

# CAMPBELL RIVER MASTER TRANSPORTATION PLAN



City of  
Campbell  
River



March 2026

Photos: Tyler Cave, Bluhm Photography, City

## LAND ACKNOWLEDGEMENT

We acknowledge we are on the traditional unceded territory of the Laich-Kwil-Tach people of the Wei Wai Kum and the We Wai Kai First Nations.



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## 1 | OVERVIEW

The City of Campbell River's Master Transportation Plan (MTP) provides a comprehensive framework for improvements over the next 10 years for traffic flow, active transportation, movement of goods and services, and parking. While Campbell River is predominantly a car-oriented city, the MTP provides a road map for improvements for all modes of travel, including vehicles, pedestrians, cyclists, and transit users. While the MTP focuses on how residents and vehicles move around the city, it also addresses the importance of being an accessible community; with an aging population, there is a need for a transportation system that meets the needs of all ages and abilities.

The City's transportation system is also linked to tourism and economic development, as it brings people, goods, and services to Campbell River. This occurs through our regional-provincial highway systems, BC Ferries, the marine terminal, and the Campbell River Airport (YBL). Beyond the economic benefits, a robust transportation system provides many health benefits, especially when infrastructure supports active transportation. These investments increase rates of physical activity, which can reduce the risk of early death and chronic diseases. These benefits underscore the importance of transportation as a policy and planning priority for the city and serve as the impetus for undertaking this plan.

The Master Transportation Plan is a long-term visionary plan that addresses our transportation needs today and for the next 10 years or more. This is reflected in the short, medium, and long-term priorities identified in the plan. Since the previous MTP in 2012, the demographic and economic landscape in the community has changed, and this plan reflects these changes and the new priorities that have been identified by Council to support the community's needs. The MTP also reconnects many previous improvements identified in the 2012 MTP which were never completed.

### 1.1 | Key Transportation Indicators

#### Mode Share

The share of trips made by different travel modes—an indicator of how people choose to move around the city.

*Campbell River (2021 Census, main commute mode):*

Driving (alone/passenger) **88.8%** | Transit **2.8%** | Walking & cycling **5.0%** | Other **3.5%**

#### Safety

Frequency and severity of collisions, with a focus on vulnerable road users.

#### Accessibility

Ease of reaching daily destinations for people of all ages and abilities.

#### Level of Service

How well transportation facilities operate for different users.



## 2 | ACTION PLAN

### 2.1 | Structure

The Action Plan summarized in this section serves as an overall implementation strategy for the City. Specifically, it summarizes all recommended actions identified in the sections above. Each project has been assigned a timeline of either **short term (1-3 years)**, **medium term (4-7 years)**, or **long term (8-10 years)**, based on several factors, including: ease of implementation, proximity to schools, likelihood of development, connections to the waterfront, existing city roads, desire lines, safety concerns, road classification, existing facility on one side, OCP land use designations and proximity to a bus stop, park or trail.

The overall prioritization of the actions may change over time due to shifting policy priorities at the City, and development-led opportunities. The timeframe outlined in the tables below should serve as the guiding framework to help the City with project planning and capital planning. Specific project details can be found in the corresponding sections with page numbers referenced throughout the tables.

Policy and programmatic improvements have been grouped together for simplicity. Capital and technical study projects have been split out by transportation mode, with cost estimates provided for the proposed cycling and pedestrian infrastructure projects. Conceptual order of magnitude costing was completed for each of the recommended cycling and pedestrian capital projects. The cost estimates include general allowances for removals, new construction, and utility relocations as required, however they do not include allowances for engineering, inflation, or contingency. These cost estimates should be used for informational purposes only.

Coordination of actions will likely provide cost savings to the City if improvements happen at the same time. For example, coordinating sewer or watermain improvements with the construction of new bicycle and/or sidewalk facilities will mean cost savings for the community, and less time that a road is spent under construction. Each action's cost estimate assumes the improvement as its own project and therefore provides a more conservative cost estimate.

### 2.2 | Road Improvements

Most of the proposed road connections outlined below are to be constructed in conjunction with new development in the area. Safety improvements require further study, and thus the cost implications are not currently known.

Short, medium and long-term priorities were selected based on ease of implementation, future development potential, public feedback and Council priorities.

Note that there could be a number of additional road recommendations following completion of the Quinsam Heights Transportation and Growth Study. The MTP will be updated accordingly pending endorsement of these plans.

## 2.2.1 | Table 1 – Action Plan – New Roads and Road Improvements

Action	Location	Improvement/Description
<b>Short Term (1-3 Years)</b>		
4-1	Highway 19A / Shoppers Row	Safety improvements: Implement Leading Pedestrian Intervals (LPI) in traffic signal timings to allow pedestrians to enter the intersection before drivers and increase their visibility to turning vehicles.
4-2	On-street bike lane and multi-use pathway crossings: South Dogwood between Robron Road and Jubilee Parkway and Highway 19A between Maple Street and the BC Ferry Terminal	Bikeway Conflict Markings: To call attention to conflict zones between cycling and vehicle facilities, green conflict markings should be implemented at all on-street bike lane and multi-use pathway crossings throughout the city.
4-3	City-wide	Truck Routes: Update truck routes in the OCP and Traffic and Highways Bylaw
4-4	City-wide	Update Neighbourhood Traffic Management Policy and Procedures per current best practices
4-5	Quinsam Heights Transportation and Growth Infrastructure Study ( <b>Project Underway</b> )	Phased study to assess capacity on Petersen Road and consider investigate options to reduce capacity and promote safety on Petersen via exploration of alternative road alignments and connections.
4-6	Dogwood St corridor between Merecroft Rd and 9 <sup>th</sup> Ave	Update signal timing sheets.
4-7	Hwy 19 new connection feasibility study	Study for new road connection at either Highway 19 and Evergreen Road or Merecroft Road.
<b>Medium Term (4-7 Years)</b>		
4-8	Park Forest Dr (Prentice Rd to Willis Rd, Glen Eagle Dr to Petersen Rd / Cheviot Rd)	New road connection
4-9	Hwy 19 / 14th Ave, Hwy 19 / 16th Ave, Hwy 19 / Hwy 19A / Hwy 28	Safety improvements: Work with MoTT to coordinate signal timings between intersections to mitigate red light-running. Adjust signal heads at Tamarac / 16 <sup>th</sup> Ave such that overhead utility lines do not obstruct signal heads. Study the continued need for the one-way Willow and Tamarac couple to cross the Campbell River, based on aging bridge infrastructure, local traffic operations,

Action	Location	Improvement/Description
		observed traffic volumes and challenges for pedestrians and cyclists to cross the river.
4-10	Highway 19A / Dogwood St	Safety improvements: Work with the Wei Wai Kum First Nation and MoTT to explore options for safety improvements, including signal timing updates, additional street lighting, removal of channelized right turn islands, and pavement marking re-striping.
4-11	Alder St / 2nd Ave	Conversion to roundabout or traffic signal
4-12	N/A	Vehicle Operational Thresholds Policy: Develop new policy for vehicle operational thresholds
<b>Long Term (8-10 Years)</b>		
4-13	Hwy 19 / Willis Rd, Hwy 19A / Jubilee Pkwy, Hwy 19 / Jubilee Pkwy	Safety improvements: Work with the We Wai Kai First Nation, the Homalco First Nation and MoTT'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.
4-14	Walworth Rd (Willis Rd to Pinecrest Rd)	New road connection
4-15	Pinecrest Rd (Petersen Rd to S McPhedran Rd)	New road connection
4-16	South Island Highway: 1 <sup>st</sup> Avenue to Jubilee Parkway	Arterial upgrade. Similar to previous phases, two travel lanes, a two-way-left-turn lane, bike lanes, sidewalk on the west side, and a multi-use pathway on the east side.

## 2.3 | Sidewalk Facilities

Sidewalk improvements will be led by the Roads Department. The sidewalk facilities listed in the table below do not include multi-use pathway projects (refer to [Section 2.5](#)). Cost estimates are conceptual order of magnitude costs only and do not include engineering, inflation, or contingency.

Short, medium and long-term priorities were selected based on ease of implementation, proximity to schools, likelihood of development, connections to the waterfront, existing city roads, desire lines<sup>1</sup>, safety concerns, road classification, existing facility on one side, OCP land use designations and proximity to a bus stop, park or trail.

### 2.3.1 | Table 2 – Action Plan – Sidewalk Facilities

Action	Location	Facility/Description	Cost
<b>Short Term (1-3 Years)</b>			
5-1	16 <sup>th</sup> Ave (Ironwood St to Dogwood St)	A concrete separated sidewalk on the south side of the road from Ironwood Street to Dogwood Street, to provide more separation for people walking along this high-vehicle volume corridor.	\$384,800
5-2	7 <sup>th</sup> Ave (Ridge Rd to Alder St)	A concrete sidewalk on the south side of the road from Ridge Road to Alder Street to provide more sidewalk coverage for people walking to and from this residential area and for children attending École Phoenix Middle School and École Des Deux Mondes.	\$238,900
5-3	Erickson Rd (S Dogwood St to Island Hwy)	Extend the existing concrete sidewalk on the north side and build a new multi-use pathway on the south side of Erickson Road from S Dogwood St to Island Hwy. These improvements improve connections to/from neighbourhoods, schools and village centres and enhance safety.  This will occur with the utility renewal project, managed by the Capital Works Department.  See also project 2A-8 (multi-use path on Erickson).	\$402,700
5-4	9 <sup>th</sup> Ave from Alder St to Highway 19A	New pedestrian connection to provide better access to downtown.	\$141,600
5-5	East end of Pinecrest Road to Hwy 19A	New pedestrian connection to provide better access to the waterfront.	\$500,000

<sup>1</sup> Desire lines refer to informal, often unplanned routes created by repeated pedestrian movement that indicate the paths people naturally choose to take, typically because they are more direct, convenient, or intuitive than formal infrastructure. In a planning context, desire lines are used as evidence of user behaviour and unmet demand, helping planners understand how people actually move through spaces and where formal pathways or crossings may be better aligned with real-world use.

Action	Location	Facility/Description	Cost
5-6	School District	Active School Travel (AST) Pilot Program: Collaborate with SD 72, to explore how the AST program can be piloted with other schools in the city.	N/A
<b>Medium Term (4-7 Years)</b>			
5-7	2 <sup>nd</sup> Ave (Birch St to Island Hwy)	A concrete separated sidewalk on the north side of the road from Birch Street to Highway 19A, to provide more separation for people walking along this corridor to key destinations including Cedar Elementary School and the hospital.	\$481,400
5-8	Rockland Rd (S Alder St to Galerno Rd)	A concrete sidewalk on the south side from Galerno Road to S Alder Street to provide greater sidewalk coverage.	\$247,200
<b>Long Term (8-10 Years)</b>			
5-9	Larwood Rd (Harrogate Rd to Island Hwy)	A concrete separated sidewalk on the south side of the road from Harrogate Road to Island Highway, to provide more separation for people walking along this corridor to key destinations including École Willow Point Elementary School.	\$510,800
5-10	Eardley Rd (Hilchey Rd to Larwood Rd)	A concrete sidewalk on the east side from Hilchey Road to Larwood Road to provide greater sidewalk coverage.	\$742,900

## 2.4 | Cycling Facilities

The cycling facilities listed in the table below do not include multi-use pathway projects (refer to [Section 2.5](#)). Cost estimates are conceptual order of magnitude costs only and do not include engineering, inflation or contingency.

Short, medium and long-term priorities were selected based on ease of implementation, proximity to schools, likelihood of development, connections to the waterfront, existing city roads, desire lines, safety concerns, road classification, OCP land use designations, proximity to a park or trail, connectivity and existing usage.

### 2.4.1 | Table 3 – Action Plan – Cycling Facilities

Action	Location	Facility/Description	Cost
<b>Short Term (1-3 Years)</b>			
6-1	Birch St (7th Ave to Robron)	A neighbourhood bikeway from 7 <sup>th</sup> Avenue to Robron Road to provide north-south connectivity to a variety of destinations along the corridor (e.g., Robron Park, Pinecrest Elementary)	\$400,000

Action	Location	Facility/Description	Cost
	Rd) (This project is underway).	School, hospital, Cedar Elementary School, École Phoenix Middle School). Pavement markings and lower speed limits are in place – additional traffic calming measures are needed to support this neighbourhood bikeway.	
6-2	Cheviot Rd (Sierra Dr to Petersen Rd)	A neighbourhood bikeway from Sierra Drive to Petersen Road to provide a safer connection for children attending Ripple Rock Elementary.	\$22,000
6-3	Thulin/ Murphy/ Galerno (downtown to Rockland)	A neighbourhood bikeway from downtown, along 9 <sup>th</sup> Ave, Thulin St, 1 <sup>st</sup> Ave, Murphy St, Lal Rd, Galerno Rd to Rockland Rd. Together with project 2A-25, would form a north-south spine linking downtown to Willow Point.	\$106,300
6-4	Hilchey bike lanes / Corridor Review (Project is underway)	Retrofit Hilchey bike lanes or consider alternative alignments with a desired outcome to promote safety for cyclists, pedestrians and vehicle users.	\$100,000
<b>Medium Term (4-7 Years)</b>			
6-6	Alder St (7 <sup>th</sup> Ave to St. Anns Rd)	Buffered bicycle lanes on both sides of the street from 7 <sup>th</sup> Avenue to St. Anns Road, to enhance cycling connectivity to downtown.	\$442,100
6-7	Rockland Rd (S Dogwood St to S Alder St)	Bi-directional protected bike lanes from S Dogwood Street to Alder Street. This would serve as one of the east-west “ribs” in the cycling network.	\$350,000
6-8	Eardley Rd (Hilchey Rd to Larwood Rd)	A neighbourhood bikeway from Hilchey Road to Larwood Road to provide a connection to École Willow Point Elementary School.	\$335,100
6-9	16 <sup>th</sup> Ave (Ironwood St to Roberts Reach)	Buffered bicycle lanes on both sides of the street from Ironwood Street to Roberts Reach. This would serve as a east-west connection and the most northern “rib” in the cycling network providing connectivity to downtown. Work with the Wei Wai Kum Nation to integrate an active plan on 16 <sup>th</sup> Avenue and surrounding area.	\$283,000
6-10	7 <sup>th</sup> Ave (Ridge Rd to Alder Street)	A neighbourhood bikeway from Ridge Road to Alder Street. This would serve as one of the east-west “ribs” in the cycling network providing a safe connection to École Phoenix Middle School and to several north-south cycling corridors including Birch Street and Alder Street.	\$323,500
6-11	Ridge Rd (7 <sup>th</sup> Ave to 4 <sup>th</sup> Ave)	A neighbourhood bikeway from 7 <sup>th</sup> Ave to 4 <sup>th</sup> Ave to connect the proposed 7 <sup>th</sup> Ave neighbourhood bikeway with the	\$23,200

Action	Location	Facility/Description	Cost
		McPhedan to 4 <sup>th</sup> connector. Would connect École des Deux Mondes and Carihi High School to McPhedran Rd and Birch St.	
6-12	Robron Rd (S Dogwood St to S Alder St)	Bi-directional bike lanes from S Dogwood Street to Alder Street. This would serve as one of the east-west “ribs” in the cycling network. It would connect the S Dogwood MUP, Robron School, Robron Park, the Birch bikeway, S Alder St and the Galerno bikeway.	\$163,100
<b>Long-Term (8-10 Years)</b>			
6-15	2 <sup>nd</sup> Ave (McPhedran Rd to Hwy 19A)	Bi-directional protected bike lanes on one side of the street from McPhedran Road to Highway 19A. The multi-use pathway on Evergreen would transition to these bike lanes through McPhedran and provide connectivity to key destinations including the hospital.	\$390,000
6-16	9 <sup>th</sup> Ave (Ironwood St to Dogwood St)	Buffered bicycle lanes on both sides of the street from Ironwood Street to Dogwood Street. This would serve as one of the east-west “ribs” in the cycling network providing connectivity to key north-south cycling corridors including Birch Street and Dogwood Street.	\$510,000
6-17	11 <sup>th</sup> Ave (Dogwood St to Shoppers Row)	Protected bicycle lanes on both sides of the street from Dogwood Street to Shoppers Row. This facility would serve as one of the key downtown cycling facilities.	\$73,300
6-18	Galerno/ Harrogate (Rockland Rd to Erickson Rd)	Buffered bike lanes on both sides of the street from Rockland Rd to Erickson Rd along Galerno Rd and Harrogate Rd. Together with project 2A-24, would form a north-south spine linking downtown to Willow Point.	\$1,826,500

## 2.5 | Multi-Use Pathway Facilities

Multi-use pathway cost estimates are conceptual order of magnitude costs only and do not include engineering, inflation or contingency.

Short, medium, and long-term priorities were selected based on ease of implementation, proximity to schools, likelihood of development, connections to the waterfront, existing city roads, desire lines, safety concerns, road classification, OCP land use designations, proximity to a park or trail, connectivity and existing usage.

### 2.5.1 | Table 4 – Action Plan – Multi-Use Pathway Facilities

Action	Location	Facility/Description	Cost
<b>Short Term (1-3 Years)</b>			
6-21	Willis Rd (Highway 19 to Petersen Rd)	A multi-use pathway along the south side of the road from Petersen Road to Highway 19. This facility will provide a safer walking and cycling connection for the Quinsam Heights neighbourhood and for the We Wai Kai First Nation who are actively developing on IR 12.	\$130,000
6-22	McPhedran Rd (4th Ave)	New multi-use pathway to improve access to Carihi High School.	\$136,300
6-23	Strathcona Gardens Connector	Retain trail connection to provide off-road connection from Mercroft Road to Pinecrest Road between S Dogwood Street and S Birch Street.	N/A (Existing Trail)
6-24	Erickson Rd (S Dogwood St to Island Hwy) – Phase 2, pending external grant funding	Multi-use pathway on the south side of Erickson Road from S Dogwood St to Island Hwy. Erickson Road provides connections to/from neighbourhoods, schools and village centres and a MUP enhances pedestrian and cyclist safety on a major street. Pending funding availability, MUP construction should be planned alongside the broader Erickson Road utility renewal project, Phase 2.	\$2,288,600
<b>Medium Term (4-7 Years)</b>			
6-25	Pinecrest Rd (Dogwood St to Birch St)	A multi-use pathway on the south side from Dogwood Street to Birch Street. The existing concrete sidewalk would be replaced with the multi-use pathway to provide a safer connection for all active transportation users accessing destinations such as the Strathcona Gardens Recreation Complex and Pinecrest Elementary School, for example.	\$366,400

Action	Location	Facility/Description	Cost
<b>Long Term (8-10 Years)</b>			
6-26	Petersen Rd (Evergreen Rd to Willis Rd)	Multi-use pathway on the east side of the street from Evergreen Road to Willis Road.	\$411,600
6-27	Evergreen Rd (Walworth Rd to S Dogwood St)	A multi-use pathway on the south side of the street from Walworth Road to S Dogwood Street. This facility would serve as one of the main connections to the Quinsam Heights and to the western part of the City more broadly. The portion from S Dogwood to S McPhedran has a wide travel lane, which is meant for parking and is not a dedicated cycling facility.	\$924,600
6-28	Candy Lane Connector	New multi-use pathway to provide alternate route to steeply graded Alder Street to access bike route on Shellbourne Boulevard. Ultimate alignment (direct connection to Alder Street versus tie-in to bike path to the south) to be determined.	\$144,500
6-29	Croatian Rd (East end to 2 <sup>nd</sup> Ave)	New multi-use pathway connection from the east end, past the ERT and to McPhedran / 2 <sup>nd</sup> Ave.	\$350,100
6-30	Spit Rd	Multi-use pathway connection along full extents (Highway 19A to end). This improvement would see the widening the sidewalk from Highway 19A to 50m north of Loughborough Drive from the current 1.8m to a 3.0m MUP.	\$193,000

## 2.6 | Transit Service and Facilities

BC Transit is the lead agency for service frequency improvements, with the City of Campbell River being responsible for bus stop infrastructure improvements. Even though both organizations have separate responsibilities, it is recommended that they continue to coordinate Levels of Service on all service and bus stop related improvements. Depending on the item, associated costs are shared between the City and BC Transit.

