

PROPOSED CYCLING NETWORK MAP

BICYCLE LANES

Marked 1.5 to 1.8 m lanes dedicated for cyclists



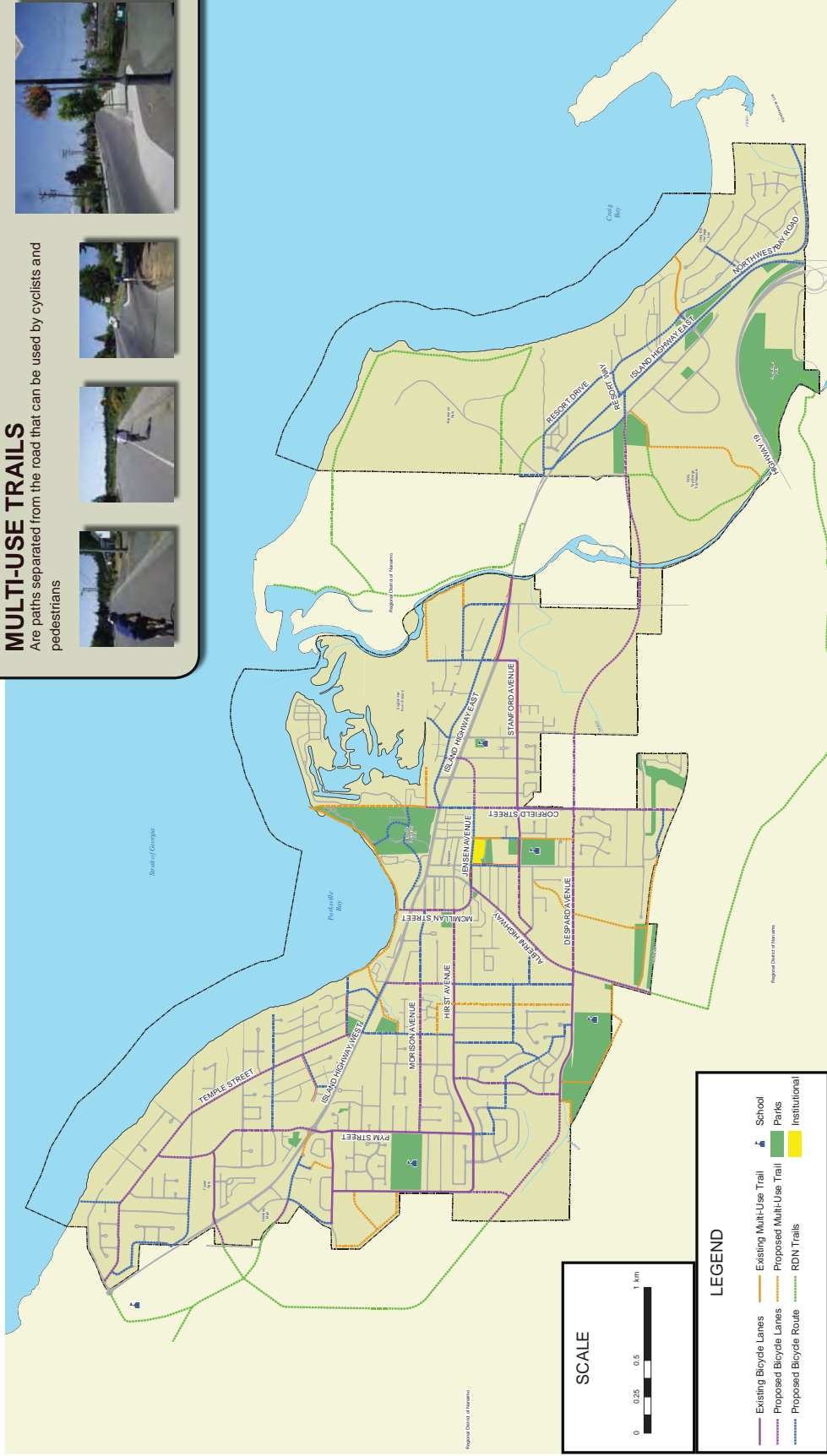
BICYCLE ROUTES

Are marked bicycle routes with signs, stencils or sharrows to indicate where cyclists should ride



