



GORDON DR / CASORSO RD INTERSECTION CYCLING IMPROVEMENTS

OUTLINE

- Background
- Site Observations
- Capacity Analysis
- Design
- Next Steps
- Takeaways



CONTEXT



- City Repaving Intersection
- Review Traffic Operations
- Improve Cycling Connections



CONTEXT



Image Source: Google 2017

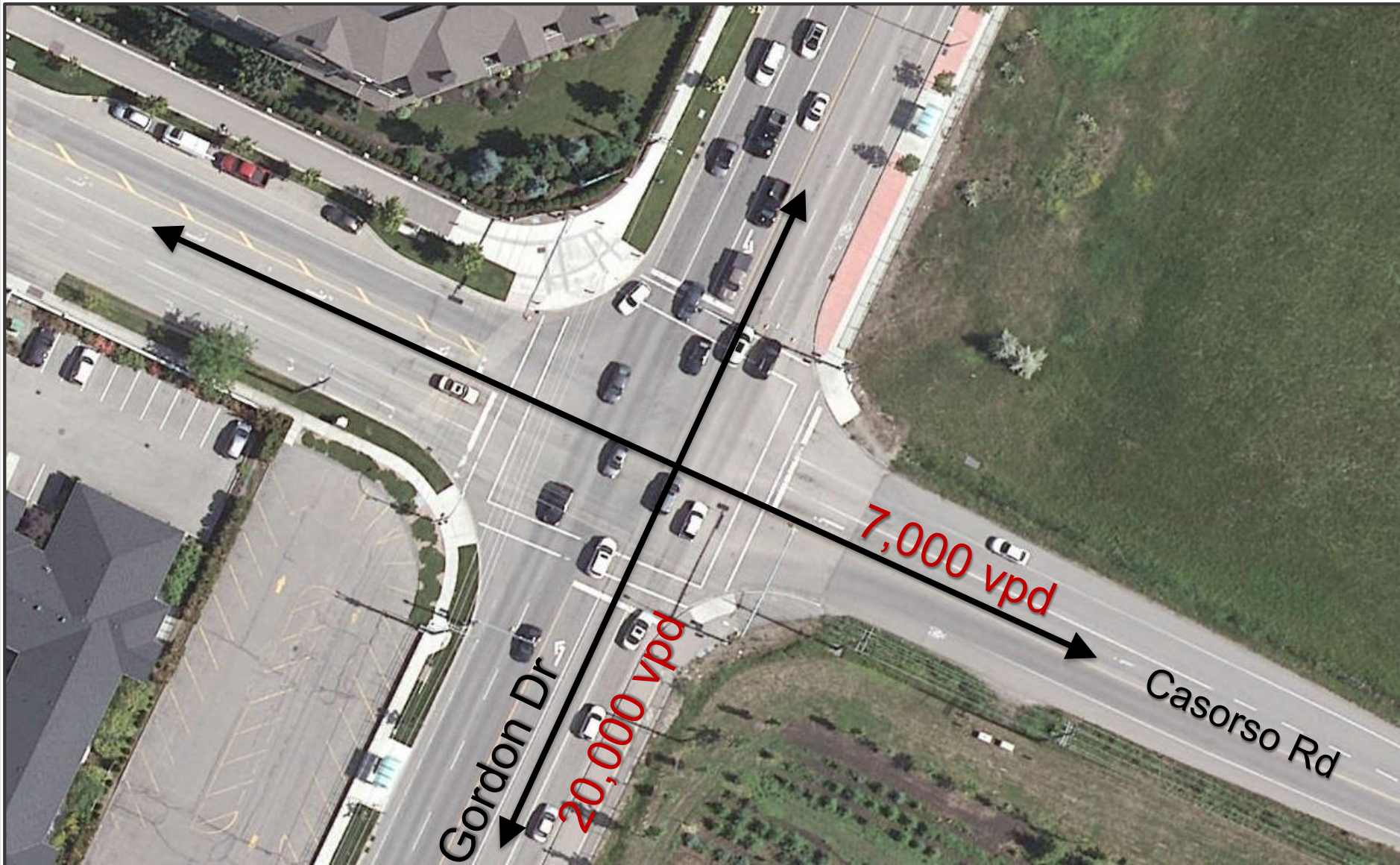
- Southeast of Downtown
- South of Okanagan College
- East of Waterfront
- West of Mission Park Greenway
- North of H2O Adventure + Fitness Centre



