

# Cycling Advocacy Newsletter



## Winter GoByBike Feb 6-12

Your bike might be happy spending the dark wet months of winter tucked away in the garage, but give it a chance to broaden its horizons. **Winter Go By Bike Week** is an opportunity for both you and your bike to step out of your comfort zones and experience some all-weather cycling. You might surprise yourselves!

You can register for the provincial campaign at [www.gobybikebc.ca](http://www.gobybikebc.ca) - and keep an eye out for a pop-up event (weather permitting!).

You can win some great prizes just by riding once during the week - and our participation rate improves our community's future funding for this event.

## BC Cycling Coalition Grant

The Cycling Advocacy Committee of the River City Cycle Club spearheaded a successful grant proposal to the BC Cycling Coalition.



The project will help us acquire portable bike racks and other equipment in order to provide secure bicycle parking for public events in Campbell River.

In providing this service we aim to increase: the number of people and families choosing to use their

bikes for transportation; help raise the profile of active transportation in the city; and build a community of active transportation supporters beyond the borders of the bike club.

We believe that a large body of engaged people on bicycles is the best route to achieving the infrastructure improvements that we need in Campbell River.

The total amount of the grant is \$3,750 - and you can expect to see the results of this project before long!



## What's Up With E-bikes?

You have probably noticed the increased number of e-bikes of various kinds on the roads, paths and trails around Campbell River. Much has been written about the growth in e-bike use around the world and their potential to revolutionize transportation. Much less expensive and much less resource intensive than EVs, they can move people efficiently over short distances - and make them healthier and happier at the same time.



In North America, however, our infrastructure and regulations haven't kept up to the new technology. In Europe, for instance, a distinction is made between pedal-assist and throttle-powered e-bikes; only the former are allowed to use bike lanes or multi-use paths and their top speed is capped at 25 kph.

In BC these are called Class 1 e-bikes and their top speed is capped at 32 kph. In practice, though, little attention appears to be given to this distinction.

Until we catch up, what can we do to safely integrate e-bikes into the active transportation picture in Campbell River?

1. **Join Forces.** Create a common cause with all cyclists to press for better cycling infrastructure. Safe bike routes are in everyone's best interest.
2. **Be Kind.** Regardless of what bike we're riding, be sensitive to other road/path users: communicate with others, pass with care and don't be a jerk
3. **Become Cycling Savvy.** Keep building our skills and knowledge to be better and safer cyclists. (The League of American Cyclists website has tons of interesting information and tips. Check out <https://cyclingsavvy.org> for some great material)

Do you ride an e-bike? We'd love to publish your view of what Campbell River needs to support the growth of e-biking. Send your comments to [advocacy@rivercitycycle.ca](mailto:advocacy@rivercitycycle.ca).

**And if you like to plan ahead, please note that the City's Recreation Department is holding a Safe Cycling for E-Bikes workshop on May 31.**

## Melissa's Corner



**Melissa Heidema, P. Eng. Transportation specialist.**

As a Professional Traffic Operations Engineer, she has worked for the City of Campbell River for the past 15 years. She is responsible for all aspects of traffic, transit and active transportation and within the constraints of time, money and political will, is committed to improving the city's cycling infrastructure. She has generously agreed to answer questions posed by cyclists.

**This month's questions come from Chris Carlin:**

**Question 1:** *The path along South Dogwood Street is a multi-use pathway. The signage and pavement markings at the intersections don't support this. Why not?*

**Answer:** The City takes guidance from the "[BC Active Transportation Design Guide](#)" regarding design of all types of cycling facilities. Specifically at intersections, bike routes may generally be marked one of two ways, depending on whether the bike route is a separate bike lane, or a combined with pedestrians into a multi-use path. The pictures attached show these two types.

The example from Courtenay's 5<sup>th</sup> Avenue shows a bike lane next to a sidewalk, so the pavement markings at the intersection are separated. The example from New Westminster shows a multi-use pathway beside a major road – the bike markings and pedestrian markings are combined. The bike markings are formally called "cross-ride" but are commonly known as "elephant's feet." The markings may or may not have green conflict markings. As South Dogwood features a multi-use pathway, the second type of pavement markings would be applicable. The City had intended to install cross-ride markings as well as green pavement markings this year (2022), using the same contractor as the Hilchey bike lanes. However, the quote came to be quite high (\$50,000 per intersection), so the City has postponed this work. It is still on staff's radar, and staff will look for other ways to make these intersections safer for cyclists.



*Examples of 'Elephant Feet'*



**Question 2:** *For the new bike lanes on Hilchey, how does a cyclist navigate safely through the intersection at South Dogwood?*

**Answer:**

Currently, the westbound bike lane goes up to the intersection, where cyclists may proceed across South Dogwood to access Beaver Lodge Lands, or may go right or left along the South Dogwood multi-use pathway. To access the eastbound bike lane, cyclists must navigate through the intersection as the lane starts after the curve of the curb in the south-east quadrant. The road space in the north-east corner of the intersection is quite wide and ambiguous, which leads to potential conflicts between cyclists and drivers. Potential solutions include a curb-cut in advance of the intersection to allow westbound cyclists access to the sidewalk in advance of the intersection, coupled with a wider sidewalk; or construction of a protected intersection. A protected intersection better accommodates pedestrians and cyclists, by separating these users from vehicles, and better marking out pedestrian and cyclist crossing locations. See pictures and sketches attached.

