

# WELCOME!

## STUDY AREA

Campbell River is located centrally within the Strathcona Regional District, which is comprised of five municipalities (including Campbell River), four electoral areas, and the Ka:'yu:'k't'h'/Che:k:tles7et'h' First Nations. The Wei Wai Kum, We Wai Kai, and Homalco First Nations are all located within the City's boundary.

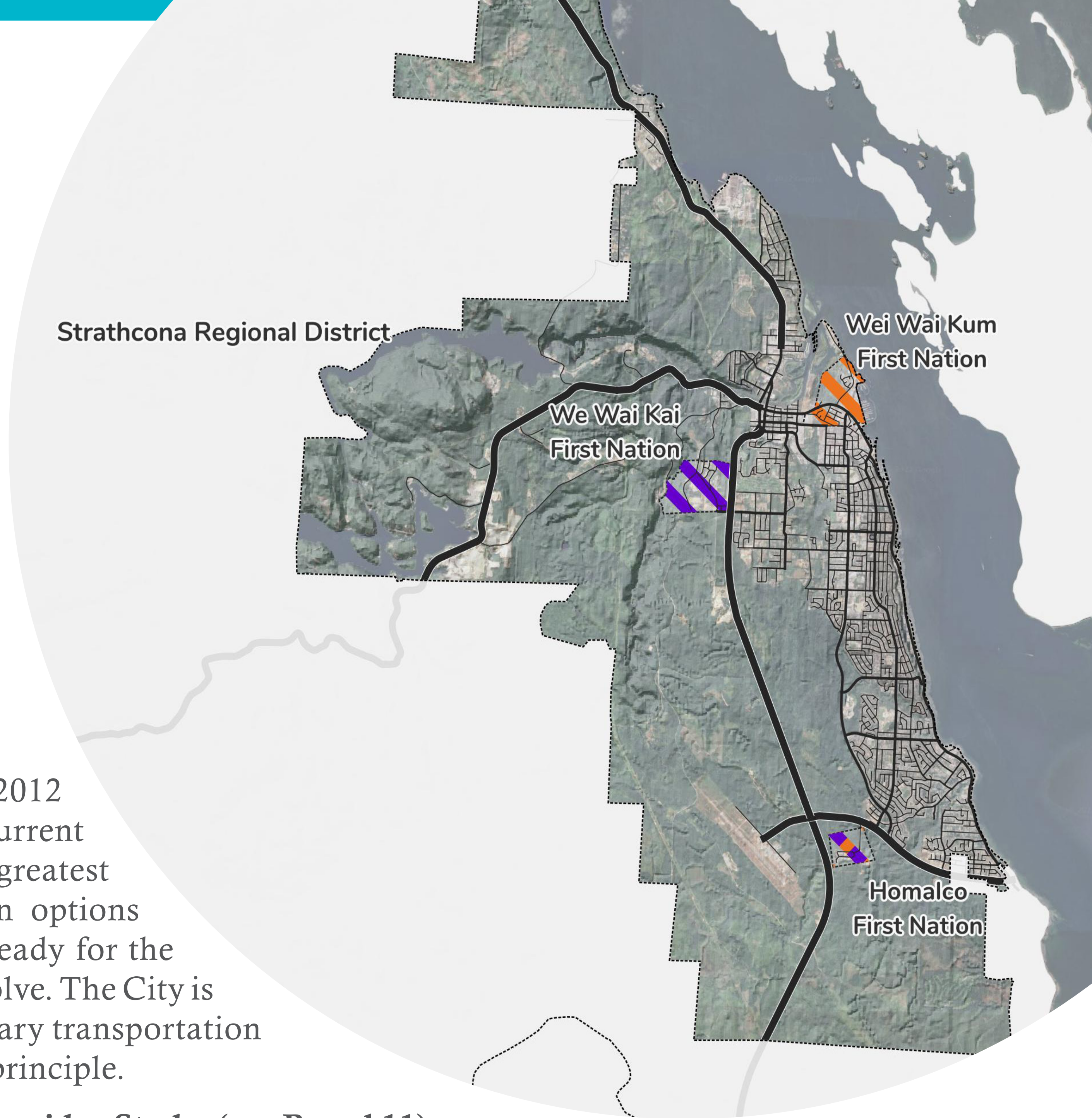
## PROJECT OVERVIEW

The City of Campbell River is updating its 2012 Master Transportation Plan to assess the current network and its key challenges, where the greatest opportunities are to improve transportation options across the city, and position the City to be ready for the future as transportation trends continue to evolve. The City is looking for a new, comprehensive, and visionary transportation plan with sustainability as its main guiding principle.

The City is also undertaking the **Dogwood Corridor Study**, (see Board 11), which will look at opportunities to improve active transportation opportunities while maintaining the mobility of the corridor for vehicle traffic and business access.

The objectives of the Master Transportation Plan update are as follows:

- Be based on sustainability principles and will act as a guide for future municipal transportation initiatives, plans, and strategies related to the community's transportation needs;
- Support the goals in the City's existing Official Community Plan;
- Provide guidance on future road networks, classification, and target timelines for long-term capital planning;
- Develop better mutual awareness and understanding of shared mode transportation choices including future mode share targets;
- Include an engagement process in developing a long-term vision and strategies for sustainable community transportation;
- Include recommended actions that meet the long-term community greenhouse gas (GHG) emission reduction targets by 2050 (reduction of 80% below 2008-2009 levels); and
- Outline options for increasing the number of walking, cycling, and transit trips while reducing reliance on single occupancy vehicles.



## PROJECT PHASES



# VISION & GOALS

## VISION

*“Campbell River is a compact community where destinations are easily accessible by walking, rolling, cycling, transit, and other forms of sustainable transportation. The transportation network is designed for everyone, regardless of age and ability, where safety, connectivity, and sustainability are its defining characteristics. A more sustainable transportation network also means more space for greenery and urban tree canopy and less pavement, which helps reduce carbon and air pollution, and contribute to a healthier and more livable community.”*

## GOALS



### Achieve Shorter Trip Distances

Land use is a critical consideration in all transportation decisions to minimize overall trip distances.



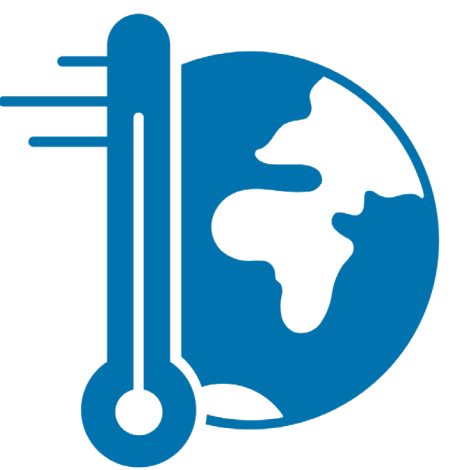
### Maximize Safety for All Modes

Streets are redesigned to support all modes especially vulnerable road users.



