

Welcome

SHARED ROAD USE: HWY 19A, 5TH – 6TH AVENUES

Thank you for joining us to learn more about transportation planning in the City of Campbell River and to share your input about how best to share the road on Highway 19A between 5th and 6th Avenues.

1 INTRODUCE YOURSELF

Please sign-in, create a nametag, and help yourself to refreshments.

2 GRAB A WORKSHEET

Pick up a worksheet to provide thoughts on the information presented around the room.

3 GATHER INFO

Review the information boards, ask questions of the project staff, discuss with other community members.

4 LEAVE YOUR FEEDBACK

Add any final comments and leave us your worksheet. See below for what happens next!



WHAT HAPPENS NEXT?

- **Summarize Feedback:** We'll collate your feedback from tonight and compile with the results of an online survey (launching Aug. 22) and provide a report to City Council, so that they can consider the community's input in their decisions about the stretch of road.
- **Share Updates:** If you checked 'yes' in the sign-in sheet, we'll provide email updates about the results of the community feedback and council decisions moving forward. You can also watch www.campbellriver.ca and our social media accounts for updates.



Why We're Here

CURRENT ROAD USE

In the summer of 2018, a new sewer line was installed along Highway 19A from the Maritime Heritage Centre to 1st Avenue. The section of road was repaved in the spring of 2019, requiring the repainting of road lines. Between 5th and 6th Avenues, this included painting lines to reflect the existing use in the area.

MARKED WIDE CURB LANE

The current cycling facility in the 5th-6th Avenue stretch is a 'marked wide curb lane' – this is defined as a wider-than-standard travel lane which provides sufficient space for a vehicle to pass a cyclist, and is an identified option for cycling infrastructure in the city's Master Transportation Plan.



SHARROW

A sharrow had always been in place at both ends of the highway indicating the merging of the cycling lane with the traffic lane. This was reinstated.



PARKING

Parking had always been allowed in the area, however the new road line painting added stall lines indicating parking spaces. This was intended to draw cars closer to the curb to ensure continued traffic flow.



Planning for the Future

HIGHLIGHTS OF MASTER TRANSPORTATION PLAN



The Master Transportation Plan outlines the long-range vision for traffic flow through the community. This includes vehicles large and small, as well as cycling and pedestrian movement. It includes some specific details to be considered in decisions about traffic management through the Highway 19A corridor.

CYCLING

Improving accessibility and safety for cyclists is identified as a priority, and the city's design standards already outline that all street systems must be designed to allow for safe and efficient bicycle use on the roadway to provide continuity for the bike network.

CYCLING FACILITIES

There are a range of facilities to address a wide range of cyclists in the community. These can include marked, separated cycling lanes, marked wide curb lanes (as is currently in place on this block) and multi-use pathways, among other options.

ACCESS TO DOWNTOWN

There is limited direct access into the downtown core for cyclists and there are opportunities to improve this to further encourage cycling particularly as a method for commuting.

SHARED USE AND BALANCE

As a major arterial road, the Island Highway is a multi-modal corridor that needs to accommodate many uses, including vehicle, transit, cycling and pedestrian. The purpose of improvements recommended here are to improve safety and operations for all modes.

