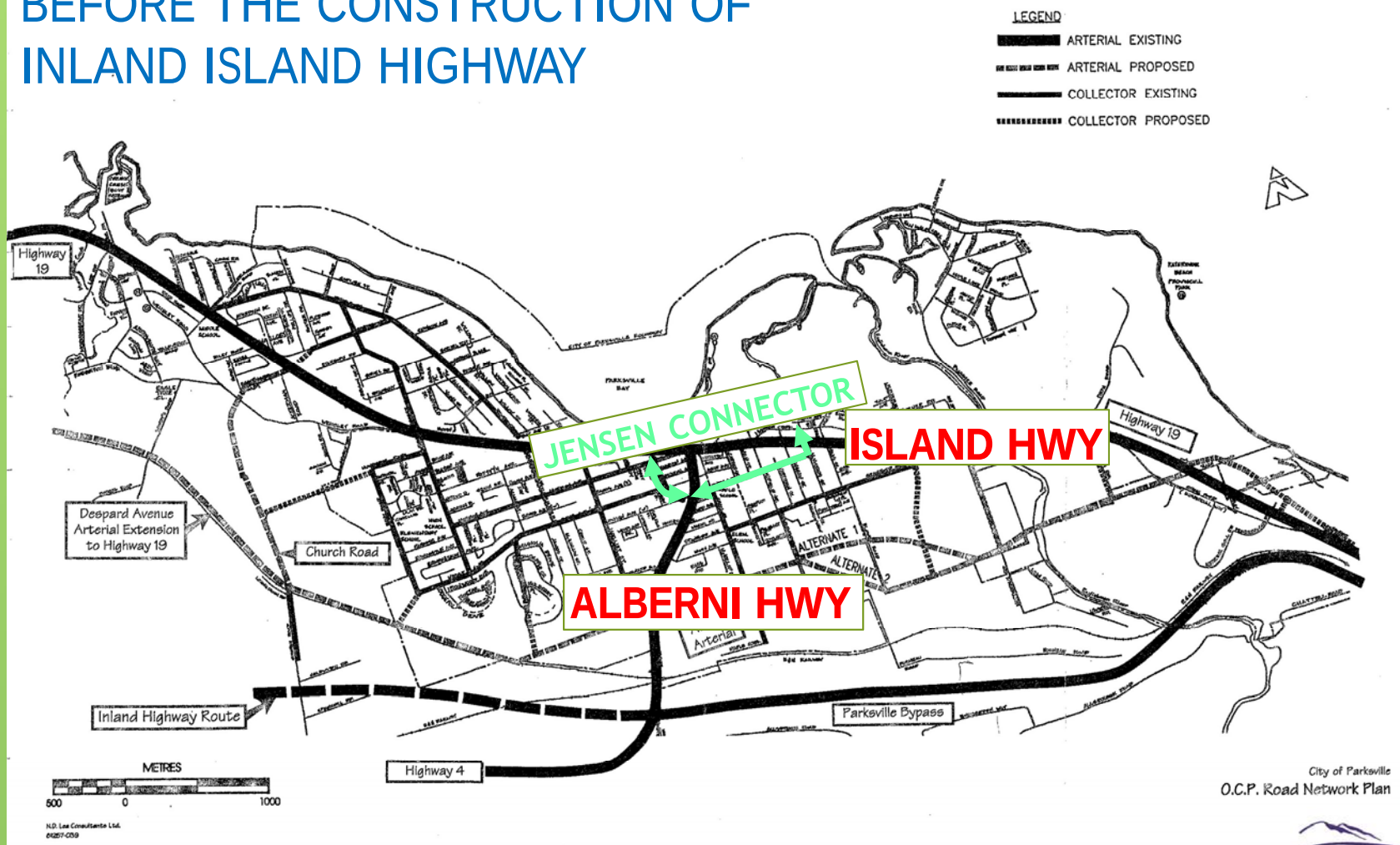

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Origins of the Jensen Connector

- Previously, Island Highway accommodated through traffic for the entire island hampering access to downtown due to the congestion on the highway
- The Jensen Ring Road was to facilitate traffic from and to Alberni Highway from Island Highway without going through the Core downtown area
- After the construction of the Inland Island Highway, traffic characteristics changed to be more locally destined traffic

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Traffic Modeling

- VISUM is an Industry Standard traffic modeling software that analyzes and forecasts traffic based on land uses
- Synchro is an Industry Standard traffic modeling software that simulates traffic conditions

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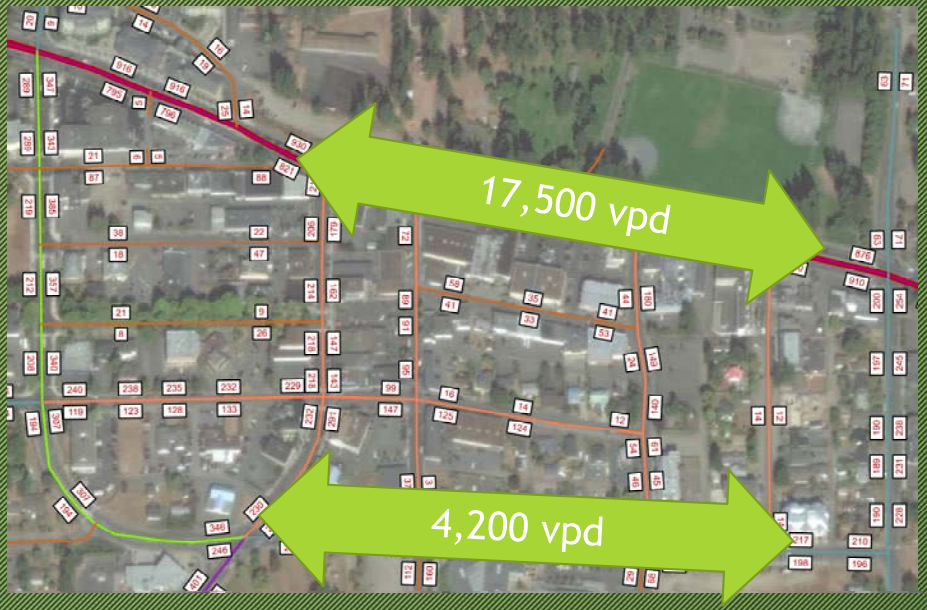
Existing Conditions VISUM Model