### Promote an Inclusive Community

The transportation network is designed to allow residents to use any mode of transportation—for any trip purpose—to move around the community.



### Minimize the Climate Impact of the Transportation Network

Sustainable transportation—including walking, cycling, and transit use—are prioritized to help meet the City’s climate targets.

**What do you think of the proposed Vision and Goals?**

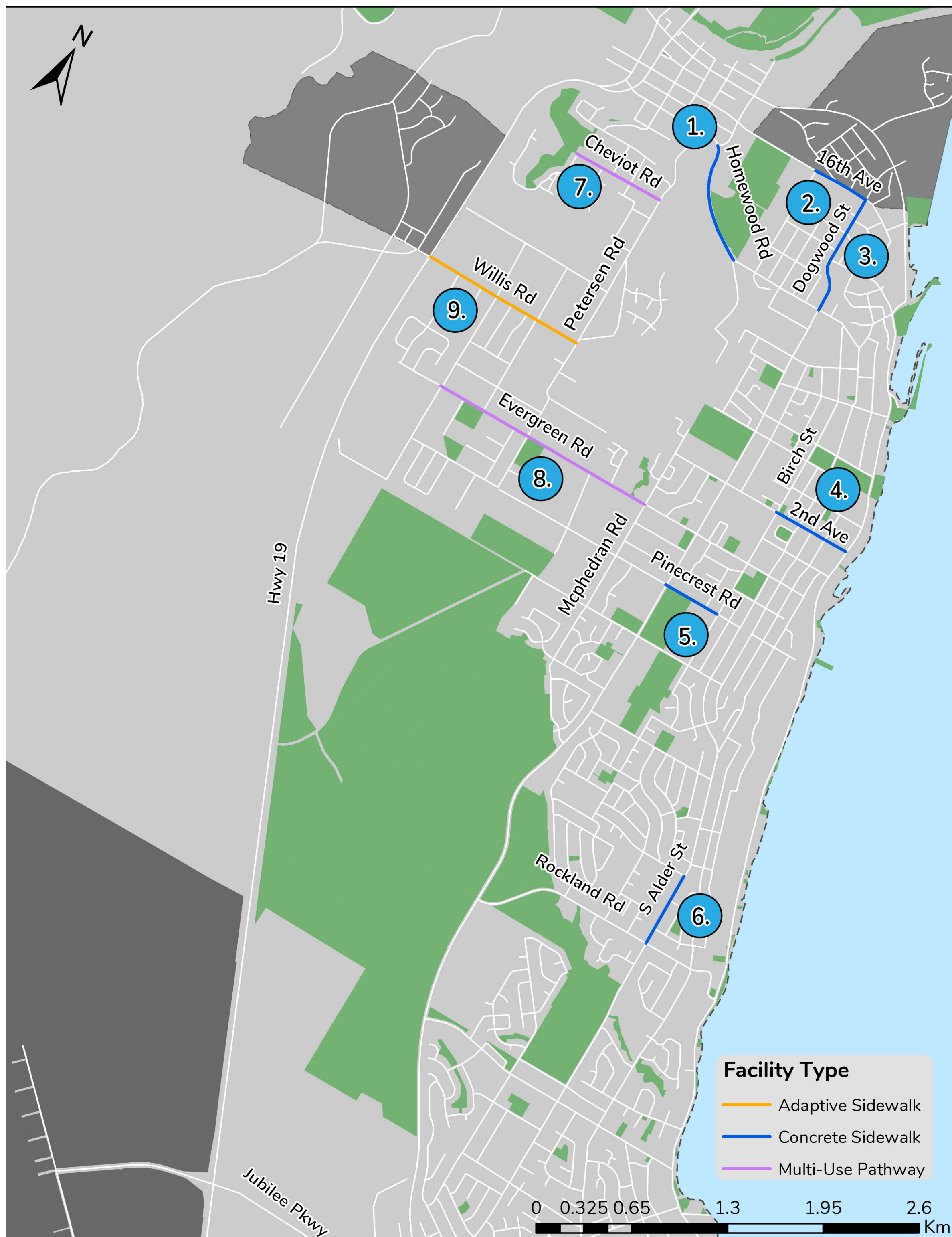
Use a sticky note to write comments!

# SHORT-TERM PRIORITY PEDESTRIAN FACILITIES

In the previous round of engagement, we heard the community say that the top barriers to walking in Campbell River include **(1) the lack of sidewalks (2) poor quality sidewalks and other pedestrian facilities (i.e., gaps in network), and (3) vehicles not yielding / stopping at designated crosswalks.** The community told us that (1) more separation from motor vehicle traffic and (2) filling in gaps in the network to improve connections to location destinations are the top opportunities to improve the walking environment.

Based on the engagement feedback, several high priority pedestrian facilities are recommended to be implemented over the short term (next 5-10 years). These were selected based on prioritization criteria that broadly reflect the latest research in active transportation and best practices.

## SHORT-TERM PRIORITIES



- 1 **Homewood Road** (Maple St to 9th Ave)
- 2 **16th Avenue** (Ironwood St to Dogwood St)
- 3 **Dogwood Street** (9th Ave to 16th Ave)
- 4 **2nd Avenue** (Birch St to Island Hwy 19A)
- 5 **Pinecrest Road** (Dogwood St to Birch St)
- 6 **S Alder Street** (Nilhut Rd to Rockland Rd)
- 7 **Cheviot Road** (Siera Dr to Petersen Rd)
- 8 **Evergreen Road** (Walworth Rd to S McPhedran Rd)
- 9 **Willis Road** (Hwy 19 to Petersen Rd)

Use a sticky note to share feedback on the priorities!

# PEDESTRIAN FACILITY TYPES & FEEDBACK

The following are examples of pedestrian facilities that could be explored to improve the walking network in Campbell River. *Use sticky dots to indicate which treatments you like most!*

Vote with sticky dots!



## Adaptive Sidewalk

Provides a safe, dedicated space for pedestrians by altering streets. They are used where there is no existing sidewalk or where it may be challenging to fit a traditional sidewalk. They utilize low cost materials like low concrete curbs with white posts to separate pedestrians from traffic.



## Concrete Sidewalk (Non-separated)

A pedestrian facility that is located directly next to motor vehicle traffic.



## Concrete Sidewalk (Separated)

A pedestrian facility that is physically separated from motor vehicle traffic.