Bus stop infrastructure improvements—and supporting service frequency improvements—should continue steadily over the course of the next ten years.

See the City’s Transit Future Action Plan, currently under development, for cost estimates to inform future financial planning.

Short, medium and long-term priorities are based on recommendations in the Transit Future Action Plan.

### 2.6.1 | Table 5 – Action Plan – Transit Facilities

Action	Action Item	Funding Partner
<b>Short Term (1-3 Years)</b>		
7-1	Bus Stop Inventory: Infrastructure Improvements to bus stops along Dogwood Street.	BC Transit
7-2	Service Frequency Improvements: <ul style="list-style-type: none"> <li>Develop Service Design Standards and Performance Guidelines for the transit system to guide future investment towards the implementation of the Transit Future Network and improved service frequencies.</li> <li>Improve on-time performance on Route 1 (Dogwood)</li> <li>Service improvements and increased weekday frequency on Route 1 (Dogwood)</li> <li>Introduction of stat holiday service across the transit network</li> <li>Improve service frequency on Route 3 (Highway 19A)</li> <li>Service improvements and improved thru-connections on Route 15 (Homalco)</li> <li>Introduction of service to Campbell River Airport and Maryland via Route 15 (Homalco)</li> <li>Introduction of seasonal service to McIvor Lake and Tyee Spit</li> </ul>	BC Transit
<b>Medium Term (4-7 Years)</b>		
7-1	Bus Stop Infrastructure Improvements	BC Transit
7-2	Service Frequency Improvements: <ul style="list-style-type: none"> <li>Service improvements on Route 2 (Alder)</li> <li>Service improvements on Route 8 (Quinsam)</li> <li>Service improvements on Route 6 (Oyster River)</li> </ul>	BC Transit
7-3	Explore Viability of OnDemand Transit with BC Transit, particularly for routes/areas that have lower ridership (less than 10 boardings per hour).	BC Transit
7-4	Improve connections: Improve the existing transit connection to the Comox Valley system	BC Transit
<b>Long Term (8-10 Years)</b>		
7-1	Bus Stop Infrastructure Improvements	BC Transit
7-4	Improve Connections: <ul style="list-style-type: none"> <li>Transit connection to the Campbell River Airport</li> <li>Transit connection to the BC Ferry Terminal</li> </ul>	BC Transit

## 2.7 | Supportive Policies and Programs

Development and implementation of supportive policies and programs will largely be led by City staff, with responsibilities spread over a few different departments. Note, this section also includes various technical studies / reviews that are recommended as action items in the MTP.

Short, medium and long-term project priorities were selected based on alignment with ongoing projects in the OCP and Zoning Bylaw review, available grant funding, opportunity for revenue generation, support for housing creation, multi-agency support and relative ease of implementation.

### 2.7.1 | Table 6 – Action Plan – Supportive Policies and Programs

Action	Policy/Description	Lead
<b>Short Term (1-3 Years)</b>		
4-3	Truck Routes: Update truck routes in the OCP and Traffic and Highways Bylaw	Long Range Planning
4-4	Update Neighbourhood Traffic Management Policy and Procedures per current best practices	Long Range Planning
5-6	Active School Travel (AST) Pilot Program: Collaborate with SD 72, to explore how the AST program can be piloted with other schools in the city.	School District
6-5	Bicycle Parking Requirements in Zoning Bylaw: Amend the Zoning Bylaw to include bicycle parking requirements for commercial and multi-family residential developments.	Long Range Planning
8-1	Off-street Parking Review: Undertake a formal review of the City's off-street parking to align regulations with best practices and current trends. Topics to be explored in the review include off-street parking supply rate; bicycle and mobility scooter parking; speciality parking (accessible parking, EV parking); TDM guidelines/policy.	Long Range Planning
8-2	Downtown Parking and Curbside Management Study: Undertake a more comprehensive study of its downtown parking conditions to include specific strategies on how to manage both its on-street (curbside) and off-street parking supplies.	Long Range Planning
<b>Medium Term (4-7 Years)</b>		
4-12	Vehicle Operational Thresholds Policy: Develop new policy for vehicle operational thresholds	Long Range Planning
8-3	Integrated On-street Parking Strategy: Undertake an integrated on-street parking strategy for the "neighbourhood areas". The City should [a] create a formal on-street parking inventory for each neighbourhood, [b] explore whether these neighbourhood have any parking related challenges, and [c] whether policies are required to address parking challenges, which	Long Range Planning

Action	Policy/Description	Lead
	could include a residential parking permit program, time restrictions, and more targeted parking enforcement.	
6-13	Bicycle Skills Training: Partner with local organizations to offer bicycle skills training courses at different times of the year and in different locations in Campbell River.	Recreation
6-14	Multi-use pathway policies to minimize conflict: Review options to minimize conflict between users on multi-use pathways.	Long Range Planning
<b>Long-Term (8-10 Years)</b>		
6-19	Public Bicycle Parking: Retrofit all existing bike racks over time in the City's public right-of-way (including many in the downtown) to a rack type that meets best practices such as inverted u and/or post and rings. Explore adding bike corrals in the downtown to boost the supply of public bicycle parking.	Long Range Planning
6-20	Lighting: Update existing lighting standards / policies for cycling facilities to include specific lighting design standards by reviewing and considering the BC Active Transportation Design Guide, as well as the MMCD Design Guidelines.	Long Range Planning
9-1	Electric Vehicle Charging Infrastructure Gap Analysis: Undertake an EV Infrastructure Gap Analysis, which is intended to determine where there are gaps in the current public EV charging network and to identify priority areas in the city for new publicly accessible charging stations.	Long Range Planning
9-2	Funding for EV-Ready Retrofits: Provide a top-up to the BC government's EV Charger Rebate Program to make it more cost-effective for existing multi-residential or commercial buildings to install a charging station.	Long Range Planning
9-4	Micromobility Readiness Assessment: Undertake a micromobility readiness assessment to determine what bylaws need to be changed, identify similarities / differences between pedestrians / cyclists, where micromobility vehicles should be allowed, what risks and mitigations exist, summarize best practices in Canada, and provide a framework for what a private shared system could look like if permitted.	Long Range Planning
9-5	Carsharing: Approach carsharing service operators to determine the feasibility of introducing carsharing in Campbell River.	Long Range Planning

## 2.8 | Monitoring and Evaluation

The Campbell River MTP will only be effective if it is actively monitored and evaluated on a regular basis. A Monitoring and Evaluation Program will allow the City to measure performance to guide investment, ensure the effectiveness of the MTP, and determine whether the MTP is achieving the overall vision and plan objectives identified in [Section 3](#).

The City should consider an annual “report card” that provides a snapshot of its progress by comparing a series of measures and indicators that can be compared to the 2024 baseline. The table below provides several examples of progress indicators and measures that Campbell River could use to determine how well it is meeting the MTP objectives over time.

### 2.8.1 | Table 7 – Progress Indicators and Measures of Success

MTP Objective	Measure of Success	Data Source
Achieve shorter trip distances	Total length of new cycling facilities constructed	City
	Total length of new pedestrian facilities constructed	City
	Proportion of streets with a sidewalk on at least one side	City
	Number of City-owned and operated bicycle parking stalls	City
Maximize safety for all modes	Number of intersections / length of corridors that receive safety improvements	City
	Number of collisions involving people walking and cycling	ICBC / RCMP
	Number of collisions involving vehicles, measured by number of collisions and collision rate	ICBC / RCMP
	Congestion at key intersections, measured by LOS and delay	City
Promote more accessible community spaces	Number of new publicly accessible parking stalls that meet best practices for accessibility	City
	Proportion of bus stops that are barrier-free	City
	Number of new curb ramps installed	City
Promote an active and healthy community	Walking, Cycling, and Transit mode share (commute)	Statistics Canada
	Overall emissions in the transportation sector including both corporate and community-level emissions are reduced	City

MTP Objective	Measure of Success	Data Source
	Number of City owned and operated Level 2 and DCFC charging stations	City
	Annual transit ridership	BC Transit
	Total transit service hours	BC Transit
Promote community resiliency	Percentage of intersections with backup power for traffic signals	City
	Percentage of population within a 10-minute drive of essential services (grocery, pharmacy, healthcare)	City
	Percentage of households with access to a vehicle and at least one alternative transportation mode (within 400m of frequent bus or AAA bike route)	City
Recognize the important economic role of goods movement	Comprehensive network of Truck Routes and Dangerous Goods Routes	City

## 2.9 | Funding Sources

With over 70 recommended action items identified for the next ten years, the implementation of the MTP will take significant capital and operational investments. The City will be responsible for allocating funds from its annual budget process to help support the implementation of the recommendations identified over the 10-year planning horizon; however, there are other funding opportunities available, including provincial and federal grant programs, that could help pay for the infrastructure and programmatic improvements identified in this plan. A summary of all funding opportunities is provided below.

### City Funding

The City operates on a ten-year financial plan that lays out how it will allocate its financial resources to achieve Council's strategic goals. An annual allowance for cycling infrastructure (\$200,000 / year), pedestrian infrastructure (\$250,000 / year), and bus shelters (\$40,000 / year) is already allocated in the City's 2025-2034 Draft Financial Plan. Moving forward, allocations for specific priority projects should be sought as part of budget deliberations.

### Private Development

As the City continues to grow and develop, it will be important to leverage active transportation investments during the planning of new development projects. The City has the ability, through bylaws and policies, to request financial contributions for active transportation infrastructure. For all new development applications along roads where a new or upgraded pedestrian or cycling facility has been recommended in the sections above, or for any development along a roadway without a sidewalk, the City should refer the developer to the pedestrian and cycling guidelines in the MTP and require that they construct the relevant active transportation facilities as part of their development's frontage improvements.

Transit oriented development is a type of development that encourages medium to high density residential development near frequent transit corridors. This would apply to Dogwood Street between 9<sup>th</sup> Avenue and Robron Road. The City could incentivize transit-oriented development through multiple policy tools including increased densities, building heights, and reduced parking requirements, which will be considered as part of the OCP/Zoning Bylaw 2025 updates.

### **Local Government Climate Action Program**

The Local Government Climate Action Program (LGCAP), which was launched in 2022, provides predictable, long-term funding for communities to support local climate action to reduce emissions and prepare for the impacts of a changing climate. The program has several eligibility requirements including the need for a specific project to be linked to one or more objectives outlined in the *CleanBC Roadmap to 2030* and/or the *Climate Preparedness and Adaptation Strategy*.

The *CleanBC Roadmap to 2030* is more relevant to the Campbell River MTP; specifically, the LGCAP supports several different transportation infrastructure / policy changes including “active transportation plan or investments, secure bike parking, commute reduction programs, transit / pedestrian-oriented development regulation, electric vehicle charging infrastructure plans or number of public installations, trip reduction programs, mode shift targets in Official Community Plan.”

A total of \$24.456 million will be available annually and will be allocated to local governments and Modern Treaty Nations under the new LGCAP program. The annual funding allocation varies depending on the community’s population size. The LGCAP website provides more details on the eligibility requirements but in general, several of the recommended actions in the MTP would be eligible for funding, especially those that help Campbell River lower its greenhouse gas emissions. The City was successfully awarded this funding and will continue to receive \$188,082 annually until 2026.

### **B.C. Active Transportation Infrastructure Grant Program**

The 2025/2026 intake is paused pending a review. The City should review this and other available grant programs.

The B.C. Active Transportation Infrastructure Grants Program offers two grant options for Indigenous governments and local governments, including municipalities, regional districts, and Islands Trust. Specifically, the Active Transportation Infrastructure Grant allows eligible governments to apply for a maximum of two grants if they satisfy the following criteria (based on the 2024 intake):

- Projects previously funded prior to 2023/24, or prior to 2022/23 for projects with budgets over \$1M, must be completed by application submission date.
- Project is part of an active transportation network plan or equivalent
- Project can begin construction once provincial funding has been announced
- Projects will be completed by March 2025 (projects under \$1 million) or by March 2026 (projects over \$1 million)
- Projects are open to the public

The grant program typically requires that projects be “shovel-ready”. The program guidelines provide the specific detail on what constitutes as a “shovel-ready” project, which includes the following:

- The Cost Estimate submitted with the Grant Application must be Class A-C and current or forecasted to proposed construction date
- All project design work is complete
- Community consultation is complete

The province cost-shares to a maximum of \$500,000 per project and the City would be eligible for 50% of the provincial funding.

### National Active Transportation Fund

The Active Transportation Fund (ATF) is a national, merit-based contribution program intended to support projects that improve active transportation infrastructure across Canada. Announced in March 2021, the Fund will make available \$400 million over five years to help build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, as well as support Active Transportation planning and stakeholder engagement activities.

Contributions are available for capital projects that build new or enhance existing active transportation infrastructure, or which provide ancillary features and facilities that promote active transportation or enhance user safety and security. The maximum program contribution rate from Canada is 60% for municipal projects.

## 2.10 | Next Steps

The Master Transportation Plan provides a 10-year road map for how the City of Campbell could significantly improve its transportation system in a way that meets its vision to provide transportation options that are safe, comfortable, affordable, and accessible to all ages and abilities.

The City can act quickly on implementing this plan by focusing its efforts on the short-term (1-3 year) projects. The City need not rely on its own funding to implement the recommendations; there are other funding opportunities available, including provincial and federal grant programs, that could help pay for the infrastructure improvements identified in this plan. In addition to the infrastructure improvements, it is equally important that the City update and introduce the policies, programs, and technical studies (i.e., the soft infrastructure) that are outlined in the MTP to ensure a strong policy and regulatory environment for making the transportation network more safe, inclusive, and accessible.

Like any useful and implementable plan, and to avoid sitting on the proverbial bookshelf, this MTP must be treated as a living document and be revisited frequently. This will not only help the City ascertain how well it is meeting the MTP objectives, but also offers an opportunity to monitor, evaluate, and communicate progress to the residents of Campbell River.



## 3 | PLAN FRAMEWORK

The MTP is a 10-year plan and will be reviewed annually to provide flexibility to reprioritize and shift actions based on where the highest need and demands are in the community. The MTP provides short, medium, and long-term improvements for transportation infrastructure and policy, and is intended to inform future City Financial Planning, aligning with Council’s Strategic Priorities.

### 3.1 | Vision

The vision statement provides the overall vision for what Campbell River’s transportation network aspires to be. It was developed based on input heard through the engagement process.

*Campbell River is a community where residents have transportation options that are safe, comfortable, affordable and accessible to all ages and abilities.*

### 3.2 | Plan Objectives

#### Objective #1: Achieve shorter trip distances / Reduce Travel Times



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

Measuring the objective:

- Total length of new cycling facilities constructed
- Total length of new pedestrian facilities constructed
- Proportion of streets with a sidewalk on at least one side
- Reduced vehicle travel times

#### Objective #2: Maximize safety for all modes (pedestrians, cyclists, vehicles)



Streets are redesigned to support all modes of travel and for all ages and abilities.

Measuring the objective:

- Number of intersections / length of corridors that receive safety improvements
- Number of collisions involving people walking and cycling
- Number of collisions involving vehicles, measured by number of collisions and collision rate
- Congestion at key intersections, measured by LOS and delay

#### Objective #3: Promote more accessible community spaces



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

Measuring the objective:

- Number of new publicly accessible parking stalls that meet best practices for accessibility
- Proportion of bus stops that are barrier-free

- Percent increase in transit ridership

#### **Objective #4: Promote an active and healthy community**

Efforts to support transportation methods that support climate resiliency and a healthy community—including walking, cycling, and transit—are prioritized to align with broader community goals.



Measuring the objective:

- Walking, Cycling, and Transit mode share (commute)
- Overall Greenhouse Gas (GHG) emissions in the transportation sector including both corporate and community-level emissions
- Number of City owned and operated Level 2 and Direct Current Fast Charger (DCFC) charging stations
- Annual transit ridership
- Total transit service hours

#### **Objective #5: Promote community resilience**

Develop a transportation system that enhances the community's ability to adapt to and recover from disruptions – such as extreme weather events, economic shifts and emergencies – by prioritizing multi-modal connectivity, all ages/abilities access and infrastructure redundancy.



Measuring the objective:

- Percentage of intersections with backup power for traffic signals
- Percentage of population within a 10-minute drive of essential services (grocery, pharmacy, healthcare)
- Percentage of households with access to a vehicle and at least one alternative transportation mode

#### **Objective #6: Recognize the important economic role of goods movement**

Provide a safe, efficient and connected goods movement network within the city that is integrated with the provincial highways network, the airport and the ferry system.



Measuring the objective:

- Maintain a comprehensive network of truck routes, including dangerous goods routes, that rely primarily on highways and arterial roadways.

### 3.3 | The Anatomy of the MTP

The structure of each chapter is shown below.

#### Summary of Key Challenges

A summary of the challenges based on the initial baseline conditions review and what we heard from the community.

#### Looking Ahead

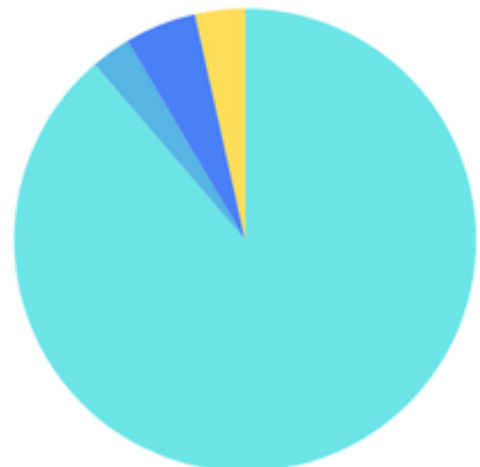
A roadmap of the future network / directions with a focus on what the City needs to address in the short-term, defined as 1-3 years.

#### Summary of Key Actions

A summary of the actions for each network / mode of transportation that is carried forward to the implementation strategy.

### 3.4 | Mode Share

Mode share is mentioned throughout the document as a key transportation indicator and refers to the share of trips made by different travel modes. Most residents in Campbell River get around by car, as shown in the diagram below. Data is from the Statistics Canada 2021 national census and refers to main mode of commuting for the employed labour force.