- Calibrated model reflects present day conditions
- Traffic along Island Highway in the downtown core is 17,500 (AADT) vehicles per day (near Craig)
- Annual Average Daily Traffic (AADT) along Jensen in the downtown core is 4,200 vehicles per day (near Craig)

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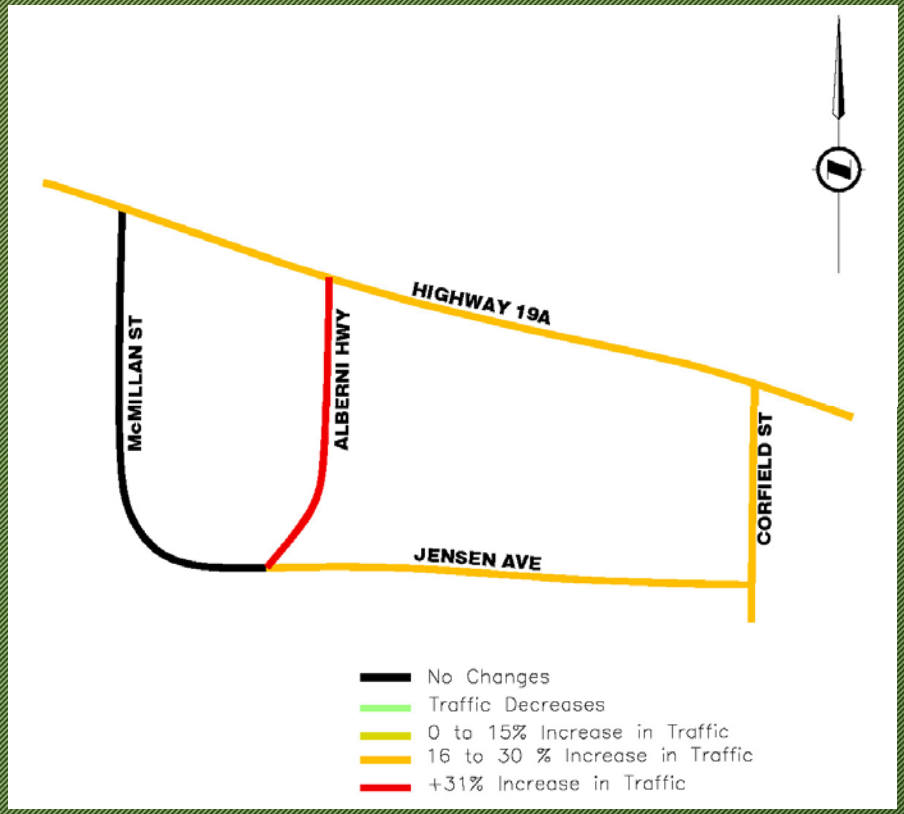
2030 "As Is" VISUM Model



- Calibrated model based on existing road network
- Two rate factors: population growth (1.2%) and change in land use (1.5%)
- Traffic along Island Highway (19A) in the downtown core is projected to be 20,600 vehicles per day (15% increase)
- Traffic along Jensen in the downtown core is projected to be 5,700 vehicles per day (26% increase)

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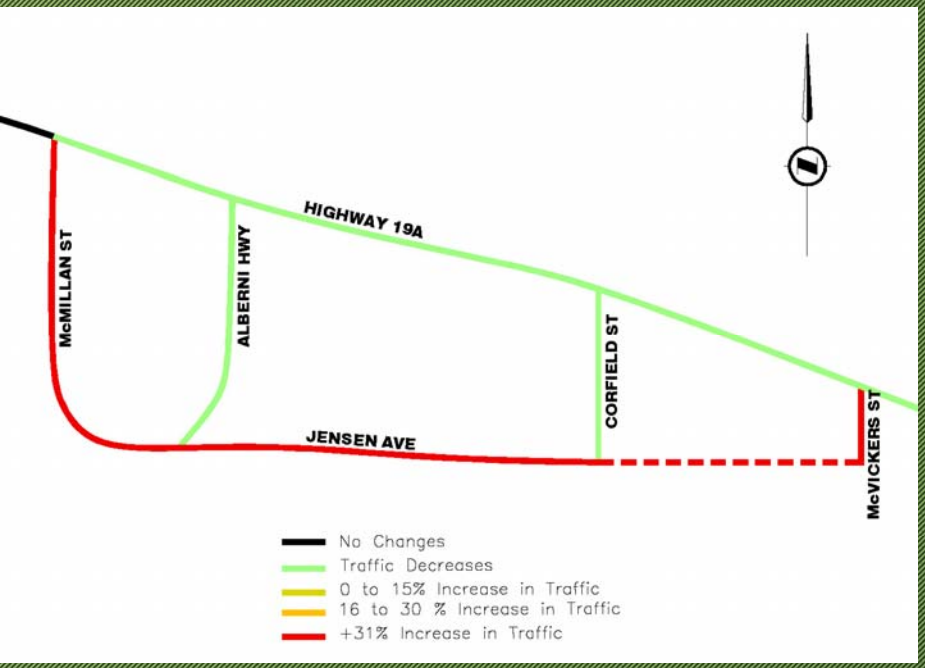
2030 VISUM Model with Jensen Connection



- Jensen Connection is an extension of Jensen from Corfield to McVickers
- Traffic along Island Highway (19A) in the downtown core is projected to be 19,000 vehicles per day (decrease of 1,600 vehicles per day or 8% compared to 2030 As Is)
- Traffic along Jensen in the downtown core is projected to be 9,800 vehicles per day (increase of 4,100 vehicles per day or 72% compared to 2030 As Is)
- Additional Jensen due to traffic shifting from other road (Hwy 19a, Stanford Ave and Despard)