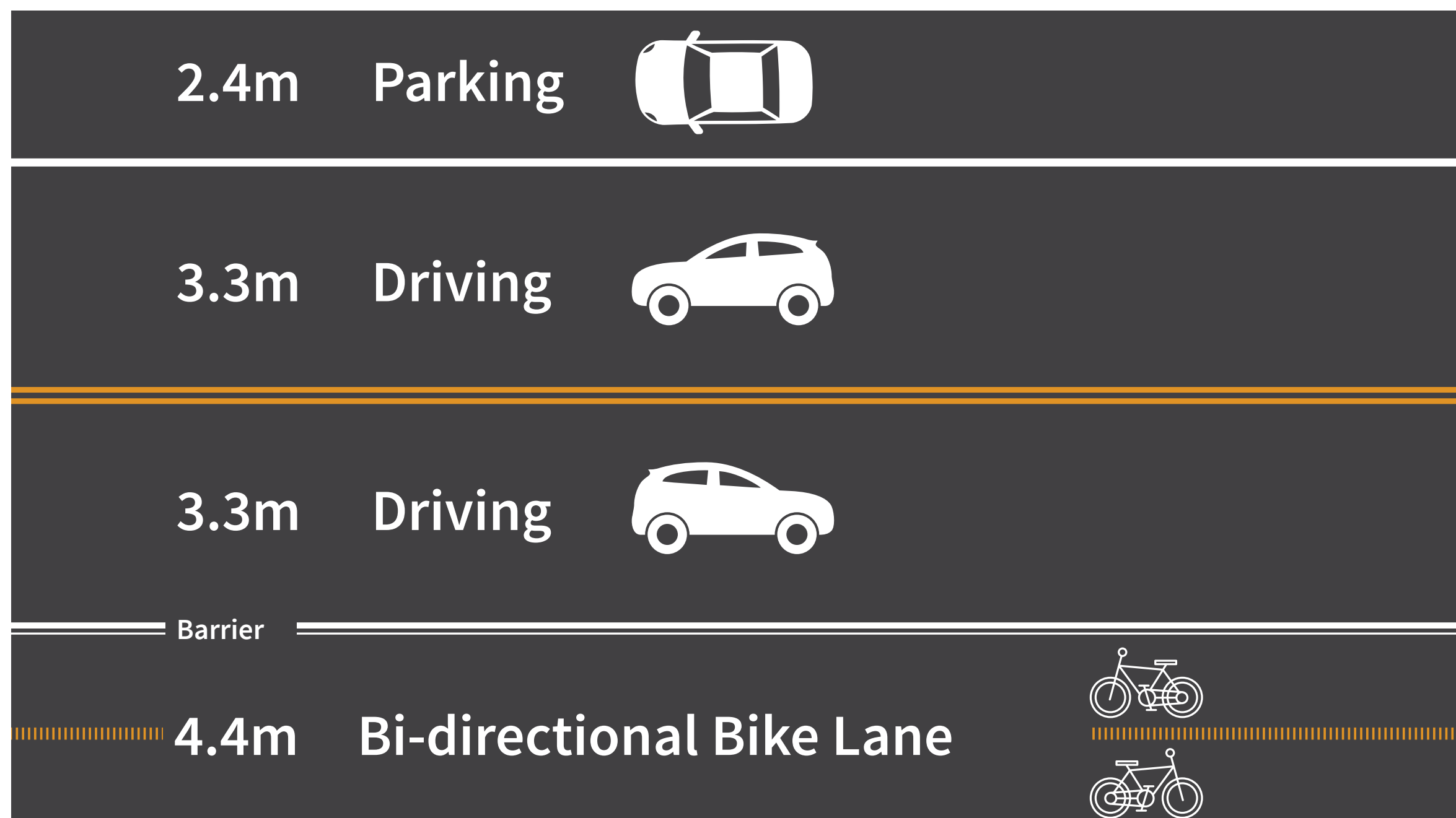


Sharing the Road

OPTIONS 1 & 2

OPTION 1: Create a bi-directional bike lane (along the east or west side)

This would see the installation of a 4.4m wide, bi-directional bikeway from 1st Avenue to Maritime Heritage Centre (MHC), which would be separated from the roadway by concrete medians.