## 4 | ROAD NETWORK

### 4.1 | Summary of the Key Challenges

Campbell River's road network faces several challenges today, as follows:

- **Growth in Quinsam Heights** – Quinsam Heights neighbourhood has been identified as an area for significant residential infill. The neighbourhood is a mix of large lot rural estate land uses with suburban and medium density housing. With current development applications and recent changes in provincial legislation that will permit more units on a single-family lot and the construction of more small-scale multi-unit housing (e.g., duplexes, six-plex, townhouses, accessory dwelling units), the neighbourhood will evolve over the coming years. The potential impacts to the road network and active transportation connections with increased density should be carefully evaluated. Petersen Road has challenges such as a rural cross-section, minimal traffic control making it difficult to turn onto Petersen Road during peak times, and pressures from growth.
- **Safety on Arterials and Highways** – Intersections along Highway 19, Highway 19A, and Dogwood Street form the vast majority of the top 10 intersections for collisions and collision rate (i.e. collisions per million vehicles entering) in Campbell River.
- **Conflicts between vehicles and cyclists** – Both cyclists and motorists have expressed a need to physically separate vehicle traffic from bike traffic to reduce the opportunity for conflicts between the two modes.

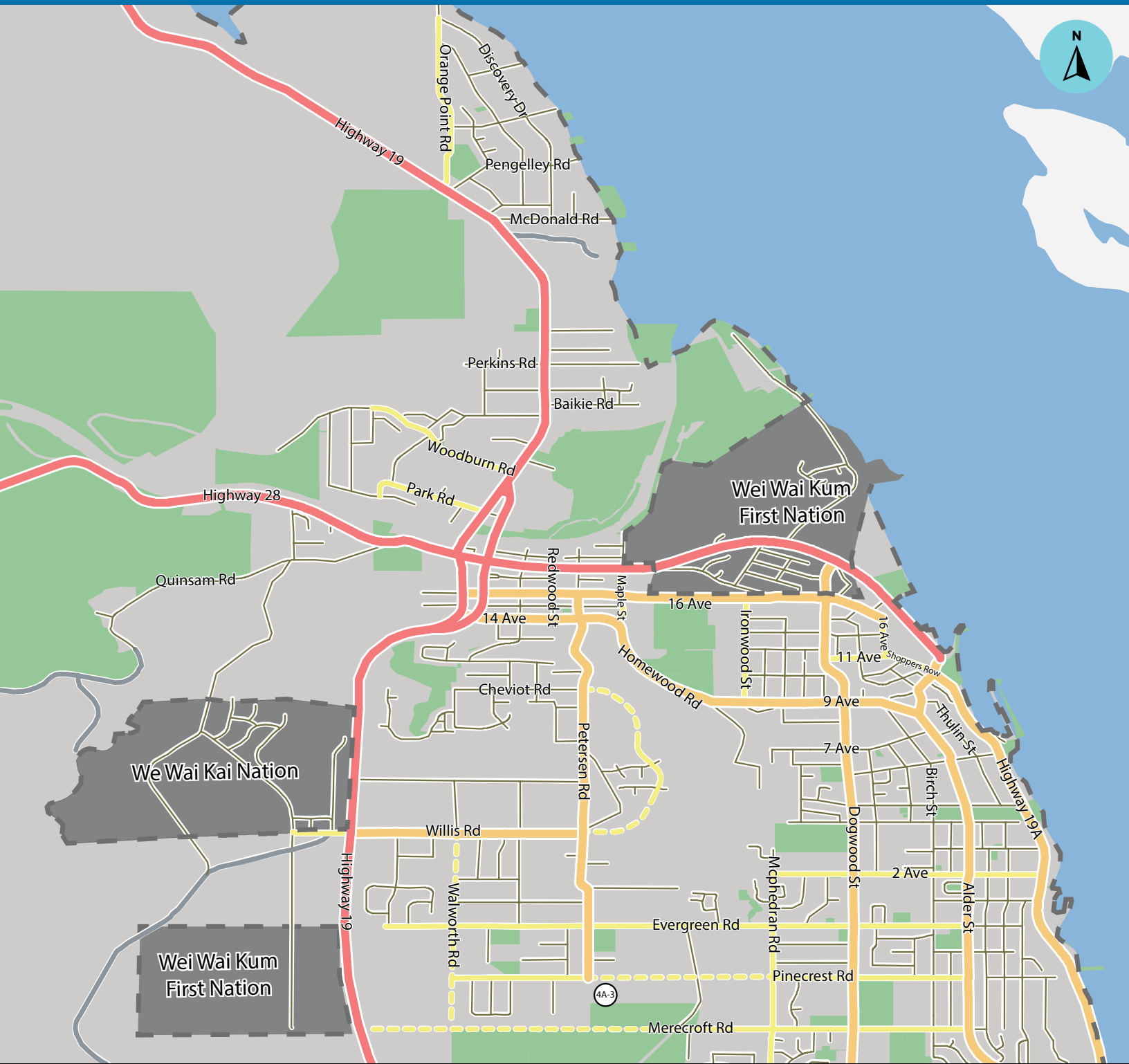
### 4.2 | Looking Ahead

The city's future road network is shown in [Map 1A: Future Road Network \(North\)](#) and [Map 1B: Future Road Network \(South\)](#).

The future road network is intended to bridge gaps in the existing road network where needed and prioritize new road construction in high growth areas. Classifications on some existing roads have been updated based on traffic volumes and their role in the broader network. For more information on the road reclassification criteria, see the *Campbell River MTP Phase 2 Report*.

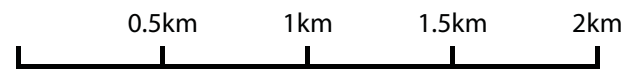
Cross sections for roadways have been consolidated into five different classifications: local, collector, arterial, rural, and industrial. This is an improvement over the previous 11 classifications. Each road class is expected to have different volumes, speeds, accommodation for pedestrians/cyclists, and a different function and purpose. Local roads provide good access to adjacent properties, have lower traffic volumes, lower speeds, and require less separation between cars, pedestrians and cyclists. Arterial roads are expected to have higher volumes, higher speeds, and must have separation between cars, pedestrians and cyclists to keep each group safe. Some changes were made to road classifications, based on existing volumes, to better reflect actual road use.

# Map 1A: Future Road Network (North)



## Road Classification

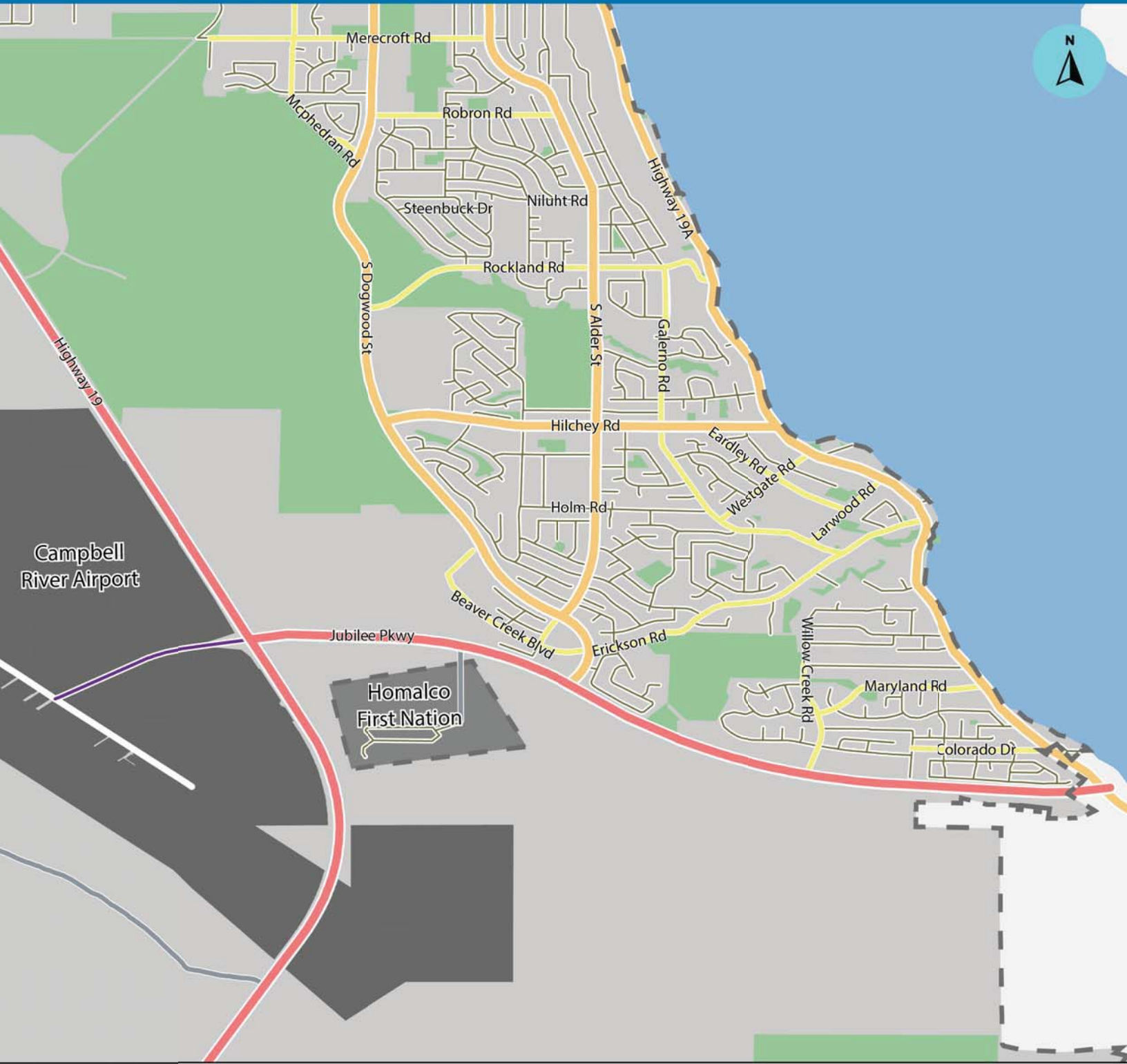
-  Highway
-  Arterial
-  Collector
-  Local
-  Rural





## New Connection

-  Collector
-  Local

# Map 1B: Future Road Network (South)



## Road Classification

- |  |           |   |            |
|--|-----------|---|------------|
|  | Highway   |  | Local      |
|  | Arterial  |  | Rural      |
|  | Collector |  | Industrial |



The City may also wish to consider undertaking the following collaborative projects with We Wai Kai and Wei Wai Kum First Nations to support the future development of the Nation's land, future residential growth areas in Quinsam Heights, and provide additional vehicular connections to improve traffic flow with increased population growth anticipated over the next 20 years.

- Explore additional connections to Highway 19 and First Nations lands to the west through Quinsam Heights to improve connections to downtown, the North Island Hospital and other key destinations in Campbell River either at Evergreen Road or at Merecroft Road. A specific road alignment has yet to be determined but will be studied as an action item in the MTP and brought to Council for future consideration. The future extension of Merecroft Road would facilitate connectivity to the development of parcels that are currently landlocked and would unlock additional housing potential.
- Other improvements proposed by First Nations on their lands will be reviewed by the City, and if the proposed improvements are technically sound, meet design guidelines, and support the needs of residents of both the City and the First Nations, will be supported by the City.

### 4.3 | Road Design Standards

#### Cross Sections

Cross sections for roadways have been consolidated into five different classifications: local, collector, arterial, rural, and industrial. The dimensional requirements for the various features on each roadway are summarized in [Table 8 – Road Cross Section Summary](#).

Road classification assigns roads into categories based on their function, traffic volume and traffic speed to balance mobility (through movement) and access (property access). Higher class roads, such as highways and arterial roads, have higher speeds, higher volumes, and prioritize through movement, while limiting property access. Lower class roads, such as locals, have lower speeds, lower volumes, and prioritize land access while minimizing through movement. In Campbell River, there are five classes of road: local, collector, arterial, rural and industrial. [Table 9 – Key Arterial and Collector Roads](#) lists examples of Campbell River's major arterial and collector roads.

In addition, highways are owned and maintained by the BC Ministry of Transportation and Transit. New roads in new subdivisions are assigned a road classification based on projected volumes, speeds, intended function and overall integration in the existing road network.

These new cross sections have been incorporated into the 2024 Works and Services Bylaw. Generally, developers are required to build frontage improvements to the relevant road standard, to the centre-line of the road, along their frontage. The cross sections are provided as the ideal cross section however the final design will be confirmed through review and discussion with City staff. The intent of the cross sections is to relay minimum performance standards and can be varied if it can be confirmed that the intent of the standard is being met.

### 4.3.1 | Table 8 – Road Cross Section Summary

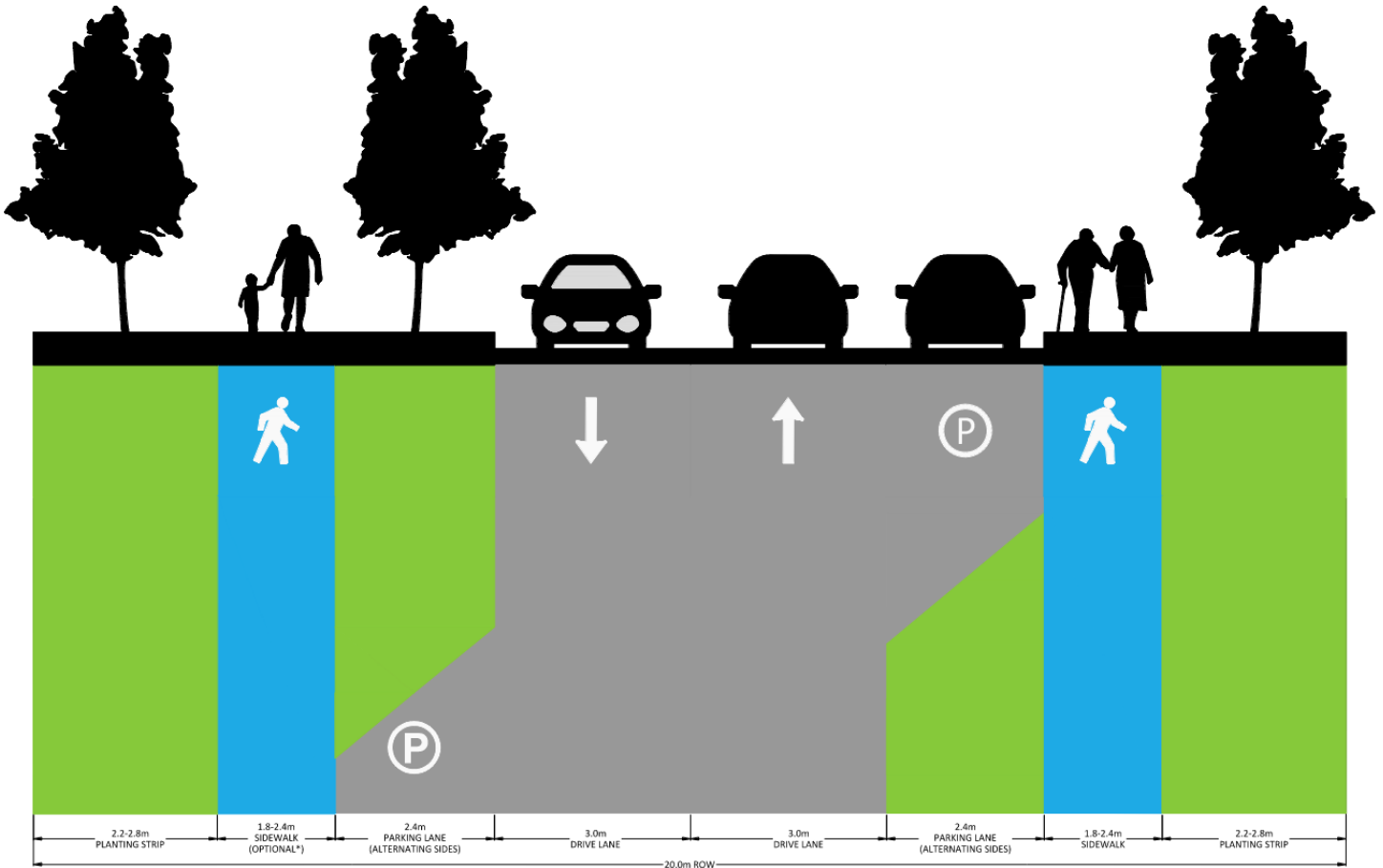
Classification	Average Daily Traffic (vehicles per day)	Right of Way	Travel Lane	Shoulder (paved)	Multi-Use Pathway	Bicycles	Sidewalk	Parking
Local	< 1000	20m	3.0m	x	x	x Dedicated bicycle lanes are not recommended on local roads. Rather, neighbourhood bikeways should be considered depending on the location and network connectivity. See Cycling Chapter.	✓ 1.8m to 2.4m (one side, except two sides in and within 400m of downtown, village centres, neighbourhood centres as well as adjacent to and within 400m of schools)	✓ 2.4m (one side alt.)
Collector	1000 - 5000	23m	3.5m	x	x	✓ 1.8m unidirectional bike lane, 0.6m buffer	✓ 1.8m to 2.4m (both sides)	2.4m (one side alt.)
Arterial	> 5000	25m	3.5m (+ 4.0m TWLTL)	x	✓ 4.0m (one side)	x	✓ 2.4m (one side)	x
Rural	< 1000	20m	3.5m	2.0m (both sides)	x	x	x	x
Industrial	< 3000	20m	3.5m	x	x	x	2.1m (both sides)	2.0m (within flex zone that can also be used for truck turning)

1. Remaining space in right-of-way can be allocated to landscaped buffers, utilities, lighting, and other active frontage uses such as patios and benches

2. Sidewalk width varies based on adjacent land use, as outlined in Section 3.2.

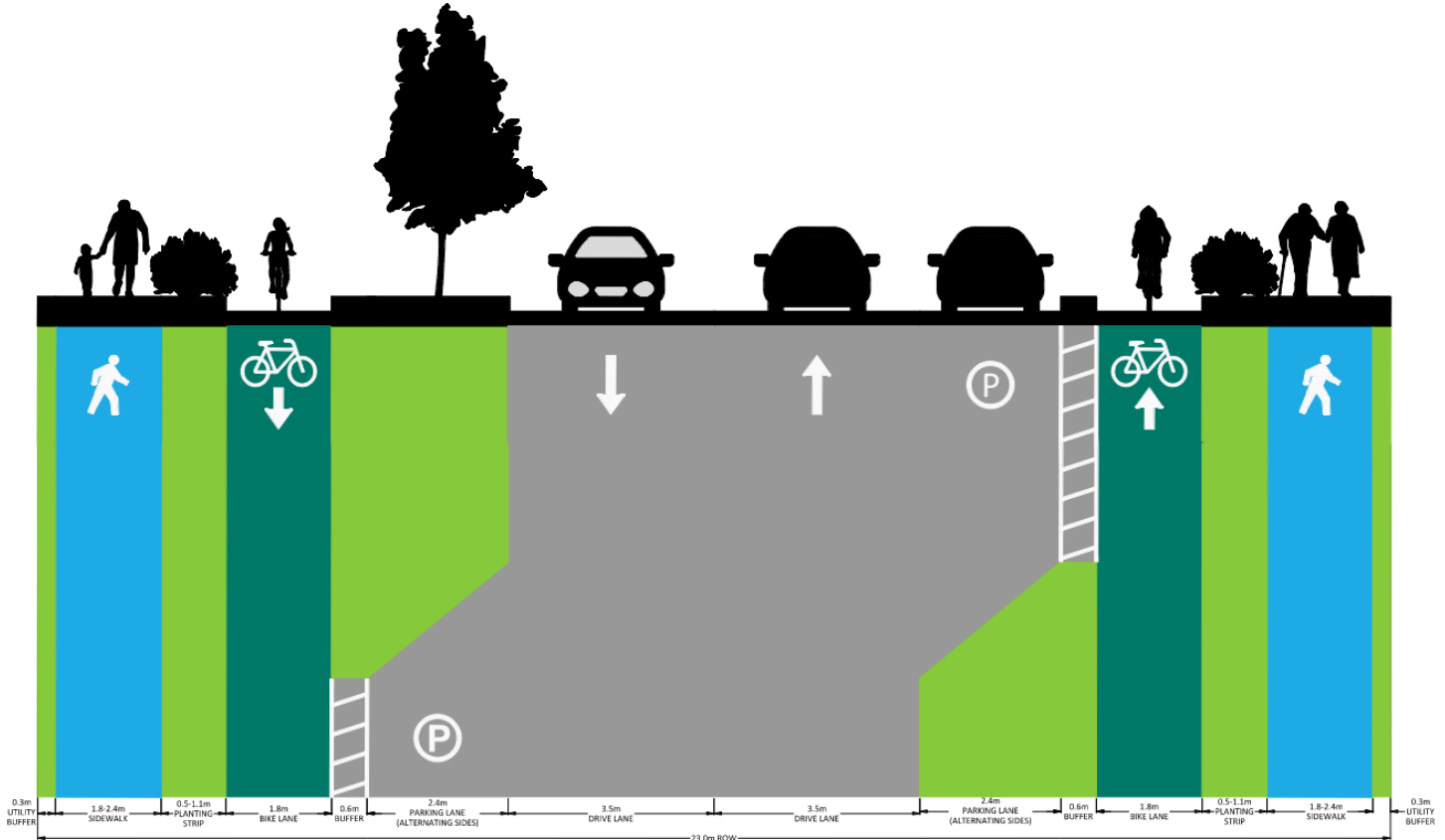
3. Where sidewalk is required on one side only on a local road, the side shall be determined based on several factors, including: sidewalk presence further up or down the street; major origins / destinations nearby (schools, playgrounds, high density residential, commercial); preference to the 'sunny' side which is the north / west side of the street.

