

1 October 2022



***Supporting Active Transportation in Campbell River:  
Responses from Campbell River Mayoral and Council Candidates***

Ahead of the 2022 Civic Election, the River City Cycle Club's *Cycling Advocacy Committee* reached out to local candidates via their publicly available email addresses in order to explore their perspectives on Active Transportation in our city.

**We asked the candidates to respond to the following question in 150 words or less:**

*The 2012 Official Sustainable Community Plan lists the following goals for the year 2020:*

- *At least 12% of all trips to work in Campbell River are made by walking, cycling or transit*
- *A safe, connected network of bicycle facilities has been developed*
- *Short driving trips are reduced, with residents meeting many of their daily needs by walking, cycling and transit*

*Given the City's lack of measurable progress toward these goals and in light of a growing climate emergency, what specific actions would you support to increase active transportation in Campbell River? (150 words or fewer).*

Below we provide candidate responses received via email before October 1, 2022. Responses appear in alphabetical order and have been edited for brevity when longer than 150 words.

To all candidates – thank you for your commitment to our city!

Sincerely,

Cycling Advocacy Committee  
River City Cycle Club



<b>Mayoral Candidate</b>	<b>Response</b>
<b>Michael Calhoun</b>	<p>Since there are dismal results from city what also should be included in this planning to bring forth the end result. The people are the voice, the leaders are the directors.</p> <p>To establish this goal on must have the following information: location of residence vs. job. This either includes or eliminates people who can participate also the time walking or riding.</p> <p>Transit routes times and location drop offs: Limited service and convenience affects this goal, where demand warrants a bus schedule change from B.C.Transit would increase participation: Community parking lots in key locations would make this transportation hubs, increased bus service should shuttle workers directly include regional district and this becomes a winner in time saving, cost efficiency and climate forgiveness.</p> <p>Lastly the will and spirt of the great people of Campbell River. What has been done to promote this plan? Have participation to work towards and create a model will be copied from afar.</p>
<b>Charlie Cornfield</b>	<p>The Sustainable Official Community Plan (SOCP) is the community's vision over time. Councils role is to implement the SOCP. This is done by providing the resources during the budget process. Prioritizing and approving projects and services.</p> <p>The Mayor is a leader, not a subject matter expert. The first question I ask, is this a council matter or an operational issue? This is an operational issue and would ask the City Manager for an update and recommendations for Council discussion and debate.</p> <p>Considering the changes over the last decade, I favour:</p> <ul style="list-style-type: none"> <li>• Review the SOCP goals</li> <li>• Complete the master transportation plan review,</li> <li>• Update the cycling plan</li> <li>• Develop a strategy for creating a safe network of active transportation routes</li> <li>• Promote neighbourhood commercial zoning within walking distance</li> <li>• Continue pursuing grant funding to maximize rate of return on local tax dollars</li> </ul>



<p><b>Kermit Dahl</b></p>	<p>Personally, I don't agree that there is a lack of measurable progress, I think it is totally measurable, as a failure, we have failed. The City says when infrastructure is being replaced active transportation is to be considered. It appears after 4 years on council, that generally active transportation is considered as an afterthought. Consider Erickson Road, 19A or Hilchey, of those 3 projects bike lanes were not considered during design, then we have tried to make the best of bad situation. At the time of design is the proper time for consideration of all modes of active transportation, in the next term I would hope whether I'm elected or not that we start to walk the walk, not just talk the talk.</p> <p>If we look at July 1<sup>st</sup>, Canada Day, and how well the secure park / storage of bikes was received I think it is clear the demand for this service is high and think we could find a location in the downtown where this type of service could be available.</p>
<p><b>Saron Gebresellassi</b></p>	<p>Please see my plans for Transit and Cycling</p> <p>I am 100% for sustainability, my platform is geared towards the new generation - we need to do our part for them.</p> <p>If elected as mayor, I plan to get feedback from constituents on what their ideas will be. I also plan to explore e-bike share programs.</p> <p>We also need to improve our current bicycle lanes, parking, and storage spaces. We can also review roads, and extensions (if permissible), and find means to make bike safety a priority.</p>