INTERSECTION



INTERSECTION – VEHICLE TRAFFIC



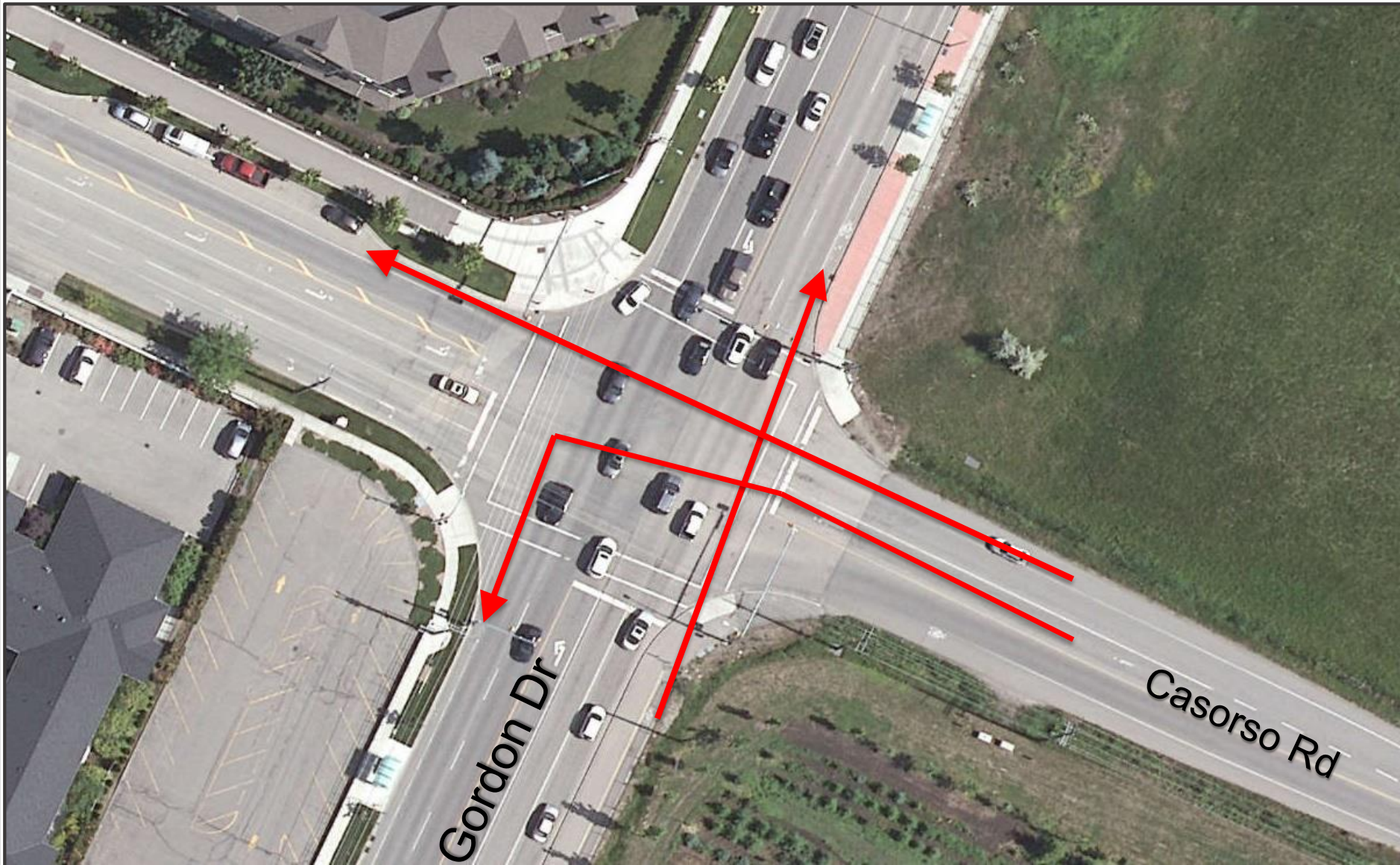
INTERSECTION – FACILITIES



INTERSECTION - TRANSITION



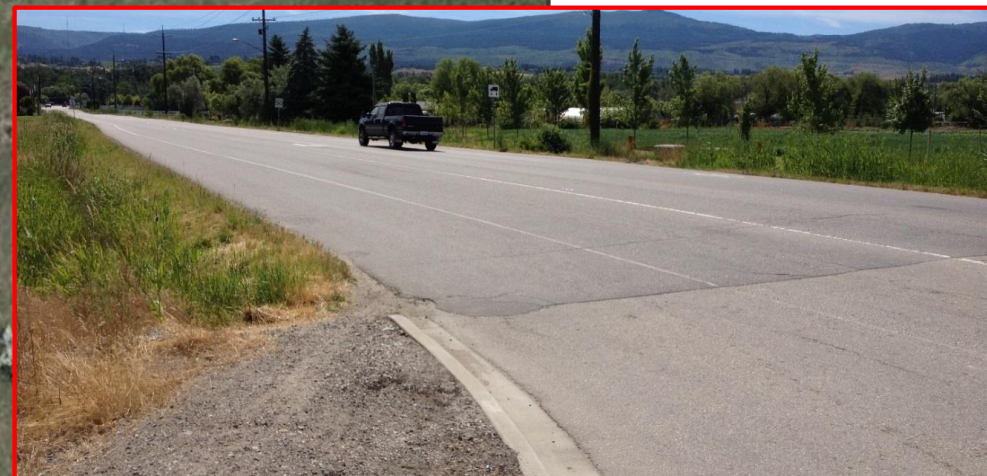
OBSERVATIONS – CONFIDENT CYCLISTS



