



January 18, 2022

Dear Mayor and Councillors,

As members of the Campbell River Cycling Advocacy Committee, we are excited by the changes that will take place in the City's bicycle infrastructure this year. The completion of Hilchey Rd cycling lanes combined with a major project supported by the \$200,000 in funding in this year's budget will mark a giant step toward a safe, efficient and connected cycling network. We'd like to thank you for your support of this goal!

It's our hope that City Staff will develop a plan to complete a North-South route along 19A to complement the Hilchey Rd East-West route that is already under development. We have several recommendations that we outline below:

1. Hwy 19a

Our survey of the cycling community found a strong preference for completing a route along Hwy 19a into the downtown area. We've only recently become aware of the [Refresh Downtown](#) strategy which was endorsed by Council in 2017 to make downtown a destination and vibrant centre of our community. The document **includes a design for two cycling routes - one for recreational riders and another for cycle commuters - that achieves that goal**. We hope that staff will consider implementing at least one of these routes by developing a powerful BC or Federal Active Transportation Grant application. A successful application is made more likely because:

1. It would **contribute to an existing long-term plan** for a multimodal transportation system
2. It has the **support of the more than one thousand citizens** who participated in an intense process to create a vision of a revitalized downtown
3. It **has the demonstrated support** of the cycling community
4. It would **extend an existing cycling route** and form part of a larger transportation network



Figure 1. Proposed Bike Route as depicted in [Refresh Downtown](#) (Map 7, p.101).



2. ERT

Should this plan be deemed infeasible at this point, our second choice would be to consolidate a North-South route to the downtown area centred on the ERT road. Such a plan might include a number of features, including:

- Adding green paint at each crosswalk along the Dogwood Multi-use path to improve the safety of cyclists
- Upgrading the underpass and connecting trail from the Dogwood MUP to S McPhedran Rd Signage to direct cyclists along Evergreen Rd to the ERT
- Signalled sidewalk across 14th Ave to Maple St.
- Painted bike lanes along Maple St to Hwy 19a
- Painted bike lanes along 16th Ave to Dogwood St

This route would provide cyclists with access to both North Campbell River and the downtown area, as well as improving the popular Greenways Loop.

3. Parking Protected Bike Lane on Hilchey

It's worth mentioning that in situations with significant vehicle traffic, the “gold standard” is to have cycling lanes that are physically protected from cars. Each of our proposals would allow for the addition of physical barriers at a later date.

To that point, we'd like to make one final suggestion regarding the Hilchey Rd cycle lanes. The plan currently calls for two buffered bike lanes delineated by paint and parking on one side of the road. **The [BC Active Transportation Design Guide](#) strongly recommends in such a situation the provision of a “parking protected” bike lane.** In this case, the bike lane is located between the sidewalk and the parked cars. This provides an extra layer of protection for cyclists and reduces the chance that they will be “doored” by a parked car. Crucially, it also means that when a physical barrier is installed at a later date there will be minimal changes required to the parking regime - and it can be accomplished at no additional cost.

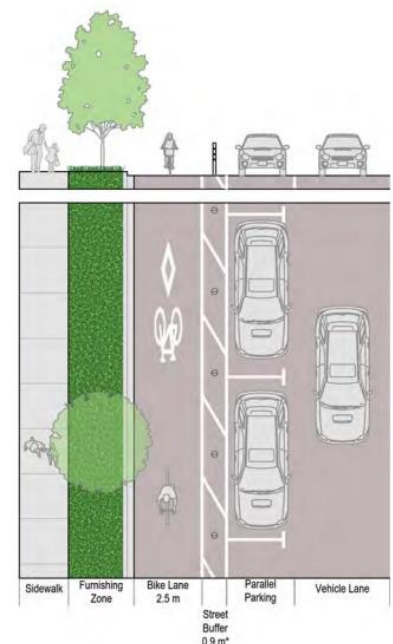


Figure 2. Uni-Directional Parking Protected Bike Lane ([p. D35](#), BC AT Design Guide).



Again, we are eagerly anticipating the changes ahead and look forward to your continued support for a healthier and more sustainable city.

Sincerely,
Cycling Advocacy Committee,
River City Cycle Club