## Multi-Use Pathway

Multi-use pathways (MUPs) are typically off-street pathways that are separated from motor vehicle traffic and can be used by any active transportation user, including people walking, cycling and rolling.

What do you think of these pedestrian facilities?

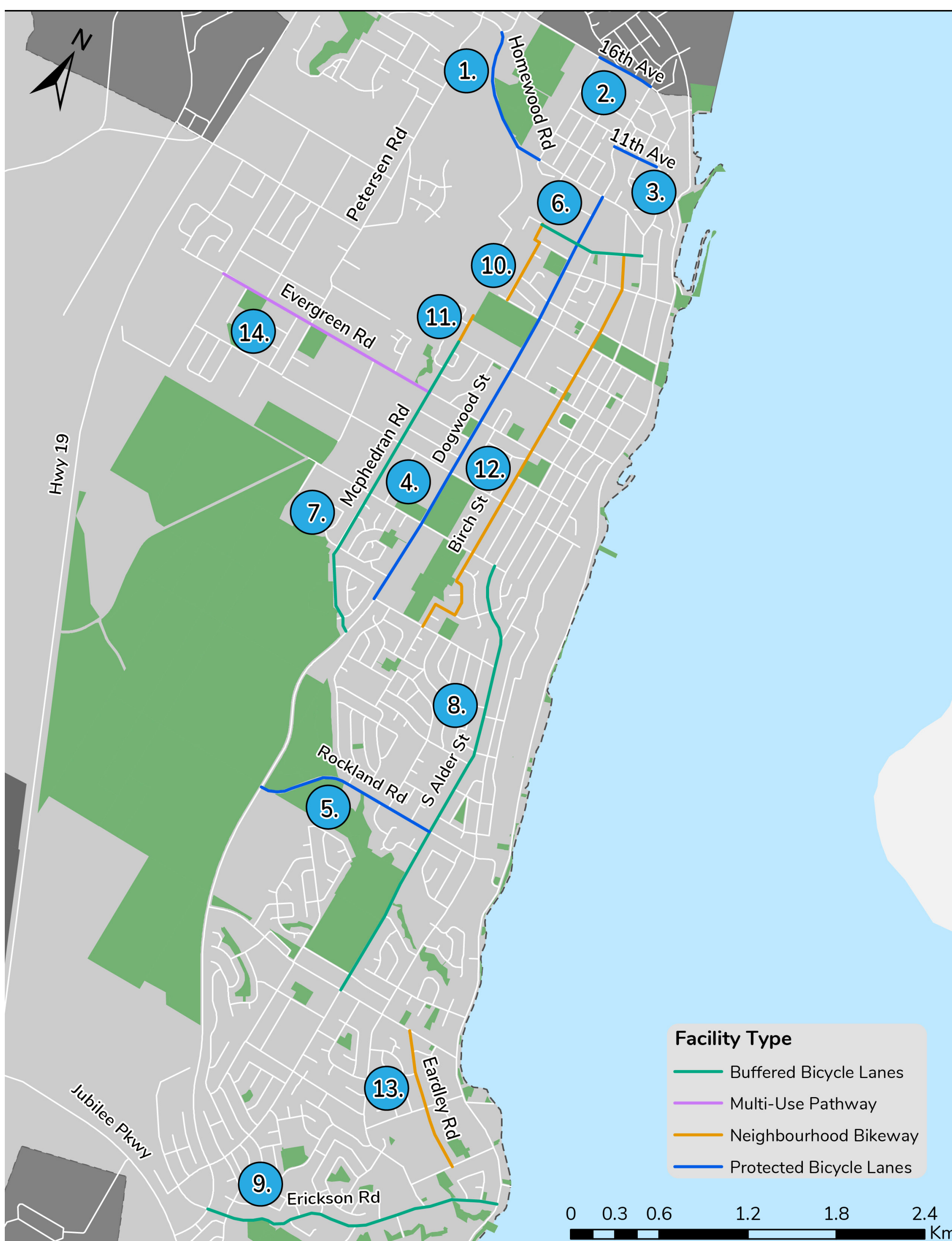
Use a sticky note to write comments!

# SHORT-TERM PRIORITY CYCLING FACILITIES

In the previous round of engagement, we heard the community say that the top barriers to cycling in Campbell River include (1) **uncomfortable cycling on arterial roads without painted bike lanes**, (2) **lack of separation between people walking and cycling on multi-use pathways and trails**, and (3) **poor connections to key destinations**. The community told us that the top opportunities to improve the cycling environment in Campbell River include (1) more protection from vehicles along corridors (2) better separation / protection from vehicles at intersections and (3) improve maintenance of facilities.

Based on the engagement feedback, several high priority cycling facilities are recommended to be implemented over the short term (next 5-10 years). These were selected based on prioritization criteria that broadly reflect the latest research in active transportation and best practices.

## CYCLING SHORT-TERM PRIORITIES



- 1 **Homewood Road** (Maple St to Ironwood St)
- 2 **16th Avenue** (Ironwood St to Dogwood St)
- 3 **11th Avenue** (Dogwood St to Shoppers Row)
- 4 **Dogwood Street** (9th Ave to Robron Rd)
- 5 **Rockland Road** (S Dogwood St to S Alder St)
- 6 **7th Avenue** (Ridge Rd to Alder St)
- 7 **McPhedran Road** (Dogwood St to 2nd Ave)
- 8 **S Alder Street** (Merecroft Rd to Hilchey Rd)
- 9 **Erickson Road** (S Dogwood to Hwy 19A)
- 10 **Ridge Road** (4th Ave to 7th Ave)
- 11 **McPhedran Road** (2nd Ave to end)
- 12 **Birch Street / S Birch Street** (7th Ave to Robron Rd)
- 13 **Eardley Road** (Hilchey Rd to Larwood Rd)
- 14 **Evergreen Road** (Walworth Rd to S Dogwood St)

Use a sticky note to share feedback on the priorities!

# CYCLING FACILITY TYPES & FEEDBACK

Vote with sticky dots!



## Multi-Use Pathway

Multi-use pathways (MUPs) are typically off-street pathways that are separated from motor vehicle traffic and can be used by any active transportation user, including people walking, cycling and rolling.



## Protected Bike Lane (Uni-directional)

A designated lane for people cycling and other active transportation users that is physically separated from motor vehicle traffic and people walking and rolling. Parking-protected bike lanes are provided on Hilchey Road.



## Protected Bike Lane (Bi-directional)

A bi-directional protected facility is when both bike lanes are on the same side of the street. In certain road and geometric contexts, bi-directional bike facilities are more suitable as they can take up less road space and preserve parking on one side of the road, for example. One of the main drawbacks with bi-directional facilities is that they can present more conflicts with motor vehicles turning.