OBSERVATIONS – NON-CONFIDENT CYCLISTS



OBSERVATIONS – BIKE RAMPS



OPERATIONS – WITH RIGHT-TURN LANE

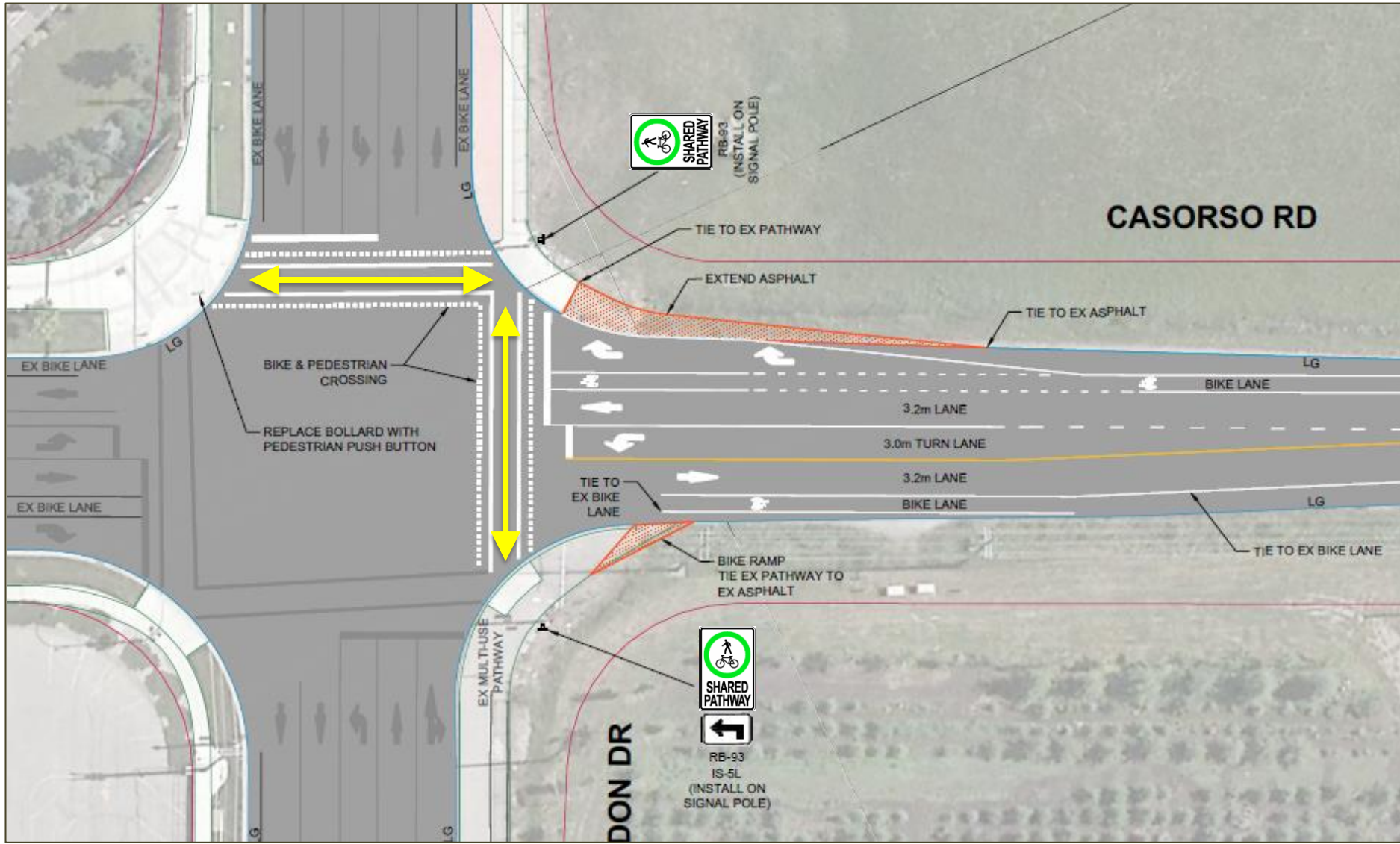


- Minor Improvements to Delay and Queue Lengths

CYCLIST SIGNAL TIMING & ACTUATION