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2015 Existing Synchro Model

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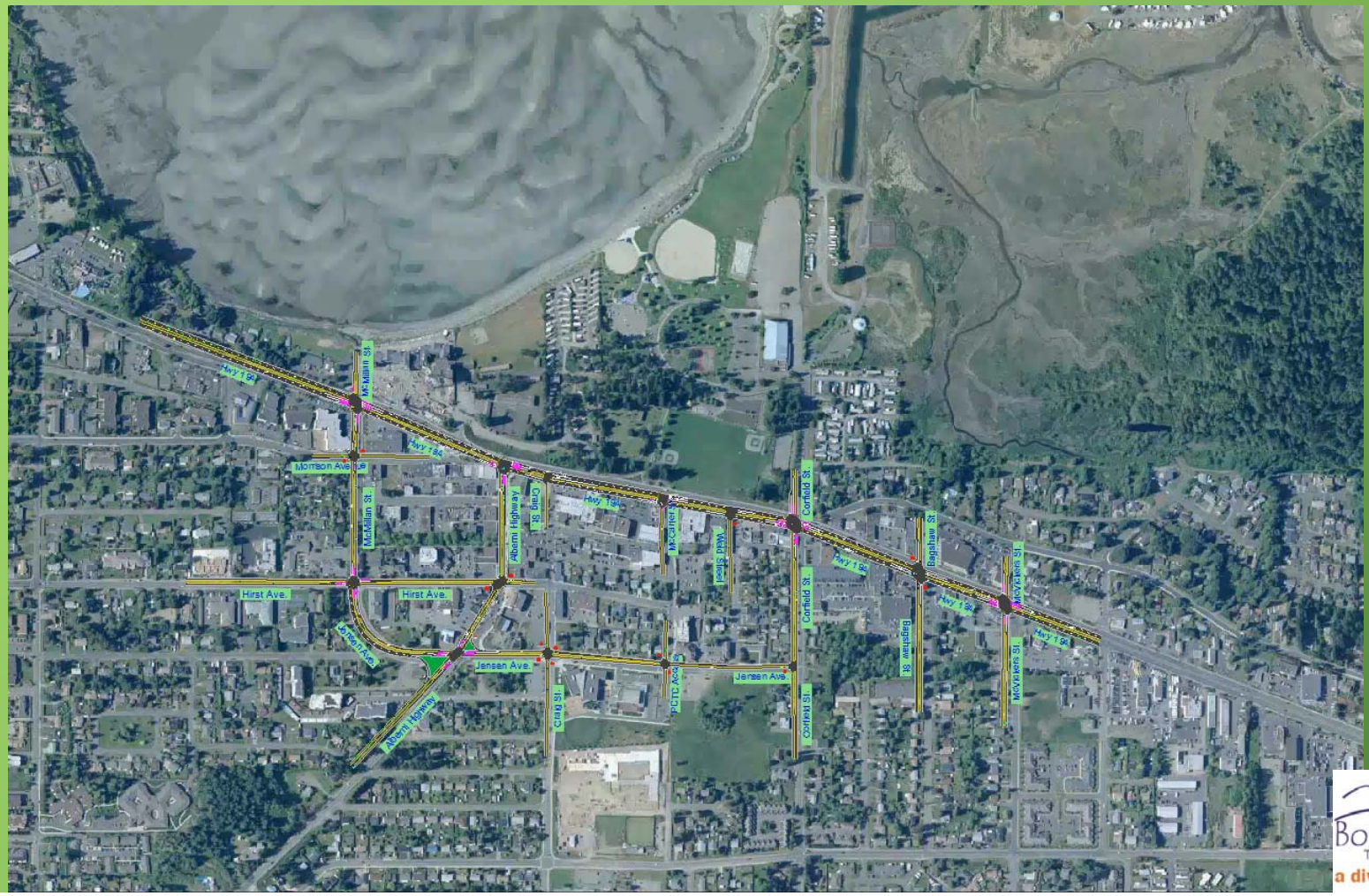
2030 As Is Synchro Model



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2030 Jensen Connector Synchro Model

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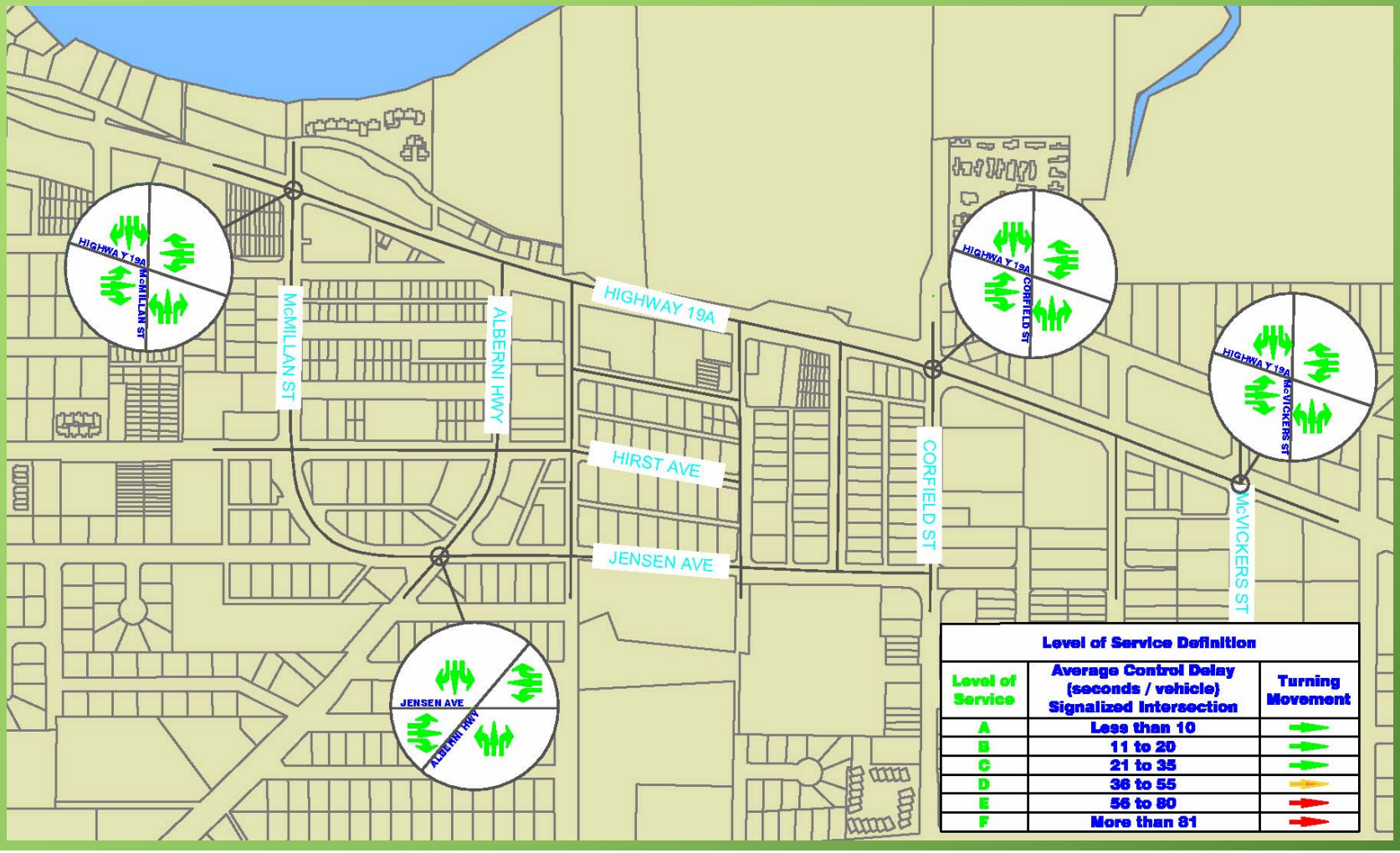
2030 As Is Service Conditions