### 4.3.2 | Local Road Cross Section



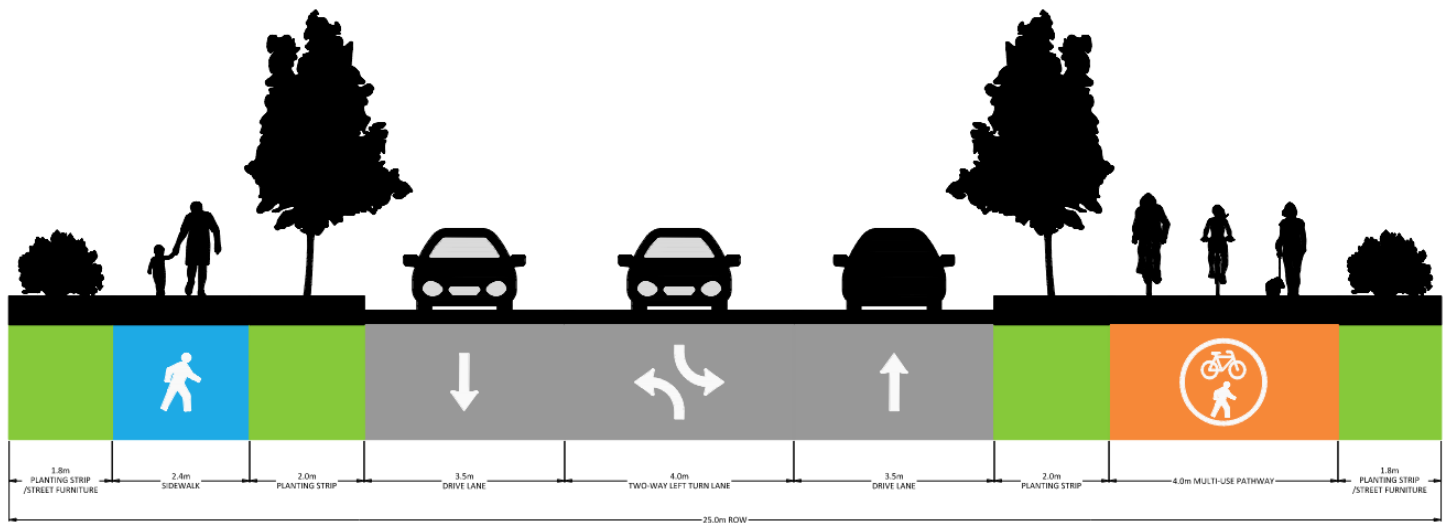
\*NOTE: SIDEWALK WIDTH VARIES BASED ON ADJACENT LAND USE  
 SINGLE-FAMILY RESIDENTIAL: 1.8m  
 MULTI-FAMILY RESIDENTIAL: 2.1m  
 COMMERCIAL / INDUSTRIAL: 2.4m  
 \*SIDEWALK ON ONE SIDE ONLY, EXCEPT TWO SIDES IN AND WITHIN 400M OF DOWNTOWN, VILLAGE CENTRES, NEIGHBOURHOOD CENTRES, AS WELL AS ADJACENT TO AND WITHIN 400M OF SCHOOLS, AS DEFINED IN THE OCP

### 4.3.3 | Collector Road Cross Section

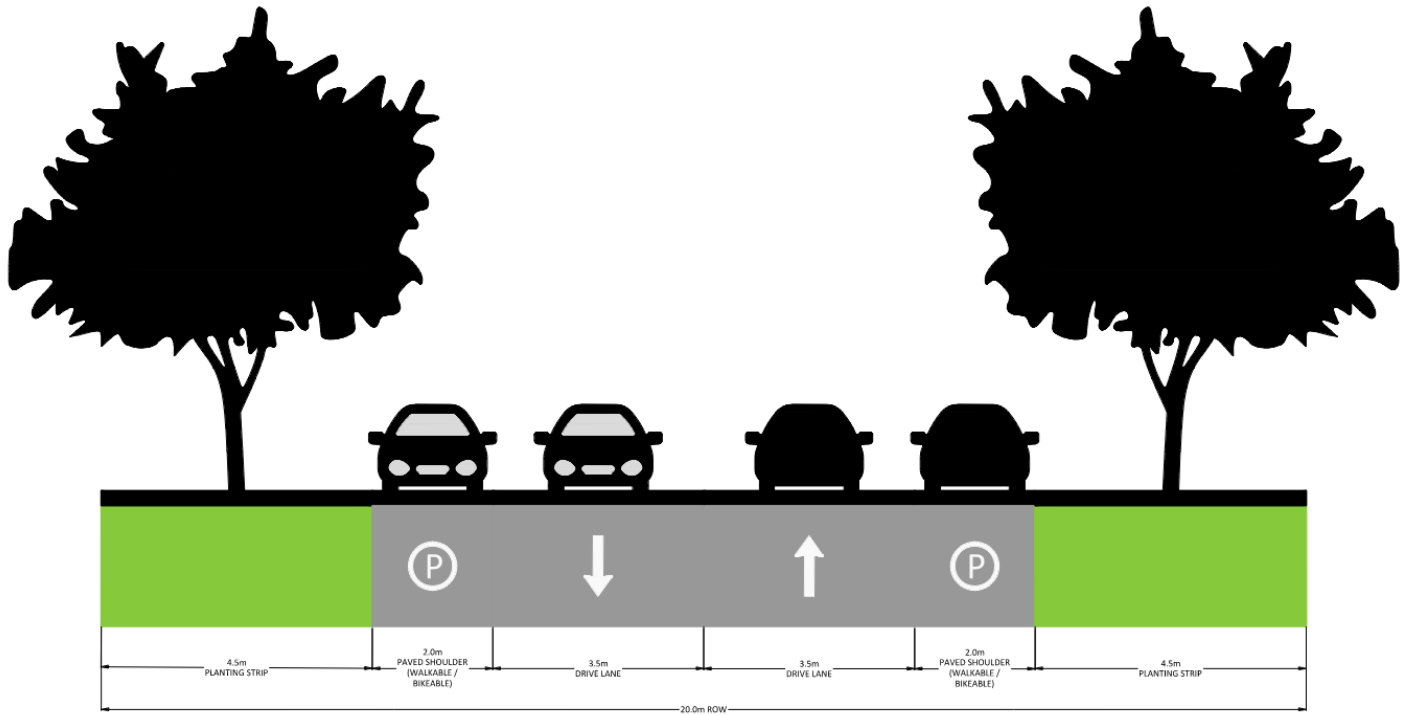


\*NOTE: SIDEWALK WIDTH VARIES BASED ON ADJACENT LAND USE  
 SINGLE-FAMILY RESIDENTIAL: 1.8m  
 MULTI-FAMILY RESIDENTIAL: 2.4m  
 COMMERCIAL / INDUSTRIAL: 2.4m

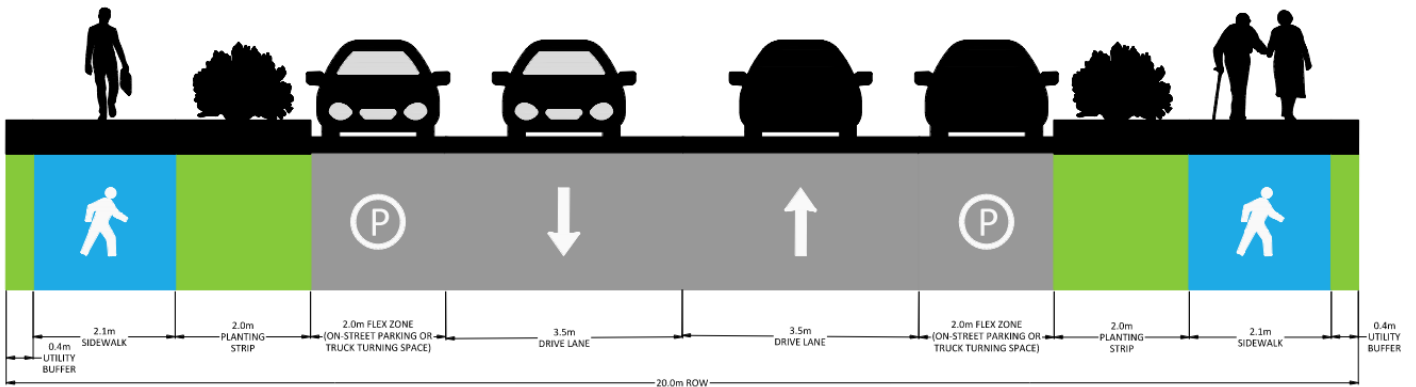
### 4.3.4 | Arterial Road Cross Section



### 4.3.5 | Rural Road Cross Section



### 4.3.6 | Industrial Road Cross Section



#### 4.3.7 | Table 9 – Key Arterial and Collector Roads

Arterial Roads	Collector Roads
Highway 19A	2 <sup>nd</sup> Avenue
Alder Street	Evergreen Road
Dogwood Street	Pinecrest Road
Petersen Road	Merecroft Road
Willis Road	Robron Road
Hilchey Road	Rockland Road
16 <sup>th</sup> Avenue	Erickson Road
9 <sup>th</sup> Avenue – Homewood Road – 14 <sup>th</sup> Avenue	



Image Credit: Tyler Cave

### Infill Cross Sections for Collector and Arterial Roads

While a 23 / 25 metre right-of-way is ultimately the goal for collector and arterial roads to provide adequate room for vehicles, pedestrians, cyclists, landscaping / beautification, and lighting, it will be challenging to secure improvements for an entire corridor in the short-to-medium term. While the 23 / 25 metre right-of-way should be sought for redeveloping properties on collector and arterial roads, it is often not feasible to build-out facilities to the full extent of the cross section for only a portion of the roadway.

On existing collector and arterial roads with a 20 metre right-of-way, the cross sections summarized below in [Table 10 – Infill Cross Section Summary for Collector and Arterial Roads](#) may be used only under conditions with severely limited site conditions that limit right-of-way. The 23 / 25 metre right-of-way should be provided as the default.

The Local Government Act allows municipalities to acquire up to 25m of road right of way at the time of subdivision. (Section 513 allows the municipality to acquire 20m and section 513.1 allows the municipality to acquire an additional 5m for alternative forms of transportation, totaling 25m.)

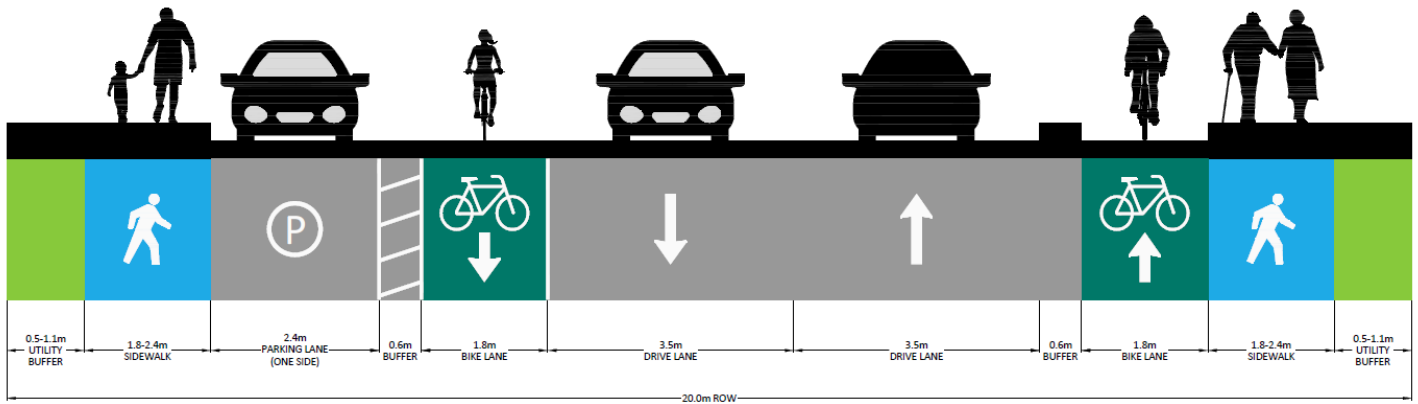
#### 4.3.8 | Table 10 – Infill Cross Section Summary for Collector and Arterial Roads

Classification	ADT (vpd)	ROW	Travel Lane	Shoulder (paved)	Multi-use Pathway	Bicycles	Sidewalk	Parking
Collector	1000 - 5000	20	3.5	x	x	✓ 1.8m unidirectional bike lane, 0.6m buffer	✓ 1.8m to 2.4m (both sides)	2.4m (one side)
Arterial	> 5000	20	3.5 (+ 4.0 two-way left turn lane)	x	✓ 4.0m (one side)	x	✓ 2.4m (one side)	x

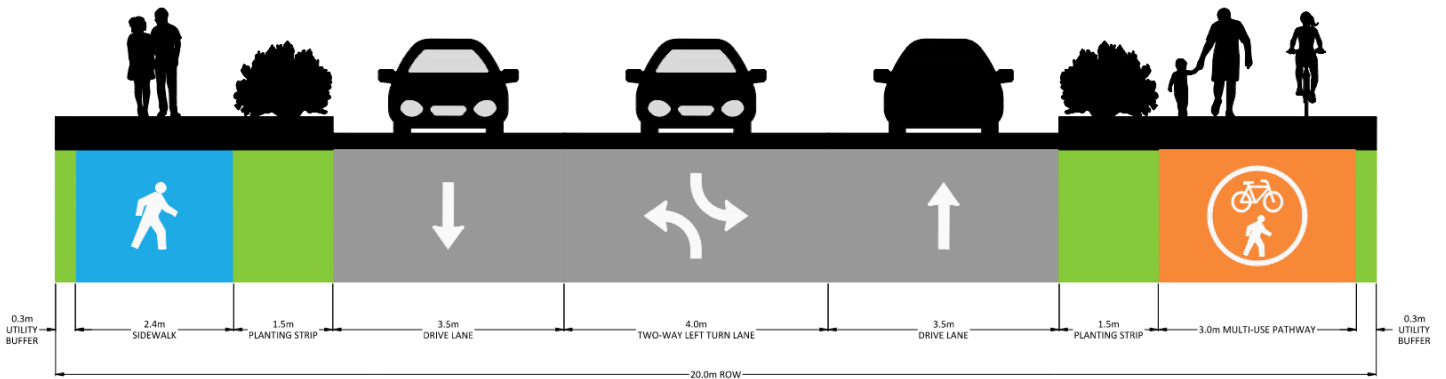
Notes:

1. Remaining space in right-of-way can be allocated to landscaped buffers, utilities, lighting, and other active frontage uses such as patios and benches
2. Sidewalk width varies based on adjacent land use, as outlined in Section 4.2.

### 4.3.9 | Collector Road (Infill)



### 4.3.10 | Arterial Road (Infill)



## Design Speeds

Speed plays a critical role in the cause and severity of crashes. There is a direct correlation between higher speeds, crash risk, and severity of injuries. Vulnerable road users are particularly at risk of injury or death in a high-speed collision, as they do not have the protection afforded by a vehicle. As motor vehicles are getting larger, taller, and heavier, reducing the speed of vehicles helps to ensure that residents, visitors, and employees in Campbell River can use the City’s transportation network without the risk of being injured or killed.

In lieu of setting the design speed higher than the expected operational speed, current best practices set the design speed of the roadway at the target speed for motorists to be driving at, given the understanding that motorists tend to drive at a speed that is comfortable based on the roadway’s geometric characteristics. The following table summarizes the design speed for each road class.

Below, **Table 11 – Design Speeds** are outlined for new roads. Design speed and posted speed limit differ in that design speed is the maximum safe speed a road is engineered for under ideal conditions and influences the speed a driver chooses. See the City’s new Speed Limit Policy for a discussion on posted speed limits. Wider lanes, separate turn lanes, more sweeping curves, superelevation, all contribute to higher operating speeds and are more appropriate on arterial and collector roadways. Narrower lanes, on-street parking, tighter curves all assist in keeping operating speeds low and are appropriate for local streets.

### 4.3.11 | Table 11 – Design Speeds

Road Classification	Design Speed (km/h)
Lane	20
Local	30
Collector	40
Arterial	50
Rural	60
Industrial	40

## 4.4 | Safety Improvements

Safety improvements at several intersections should be prioritized to mitigate the root causes of predominant collision types at these intersections. **Table 12 – Priority Safety Improvements** outlines recommended actions.

For more information on the assessment of collision data from ICBC, see the *Campbell River MTP Phase 2 Report*, available at [www.campbellriver.ca](http://www.campbellriver.ca).