\$ COST: \$50,000+

+ PROS

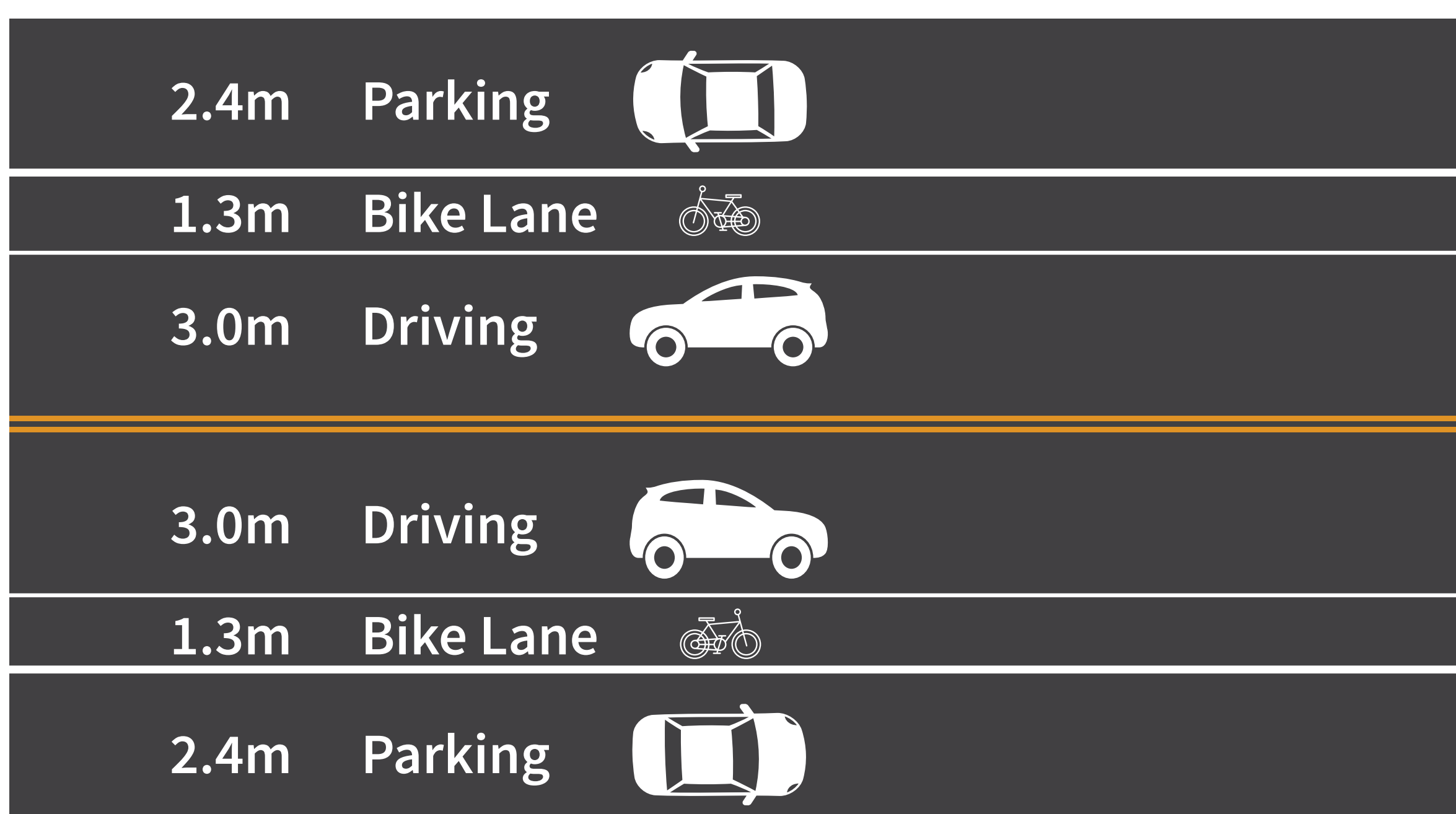
- + Creates an extension of the seawalk from 1st Avenue to MHC
- + Keeps all cycling traffic to one side of the road
- + Offers a safe place to cycle

- CONS

- A number of driveways will cross this new path
- Eliminates parking on one side of the road
- Narrows driving lanes
- Moving bike traffic to one side of the road may create transition challenges where lane ends
- Requires complete removal of existing pavement markings, a time-heavy and costly process

OPTION 2: Add east and west cycling lanes and narrow driving lanes

The addition of bicycle lanes on both sides of the road could be achieved by reducing the existing driving lane width to 3.0m wide.



\$ COST: \$5,000 to \$10,000

+ PROS

- + Visually narrowed roadway increases room for cyclists
- + Contributes to traffic calming
- + Maintains road use by all existing users
- + Offers a safe place to cycle

- CONS

- Narrows driving lanes to widths that do not meet current standards, creating potential safety concerns (think of trucks, buses)
- Creates bicycle lanes that are narrower than current standards, creating potential safety concerns