Unfortunately, the budget for Hilchey bike lanes did not include modifications to the Dogwood and Hilchey intersection. This intersection is on staff's radar, and staff will continue to look for ways to make the intersection safer for cyclists.

Do you have a question for Melissa? Please send it along to  
<[advocacy@rivercitycycle.ca](mailto:advocacy@rivercitycycle.ca)>

## 2022 Master Transportation Plan and Dogwood Corridor Study

In our December newsletter we made reference to the first technical document arising from Campbell River's Master Transportation Plan update and Dogwood Corridor studies. It's still available on the City's website if you'd like a deep dive, but here are a few key takeaways from the "Cycling Infrastructure Baseline Conditions" chapter:

- **Top Barriers to Cycling for Transportation:**
  - *Uncomfortable cycling on arterial roads without painted bike lanes (53%)*
  - *Lack of separation between people walking and cycling on multi-use pathways and trails (30%),*
  - *Poor connections to key destinations (28%)*
  - *Lack of secure bike parking (28%).*
- **Existing Cycling Facilities Do Not Meet All Ages and Abilities Standards.** Even though the City has cycling facilities on several of its roads, most of the facilities do not meet best practices and/or accommodate people of all ages and abilities.
- **Separated Cycling Lanes Should be Considered on Main Roads.** The BC Active Transportation Design Guide recommends that for streets with more than 4,000 vehicles/day cycling facilities should be considered that separate people cycling from motor vehicles. That means that most of the collector and arterial roads in Campbell River should have protected bicycle lanes or a type of multi-use pathway.
- **Angled Parking Downtown.** Another barrier to cycling is angled parking, which is the common parking configuration in the downtown along 16th Avenue and Shoppers Row.

Similar feedback was heard during the Ideas Fair. The most preferred ways to make cycling safer and more convenient in Campbell River (as told by sticky dot votes) were 'More separation / protection from vehicles along corridors', 'Better separation / protection from vehicles at intersections, and 'Provide more secure bicycle parking'. Further comments included the following desired improvements:

- Improved signage on multi-use paths
- Making Erickson Road more bike-friendly
- Safe, separated bike lane into town
- Better infrastructure for mobility scooters
- Better maintenance of bike lanes
- Safe driving education for motor vehicle drivers

None of these observations will surprise anyone who's ridden a bike around town, but it shows that the Watt Consulting Group are approaching their job with their eyes wide open. The timeline calls for a final report by early summer. After that it's up to us to pressure City Council to take some action!

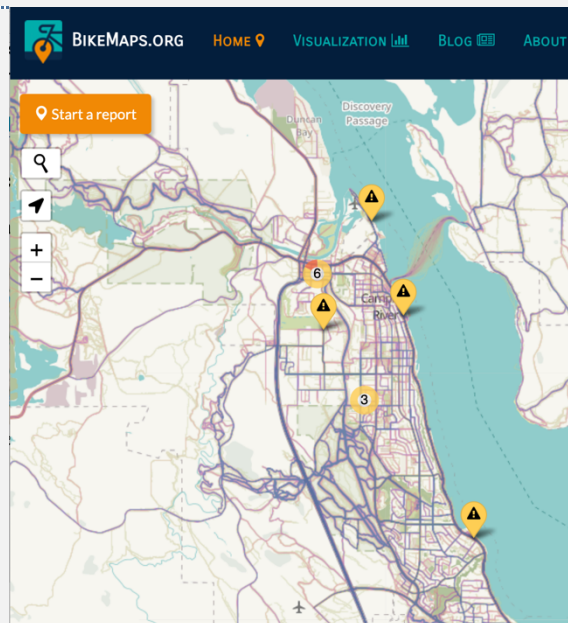
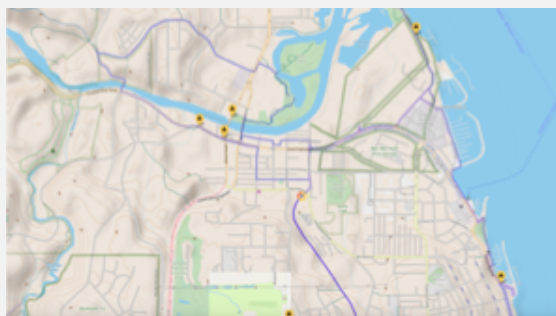
## Help Us Identify Areas for Improvement in the local cycling network!

Thanks to a local club member a detailed Google Doc has been created to note some of the gaps in the Campbell River cycling network. You can check this out [here](#) and feel free to add to it.

### [BikeMaps.Org](#)

Our last newsletter mentioned the site [bikemaps.org](#) as a useful place to record hazards, accidents and thefts.

Here's a screenshot of a portion of Campbell River, showing a few such hazards. As you can see, there are many dangerous locations that have yet to be entered. We invite you to do so!



Identifying problem areas is the first step to solving them.

Ideas or suggestions for the next newsletter?  
Reach out: [<advocacy@rivercitycycle.ca>](mailto:advocacy@rivercitycycle.ca)