#### 4.4.1 | Table 12 – Priority Safety Improvements

Action	Intersection	Improvement	Timeline
4-1	Highway 19A / Shoppers Row	Implement Leading Pedestrian Intervals in traffic signal timings to allow pedestrians to enter the intersection before drivers and increase their visibility to turning vehicles.	Short-term
4-2	Bikeway Conflict Markings	To call attention to conflict zones between cycling and vehicle facilities, green conflict markings should be implemented at all on-street bike lane and multi-use pathway crossings throughout the City, primarily along Dogwood Street and the north end of Highway 19A (i.e. between Maple Street and the Quadra Island Ferry Terminal).	Short-term
4-9	Tamarac Street (Highway 19) / 16 <sup>th</sup> Ave Willow Street (Highway 19) / 16 <sup>th</sup> Ave Tamarac Street (Highway 19) / 14 <sup>th</sup> Ave Tamarac Street (Highway 19) / Highway 19A / Highway 28 Willow Street (Highway 19) / Highway 19A / Highway 28	Work with MoTT to coordinate signal timings between intersections to mitigate red light-running. Adjust signal heads at Tamarac / 16 <sup>th</sup> such that overhead utility lines do not obstruct the signal heads. Study the continued need for the one-way Willow / Tamarac couplet to cross the Campbell River, based on aging bridge infrastructure, local traffic operations, observed traffic volumes, and challenges for pedestrians and cyclists to cross the river.	Medium-term
4-10	Highway 19A / Dogwood Street	Work with the Wei Wai Kum Nation and MoTT to explore options for safety improvements, including signal timing updates, additional street lighting, removal of channelized right turn islands, and pavement marking re-striping.	Medium-term
4-11	Alder Street / 2 <sup>nd</sup> Avenue	Convert to traffic signal operation (or roundabout, right-of-way requirements and BC Transit geometric requirements permitting).	Medium-term
4-13	Highway 19 / Willis Road Highway 19A / Jubilee Parkway Highway 19 / Jubilee Parkway	Work with the We Wai Kai Nation, the Homalco Nation, and MoTT'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.	Long-term

#### 4.5 | Congestion

Level of Service (LOS) is a measure of effectiveness that is used to characterize and evaluate traffic operations at intersections based on average delay per vehicle and type of traffic control. LOS breaks delay into a six-point scale ranging from LOS A (excellent conditions with minimal or no delay) to LOS F (poor conditions with extensive delay). As such, improvements to Campbell River's road network for drivers should be largely geared around safety

improvements to ensure that all residents, employees and visitors of the city are able to get to and from their destinations safely.

Work conducted during Phase 1 of the MTP indicated that the majority (45 of 53) of Campbell River's intersections, for which the City was able to provide traffic data, function at LOS A or LOS B in the PM peak hour. There are a few (8 of 53) that operate at LOS C and LOS D, of which 5 occur on the Dogwood Street corridor, 2 occur on the Alder Street corridor, and the remaining one is at Highway 19A / Hilchey Road.

On Dogwood Street, lane reduction has been removed from further consideration, based on feedback received from the public and Council. The recommendation is to update the signal timings at all signalized intersections along Dogwood from Merecroft Road to 9<sup>th</sup> Avenue, including removing the coordination. This has been incorporated as a short-term recommendation.

## **4.6 | Connections to Key Transportation Hubs**

### **Quinsam Heights Neighbourhood**

In alignment with the Quinsam Heights Neighbourhood Plan, there is an opportunity for the City to improve access to and the overall road network of the Quinsam Heights neighbourhood. The City should undertake a traffic analysis to identify options for where a road network connection would be most feasible, either at Highway 19 and Evergreen Road or at Merecroft Road. The City should partner with the We Wai Kai and Wei Wai Kum First Nations to ensure that the new connection provides maximum benefit to their lands to the west of the Highway.

### **Airport**

The Campbell River Airport provides the city and the region with a vital transportation link to the outside world and is critical to the City's economic objectives. The Airport is currently experiencing expansion of commercial air service which enables direct connections to Vancouver and Calgary, both international airport hubs.

When corporations are considering potential locations for their business and have considered a likely geographic area (e.g., North Vancouver Island), their next step is to determine where best to locate that business. To attract and maintain their employee base, businesses must therefore evaluate lifestyle factors, location, size of the community, housing costs, the environment, shopping convenience, the availability of schools, recreations facilities and transportation systems.

The City is reviewing the possibility of installing a permanent full-fledged charging station to facilitate electric aircraft. Sealand Flight recently took possession of an all-electric Velis Electro. This plane will be used as part of a pilot program called the Electric Airplane Trial Program and will help determine how these aircraft may be used for commercial aviation.

Businesses at the airport were asked to provide comments on what improvements could be made to the transportation network to assist with their businesses. The following were common themes:

- Easy vehicle and taxi access to the airport is important
- Access to parking (both short term and long term) is important
- Poor maintenance of the roads within the airport
- Walking and cycling are not important for getting people to/from the airport
- Transit will not solely fill the future traffic needs of Campbell River Airport

### **BC Ferries**

The ferry terminal at Campbell River provides regular ferry service to Quadra Island at Quathiaski Cove. Highway 19A adjacent to the ferry terminal is under the jurisdiction of BC MoTT. There is currently some nearby short-term

and long-term parking, a passenger loading zone and a bus stop for school buses. Pedestrians are accommodated through sidewalks. Existing cycling infrastructure is poor and is not designed for all ages and abilities. The nearest BC Transit bus stop is a 300m walk. There is an opportunity to improve connectivity to the terminal for active transportation users. Specifically, the City could review the feasibility of reducing Highway 19A from 4 travel lanes to 2 travel lanes and reallocate the road space to a multi-use pathway.

### **Air Traffic at the Spit**

There are several private companies that operate floatplanes and helicopters out of the Spit, including Harbour Air as of Summer 2026. Connections to other travel modes should be reviewed for safety, comfort and personal security, and opportunities to provide seasonal transit service to Tyee Spit should be explored.

### **Private Motorcoaches**

The Island Link bus provides a private large van that runs up and down the island and includes connections to Nanaimo, Victoria, Port Hardy, Tofino and Ucluelet. It currently picks up at three locations in Campbell River (the Community Centre, 7-11 in Willow Point and the Gas N Go in Ocean Grove). It provides another option for residents. Connections to other travel modes should be reviewed for safety, comfort and personal security. Other private bus services operate to and from Campbell River, some seasonally, such as the Vancouver Island Connector.

## **4.7 | Supportive Policies and Programs**

### **Vehicle Operational Thresholds**

Emerging trends and best practices in the transportation industry are moving away from using the traditional Measures of Effectiveness (AM and PM peak hour levels of service, delay, volume-to-capacity ratio, and queues) being used as the only metrics used to justify new roadway infrastructure, as it results in the overdesign of facilities for vehicles, typically resulting in leftover space being allocated towards other modes such as pedestrians and cyclists.

The City should develop a policy that considers the capital cost, maintenance cost, impact to pedestrian / bicycle safety, and operations of the new vehicle infrastructure when considering the need for additional roadway infrastructure. It should also consider the impacts of over-built infrastructure in the non-peak periods and whether the infrastructure is only required for a few hours per day. A good starting point would be policies from other cities.

In short, the City should review several different factors prior to moving ahead with the construction of a new road, including:

- Support in City policies such as the OCP, MTP and Council's Strategic Priorities
- Benefit cost analysis
- Capital and maintenance cost
- Impact to pedestrian / cyclist safety and comfort
- Property impacts
- Resident sentiment
- As well as the typical vehicle level of service, delay, volume-to-capacity ratio and queue length

### **Emergency Access Routes to Neighbourhoods**

During an emergency, whether a major fire event, earthquake, flooding, or other event, the ability to provide alternative routes or entry / exit points is critical. During an event, there may be a requirement to have residents

evacuate but fire personnel and equipment also need to enter the area. Therefore, the roadway may not necessarily be able to be converted to one-way traffic to increase capacity to move residents.

The City should adopt a policy identifying when secondary and/or tertiary access may be required for emergencies. The policy should identify when more than one access to a subdivision is required and whether they are required as general accesses or emergency-only accesses. If the City allows for emergency-only access routes, a clear policy on how those emergency-only access points are managed is required (i.e., they are all locked with the same key, who / where the keys are located, etc.).

The National Fire Protection Association provides the following suggestions for the number of accesses to a neighbourhood for emergencies:

- For 0-100 households, one access route minimum is required
- For 101-600 households there should be a minimum of two access routes
- For greater than 600 households there should be a minimum of three access routes

## Speed Limits

As discussed in [Section 4.3](#), speed plays a critical role in the cause and severity of crashes. In conjunction with the reduction of the design speed for new roads, the City requires a policy around the setting and changing of posted speed limits on existing roads.

The changing of speed limits (either up or down) should not be done arbitrarily or changed based on requests from the community. Altering a speed limit without making additional roadway adjustments is likely to provoke further complaints, as signage alone has minimal influence on modifying driver behavior. For example, lowering the posted speed limit on a road designed for 50 km/hr to 30 km/hr will not reduce the speed of vehicles on the road, but will increase the number of vehicles travelling over the posted limit.

Therefore, a speed limit policy should be created to allow City staff to identify appropriate speed limits for roads. The *TAC Canadian Guidelines for Establishing Posted Speed Limits* and NACTO's *City Limits - Setting Safe Speed Limits on Urban Streets* provide guidance on evaluating corridors to determine posted speed limits for roads.

Many other municipalities have noted the desire to reduce the default speed limits on local / residential roads in BC. Although municipalities can set speed limits within a municipality, they cannot change the default speed limit, which is set in the *BC Motor Vehicle Act*. The province was allowing pilot projects (as of Fall 2021) to research, test, and evaluate new regulatory approaches; however, these pilots have been put on hold at this time. This would have permitted municipalities to change the default 50 km/hr speed limit within a city. The current MVA does not allow municipalities to change the default speed limit, so each street / neighbourhood must be separately signed and designated with a lower speed limit.

Slower road speeds can reduce the severity of collisions between vehicles and vulnerable users; however, the function (classification) of the road is an important criterion. Lowering all roads to 30-40-50 km/hr, including arterial and collector roads, which are meant to move vehicles, may have adverse impacts as drivers become impatient due to the slow speeds that result in longer travel times. Impatient drivers can increase their speeds when the road is not designed for that speed, use space allocated for vulnerable road users, and ignore traffic control devices and signage. Providing separation from vulnerable road users (pedestrians and cyclists) from higher volume, higher speed (50-60 km/hr) traffic on arterial and collector roads is intended to improve safety for vulnerable road users and manage vehicle flows.

To be as cost effective as possible, the City developed a decision matrix analysis to determine which neighbourhoods warrant a 30 km/hr speed limit, see [Appendix A](#). Neighbourhood streets that do not warrant a reduced speed limit would remain at 50 km/hr. Existing 40 km/hr neighbourhoods should be converted to 30

km/hr. 30 km/hr is recommended as it matches existing school and playground zones, it is recommended for neighbourhood bikeways, and it reduces the distance it takes for a vehicle to stop, minimizing impact severity if a pedestrian or cyclist is hit.

The following criteria were used in the decision matrix:

- ICBC collision data
- Proximity to schools
- Proximity to playgrounds
- Presence or absence of sidewalks
- Bike route through the neighbourhood

A neighbourhood is defined as all local streets bounded by either arterial or collector streets.

An analysis of all 47 remaining neighbourhoods yields 22 eligible neighbourhoods (47%) using this decision matrix. A disadvantage is that drivers would encounter inconsistent speed limits on local streets and may not understand the reason. In addition, residents who live in neighbourhoods that are ineligible for a reduced speed limit will likely be disappointed.

### Truck Routing

Based on prevailing traffic patterns for commercial and industrial uses, the following changes to truck routes (requiring amendments to Schedule J to the Traffic and Highways Regulation Bylaw and the OCP) are recommended:

- Removal of 16th Avenue (Highway 19 to Dogwood Street), Dogwood Street (north of 16th Avenue), and Petersen Road (between 14th Avenue and Highway 19A)
- Addition of Maple Street (between 14th Avenue and Highway 19A)

See [Map 2: Truck Routes](#) for the recommended truck routes.

### Traffic Calming

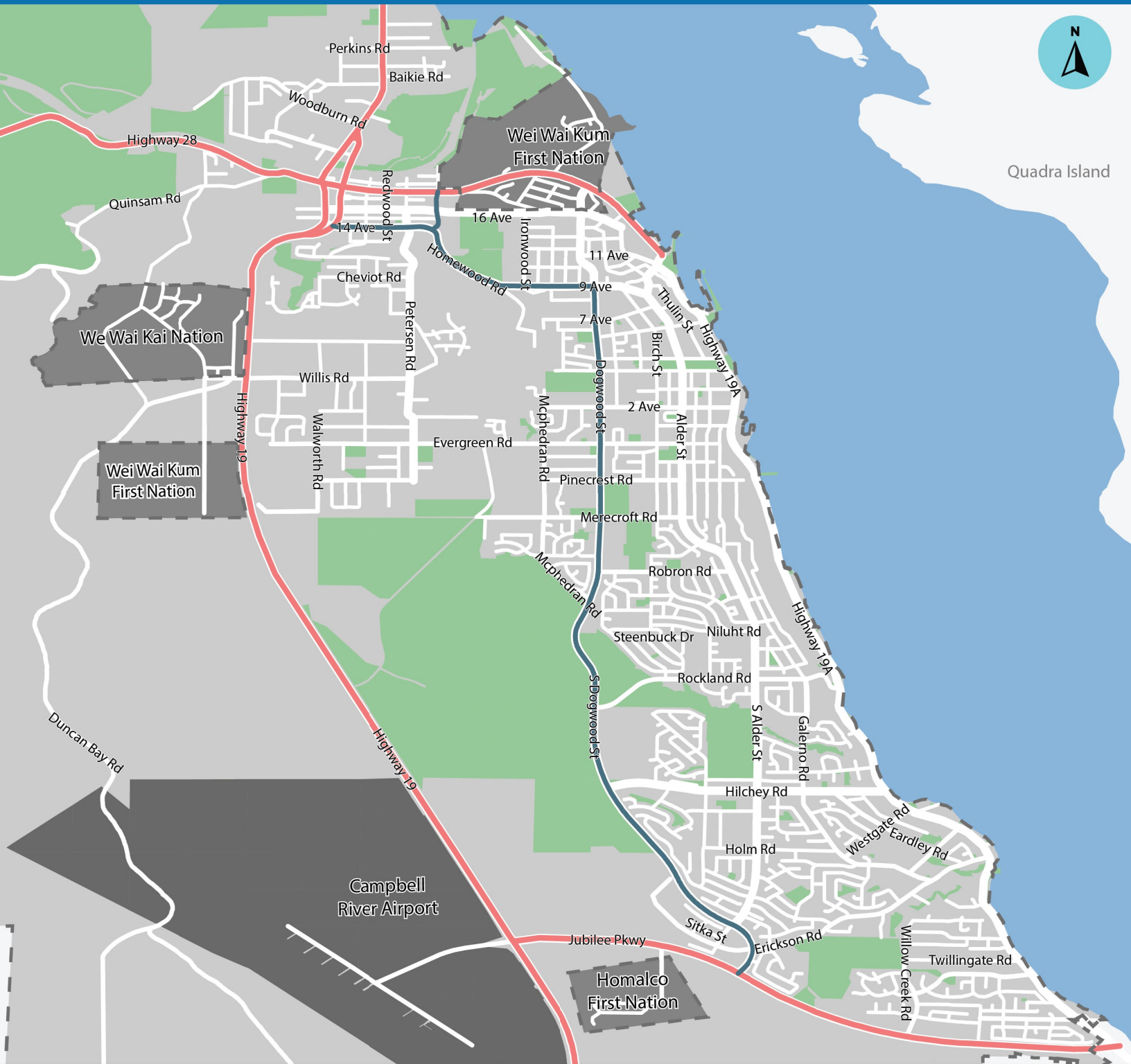
Campbell River's *Neighbourhood Traffic Management Policy and Procedures* were developed in 2009 to provide guidance and streamline decision-making in determining the need for traffic calming. This is a Council Policy under the Public Works section.

The existing traffic calming policy and procedures provide detail on conducting traffic calming studies, information on traffic calming measures, and implementation guidelines. It also provides a points-based system for prioritizing traffic calming project funding.

To streamline traffic calming requests, the following updates to the *Neighbourhood Traffic Management Policy and Procedures* are recommended:

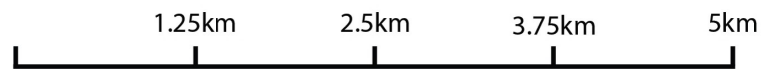
- Add a requirement that while individual requests for traffic calming will be screened at a high level, if the screening identifies the need for a traffic calming study, then it will be added to the list for a future study.
- Provide screening criteria.
- Add a petition process for allowing neighbourhoods to request a traffic calming study.
- Add traffic calming measures from the most current version of the *TAC Canadian Guide to Traffic Calming*.
- Confirm the requirement for public consultation and/or feedback to Council prior to any physical road changes.

# Map 2: Truck Routes



## Truck Routes

-  Truck Routes
-  Highway



## Neighbourhood Petition Process

It is recommended that Campbell River develop a petition process for multi-unsolicited neighbourhood requests that are received for the same area:

- City staff define a “Benefiting Area” or “Neighbourhood”.
- Provide an individual or group of residents (organizers / representatives) with a map of the benefiting area and a petition form to collect signatures. To trigger a traffic calming study from a petition, a total of 50% of the benefiting area residents is needed (one vote per residential address / parcel). Any additional information provided on the petition needs to be approved by staff.
- Once a petition is received that meets the threshold for unsolicited traffic calming, the project may proceed based on the *Neighbourhood Traffic Management Policy and Procedures*.

## 4.8 | Summary of Key Actions

In the short term, the City is placing emphasis on high-impact safety and operational improvements. These include introducing Leading Pedestrian Intervals at key intersections to improve pedestrian visibility, adding green conflict markings at bike crossings to reduce collisions between cyclists and vehicles, and updating signal timings along major corridors like Dogwood Street to improve traffic flow. At a policy level, the City aims to update truck routes in the OCP and the Neighbourhood Traffic Management Policy and Procedures. Ongoing studies, such as the Quinsam Heights Transportation and Growth Infrastructure Study and the feasibility for a potential new Highway 19 connection, reflect a proactive approach to managing growth and future traffic demands.

In the medium term, the focus shifts toward more substantial infrastructure and intersection improvements. This includes building new road connections in growing areas like Quinsam Heights to relieve pressure on existing routes and addressing high-collision intersections through redesigns and potential roundabouts. Several projects involve collaboration with the Province and First Nations to improve safety along Highway 19 and Highway 19A, recognizing their importance as regional transportation corridors.

In the long term, the City is looking to continue to expand the road network to support growth, particularly in Quinsam Heights, while also addressing broader safety concerns such as wildlife collisions through measures like fencing and crossing infrastructure. Major corridor upgrades, such as the South Island Highway improvements, aim to create more complete streets that accommodate vehicles, cyclists, and pedestrians alike.

All key actions are listed in [Table 1 – Action Plan – New Roads and Road Improvements](#).



MAYNE RD



## 5 | PEDESTRIAN NETWORK

Campbell River's pedestrian network faces several challenges today, as follows:

- **Lack of Sidewalk Coverage** – though the City has over 150 kilometers of sidewalks, there are several gaps in the network where pedestrians must use the shoulder, especially on busier roads, resulting in a less comfortable experience (i.e. physically challenging, feeling unsafe). Some examples referenced during public engagement in Phase 1 include Petersen Road, Evergreen Road, and Willis Road.
- **Lack of Separation** – related to the first challenge, most the City's existing sidewalks are not separated from motor vehicle traffic. Specifically, on some roads, there is no barrier between the sidewalk and the motor vehicle lane. The lack of separation, especially on arterial and collector roads, results in a less comfortable and less safe pedestrian experience.
- **Inaccessible Pedestrian Network** – there are several parts of the sidewalk network where there are obstructions (e.g., utility poles), deficient curb ramps, and other barriers that make it hard for all pedestrians, especially those with mobility impairments, to navigate the network in a safe and comfortable way.
- **Uncomfortable Pedestrian Crossings** – the community reported that pedestrian crossings are uncomfortable at times due to vehicles not yielding or stopping at designated crosswalks.