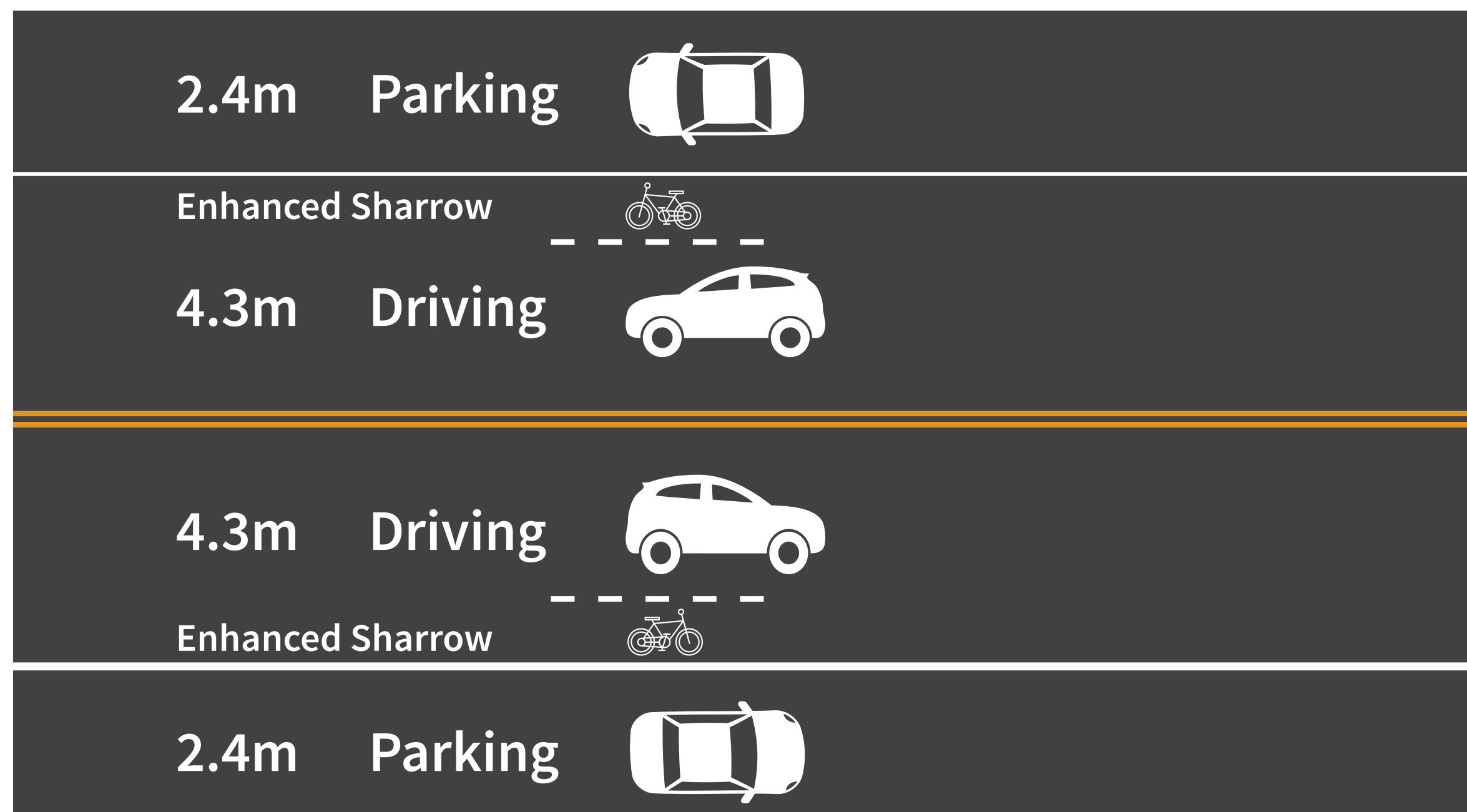


Sharing the Road

OPTIONS 3 & 4

OPTION 3: Add enhanced pavement markings (additional sharrows)

Add up to five additional sharrows for both northbound and southbound traffic. In addition, add a short dashed white line beside the sharrow to better mark road space.



+ PROS

- + Defines the sharrow and function of the markings more clearly
- + Helps educate the public (drivers and cyclists) with the added dashed lines
- + Maintains road use by all existing users
- + Cost-effective