## Buffered Bike Lane

Provides additional separation between the bicycle lane and the motor vehicle travel lane and/ or parking lane by way of an additional white longitudinal line that runs parallel to the bicycle lane.



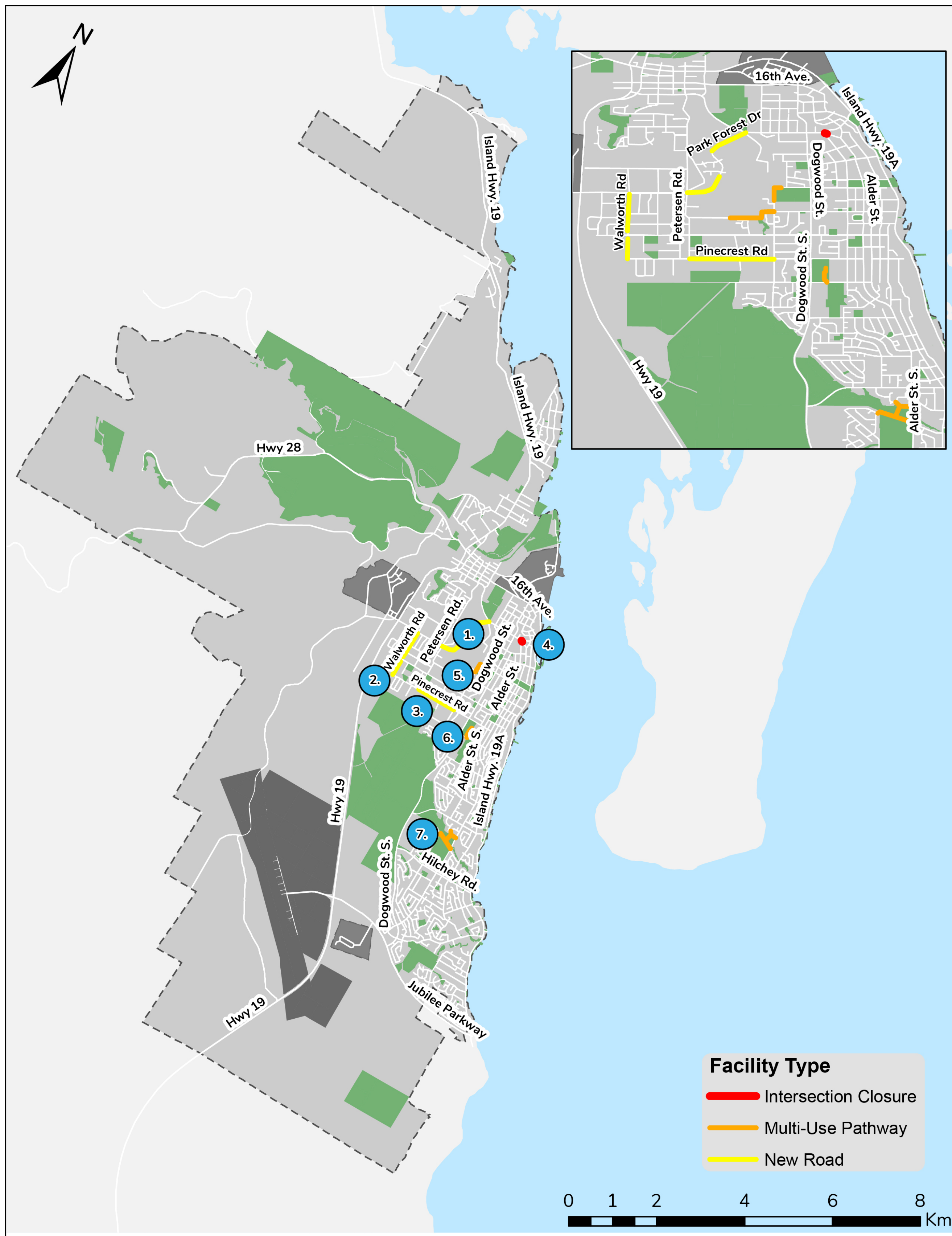
## Neighbourhood Bikeway

On local roads with low motor vehicle volumes and low speeds, neighbourhood bikeways aim to share the roadway safely between motor vehicles and people cycling.

What do you think of these cycling facilities?

Use a sticky note to write comments!

# NEW CONNECTIONS



What do you think of the proposed new connections?

Use a sticky note to write comments!

## Facility: New Road

- 1**

**Park Forest Drive**  
(Prentice Rd - Willis Rd & Glen Eagle Dr - Homewood Rd)

Provides an alternative route from Willis Road to the Downtown and Campbellton Areas via Homewood Road, provides an opportunity for an additional connection to the ERT Trail. North end is pending further study.
- 2**

**Walworth Road**  
(Willis Rd - Pinecrest Rd)

Provides an alternative north-south route to Petersen Road in developing areas of Quinsam Heights neighbourhood.
- 3**

**Pinecrest Road**  
(Petersen Rd - S McPhedran Rd)

Provides an alternative east-west route to Evergreen Road in developing areas of the Quinsam Heights neighbourhood.

## Facility: New Multi-Use Pathway

- 5**

**Croation Road - 2nd Avenue & McPhedran Road - 4th Avenue**

Provides additional east-west trailhead to ERT, and improves access to Carihi.
- 6**

**Strathcona Gardens Connector**

Provides off-road connection for pedestrians and cyclists from Strathcona Gardens Rec Centre to Mercroft Road.
- 7**

**Candy Lane Connector**

Provides an alternate route to steeply graded Alder Street to access bike route on Shellbourne Boulevard. Explore a direct connection to Alder versus tie-in to bike path to south.