Level of Service Definition		
Level of Service	Average Control Delay (seconds / vehicle) Signalized Intersection	Turning Movement
A	Less than 10	
B	11 to 20	
C	21 to 35	
D	36 to 55	
E	56 to 80	
F	More than 81	

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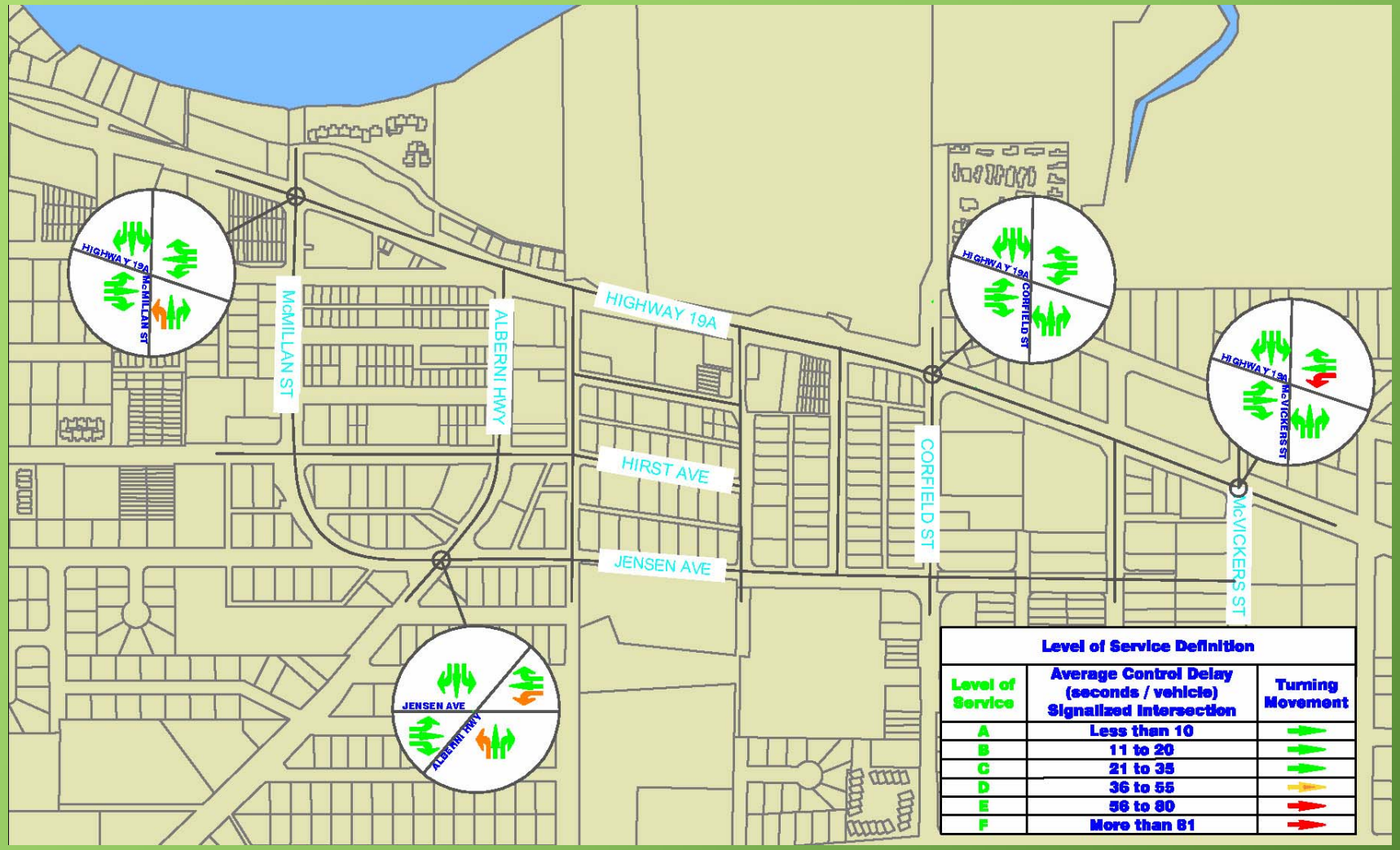
2030 Service Conditions with Jensen Connection



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Pros + Cons of a Jensen Connection

PROS	CONS

• Traffic on Island Highway decreases (8%)
• More options for circulation
	• Traffic on Jensen nearly doubles
	  • Level of service c and d at 2030
	• More than Jensen needs to be upgraded
	  • Island Highway (19A) / McMillan eastbound right turn will require geometric improvements to facilitate right turns
	• Negative effect on pedestrian experience on Jensen
	• Island Highway (19A) will continue to need two lanes in either direction (4-5 lane cross section)