The challenges above, and the large distances between destinations within the city, help explain why Campbell River's walking mode share is 4%, meaning that only 4% of all commuter trips taken in the city are made on foot. This captures commuting trips only (not recreational walking) and only asks about the 'main mode' of commuting, so doesn't capture the occasional walker.

There are ways the City can address these challenges; namely, by expanding its pedestrian network and moving toward universal design of all new facilities. Universal design is generally defined as the design of environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. There is a link between pedestrian amenities and land use, notably older and less dense neighbourhoods lack sidewalks. As these neighbourhoods become more urban, the City should ensure that new housing is within walking distance to parks, shopping and amenities and that pedestrian infrastructure is built to accommodate this growth.

### 5.1 | Pedestrian Facility Design

The following table identifies the range of pedestrian facility types recommended for Campbell River. The City should consult the BC Active Transportation Design Guide (Chapter C) when designing all pedestrian facilities.

### 5.1.1 | Table 13 – Pedestrian Facility Design

Facility Type (Description)	Design Guidance
	<p><b>Adaptive sidewalks</b> are intended to be a "quick build" solution. They are low cost and easy to construct. They are not considered an all ages and abilities facility, however, as they do not typically have curb ramps. They should be considered on roads that have an existing shoulder and where they can be provided in the short-term to meet the needs of people walking and rolling.</p>
	<p><b>Concrete sidewalks</b> can either be separated or non-separated. A non-separated sidewalk is when the pedestrian facility is located directly next to motor vehicle traffic. A separated sidewalk is physically separated from motor vehicle traffic.</p> <p>Per the BC Active Transportation Design Guide, concrete separated sidewalks should be considered along all arterial roads and in areas with high pedestrian activity including the downtown and school zones. They should also be required in new developments.</p>
	<p><b>Multi-use pathways (MUPs)</b> are typically off-street pathways that are separated from motor vehicle traffic and can be used by people walking, cycling, and rolling.</p> <p>Multi-use pathways require more space (typically 3-4m wide) and should be considered on roadways where there is both high pedestrian and cycling need.</p>

The following table provides the standards for sidewalks in Campbell River based on land use and road type. Note, the facility widths apply to both adaptive (i.e., quick build) and concrete sidewalks. They do not apply to multi-use pathways.

### 5.1.2 | Table 14 – Recommended Sidewalk Widths

Land Use	Road Classification	Separation	Desirable Width (m)	Constrained Width (m)
Low density Residential	Local	Non-Separated or Separated	1.8	1.8
	Collector / Arterial	Separated	1.8	1.8
Multi-family Residential	Local	Non-Separated or Separated	2.1	1.8
	Collector / Arterial	Separated	2.4	1.8
Industrial	Industrial	Separated	2.1	1.8
Commercial / Institutional	Any	Separated	2.4	2.1

## 5.2 | Looking Ahead

The future transportation network is intended to support a more comfortable pedestrian experience through more separation between pedestrian facilities and motor vehicle traffic, greater accessibility, and improved connectivity to promote walking for shorter trips.

A Priority Pedestrian Network was developed based on a technical GIS-based needs analysis and corroborated through the second round of public engagement. It may be challenging to add sidewalks in underserved areas in town based on existing constraints such as ditches and steep grades. For detailed information about the technical analysis, see the *Campbell River MTP Phase 2 Report*, available at [www.campbellriver.ca](http://www.campbellriver.ca).

### WHAT DID WE HEAR FROM THE COMMUNITY?

Throughout the MTP process, the community provided significant feedback on the pedestrian network. In general, the key themes included the need to provide greater connections to schools and the need to provide more separation between motor vehicle traffic and pedestrian facilities, especially on busier corridors. Specifically, there was support to see the City provide more separated sidewalks and multi-use pathways. This feedback was confirmed in the final round (round 3) of the engagement process where there was support for the overall pedestrian network and need to continue to provide pedestrian facilities where there are gaps.

The following criteria were identified as key to prioritizing pedestrian projects:

- Road classification
- Existing facility
- Schools
- OCP land use designations
- Bus stops
- Parks
- Trails

Road classification is used to prioritize pedestrian projects as a proxy for vehicle speed. Roads with faster traffic warrant better pedestrian facilities. Locations with no sidewalk facility were prioritized over locations with a sidewalk on one side already. Schools are a major destination and were identified during the first round of public consultation. Two thresholds were used (800m and 1,500m) with higher points for closer to the school. Higher points were assigned to 'downtown,' 'village centre,' and 'waterfront' based on land use designations in the OCP as these areas are intended to see higher growth. The provision of safe, comfortable pedestrian facilities supports transit use as every transit trip begins and ends as a walking trip (400m threshold). Parks and trails are important recreational assets in Campbell River that should be accessible by walking and were assigned points if within 400m.

Trails are a heavily used city amenity, used by residents for both their commute and for recreation. Residents value the current trail network and generally support continued investment in trails. [Map 3: Trail and Path Networks](#) shows existing trails as well as proposed new trails based on desire lines and access to the waterfront. Desire lines are the informal, worn-down paths created by people repeatedly walking the same route, often as a shortcut. These paths indicate where people naturally want to walk, even if the existing infrastructure does not currently support it. Many of the newly proposed trails aim to incorporate these well-used paths into official trails to better match actual movement patterns. Trails should strive to connect origins, destinations, and provide short, direct routes for pedestrians and cyclists and avoid major streets. It should be noted that there are many trails that are not under the City's jurisdiction, including those in Beaver Lodge Lands (Forests, Lands and Natural Resource Operations) and Canyon View (BC Parks).

While trails are an important part of the transportation network, they do not satisfy the need for neighbourhood parks pursuant to section 510 of the Local Government Act. Thus, they do not count towards a developer's 5% parks dedication. Parks form an important component of the transportation plan, serving as key connector nodes, linking neighbourhoods, transit hubs, and commercial areas.

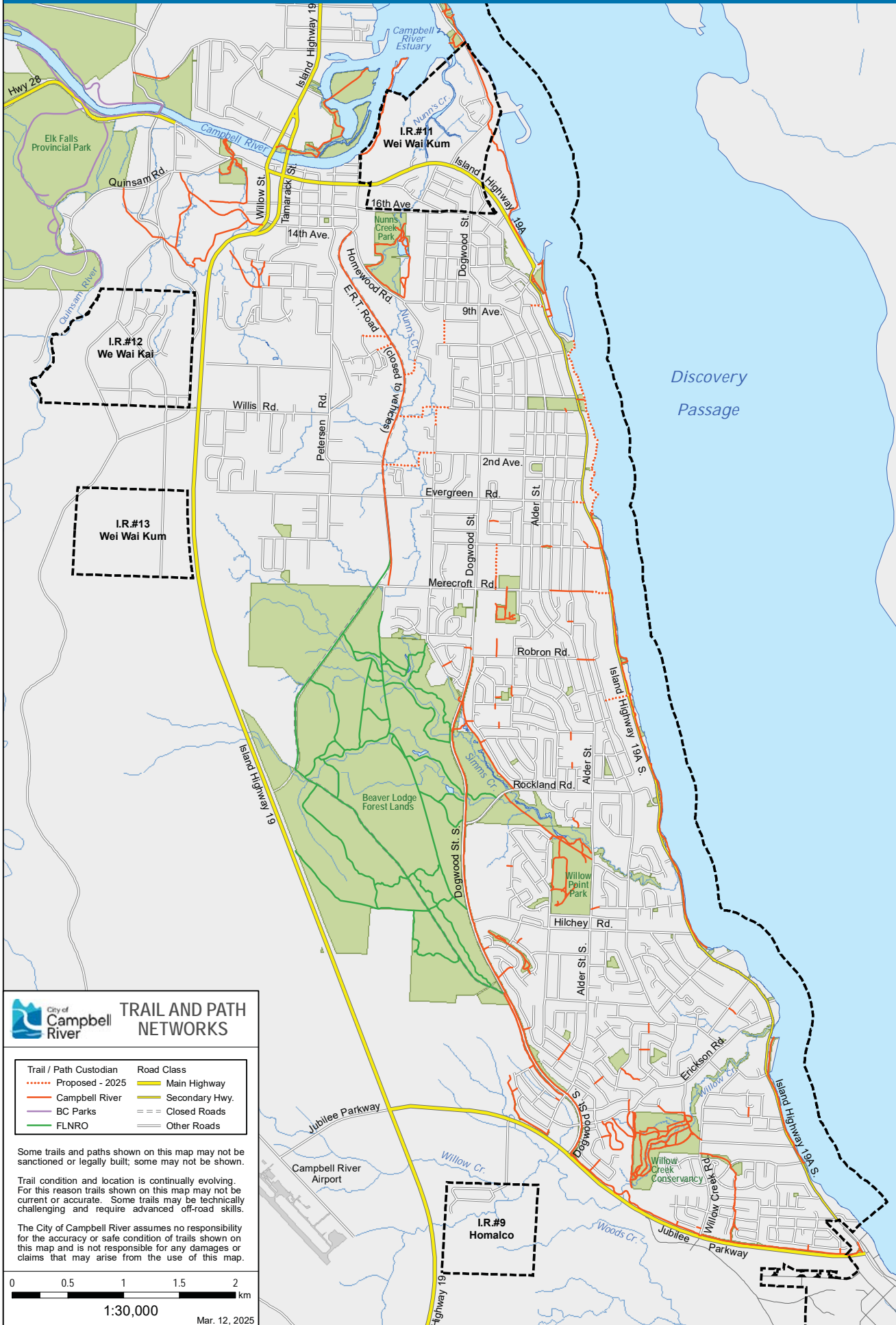
Based on these criteria, recommended projects are outlined in [Table 2 – Action Plan – Sidewalk Facilities](#) and are further illustrated in [Map 4A: Priority Pedestrian Improvements \(North\)](#) and [Map 4B: Priority Pedestrian Improvements \(South\)](#). Projects are prioritized over a 10-year period, broken down into short (1-3 years), medium (4-7 years), long-term (8-10 years) and future projects (10+ years). Facilities identified as a need in the 2012 MTP, but which have not yet been completed, are also included.

While dedicated linear infrastructure for people walking and rolling is critical to encourage mode shift, intersection-specific changes can also be explored on a case-by-case basis, including leading pedestrian intervals, pedestrian scrambles, prohibition of right-turn-on-red for vehicles, and the elimination of permissive left turns for vehicles.

As redevelopment and other capital works projects occur along roadways without pedestrian facilities, efforts should be made to install pedestrian facilities on one or both sides of the road where no facilities currently exist, regardless of location or classification.

Longer term projects for future consideration are included in [Appendix B](#).

# Map 3: Trails



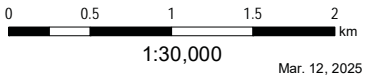
**City of Campbell River**  
**TRAIL AND PATH NETWORKS**

Trail / Path Custodian	Road Class
Proposed - 2025	Main Highway
Campbell River	Secondary Hwy.
BC Parks	Closed Roads
FLNRO	Other Roads

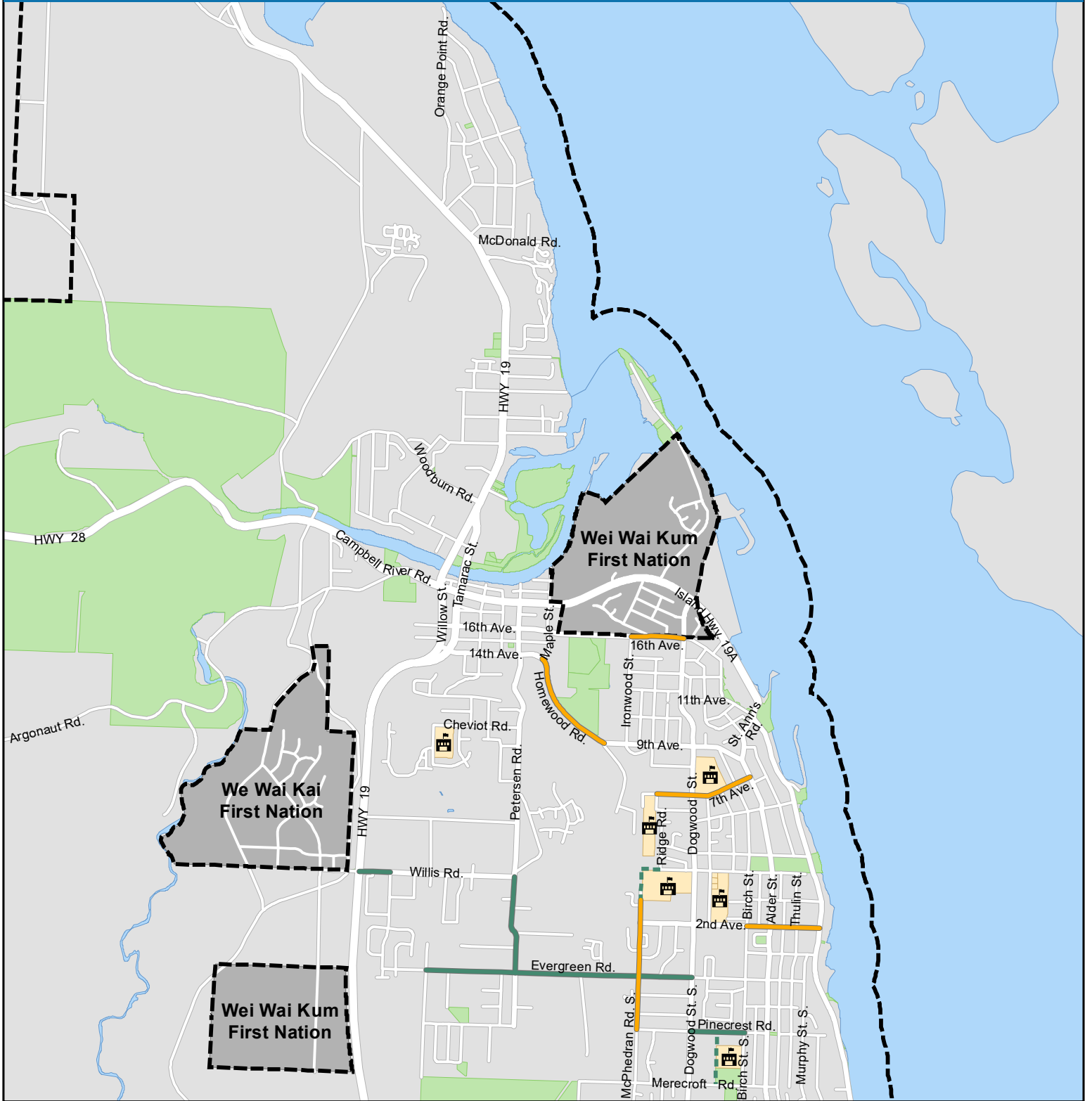
Some trails and paths shown on this map may not be sanctioned or legally built; some may not be shown.

Trail condition and location is continually evolving. For this reason trails shown on this map may not be current or accurate. Some trails may be technically challenging and require advanced off-road skills.



The City of Campbell River assumes no responsibility for the accuracy or safe condition of trails shown on this map and is not responsible for any damages or claims that may arise from the use of this map.




# Map 4A: Priority Pedestrian Improvements (North)



## New Facility

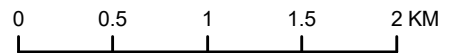
-  Concrete Sidewalk
-  Multi-Use Pathway

## New Connection

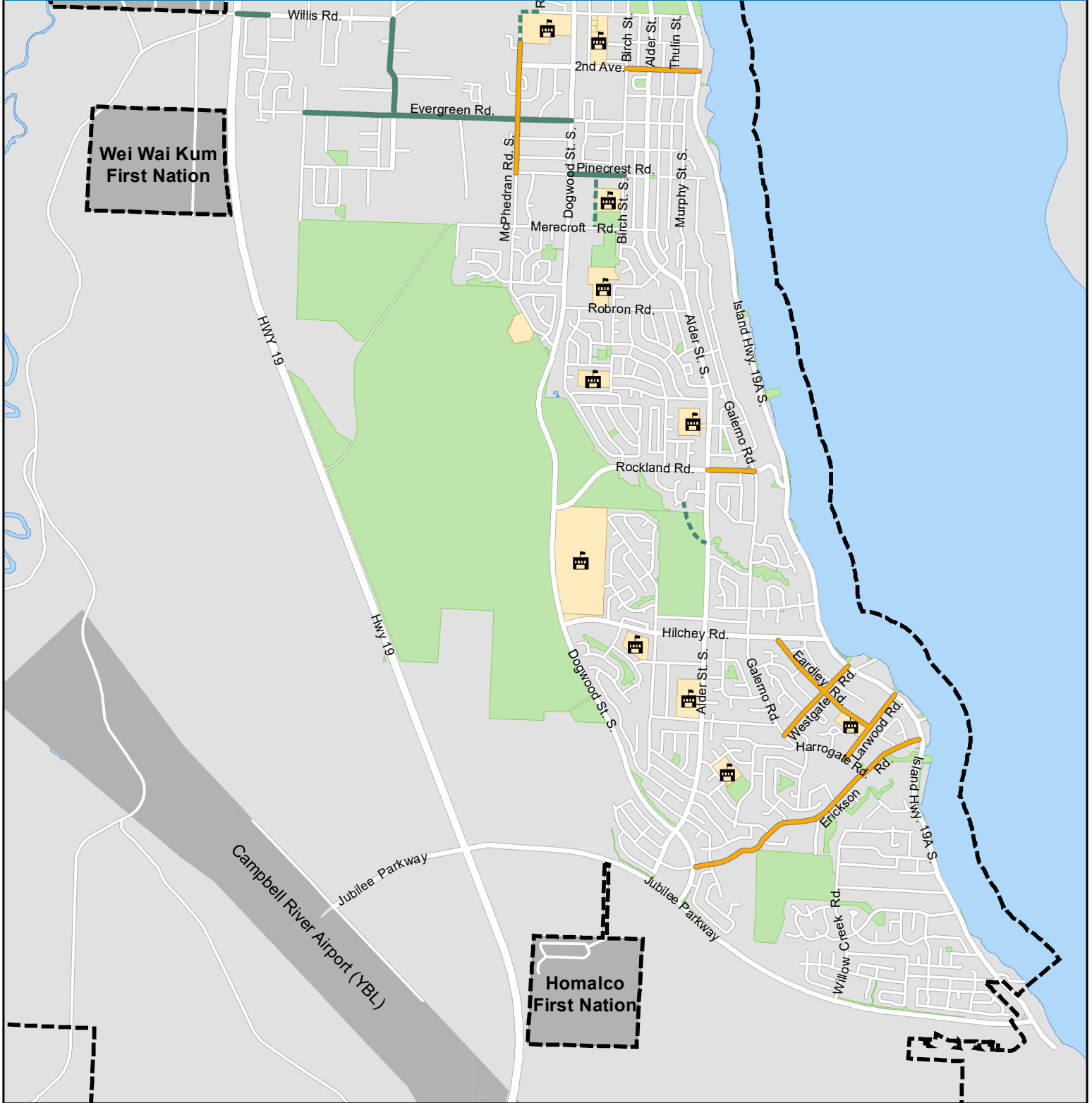
-  Multi-Use Pathway

## Key Location



-  Public Schools




# Map 4B: Priority Pedestrian Improvements (South)



## New Facility

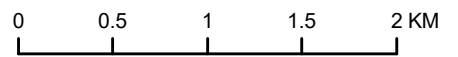
-  Concrete Sidewalk
-  Multi-Use Pathway

## New Connection

-  Multi-Use Pathway

## Key Location

-  Public Schools



### 5.3 | Crosswalk Universal Design

Universal design ensures all users, regardless of their age or ability, are afforded safe and convenient access. There are four key areas to be considered in the practical application of universal design that are specific to active transportation, which include the provision of mobility, tactile, visual, and audible aids. The BC Active Transportation Design Guide and Canadian Standards Association (CSA) Accessible Design for the Built Environment guide provide recommendations regarding the appropriate treatment for specific scenarios.