## Facility: Intersection Closure

- 4**

**Birch Street closure at 9th Avenue**

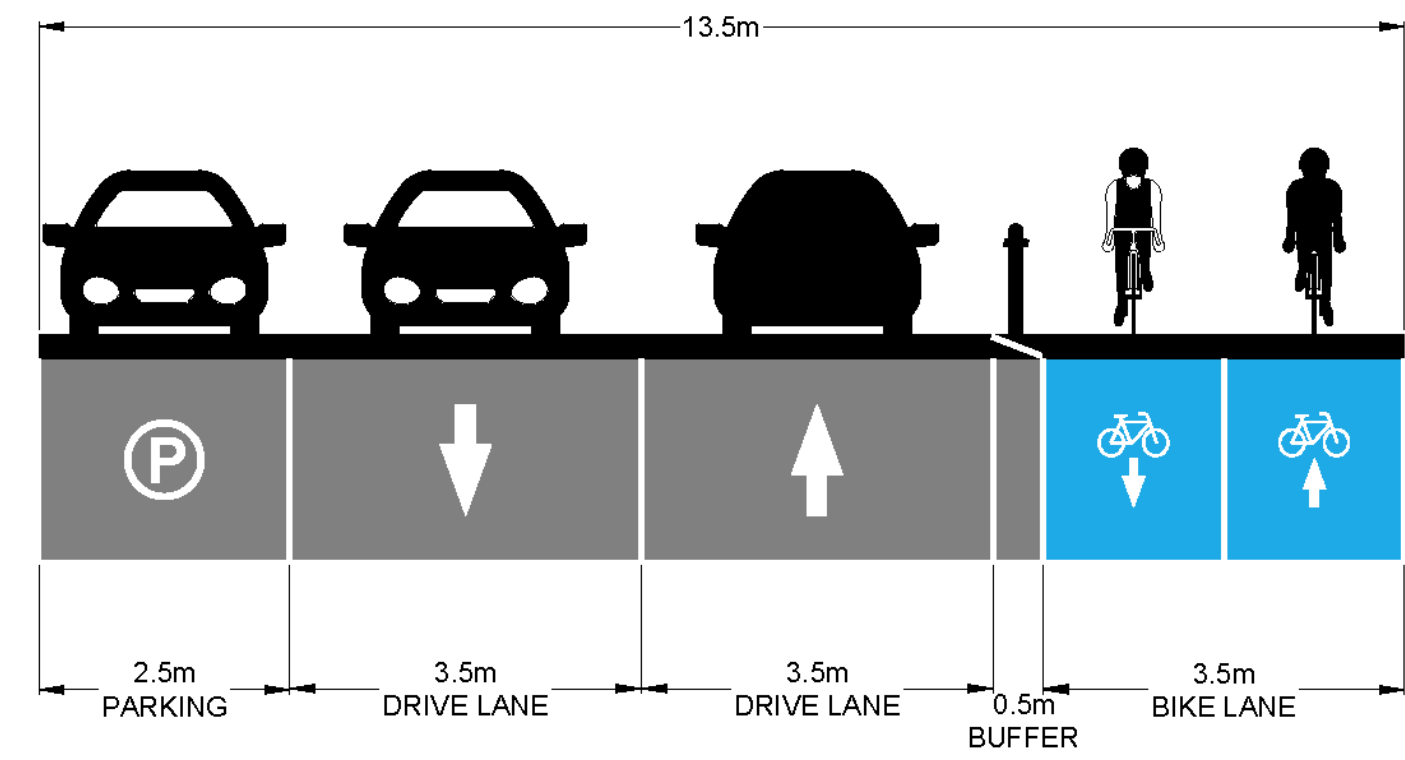
Steep grades and the sharp angle of the intersection create poor sightlines; alternative routes via 7th to Alder or Dogwood exist. Restrict to bicycles and pedestrians only.

# QUICK WINS

There are a handful of “quick win” projects that the City could complete at a lower cost—and in quicker fashion—than rebuilding the entire roadway. This means the project could be constructed by maintaining existing curbs, using sections of the road that are already paved, and using different interim materials that are more temporary and flexible in nature.

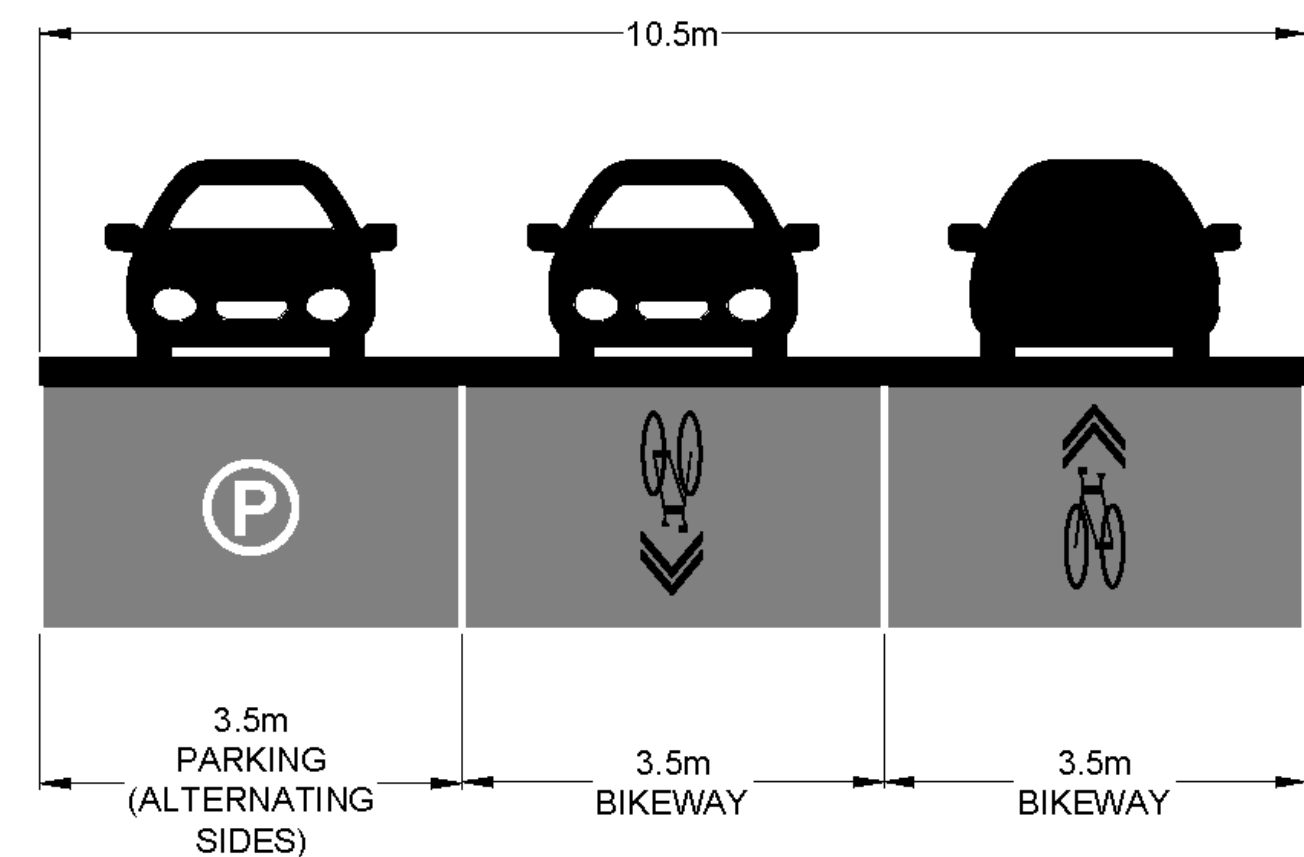
## Alder Street

Alder Street between Merecroft Road and Hilchey Road has been identified as a priority cycling project. The existing 13.5 m wide pavement can be retrofitted to permit the installation of a protected bi-directional buffered bike lanes along the corridor, while still permitting on-street parking (on one side) or bus pullout lanes where required.



