



Anderton Road (Ryan Rd to Ellenor Rd)

Infrastructure Notes

COMOX VALLEY CYCLING COALITION

OCTOBER 2020

Anderton Road– Locator Map



- Approx 1.4 km on Anderton Rd north of Ryan Rd to intersection of Anderton/Ellenor
- Total of 33m elevation change (steep hill near Ryan Rd)



- Busy roadway - Highly used by recreational and commuter cyclists, ferry users, and vehicles
- Sept 2020 Courtenay sewer pipeline work
- Shoulders are narrow and in terrible condition on hill
- Shoulders exist from bottom of hill to Ellenor but are very narrow
- Shoulders are in need of maintenance at Ellenor/Anderton intersection

High Cyclist Use on This Route



- Strava Heatmap shows **use by cyclists is very high** (red color vs blue/purple for lesser used routes)
- Significant **commuter route** (to/from **Little River Ferry** terminal and other destinations).
- **High vehicle volume** and **speed limit** (80 km/h for majority, 60 km/h on hill from Hamilton Rd to Ryan Rd)

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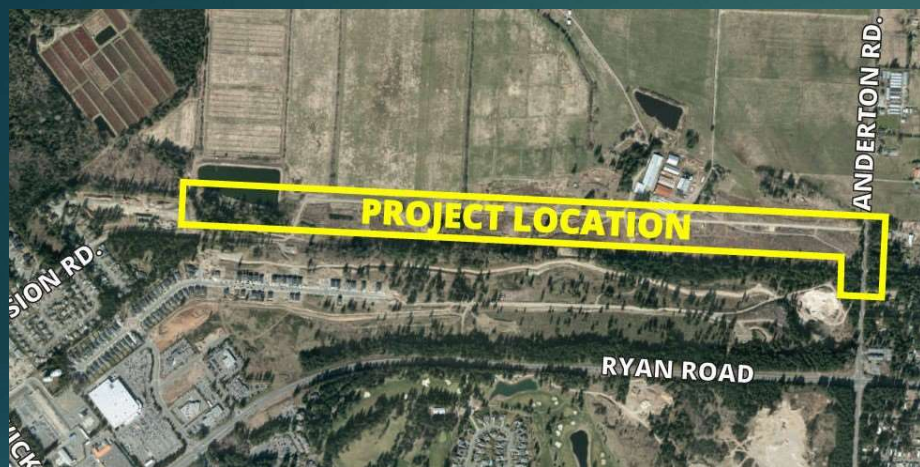
Extremely Poor Shoulder on Hill near Ryan Road



- Shoulders are narrow to begin with on this area and have degraded with use, as well as due to access road gravel movement
- Very dangerous situation for cyclists in a high speed/high volume traffic area



Sewer Line Work – Timing for Re-Paving



Excavation

- Greenwood sewer line was extended in Sept 2020 by City of Courtenay and a portion of Anderton Road was excavated in the process
- When the road was repaved, it would have been an opportune time to also widen and repave the shoulders on the hill portion of Anderton. This is a perfect example of where CVCCo hopes to see better co-operation between road jurisdictions.

Narrow Shoulders – Anderton Road

- Both shoulders are very narrow from Hamilton Rd north to Ellenor Rd intersection
- At 80 km/h, current shoulder width is definitely not safe to allow vehicles to pass cyclists



Shoulder is very narrow and degraded to point of being dangerous

Speed Limit = 60-80 km/h



BC Rural Road Design Guide

- **80 km/h** on this highly used route requires a Bicycle Accessible shoulder by the BC design guide
- Unsure which design standard applies but **minimum shoulder should be 1.5m**

TABLE F-25 // MOTI DESIGN STANDARDS

Source: MOTI B.C. Supplement to TAC Geometric Design Guide, Table 430.A

ROAD CLASSIFICATION	DESIGN SPEED (KM/H)	VEHICLE LANE WIDTH (M)	SHOULDER WIDTH (M)
Lower Volume Road (LVR)	30-90	3.25 - 3.6 m	0.5 m gravel
Rural Local Undivided (RLU)	50-80	3.6	1.0
Rural Collector Undivided (RCU)	50-80	3.6	1.5
	60-90	3.6	1.5
Rural Collector Divided (RCD)	60-90	3.6	2.5
Rural Arterial Undivided (RAU)	70-90	3.6	1.5-2.0
	80-100	3.6	2.5
Rural Arterial Divided (RAD)	80-100	3.7	3.0
Rural Freeway / Expressway (RED / RFD)	80-100	3.7	3.0



Intersection – Anderton/Ellenor Roads



Shoulder has degraded and edges around this corner also need to be widened for safety

Speed Limits = 70-80 km/h



Shoulder on other side of corner is also narrow and in poor shape.

Recommendations



- **Immediate:** When repaving is being conducted for Greenwood **sewer line** extension - include **widening and paving of shoulders on Anderton Road hill** (Ryan Rd to Hamilton Rd)
- **Immediate:** **Reduce speed limit** on Anderton Rd **from 80 km/h to 60 km/h** (Hamilton Rd to Ellenor Rd) until shoulders can be widened and repaved
- **Add appropriate paved bike accessible shoulder** to both sides of Anderton Rd (Ryan Rd to Ellenor Rd). Width should be commensurate to rural BC guidelines.
- **Repair and widen shoulders** at **intersection** of Anderton Rd and Ellenor Rd