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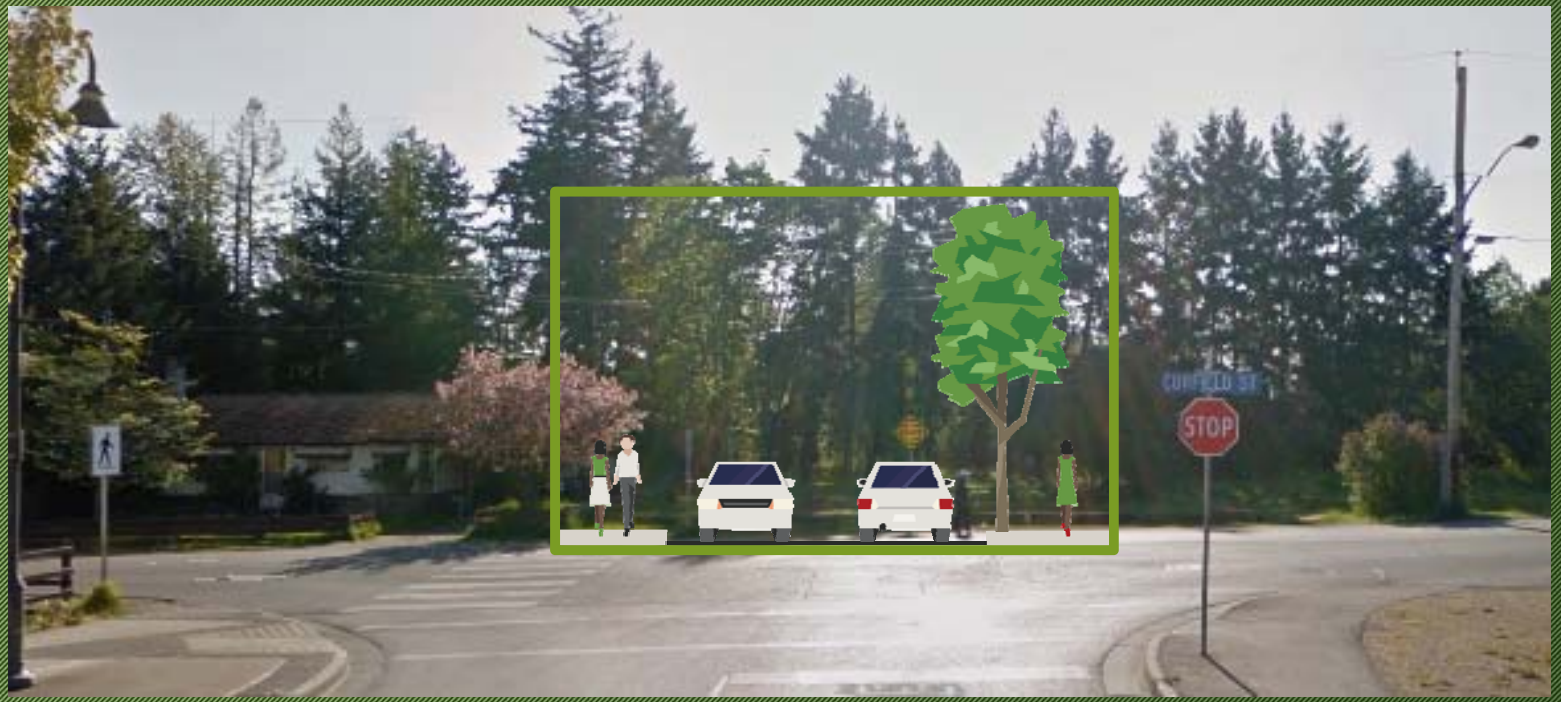
Jensen at Corfield (looking east)



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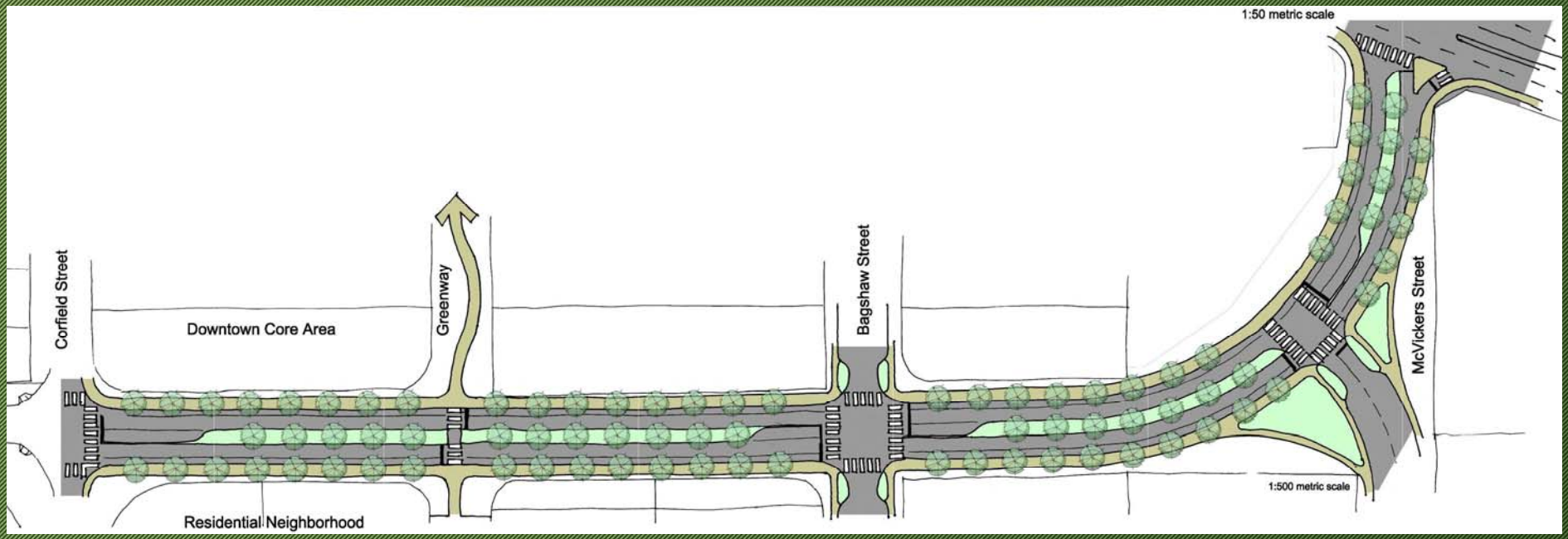
Previous Design of Jensen Connector