MULTI-USE TRAILS

Are paths separated from the road that can be used by cyclists and pedestrians



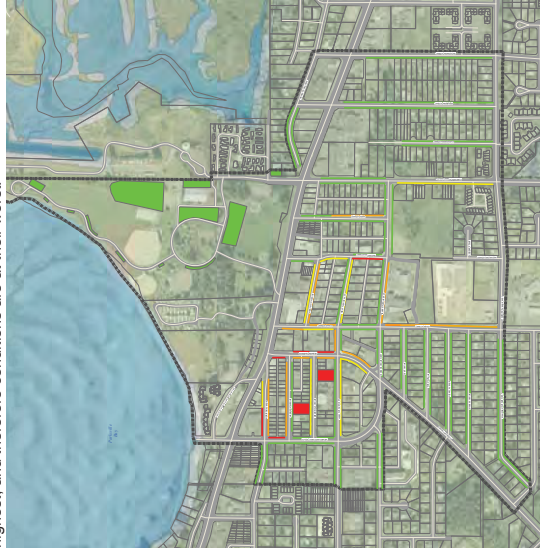
LEGEND

	Existing Bicycle Lanes		Proposed Bicycle Lanes		School
	Existing Multi-Use Trail		Proposed Multi-Use Trail		Parks
	Proposed Bicycle Route		Proposed Multi-Use Trail		Institutional
	Proposed RDN Trails				

EXISTING CONDITIONS

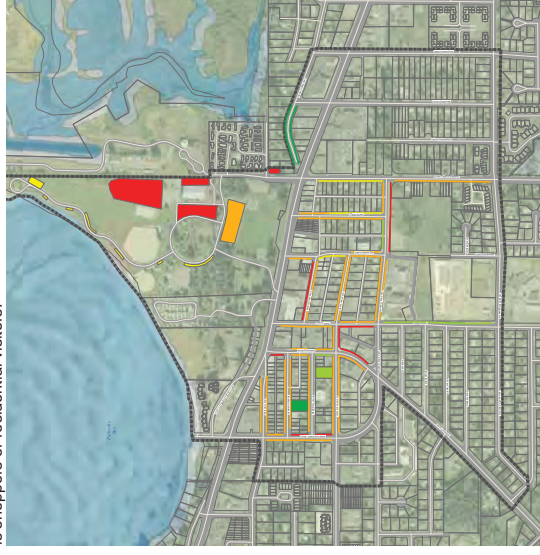
Occupancy

Occupancy refers to the portion of a parking supply occupied during a given period of time, typically measured in hours. Peak hour occupancy is often referenced as it represents the hour of the day when occupancy is highest, and therefore conditions are at their worst.



Average Duration

Average duration refers to the average length of stay for vehicles parked in a group of spaces. Duration indicates the type of parking demand satisfied, where high duration suggests employee or resident parkers and low duration is shoppers or residential visitors.



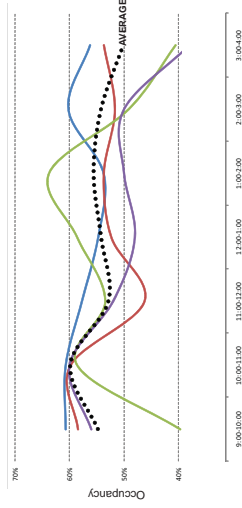
Conclusions

- > In most areas, the existing parking supply is meeting parking demand.
- > Certain segments of downtown are exceeding "practical capacity" (85% occupancy), including portions of Alberni Hwy, Morison Ave, McMillan St, McCarter St and the public lots on Memorial Ave. In each case there is a parking supply occupied at less than 50% within one (1) block.
- > Parking spaces on McMillan St, Weld St and Corfield St are underutilized.
- > City Park parking is underutilized outside of summer months, but is within walking distance of much of the core area and provides an opportunity to satisfy perceived short falls in downtown parking supply.
- > The desire to park directly outside a destination, because of weather and convenience, is creating a perception that there is a lack of parking.
- > Off-street private parking is occupied at 60-70% over the course of the day, which is actually higher than public parking occupancy rates.
- > On-street parking spaces are generally used by short-term parkers (retail customers). This is a desirable scenario.
- > Off-street lots on Memorial Ave are primarily used by long-term, downtown employees, as the lots do not have time restrictions. Having these parkers off-street is desirable, but the central location of these lots may be detracting from potential intensification of the core.
- > Portions of Alberni Hwy are restricted to 1-hour parking, yet the average duration exceeds the maximum time limit.
- > Parking enforcement does not appear to be sufficient to deter long-term parking in time-restricted spaces.

Downtown Zones



Occupancy by Zone



Average Duration by Zone