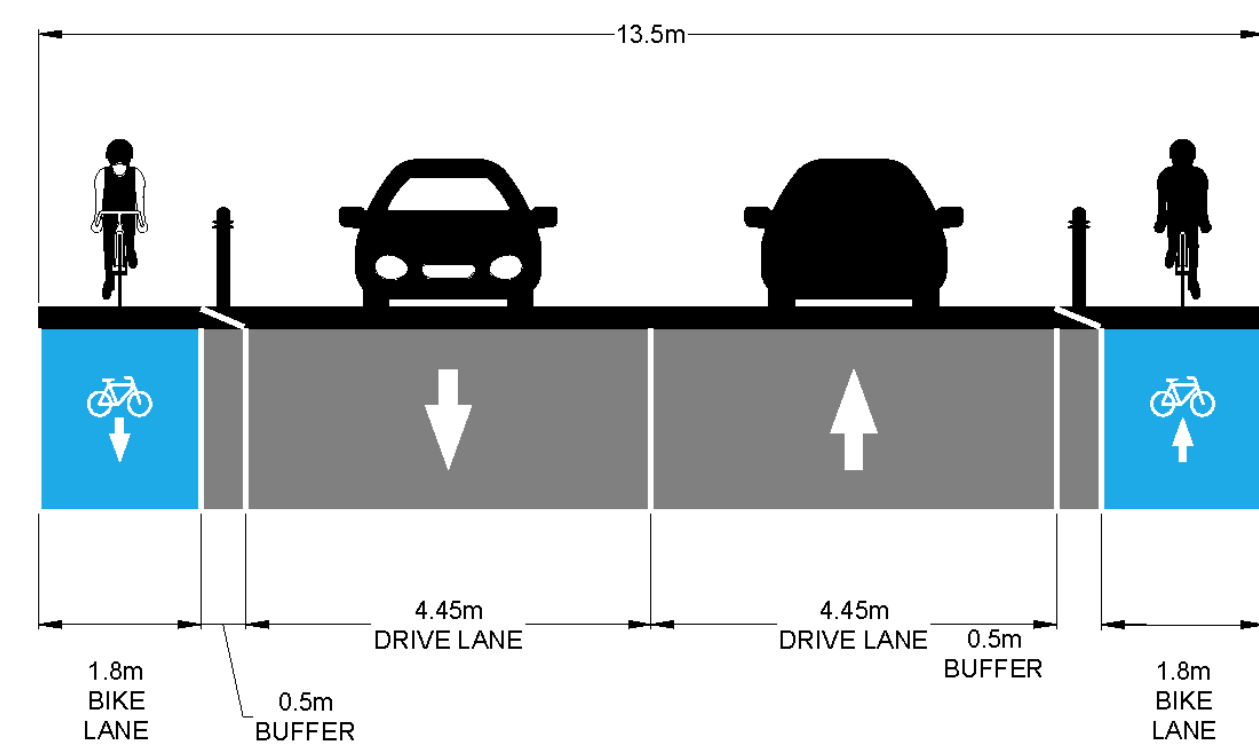
## Eardley Road

Eardley Road has been identified as a priority cycling project with a neighbourhood bikeway being the recommended facility. The existing 10.5 m wide pavement with on-street parking on both sides and no marked centreline is ideal for the implementation of a neighbourhood bikeway. Signage and pavement markings indicating the corridor as a neighbourhood bikeway can be easily implemented.



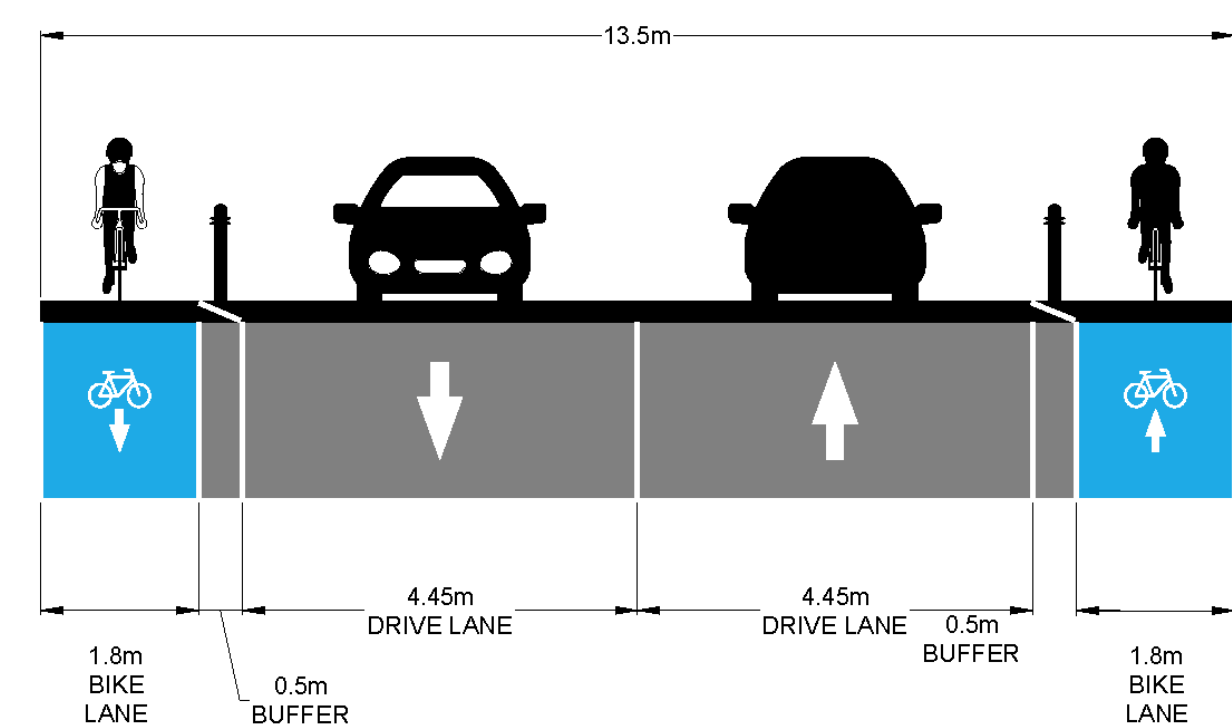
## Homewood Road

Homewood Road between Maple Street and Ironwood Street has been identified as both a priority pedestrian and cycling project. The existing 13.5 m wide pavement can be retrofitted to permit the installation of protected bike lanes along the corridor while still permitting a bus pullout lane where required.