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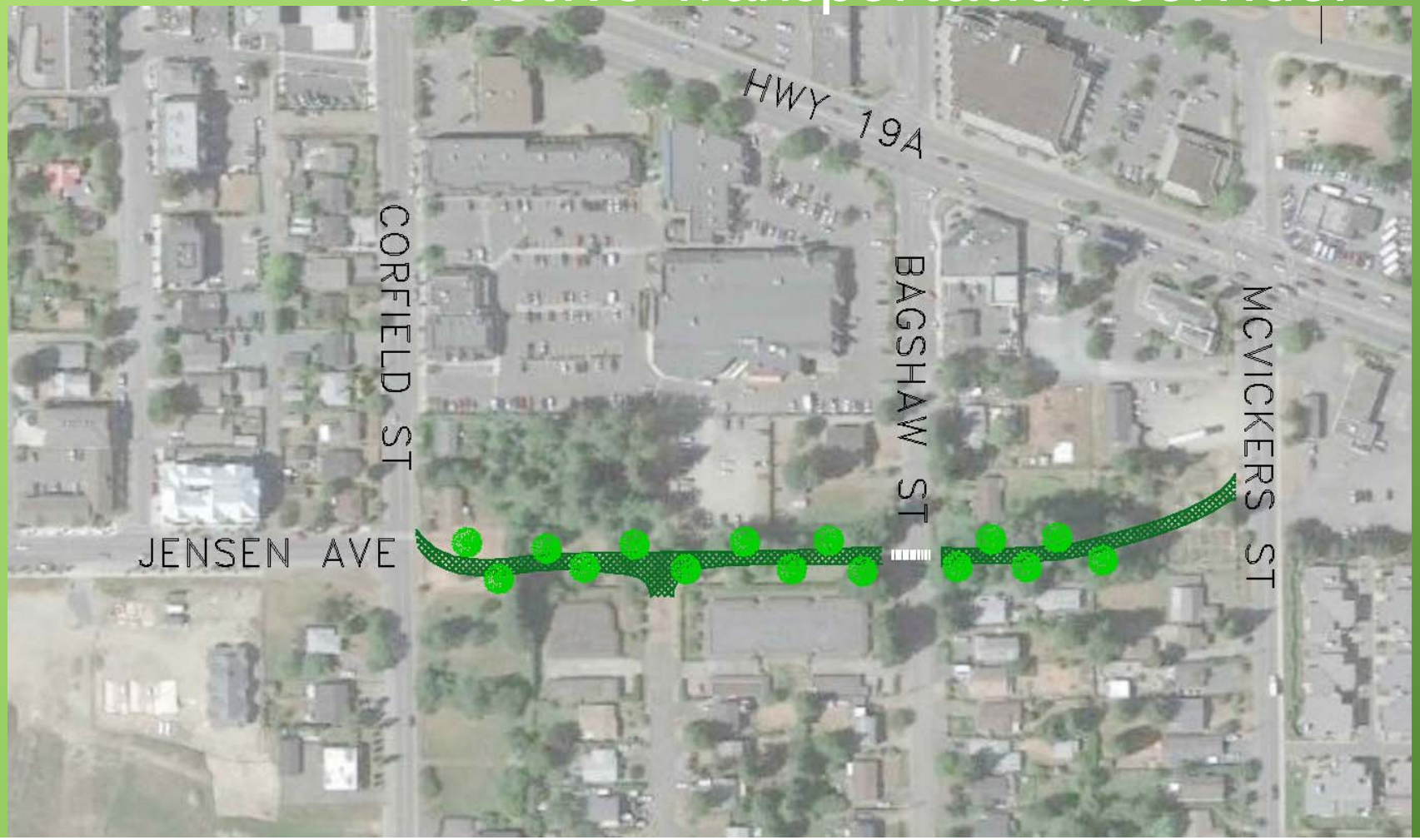
Other Possible Design for Jensen Connection: Active Transportation Corridor



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ISLAND HIGHWAY (19A)

- Island Highway (19A) is being used for downtown destination and local thoroughfare
- However, there are other ways that the corridor can be revitalized if this is the goal

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Existing Island Highway (19A) Cross Section