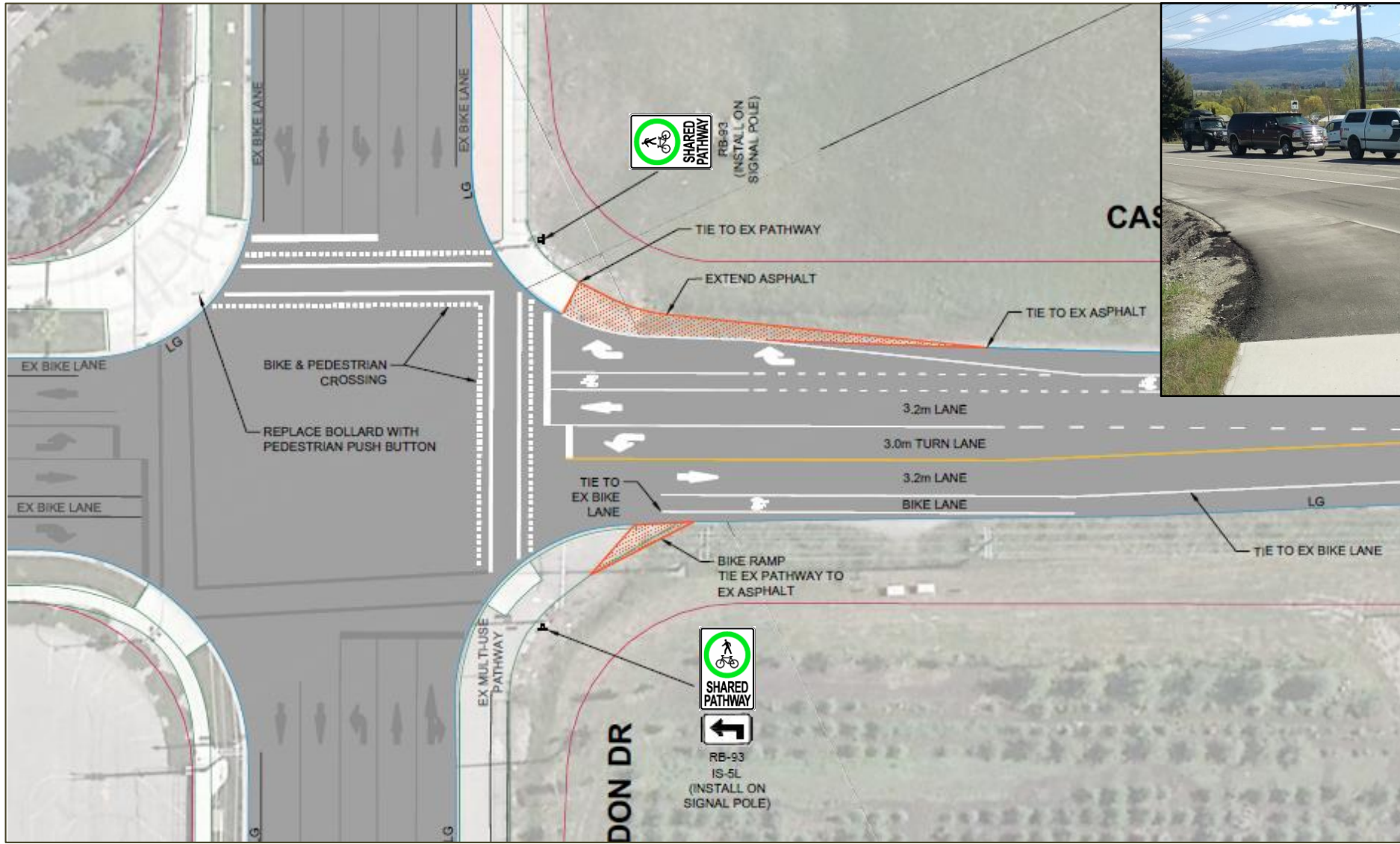
DESIGN – SHARED CROSSWALKS



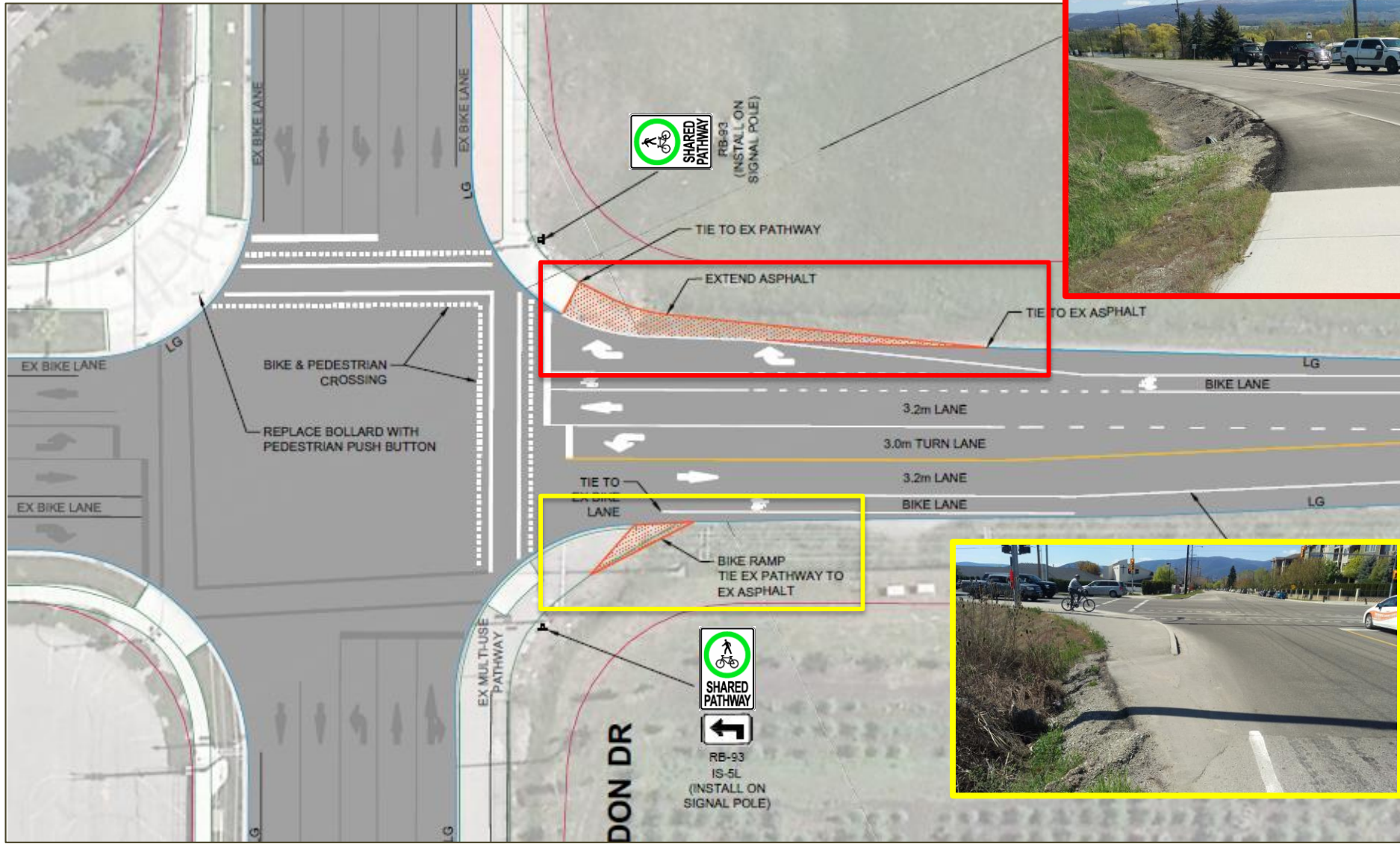
DESIGN – SHARED CROSSWALKS



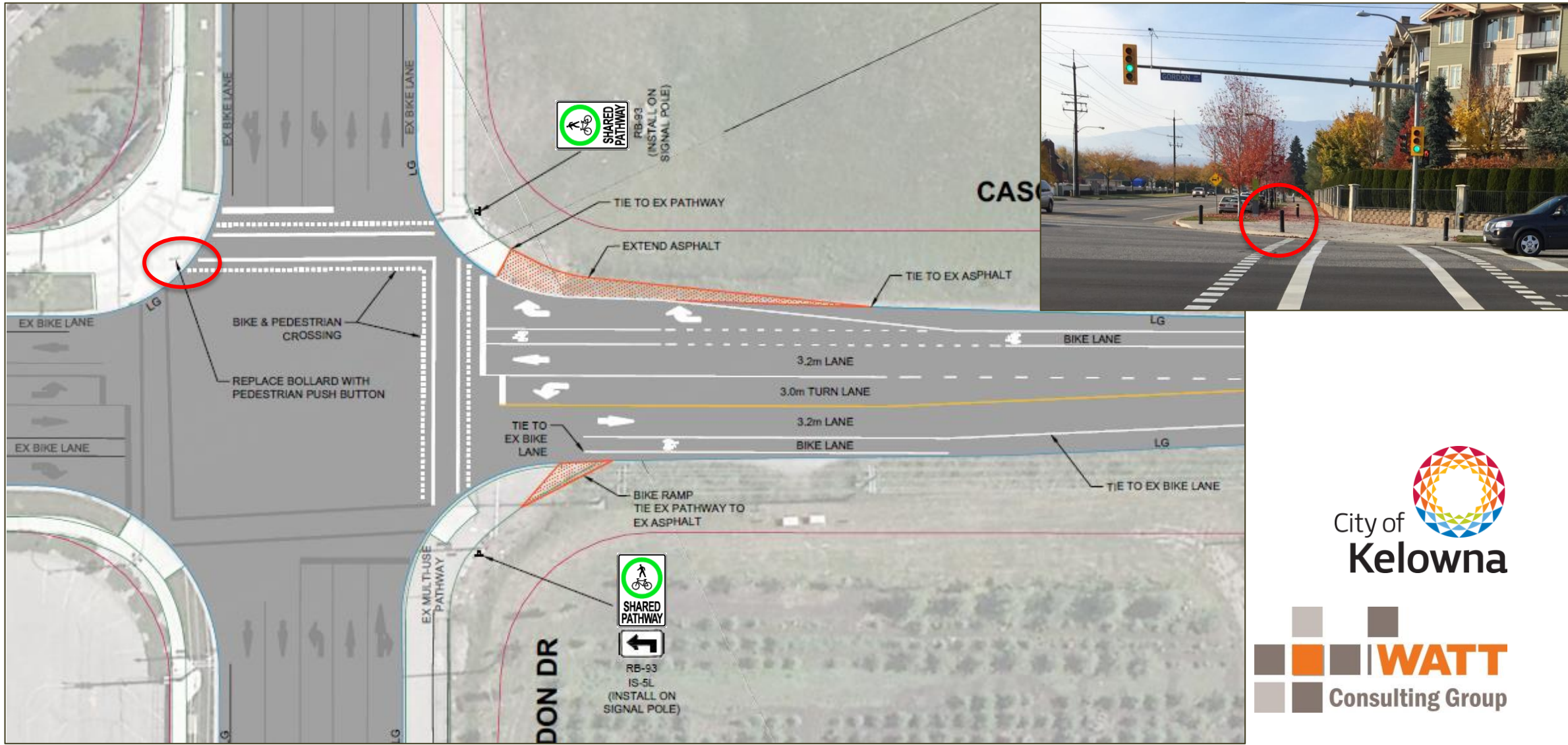
DESIGN – FORMALIZE RIGHT-TURN LANE



DESIGN – FORMALIZE BIKE RAMPS



REPLACE BOLLARD WITH PUSH BUTTON



NEXT STEPS

- Evaluate Intersection Operations
 - Monitor Changes in Active Transportation Volumes
 - Verify Intended Use of New Measures
- Implement Long-Term Plan for Gordon Drive Bike Facilities



TAKEAWAYS

- Pragmatically achieving key policy objectives for Active Transportation in areas with low Pedestrian and Cyclist volumes
- Transitions are Key to the Success of Active Transportation Facilities