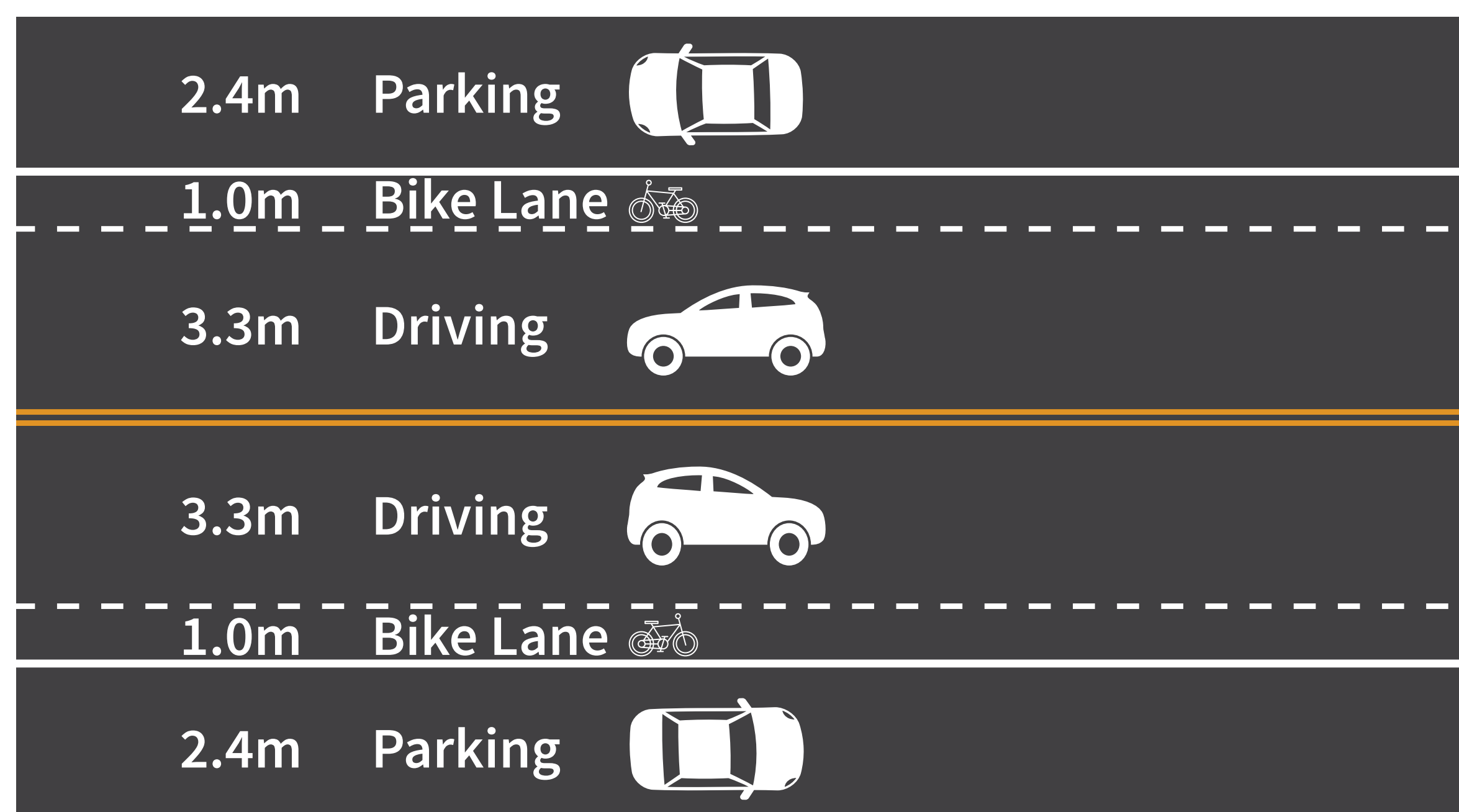
- CONS

- Does not create a full-width bike lane to current standards

\$ COST: \$1,000 to \$3,000

OPTION 4: Add enhanced pavement markings (dashed white line)

Add a dashed white line the full length of the block (in addition to the existing sharrows) to better mark road uses and space.



+ PROS

- + Creates a cycling area that more closely resembles a bike lane
- + Enhances the visual delineation of the roadway
- + Maintains road use by all existing users