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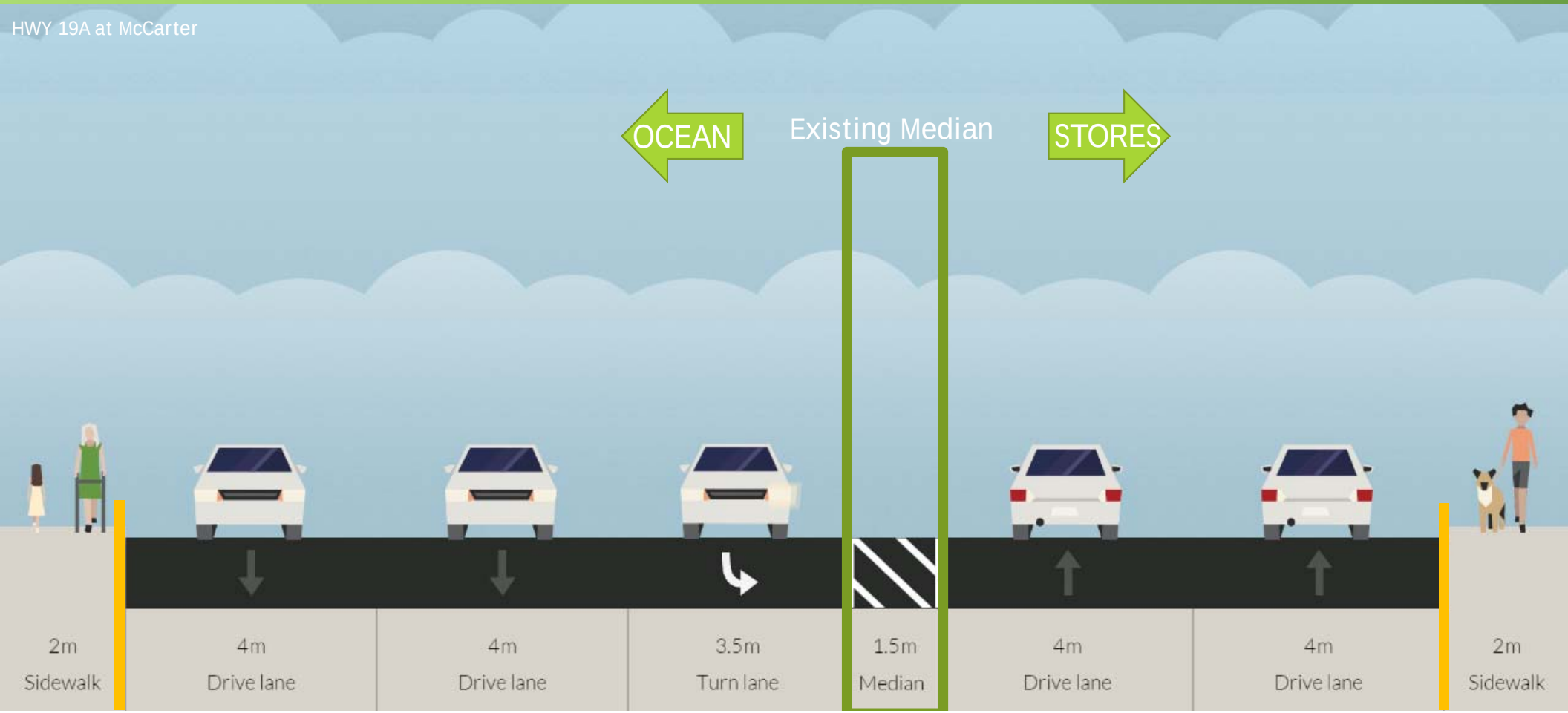
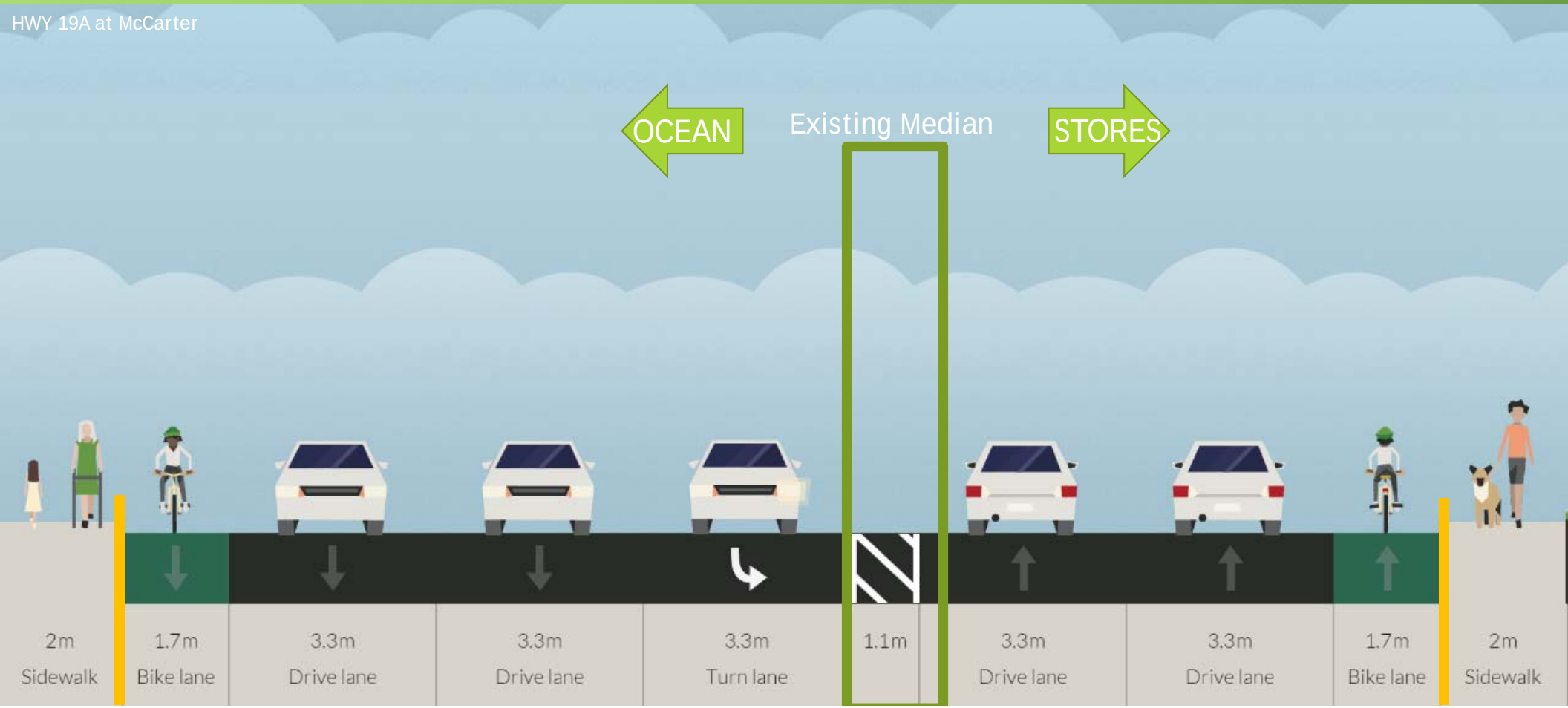
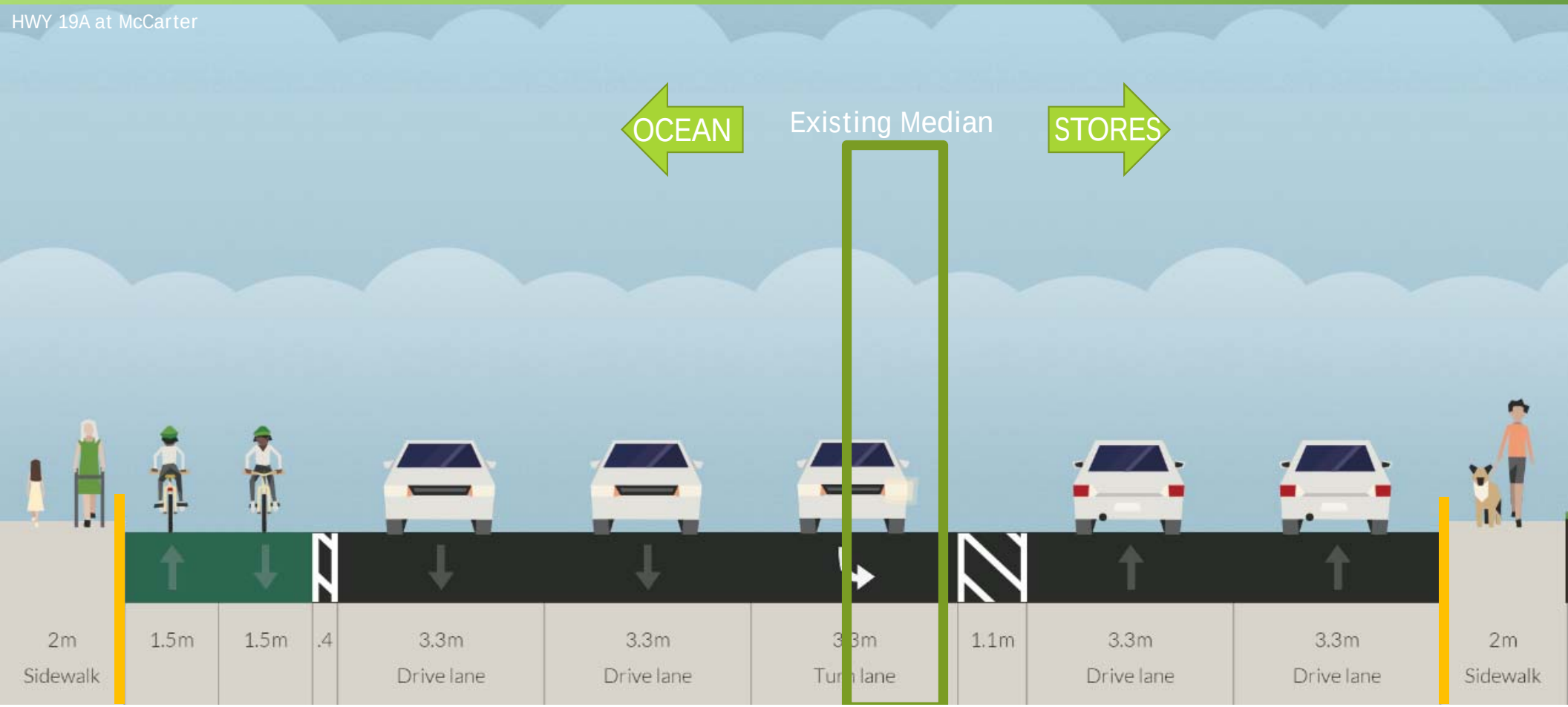
Existing Island Highway (19A) Cross Section