<b>Larry Samson</b>	<p>The language in the City's policy is not strong enough and we have to ensure all infrastructure upgrade projects come forward with a pedestrian and bicycling component. This may be through a bylaw and/or a strong Council to ensure active transportation is acted upon. All new development should include an active transportation component as part of the development permit.</p> <p>As part of promoting and encouraging we must overcome obstacles to walking, bicycling, or use of public transport.</p> <p>These obstacles include:</p> <ul style="list-style-type: none"><li>• Lack of sidewalks, crosswalks, and bikeways;</li><li>• Lack of connectivity of pedestrian or bike infrastructure;</li><li>• Lower speed limits</li><li>• Actual and perceived dangers of walking and cycling; and</li><li>• Poor public transport</li></ul> <p>Monies are available through the Community Works Gas Tax Reserve. The City currently budgets \$200,000 per year for cycling infrastructure. Where is the money being spent or is the cycling infrastructure monies carry over to the following year.</p>
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Councillor Candidate	Response
<p><b>Ken Blackburn</b></p>	<p>Well the SOCP is due to be reviewed within the next year. This, in coordination with the Master Transportation Plan, will allow us to firmly establish walking and biking priorities in the City.</p> <p>I recommend that any active transport planning be in coordination with housing density reviews and the need for integrating new concepts for public transit, bike lanes, pedestrian routes, rethinking traffic corridors (and emergence of electric cars). With thorough coordination, the aspects of housing, transit, active transport and new car design can all work together to improve local health, assist in lowering carbon emissions and improve quality of life in our community.</p> <p>ALL planning must be coordinated in the early stages of review. We have witnessed bike lanes being 'added on' to developments, an obvious oversight of past Councils and planners. With an active voice from the community and from new voices on Council we can correct these planning oversights.</p> <p>But I stress integration. All development must consider how our community moves through the city, reimagining the main corridor routes, redesigning how pedestrians and bikes integrate into existing infrastructure and ensuring that active transit - alongside public transit - are an essential component of new density developments.</p>
<p><b>Doug Chapman</b></p>	<p>First, I would like to say that I support the bike lanes. Furthermore, I would like to see them be safer by the placement of cement barriers to keep the riders safe.</p> <p>We need to dust off the Master Transportation Plan and update it and to provide biking corridors in our community including the use of the Beaver Lands as one additional corridor along with the seaside walkway and bike lane.</p> <p>Thank you.</p>



<b>Mike Davies</b>	<p>The first thing people think about in terms of “how do we increase active transportation?” tends to be a safer and more connected system of bike lanes, which would be one of my goals should I be elected.</p> <p>But I’d also like to see Campbell River become a place where it’s easier to get things done without going all the way across town. We need to encourage more businesses and services to locate in more areas of the community, not continue to force everyone to go all the way downtown for what they need when the growth of the community has been consistently southward for the past 40 years.</p> <p>And, of course, I’d also like to see the public transit situation improved. I’d certainly take a bus more often if the one that came anywhere near my house ran more than seven times a day, and only four times on Sunday.</p>
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<p><b>Gwen Donaldson</b></p>	<p>I would like to see us move into the future, and bike infrastructure is certainly an area where we have fallen behind. Bike infrastructure needs to be prioritized in our asset management process, our existing infrastructure upgrades, and our future development plans. This will be an efficient way to create safer streets for everyone.</p> <p>I would work with staff, professionals, the community, and advocacy groups to build the plans for ‘shovel-ready” projects that will enable us to easily apply for provincial and federal infrastructure grants when they arise. As Churchill said "we can't let perfection be the enemy of progress", so we really just need to start somewhere. Simple things like crosswalks and better road markings can also help. Further, we need to create safer bikeways for our schools, create secure bike lock-ups in our community, and foster a greater culture of urban active transit, in general.</p>
<p><b>Colleen Evans</b></p>	<p>We must ensure active transportation goals are targeted with measurable outcomes within a defined period of time. My actions include safe routes to school and school programs to enable children to walk and bike to school safely; construct a network of multi-use trails; separate motor vehicle traffic from cyclists with physical barriers and the construction of dedicated bike lanes; prioritize infrastructure improvements near transit stops and public transportation; promote streetscape amenities such as benches, landscaping, lighting and public art; encourage bicycle parking at workplaces and throughout our community with dedicated concierge/drop off and bike lock up incentives; ensure active transportation goals are proactively considered in city planning by establishing an ongoing active transportation committee to advise Council, the SOCP and the city with recommendations on how to increase measures for meeting our active transportation goals.</p>