- CONS

- Does not create a full-width bike lane to current standards

\$ COST: \$2,000 to \$5,000

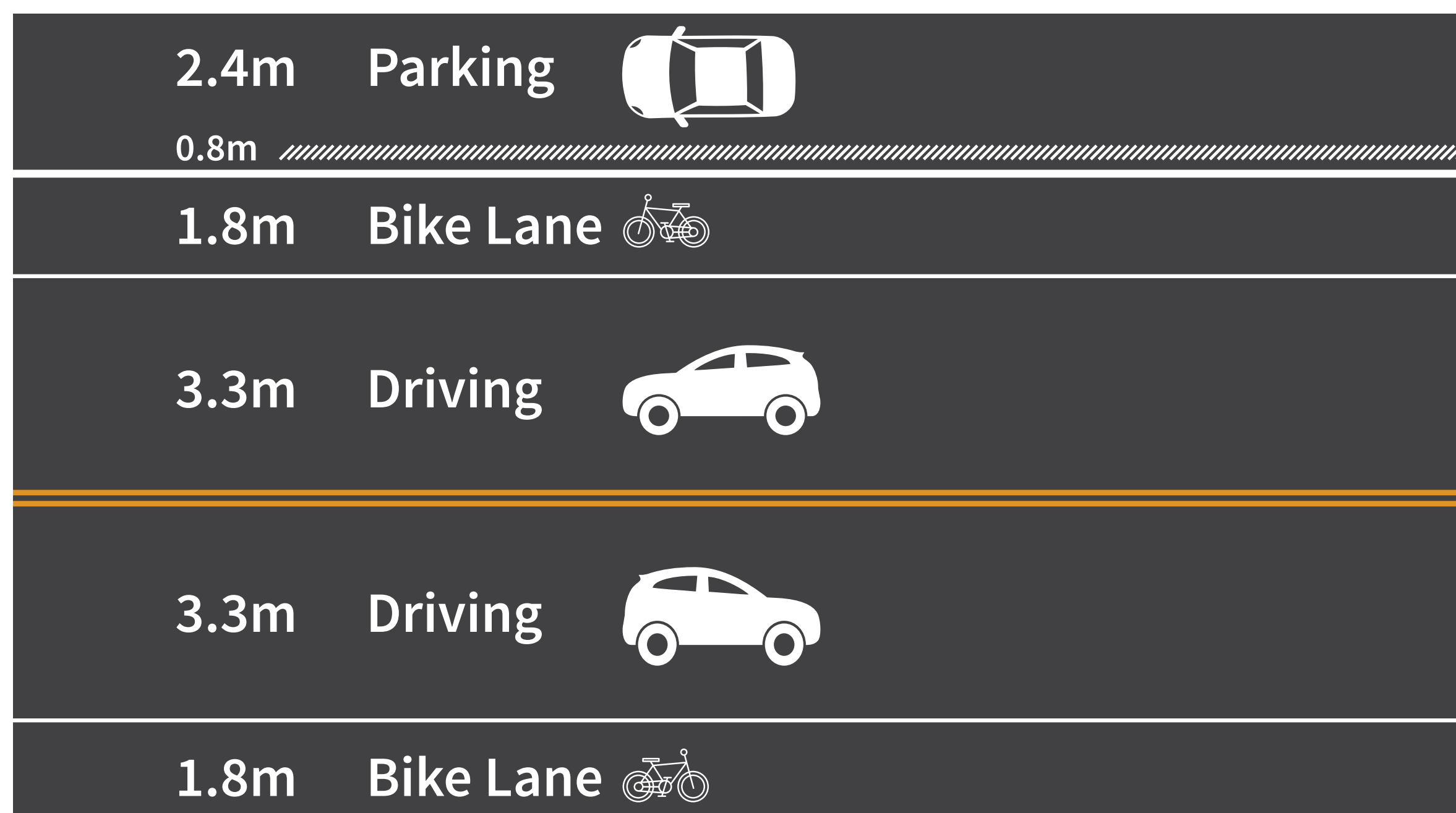


Sharing the Road

OPTIONS 5 & 6

OPTION 5: Add east and west cycling lanes and eliminate parking on one side of the road

This would create standard bicycle lanes in both directions by removing parking along the east or west side.