Example 1: Island Highway (19A) with Bike Lane on Both Sides



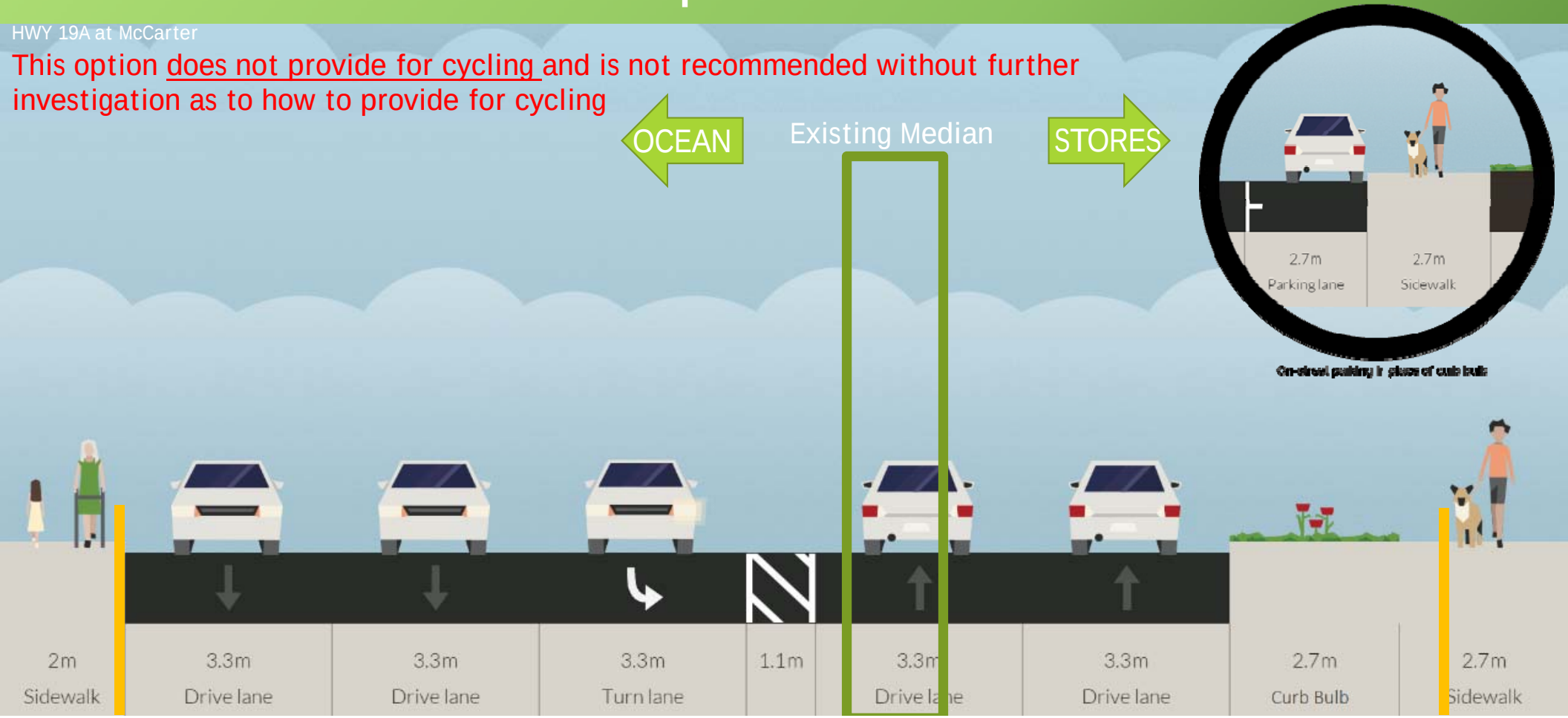
Example 2: Island Highway (19A) with Cycle Track on One Side



Example 3: Island Highway (19A) with On Street Parking and Sidewalk Improvements on One Side

HWY 19A at McCarter

This option does not provide for cycling and is not recommended without further investigation as to how to provide for cycling



Summary

- Future traffic capacity does not warrant the need for Jensen Road connection

- "Road dieting" on Island Highway (19A) is possible without taking significant traffic capacity away

Options discussed include:

- Jensen corridor from Corfield to McVickers
  - Linear active transportation corridor (bike/ walk)
- Cycle track or bike lanes on Island Highway (19A)
- One sided parking on Island Highway (19A) is not recommended without accommodation for cycling

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Discussion

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