#### Mobility



#### Audible



#### Tactile



#### Visual



## 5.4 | Supportive Policies and Programs

### Crosswalk Policy

Refer to the Crosswalk Policy in [Appendix C](#) to check whether a crosswalk is needed. If it is warranted and funding is available, decide which type of crosswalk should be installed.

### Active School Travel Pilot Program

BC Healthy Communities currently administers the Active School Travel (AST) Pilot Program, which is funded by the BC Ministry of Transportation and Transit. The goal of the program is to “support more students to walk, bike, and scoot to / from school.” As of April 2023, École Phoenix Middle School is the only school in Campbell River that has participated in the AST pilot program. Based on the data collection that was done as part of the program, the following key statistics were reported:

- Most students are driven to / from school
- The provision of more bike lanes / pathways, secure bike storage, and meeting places were identified as the top three things needed to help make it easier for children to commute by bike
- Children need to have a better understanding of overall walking and cycling safety to increase comfort while using these modes

Based on the results and recommendations from the pilot program, École Phoenix Middle School has already implemented a “Go by Bike” community skills event, temporary secure bike storage, and has created a safe routes webpage. They are currently in the process of providing more permanent secure bike storage and creating a rewards program for active commuting.

There are several other elementary and middle schools in the city that would benefit from participating in the AST pilot program. It is recommended that the City, in collaboration with School District 72, explore how it could support this program. This could include:

- Actively promoting the program, its benefits, and opportunities to participate
- Providing additional funding (e.g., a top-up) to BC Healthy Communities to help expand the pilot program to more schools in Campbell River

## 5.5 | Summary of Key Actions

In the short term, the City’s priority is filling critical gaps and improving safety along high-traffic corridors and near schools. Projects include adding separated sidewalks and multi-use pathways along major roads like 16th Avenue and Erickson Road, as well as new pedestrian connections to downtown and the waterfront. Emphasis is placed on pedestrian safety nearby schools, particularly around Phoenix Middle School, alongside collaboration with School District 72 to expand the Active School Travel program.

In the medium term, the City will focus on enhancing pedestrian separation and expanding sidewalk coverage along key collector roads like 2nd Avenue and Rockland Road. These projects aim to improve safety and comfort, especially near destinations like schools and hospitals, while encouraging walking for short trips and better access to transit. Community feedback and provincial design guidelines play a key role in prioritizing these improvements.

In the long term, projects will continue to build out the sidewalk network in growing areas, particularly near elementary schools such as École Willow Point Elementary. These include separated sidewalks and additional coverage along roads like Larwood Road and Eardley Road. The emphasis remains on supporting safe routes for students and reinforcing active transportation habits. All key actions are listed in [Table 2 – Action Plan – Sidewalk Facilities](#).

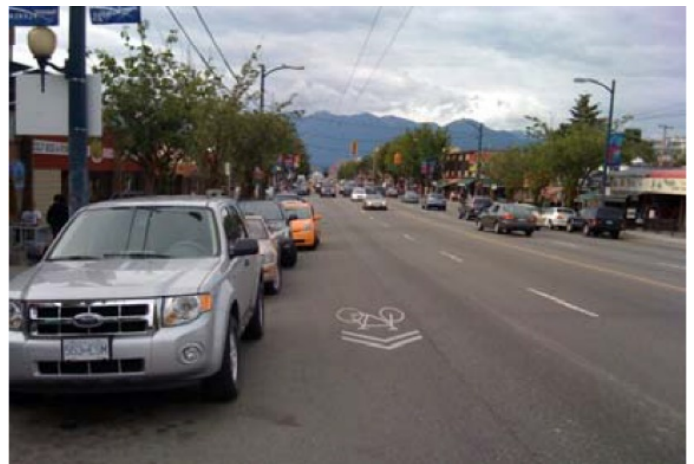


## 6 | CYCLING NETWORK

### 6.1 | Summary of the Key Challenges

Campbell River's cycling network faces several challenges today, as follows:

- **Discomfort with Cycling on Arterial Roads** – the existing cycling facilities on major roads include "sharrows" (see picture) and, in some instances, painted bicycle lanes. Sharrows, or shared arrows, are pavement markings that remind drivers and cyclists to share the road. These facility types generally do not meet the needs of all ages and abilities and consequently do not provide a comfortable experience for cyclists. Improving comfort and safety for people cycling requires protected cycling infrastructure to create more separation for vulnerable road users.
- **Lack of Separation between Walking and Cycling on Multi-use Pathways** – in some instances, there have been conflicts between people walking and cycling on shared multi-use pathways. This has become a greater problem with more electric bicycles as they have high operating speeds, along the Seawalk for example.
- **Unsafe Intersections** – according to ICBC data, most crashes involving cyclists occur at intersections. The City lacks intersection treatments / markings for cyclists, which result in safety hazards.
- **Poor Connections to Key Destinations** – in general, the cycling network has gaps in connectivity. Most of the arterial and collector roads do not have cycling facilities and those that do often lack accessible infrastructure, which makes cycling less attractive for all ages and abilities.



The challenges above have and will continue to result in low cycling mode share (currently 2%) unless the City makes investments in its cycling network.

### 6.2 | Cycling Facility Design

There are five cycling facilities recommended for the City's future cycling network. A description of each one is provided below. [Table 15 – Recommended Cycling Facility Widths](#) summarizes the key design parameters for cycling facilities in Campbell River.



Image Credit: Bluetree Photography



### 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. MUPs typically accommodate bi-directional travel and are commonly shared spaces. Separation between pedestrians and cyclists may be considered if there are many users, there have been conflicts between the two active transportation user groups and there is sufficient width.

Campbell River currently has a few multi-use pathways: the Seawalk, South Dogwood Street and alongside Willis Road.



### Protected Bike Lane (Uni-directional)

A designated lane for cyclists and other active transportation users that is physically separated from motor vehicle traffic.



### Protected Bike Lane (Bi-directional)

A bi-directional protected facility is when both bike lanes are on the same side of the street.

The City has piloted temporary bi-directional bike lanes on Pier Street during the past three summers for Canada Day, Greenways Loop Day, and a couple of Sundays in the summer associated with the Farmers' Market.

Image Credit: Speed & Scale



### 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. A buffer typically helps to visually narrow the bicycle lane width to reduce the perception that a wider bicycle lane may be used as a motor vehicle parking or travel lane.



### Neighbourhood Bikeway

On local roads with low motor vehicle volumes and low speeds, bicycle boulevards aim to share the roadway safely between motor vehicles and cyclists. Birch Street is identified as a neighbourhood bikeway.

## 6.2.1 | Table 15 – Recommended Cycling Facility Widths

Facility Type	Desirable Width (m)	Constrained Width (m)	Desirable Buffer Width (m)	Constrained Buffer Width (m)
Multi-use Pathway	4.0	3.0	≥ 2.0	0.6
Protected Bike Lane (Uni-Directional)	2.5	1.8	0.9	0.6
Protected Bike Lane (Bi-Directional)	4.0	3.0	0.9	0.6
Buffered Bike Lane	1.8	1.5	0.6	0.3
Neighbourhood Bikeway	5.5 – 6.0 <sup>[1]</sup>	4.0	N/A	N/A

#### Notes:

A 5.5 metre maximum is recommended by BC Active Transportation Design Guide to lower vehicle speeds and limit opportunities for passing. 6.0 metres recommended by local Fire Department staff for emergency access.

## WHAT DID WE HEAR FROM THE COMMUNITY?

Similar to the pedestrian network, the community shared feedback on the cycling network throughout the development of the MTP. In general, the key themes we heard on the cycling network included:

- The desire to see a north-south cycling corridor to provide greater connectivity across the City instead of using the Dogwood Street corridor
- Strong support for providing neighbourhood bikeways on local / residential roads to serve as connectors throughout the cycling network
- A strong desire to see cycling infrastructure prioritized to connect schools and downtown

The community confirmed their support for the recommended cycling network in the final round of engagement. Common themes that emerged from the open house included:

- Emphasis on ensuring that neighbourhood bikeways are designed in such a way that reduces vehicle travel speeds. There were several comments on Murphy Street specifically as an example of where traffic calming treatments and a 40 km/h posted speed limit have not been effective at reducing vehicle speeds
- General support for providing protected cycling facilities to make cycling a safer and more comfortable experience for all users in Campbell River



## 6.3 | Intersection Design & Signage

All new cycling facility projects should include intersection crossing treatments that align with the BC Active Transportation Design Guide. The following treatments should be considered for all new cycling projects, where applicable.



### Conflict Zone Markings

Conflict Zone Markings (often green coloured pavement) can be used to both raise awareness of cyclists but also make cycling movements more predictable. The application of green pavement markings should be reserved for specific areas where a conflict may occur, through intersections, or through complex cycling facilities (e.g., connecting two bicycle facilities, two-stage turn box).

Hilchey Road at S Alder Street and Penfield Road have green conflict zone markings.



### Cross-ride Markings

Cross-ride Markings – (or elephant’s feet) are recommended to indicate that cyclists have the right-of-way and a ‘Turning Vehicles Yield to Bicycles Sign’ is required. Cross-ride markings are best used where sightlines for both cyclists and motorists are appropriate, and motor vehicles are expected to yield to oncoming cycling traffic.



### Bicycle Signals

Bicycle signals are typically provided as part of a protected bicycle lane. While the City does not have bicycle signals, as it implements cycling improvements, signals may be required depending on the number of vehicles per hour turning across a protected bicycle lane. The BC Active Transportation Design Guide should be consulted as the City implements the recommended protected bicycle facilities.

## 6.4 | Looking Ahead

The City's priority cycling network improvements over the next 10 years are shown in [Table 3 – Action Plan – Cycling Facilities, Map 5A: Priority Cycling Improvements \(North\)](#) and [Map 5B: Priority Cycling Improvements \(South\)](#).

The City's current and future bike route network is shown in [Map 6A: Bike Routes – Current and Proposed \(North\)](#) and [Map 6B: Bike Routes – Current and Proposed \(South\)](#).

The priority cycling network was created based on the following criteria:

- A technical GIS-based needs analysis and corroborated through the second round of engagement. For more information about the technical analysis, see the Campbell River Master Transportation Plan: Phase 2 Report
- The facility was identified in the 2012 Master Transportation Plan
- The facility would fill in a known gap in network connectivity

Each facility identified in the priority network should be revisited as the City reviews and updates its Master Transportation Plan.

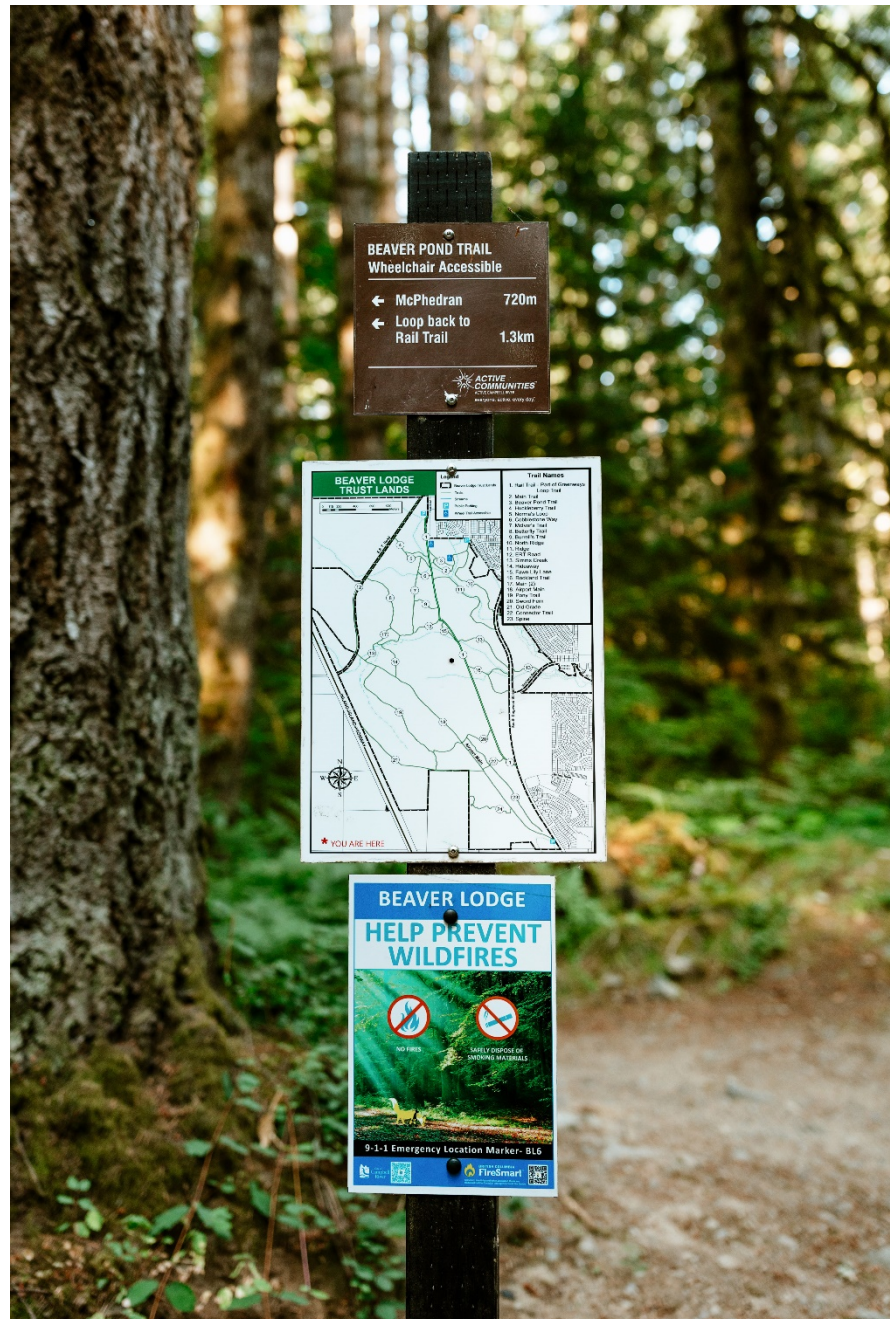
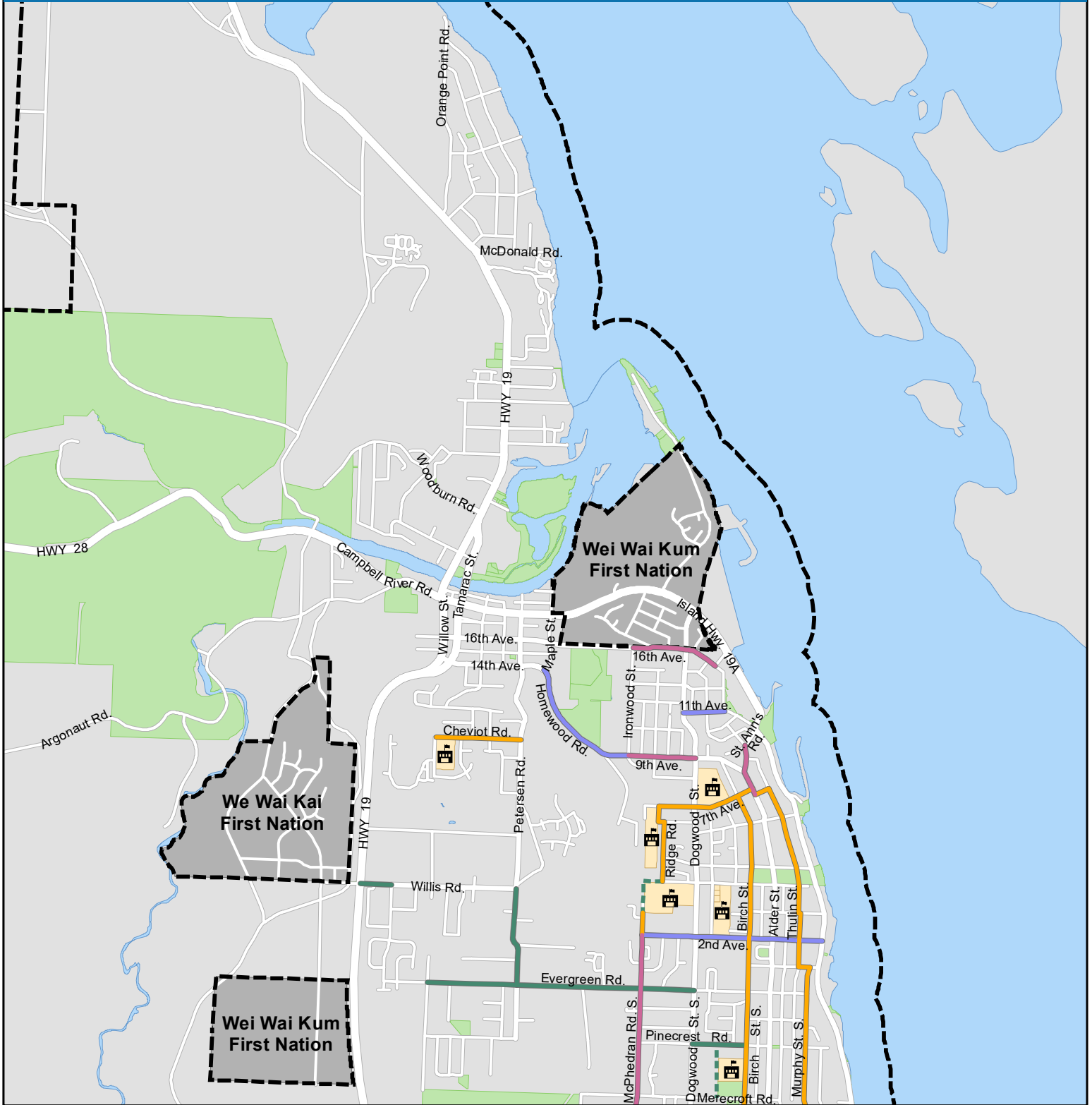






Image Credit: Bluetree Photography


# Map 5A: Priority Cycling Improvements (North)



## New Facility

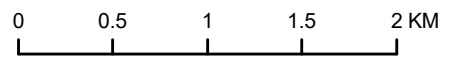
-  Buffered Bicycle Lane(s)
-  Neighbourhood Bikeway
-  Multi-Use Pathway
-  Protected Bicycle Lanes (Uni-directional or bi-directional)