\$ COST: \$10,000 to \$25,000

+ PROS

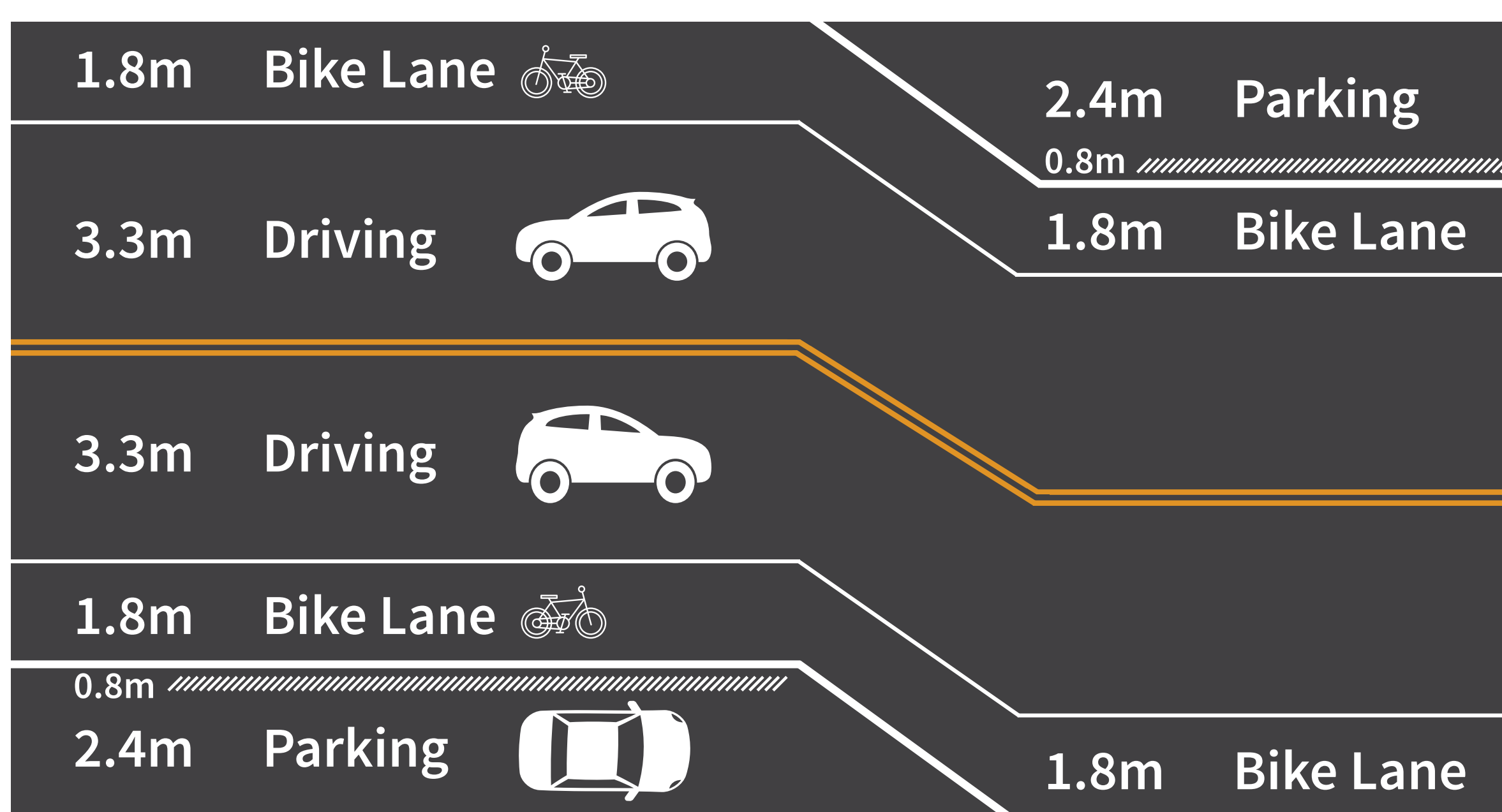
- + Creates standard cycling lanes and offers a safe place to cycle
- + Includes buffer between parking and bike lane to provide additional protection to cyclists

- CONS

- Eliminates parking (up to 30 stalls) on one side of the road
- Requires complete removal of existing pavement markings, a time-heavy and costly process
- A number of driveways will cross this new path

OPTION 6: Add east and west cycling lanes and alternate parking bays on each side of the road

This would see the alternating of parking on both sides of the road and would require the installation of parking bays. The shifting of the centerline from side to side will see this arterial road shift from side to side.



\$ COST: \$20,000 and up

+ PROS

- + Creates standard cycling lanes and adds a safe place to cycle
- + Includes buffer between parking and bike lane to provide additional protection to cyclists
- + Keeps parking on both sides of the roadway
- + Contributes to traffic calming (may require a reduction in the speed limit)

- CONS

- Does not suit the purpose of an arterial roadway
- Requires complete removal of existing pavement markings, a time-heavy and costly process
- Creates a zig/zag centreline
- Reduces parking for residents



Sharing the Road

OPTIONS 7 & 8

OPTION 7: Eliminate marked parking areas with no other changes

Current markings would stay as is, except for removal of the painted parking stalls currently in place. Non-parking areas would be delineated using the painted yellow curbs. This is how the road was before repaving in Spring 2019.