## Rockland Road

Rockland Road between South Dogwood Street and South Alder Street has been identified as a priority cycling project. Similar to Alder Street, the existing 13.5 m wide pavement can be retrofitted to permit the installation of protected bike lanes along the corridor, while still permitting one-sided on-street parking where required.



What do you think of the proposed quick wins?

Use a sticky note to write comments!



# SAFETY IMPROVEMENTS

## Animal collisions on rural highways

**Issue:** Highway 19/Willis Road, Highway 19A/Jubilee Parkway, and Highway 19/Jubilee Parkway were at or close to the top of the list in 5-year total collisions between 2017-2021. Approximately half of the collisions at these intersections were collisions with animals (including deer, elk, bears, raccoons, birds, and domestic animals).

**Solution:** The City should work together with the We Wai Kai Nation, the Homalco Nation, and MoTI's Wildlife Program to explore the need and feasibility of wildlife exclusion fencing and jump-out areas to reduce the risk and severity of wildlife collisions.

Use a sticky note to write comments!

## Highway 19A and Shoppers Row

**Issue:** The main collision trends at this intersection include drivers improperly reversing out of the angle parking, and rear-end collisions from drivers stopping suddenly for pedestrians crossing.

**Solution:** Given the available public parking lots in the vicinity of the intersection, the City should explore the removal of on-street parking from Shoppers Row altogether. There is an opportunity for Leading Pedestrian Intervals in the traffic signal timings to allow pedestrians to enter the intersection before drivers and increase their visibility to turning vehicles.

## Tamarac Street & 16th Avenue

**Issue:** This intersection is the second signalized intersection drivers will come to on Highway 19 through the urban portion of the corridor. Tamarac St is a one-way northbound road, coupled with Willow St to the west as a one-way southbound road. Collision trends indicate drivers running red lights in the northbound and westbound directions.

**Solution:** A detailed study of the operations at the Tamarac/16th, Willow/16th, and upstream Tamarac/14th intersections is recommended. A study of the continued need for the one-way Willow/Tamarac couplet to cross the Campbell River is recommended based on aging bridge infrastructure, traffic operations in the area, difficulty of cycling and pedestrian access across the bridges, and observed traffic volumes.

## Alder Street & 2nd Avenue

**Issue:** This intersection operates as a 4-way stop, with an overhead red flashing beacon. There are auxiliary left turn lanes in the northbound and southbound directions, and there is a steep downhill grade in the eastbound direction. The main collision trends include rear end and side impact collisions.

**Solution:** The feasibility of a mini roundabout should be explored at this intersection due to the challenging geometry of the intersection.

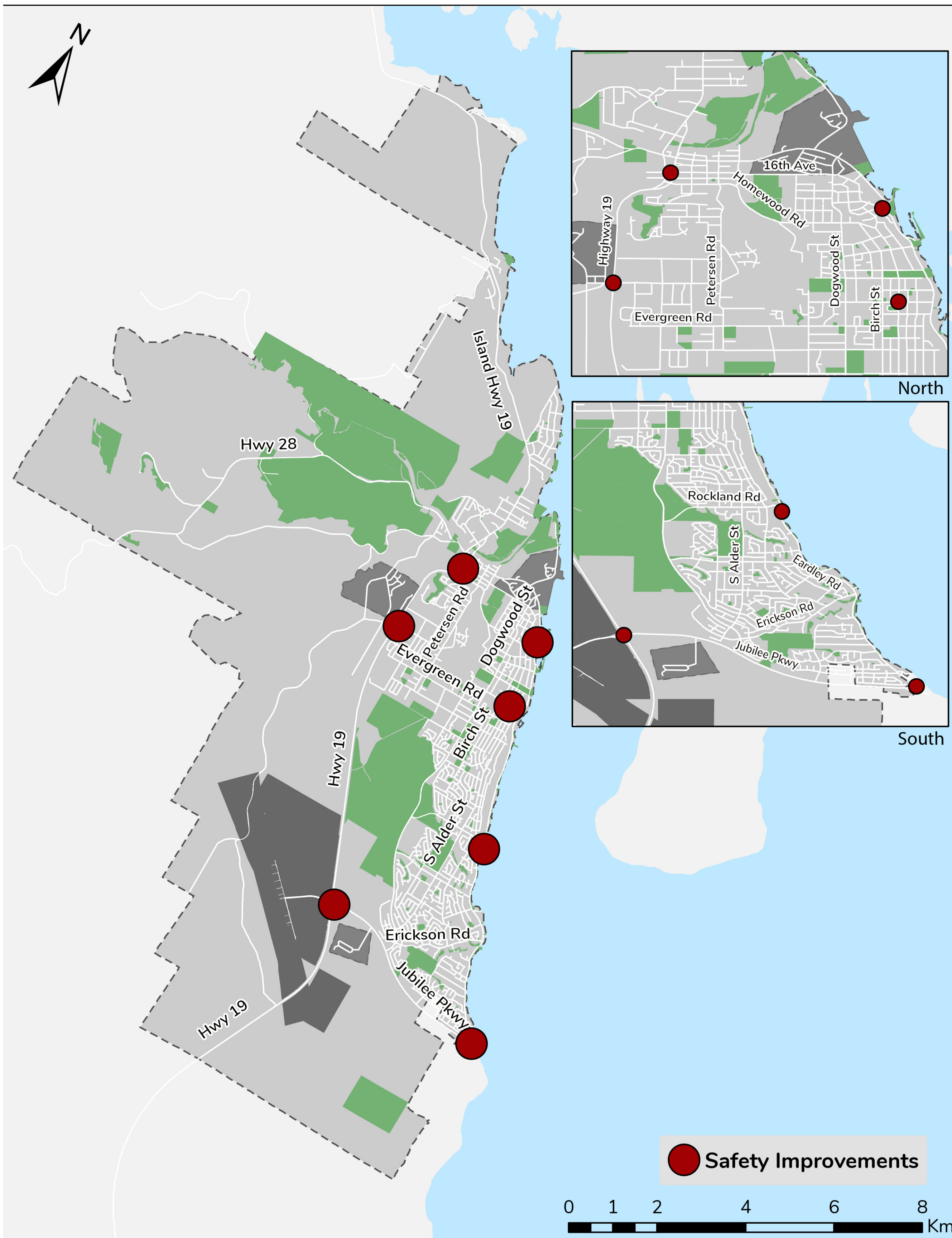
## Bikeway conflict markings

**Issue:** Providing additional treatments for cyclists at intersections was raised as a concern during the Phase 1 engagement.