<p><b>Tanille Johnston</b></p>	<p>Enabling transit that works! Majority of folks in Campbell River can't actually get to work and back in a timely manner. There is either no bus or it's long foot commute to get one. Living on the Quinsam Reserve makes the bus useless to myself and my family.</p> <p>Cycling specific routes! Identifying roadways and pathways as cycling primary routes and put significant effort into advertising them. Routes that work not just for the avid single commuter, but for folks like myself towing my kid-packing Thule to soccer and riders new to cycling. I was cycling primary in Victoria and now car primary in Campbell River, I want to change that.</p> <p>I am one of the only candidates who lists implementing a strategic transportation plan as a top priority. Let's review the Master Transport Plan consultation and take action. It's been a decade of sitting on proposals. We can do better.</p>
<p><b>Ron Kerr</b></p>	<p>No response</p>
<p><b>Ben Lanyon</b></p>	<p>I am in favour of developing a continuous set of bike lanes and paths connecting Willow Point to Campbellton, with arms into key areas.</p> <p>Reducing vehicle traffic and improving cyclist and pedestrian safety are my main reasons.</p> <p>There are many cyclists who currently have no safe options for their commute. This disproportionately affects lower income residents who cannot afford to drive a vehicle. The environmental benefits are obvious as well.</p> <p>Cost is a concern for many, but infrastructure grants and a phased approach will likely eliminate most of this concern.</p>





<p><b>Sandra Milligan</b></p>	<p>My desire to improve alternative infrastructure is one reason I am running for City Council. In order to fund projects, staff would be supported to apply for provincial and federal Active Transportation Grants, so at least half the projects costs would be covered from other sources. If elected to council, my highest priority items would be:</p> <ul style="list-style-type: none"> <li>• Provide safe cycling access into the downtown core, with Hwy 19A as the priority, and Alder Street, and through Campbellton thereafter.</li> <li>• Ensure sidewalks exist along major routes to schools; Cheviot Road as the priority.</li> <li>• Provide safe cycling lanes on major routes to schools and within the downtown core.</li> <li>• Develop a public education program to ensure safe interaction between cyclists and pedestrians on multiuse trails.</li> <li>• Support safe bike parking at all downtown events, and a pop-up bike lane into the downtown core until a permanent lane is established.</li> </ul>
<p><b>Sue Moen</b></p>	<p>My goal is not only to encourage more people to use active and public/mass transportation, but to make it less convenient or attractive for them to get into their cars. We need to design for the speed and behaviour we want - including at intersections. We must increase densification to decrease the distances people have to travel. We must ensure the existing links lead to a complete network. We can offer safe, attractive and convenient routes; secure and free storage throughout the city and education. We must exceed the established GHG emission reduction goals, and quickly address climate breakdown through every means possible. Municipalities must design cities to improve equity, safety and liveability of our streets. The city must demand our share of the gas tax from the province and explore other funding opportunities to move quickly and ensure equitable access for our residents.</p>
<p><b>Claire Moglove</b></p>	<p>After being elected in 2018, I asked staff why Campbell River did not receive Provincial grants for active transportation, when other communities did, to the tune of upwards of \$1,000,000. I was told it was because we did not have “shovel ready” projects for which to apply for grants. So I made a motion to increase the budget for cycling infrastructure from \$15,000 to \$200,000 annually. The purpose was to enable design work which would lead to grant applications.</p> <p>I also made a motion to have active transportation incorporated into the design work of any City project which involved the digging up of roads. Again this was so as to enable “shovel ready” projects and to be proactive and not reactive.</p>



