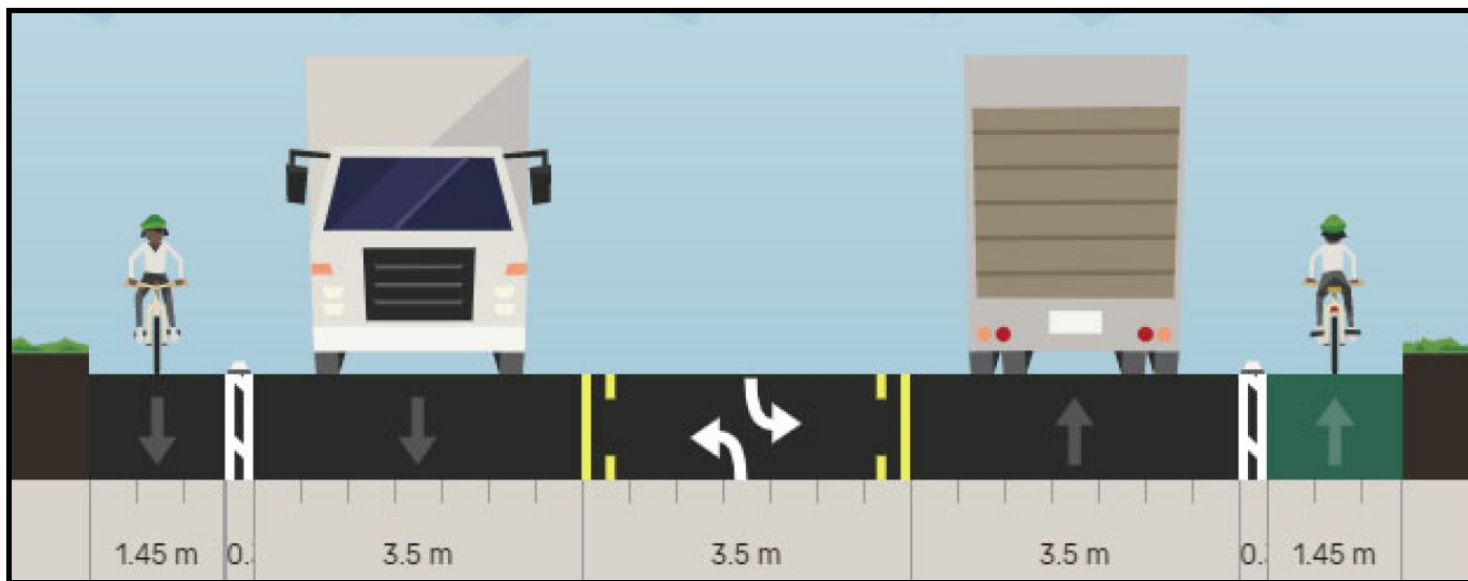


DOGWOOD CORRIDOR STUDY: FAQs

The City of Campbell River is reviewing Dogwood Street, from the south end (Jubilee Parkway) to the north end (Highway 19A), to identify potential improvements to operational capacity and safety for pedestrians, cyclists, transit users and drivers.

What is the proposed plan for Dogwood Street?

The proposed plan is to put Dogwood on a “road diet,” which involves changing the lane configuration on Dogwood from four travel lanes to two travel lanes, with a centre two-way-left-turn-lane (TWLTL) and two bike lanes. The proposed layout is similar to the newer sections of Highway 19A. The TWLTL would transition to a left turn lane at the signalized intersections, allowing the City to remove the current split phasing (where northbound traffic gets a green light separate from southbound traffic) and instead install conventional 2-phase signal timing with advance green arrows.



DOGWOOD CORRIDOR STUDY: FAQ'S

Will a road diet make the road safer?

Road diets provide many efficiency and safety benefits. Left turns, bus stops and turns into and out of driveways all impede one of the travel lanes in the existing 4-lane cross-section, which reduces road efficiency. Adding a TWLTL, dedicated turn lanes and bus bay pull-outs, can increase capacity by removing impeding vehicles out of the way of the traffic behind them. With the change to 2-phase signal timing, vehicles on Dogwood would get longer green lights, which also improves efficiency.

In terms of safety, left turn related collisions are addressed through a road diet by:

- Removing the left turning vehicle from a through lane so they are less likely to be rear-ended;
- Allowing the left turning vehicle to cross a single lane of opposing traffic, instead of two lanes;
- Simplifying the left turn onto Dogwood from a driveway by allowing it to proceed first to the TWLTL, then a merge into through traffic; and,
- Reducing lane changes to get around left turning vehicles and stopped buses.

What happens to the remaining road space?

With the addition of the TWLTL, there isn't room for four travel lanes. The two travel lanes and centre TWLTL occupy most of the roadway space. The leftover space must be addressed. If it were not allocated, this would result in a wide travel lane, which would encourage higher speeds and unsafe passing. Ideas for this leftover space include landscaping, patios, rain gardens, wider sidewalks, bike lanes or blocking it off. Bike lanes were recommended option.

What about buses?

Some of the options include bus bay pull-outs. This would allow buses to pull over and allow through traffic to flow past.

What about other routes for bikes?

For long distance bicycle travel, people cycling can use other routes such as Birch Street, McPhedran Road, or Beaver Lodge / ERT. However, cyclists should be able to safely access businesses and schools along Dogwood. Most people cycling currently access businesses by riding in from the nearest side street, then illegally riding their bike on the sidewalk to avoid riding in Dogwood traffic.

Other routes like Birch and McPhedran will be prioritized for safer cycling infrastructure.

The City plans to upgrade Birch Street to a neighbourhood bikeway. This will involve lowering the speed limit on Birch to 30km/hr and adding traffic calming measures such as speed humps, traffic circles and curb bulges.

What happens now?

The City is currently gathering comments from residents. There was an open house on June 15, 2023. There is an online survey until July 21, 2023. These comments will inform the final recommendation. The recommendation will go to Council in September for adoption.

Where can I find more information?

There is additional information, including the Study and online survey, at getinvolved.campbellriver.ca.