+ PROS

- + Easy to implement
- + Maintains road use by all existing users

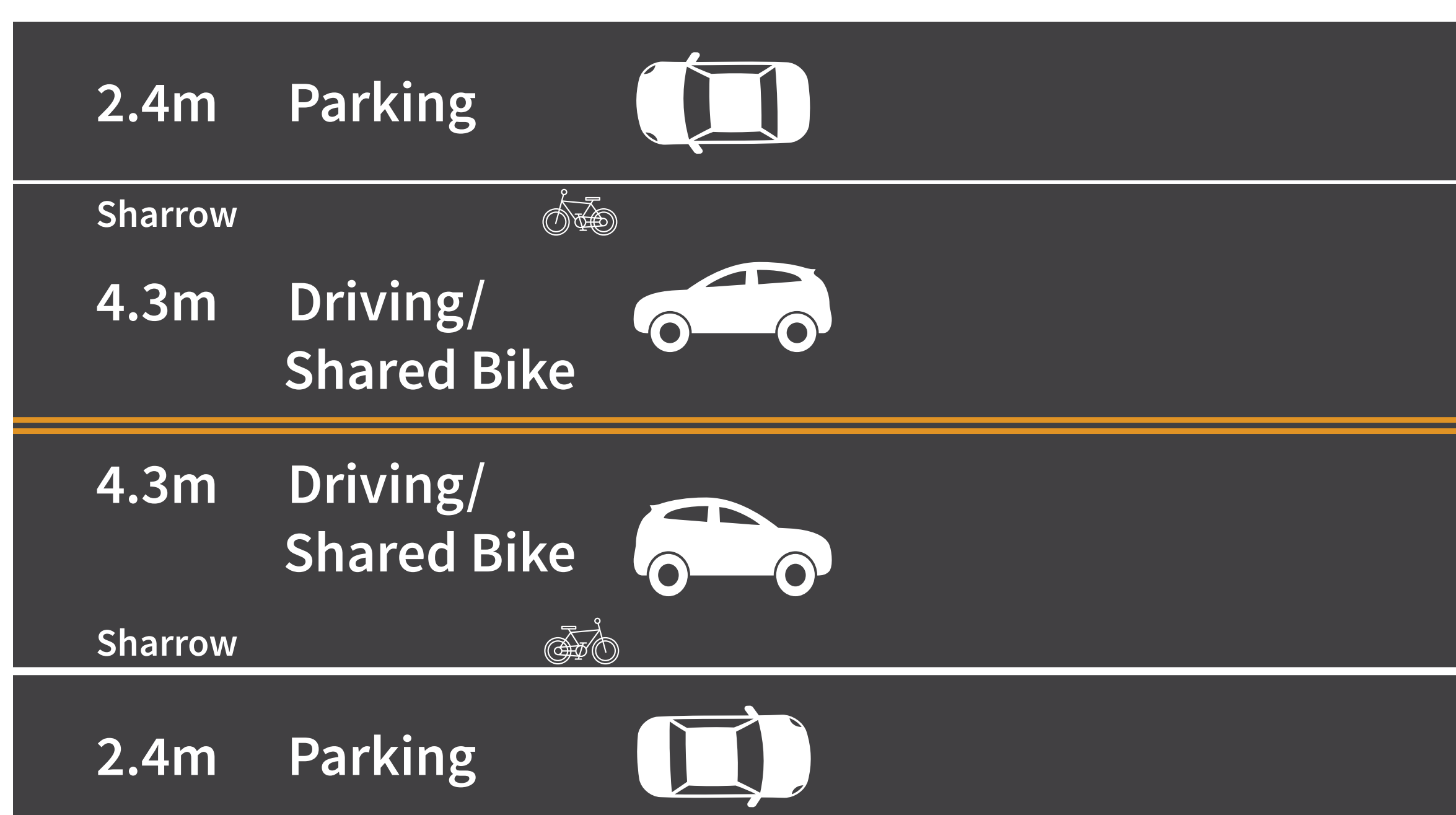
- CONS

- Does not create designated cycling lanes
- Removal of parking bays can lead to expanded roadway use by parked cars
- Requires some removal of existing pavement markings, a time-heavy and costly process

 COST: \$2,000 to \$20,000

OPTION 8: No changes: road use and pavement markings stay the same

This would see the roadway stay as is, with no changes to the existing markings.



+ PROS

- + Designed and reviewed by civil engineers to traffic engineering standards
- + Maintains road use by all existing users
- + Road users are familiar with existing markings and use

- CONS

- Does not create designated cycling lanes

 COST: \$0