**Solution:** Green conflict markings can raise awareness for both cyclists and motorists to potential conflict areas, reinforce that bicycles have priority over turning vehicles or vehicles entering the roadway, guide cyclists through an intersection, reduce stress for cyclists by delineating a dedicated zone for them, make bicycle movements more predictable, increase visibility of cyclists, and reduce conflicts between people cycling and motorists.

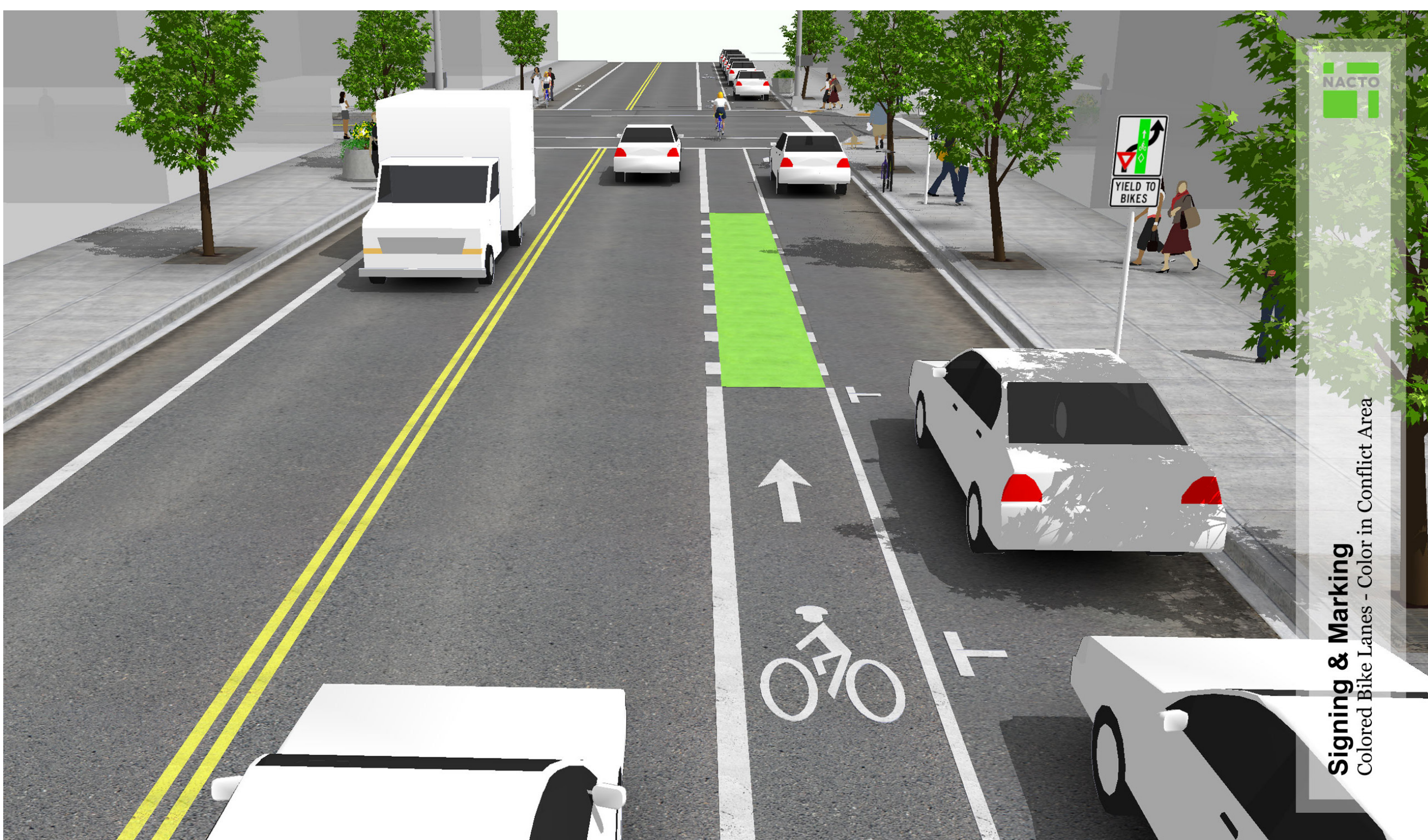
# SAFETY IMPROVEMENTS

What do you think of the proposed safety improvements?



Use a sticky note to write comments!

## Bikeway Conflict Markings



# DOGWOOD CORRIDOR

The study recommended that the City pursue a road diet option with cycling facilities on both sides of the road, while still providing transit service along the corridor. There are three options under consideration. All three options involve a road diet and changing the signal timing back to the conventional 2-phase operation with advance left turn arrows and with bike lanes.

## Option 1



Existing curbs remains in place. Bike lanes are protected with concrete curbs. The bike lane and bus stop would be shared.

### Pros:

- ✓ Cost effective and easy to implement
- ✓ Does not require moving of curbs

### Cons:

- ✗ Narrow bike lanes would be below current design standards
- ✗ Buses would stop in the bike lane

Vote for the option you prefer most with sticky dots!

## Option 2



Bike lanes similar to Option 1, but with the addition of dedicated bus bays that separate the bike lane from the bus bay. Under this option, the bike lane and the bus bay are separated from each other, which means the bus has a dedicated space to park while boardings and alightings occur and the bus does not impede people cycling.

### Pros:

- ✓ The bus is not in the vehicle travel lane and parks in the bus bay, which minimizes impact to vehicle traffic
- ✓ Minimizes conflicts between buses and people cycling

### Cons:

- ✗ Requires relocating curbs at the bus stop locations to create more space for the bus bay
- ✗ People cycling share the bus area when bus is entering/exiting

Vote with sticky dots!

## Option 3



Fully raising the bike lanes to curb height and separating the bike lanes from the bus stop. Under this option, the protected cycling facility is fully separated from the bus stop and traffic. This means that people trying to access the bus stop would have to use a crossing.

### Pros:

- ✓ Dramatic improvement to cycling and transit facilities
- ✓ Eliminates conflicts between people cycling and buses
- ✓ The bus is not in the vehicle travel lane and parks in the bus bay, which minimizes impact to vehicle traffic

### Cons:

- ✗ Expensive as it would require moving curbs and other works
- ✗ Small amounts of property acquisition required for bus bays
- ✗ Could present accessibility issues as people who have visual impairments would have more difficulty accessing the bus stop

Vote with sticky dots!

# NEXT STEPS

Thank you very much for sharing your thoughts with us on how transportation could be improved in Campbell River!

Feedback heard through this open house will help the City of Campbell River prioritize the network and infrastructure improvements and will inform the final list of recommendations in the plan.

Please scan the QR code or visit the link below for more information about the project.

<https://www.getinvolved.campbellriver.ca>