	<p>In addition to cycling lanes, we also need much better safe bike storage.</p> <p>Regarding sidewalks, we have \$250,000 in the budget for the expansion the sidewalks network, however, we are usually unable to complete identified projects. We need to figure out a way to complete the sidewalk expansions annually.</p>
<p><b>Susan Sinnott</b></p>	<p>I support making our city more walkable, bikeable and less auto dependent. I recognize that we have challenges with wet windy winters and terrain that makes it a challenge to bike or walk for work or shopping. I agree it is a problem that the SOCP is not measured. To support active transportation, I would:</p> <ol style="list-style-type: none"> <li>1. Support current policy of bike lanes and connections when doing road projects/upgrades and prioritize flat bikeable areas like Campbellton.</li> <li>2. Create a policy to permit public/private partnerships to raise funds for specific projects (ERT improvements/secure bike parking etc.);</li> <li>3. Reduce parking space requirements on all buildings (new and old) on Dogwood/19a or within 15-minute easy walking to grocery stores or if buildings add car sharing.</li> <li>4. Create focused paid parking or passes to fund active transportation initiatives (e.g. Ostler Park area)</li> <li>5. Work with First Nations to build sidewalks and connector routes.</li> </ol>
<p><b>Sean Smyth</b></p>	<p>I am a big fan of active transportation. My family and I bike regularly and would like to do more if the infrastructure were there to use. Our SOCP did say that it wanted 12% of the population in Campbell River to travel to work by active transport. This was an ambitious goal and proved to be complicated and impractical. Even if Campbell River dedicated itself to another short-term goal, it would not be easy to fulfill. All infrastructure takes time and costs money. I will be a vocal supporter of active transportation infrastructure. However, we need to encourage active transportation, not force it. All the people of Campbell River have different needs and circumstances. The municipal government is here to support its citizens to live their best life possible, including all forms of transportation and activity.</p>
<p><b>Ferris Stirling</b></p>	<p>No response</p>



SRD Candidates Area D	Response
<p><b>Brenda Leigh</b></p>	<p>Thank you for your enquiry. Area D supports alternative and active transportation such as walking, cycling and bikes within our Area. To that end, our Parks Department has been developing as many connected trails in neighbourhoods and park areas.</p> <p>There are now MOTI grants available to help develop Active Transportation Plans if citizens wish to support this with their ideas and input. Such grants could also be used to widen shoulders on 19A and keep people on bikes safer.</p> <p>Right-of-ways that connect Area D to Campbell River (such as the old waterline trail from Leeming Road to Beaver Lodge) would be a wonderful addition to a potential trail network, but would require negotiations for right-of-way Agreements with private property owners to formalize such a route.</p> <p>As Director for Area D, I would be more than happy to receive your suggestions and input through your Advocacy Committee.</p>
<p><b>John Rice</b></p>	<p>There is no question that active transportation within Area D would provide tremendous value to our community in many ways, such as:</p> <ul style="list-style-type: none"> <li>• improved health for all residents;</li> <li>• Increased mobility for seniors;</li> <li>• Improved livability; and</li> <li>• environmental sustainability.</li> </ul> <p>However, many of the roads throughout Area D need work to make them safer to help promote active transportation.</p> <p>Area D needs cycling and walking paths throughout the community. Well-placed signs and rumble strips in key locations could be useful for alerting those that are driving that they need to share the road. As for the Island Hwy, it's time for a comprehensive traffic study that includes all stakeholders so local government can advocate better to other levels of government. Local Leadership needs to be open to fact-based research and dialogue to implement great changes.</p>