## New Connection

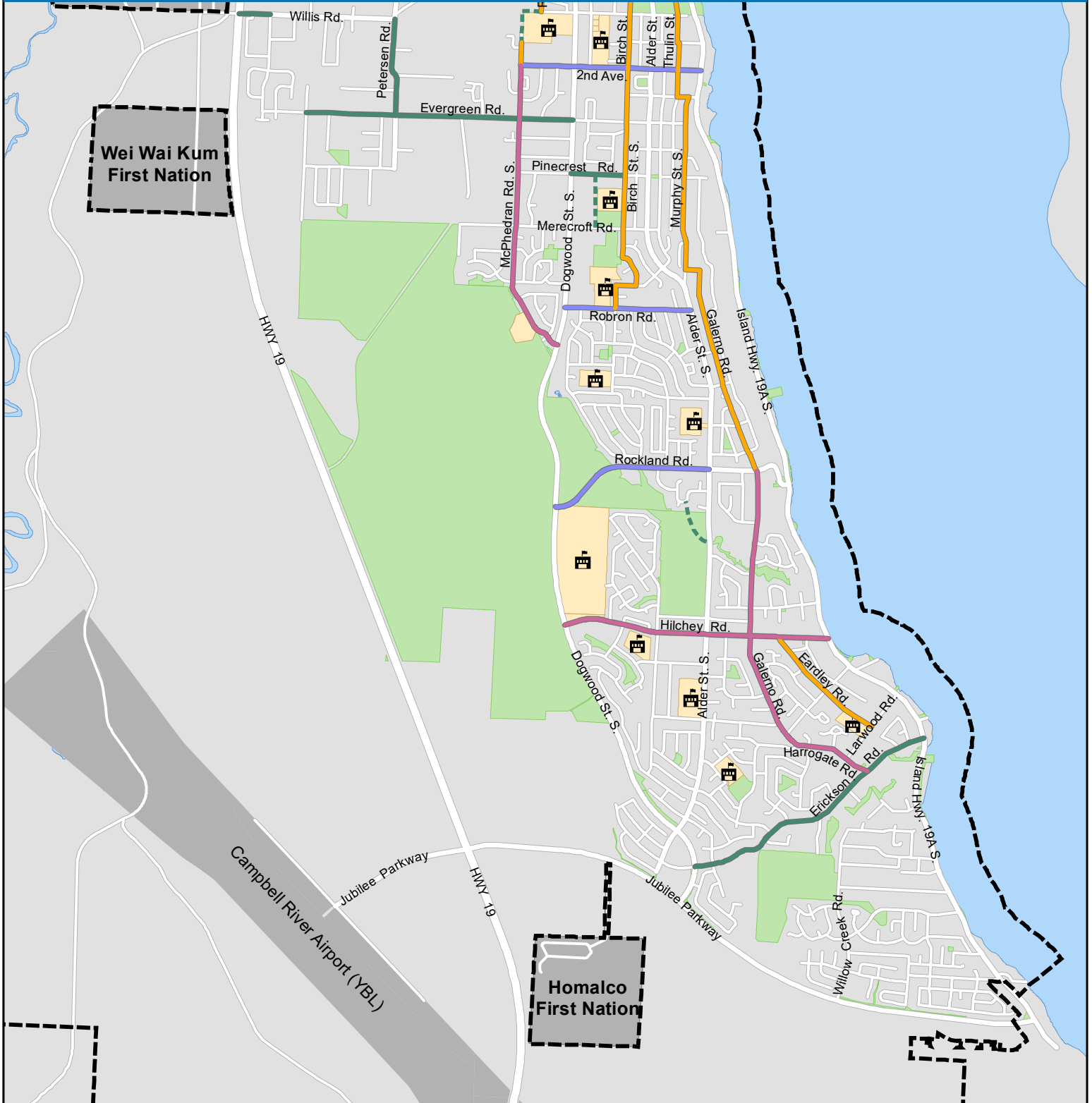
-  Multi-Use Pathway

## Key Location





-  Public Schools




# Map 5B: Priority Cycling Improvements (South)



## New Facility

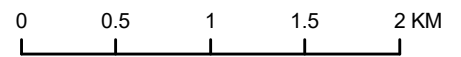
-  Buffered Bicycle Lane(s)
-  Neighbourhood Bikeway
-  Multi-Use Pathway
-  Protected Bicycle Lanes (Uni-directional or bi-directional)

## New Connection

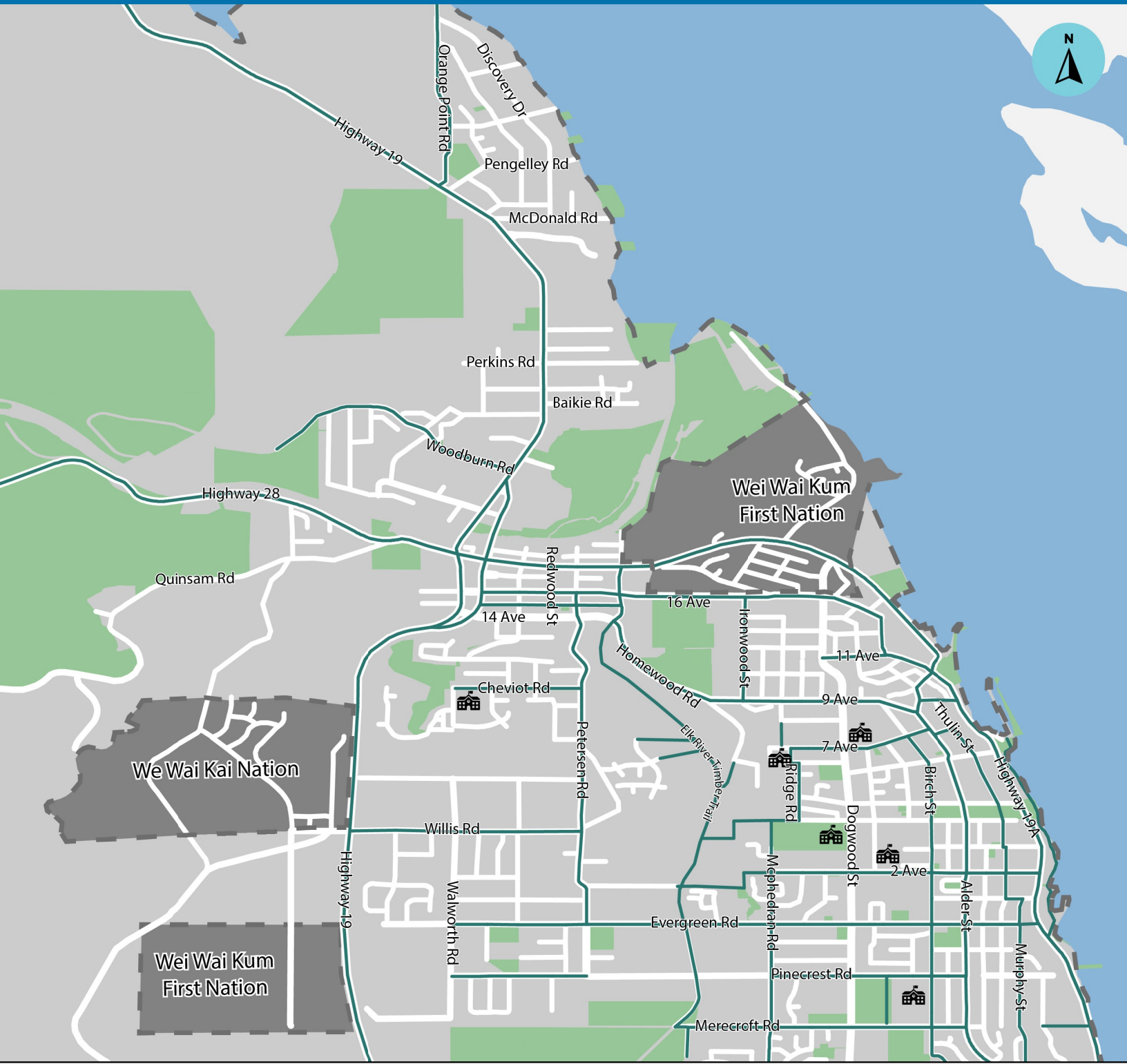
-  Multi-Use Pathway

## Key Location

-  Public Schools



# Map 6A: Bike Routes - Current and Proposed (North)



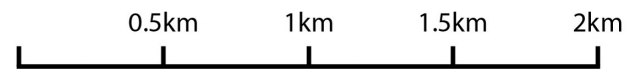
## Cycling Routes

 Facility

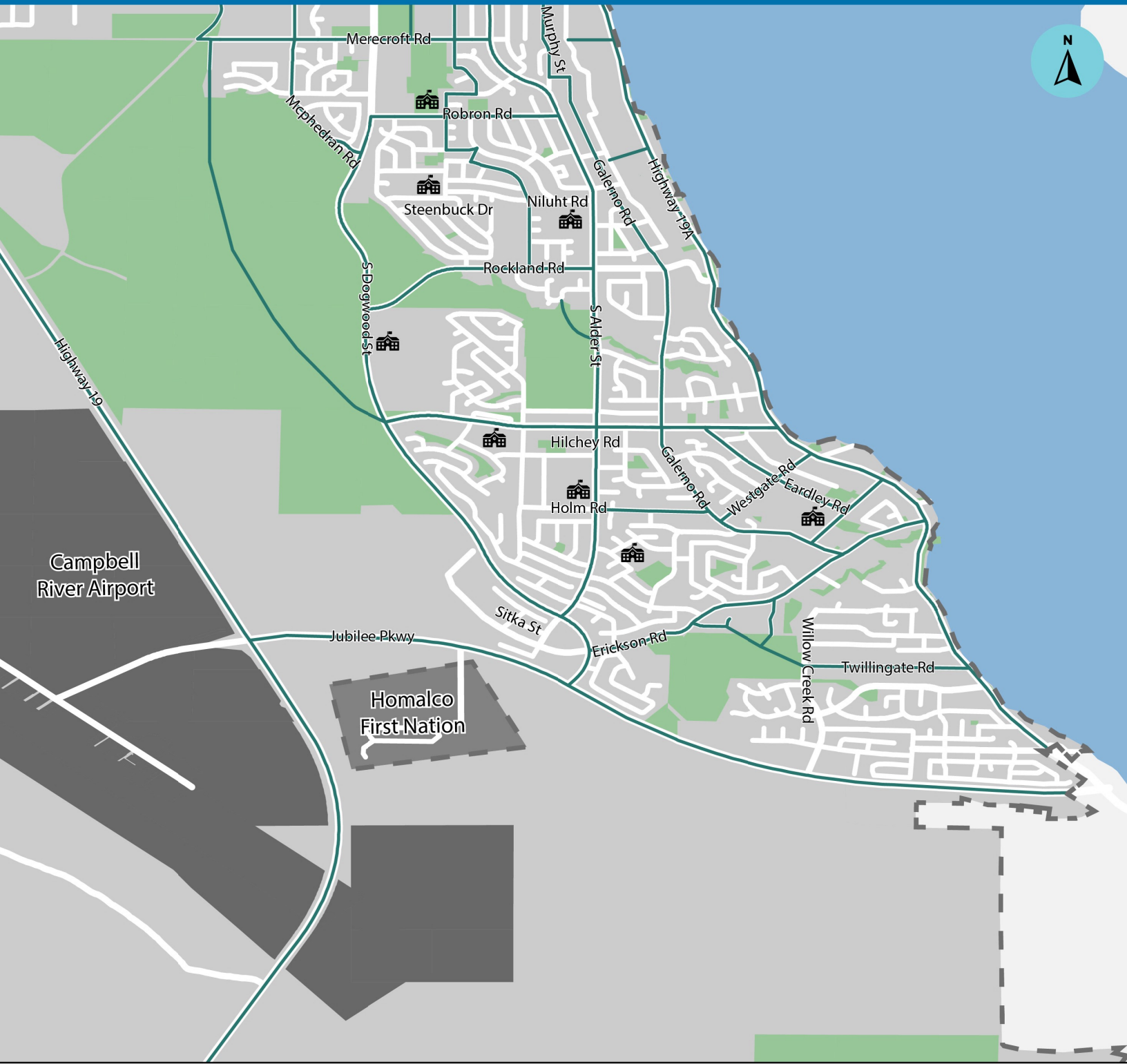
## Key Location



School



# Map 6B: Bike Routes - Current and Proposed (South)



## Cycling Routes

— Facility

## Key Location



School



## 6.5 | Future Pathway Connections

These new multi-use pathway connections are recommended to be pursued in the short-term. These connections make use of public land to bridge short gaps in the existing pedestrian, cycling, and recreational trail network.

- Completion of the Willis multi-use pathway, the last 100m east of Highway 19 (project 6-21)
- McPhedran Road – 4th Avenue multi-use pathway behind Carihi High School (project 6-22)
- Strathcona Gardens Connector, through Strathcona Gardens, behind the RCMP and DOC (project 6-23)
- Erickson Road between S Dogwood and S Island Highway (project 6-24)

## 6.6 | Supportive Policies and Programs

### Bicycle Parking Requirements in the Zoning Bylaw

The City will amend bicycle parking requirements as part of the Zoning Bylaw update, planned for 2026. The review should include short-term and long-term requirements for apartments, retail, wholesale stores, banks or other financial institutions, and offices.

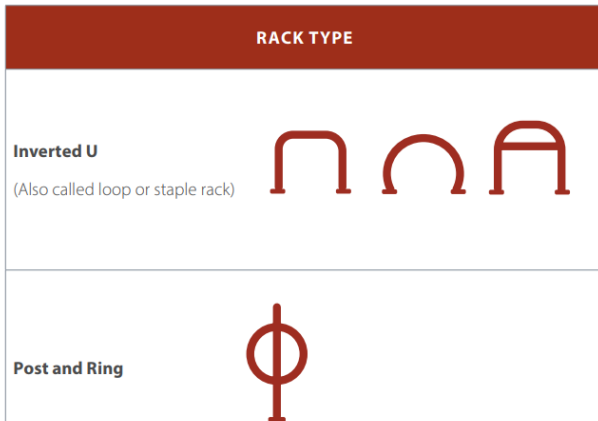
The review should also include end of trip facilities provided by employers. While not available to the public, but provided by employers to their staff, secure indoor bicycle parking at work does encourage staff to cycle to work—knowing that there is a safe and secure indoor facility to lock their bicycle. Employers are encouraged to retrofit existing buildings to find a space for bicycle parking where possible, and with new developments indoor bicycle parking will be addressed via the Zoning Bylaw bicycle parking regulations.

### Public Bicycle Parking

The availability of safe and secure bicycle parking is critical to encouraging people to cycle as their mode of transportation. Short-term bicycle parking is limited in the city, and as such the following is recommended:

- All existing bike racks in the City's public right-of-way should be retrofitted over time to accommodate more bicycles. As shown below, the BC Active Transportation Design Guide recommends two rack types for short-term bicycle parking: (1) inverted-U and (2) post and ring. These racks can accommodate more than one bicycle (including oversized bikes) and can fit efficiently within the public right-of-way. Priority locations include key destinations such as downtown, village centres, community and recreation centres, and parks.
- Explore secure bicycle parking options such as “bicycle lockers”. Bicycle lockers provide the best security as they provide individual outdoor lockers on-demand with keyless entry and mobile payment (see image below). They are expensive and their use has been primarily in the lower mainland.

On-street bike parking corrals can be a low-cost way to provide parking for 10 or more bicycles in the same space that would otherwise be occupied by a vehicle. A simple bicycle rack may house two bicycles at a time and takes up 1/6 of the space of a vehicle parking space. This treatment is beneficial as it moves bicycle storage off the sidewalk, leaving more space for pedestrians and sidewalk furniture. The conversion of 1-3 vehicle parking stalls will accommodate a bicycle corral of 6 two-bicycle racks each.



*Recommended short-term bike rack types for Campbell River (left) and example of an on-street bike corral (right). Credit: BC Active Transportation Design Guide; Bicycle Retailer*

## Bicycle Skills Training

Building a network of All Ages and All Abilities (AAA) cycling facilities will be critical for enhancing overall bike safety and confidence amongst cyclists. Given the low rates of cycling in Campbell River, a bicycle skills training program could help increase confidence among those who are new and interested in cycling, but perhaps lack basic skills such as bicycle safety, bicycle handling skills, traffic hand signals, managing intersections, proper clothing/lighting, etc.

The City could partner with local organizations that may offer courses or provide information where people could go to obtain training. Bicycle skills events could also be offered during “Go By Bike Week” with funding from the Province. In addition, offering bicycle training to school children and youth should also be considered to develop these skills at a young age.

## Lighting

Lighting is a critical component of cycling infrastructure. Lighting increases the safety, comfort and wayfinding ability of cyclists to navigate and anticipate potential incidents. The most important areas for lighting are traffic intersections where cyclists and vehicles will intersect. Other areas would include multi-use pathways, pedestrian and cyclist conflict zones, and areas where cyclists typically need to see and be seen.

The City’s Works and Services Bylaw provides standards for roadway lighting based on road classification only. The City should update their existing lighting standards / policies for cycling facilities to include specific lighting design standards based on the BC Active Transportation Design Guide and the Master Municipal Construction Documents (MMCD) Design Guidelines, including:

- Illuminance levels
- Type of lighting (e.g. pedestrian-scale lamps) including location, placement, and height
- Colour and uniformity, including specific hues of LED lighting for personal safety and maximizing visibility

### Multi-Use Pathway: Minimizing Conflicts Between Users

Conflicts between pedestrians, cyclists and those rolling has been noted. This is especially prevalent on busier multi-use pathways (the Seawalk) and with more electric bicycles, which have higher operating speeds, and are heavier.

The City should explore solutions to minimize conflicts between different user groups. These solutions could include:

- Ban on non-human powered devices (e.g., electric bikes)
- Introduce a speed limit on multi-use pathways
- Reconstruct multi-use pathways to separate users (pedestrians and cyclists)

Each option has advantages and disadvantages and should be evaluated based on the location, priorities, and costs.

## 6.7 | Summary of Key Actions

In the short term, the City's focus is on establishing key neighbourhood bikeways and filling major gaps in the cycling network, particularly along lower-traffic residential streets. Projects like the Birch Street and Cheviot Road bikeways prioritize safe routes to schools and essential services, while also encouraging children and families to cycle through alignment with the Active School Travel Program. The City will also explore creating a north–south spine connecting downtown to Willow Point, alongside ongoing analysis of problem areas like Hilchey Road to address safety concerns for all users. Supporting measures include introducing bicycle parking requirements in the Zoning Bylaw, reinforcing that cycling infrastructure is both a transportation and land use priority.


In the medium term, the City will focus on expanding the network with more formal cycling infrastructure such as buffered and protected bike lanes on key corridors like Alder Street, Rockland Road, and 16th Avenue. These routes form the backbone—or “ribs”—of the cycling network, improving east–west and north–south connectivity while linking different parts of Campbell River. Many of these projects are in direct response to community feedback and identified gaps in the cycling network, with a continued emphasis on safety through separation from vehicle traffic. Additional neighbourhood bikeways will further strengthen connections between schools and communities, while programs like bicycle skills training and updated multi-use pathway policies aim to reduce conflicts.

In the long term, the strategy completes major corridors and strengthens connections into and within downtown. This includes protected and buffered bike lanes along key routes like 2nd Avenue, 9th Avenue, and 11th Avenue, as well as the development of a continuous north–south spine linking downtown to Willow Point via corridors like Galerno and Harrogate. These higher-investment projects aim to create a fully integrated and high-quality cycling network. Additional supporting initiatives include upgrading public bike parking and improving lighting standards.

All key actions are listed in [Table 3 – Action Plan – Cycling Facilities](#).



 **BCTransit**

 **BCTransit**

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## 7 | TRANSIT NETWORK

### 7.1 | Summary of the Key Challenges

In 2017, the *Campbell River Transit Expansion Implementation Service Discussion Document* identified challenges with the City's transit system that limited overall ridership. Although several improvements have been implemented from this document, the following transit challenges remain today:

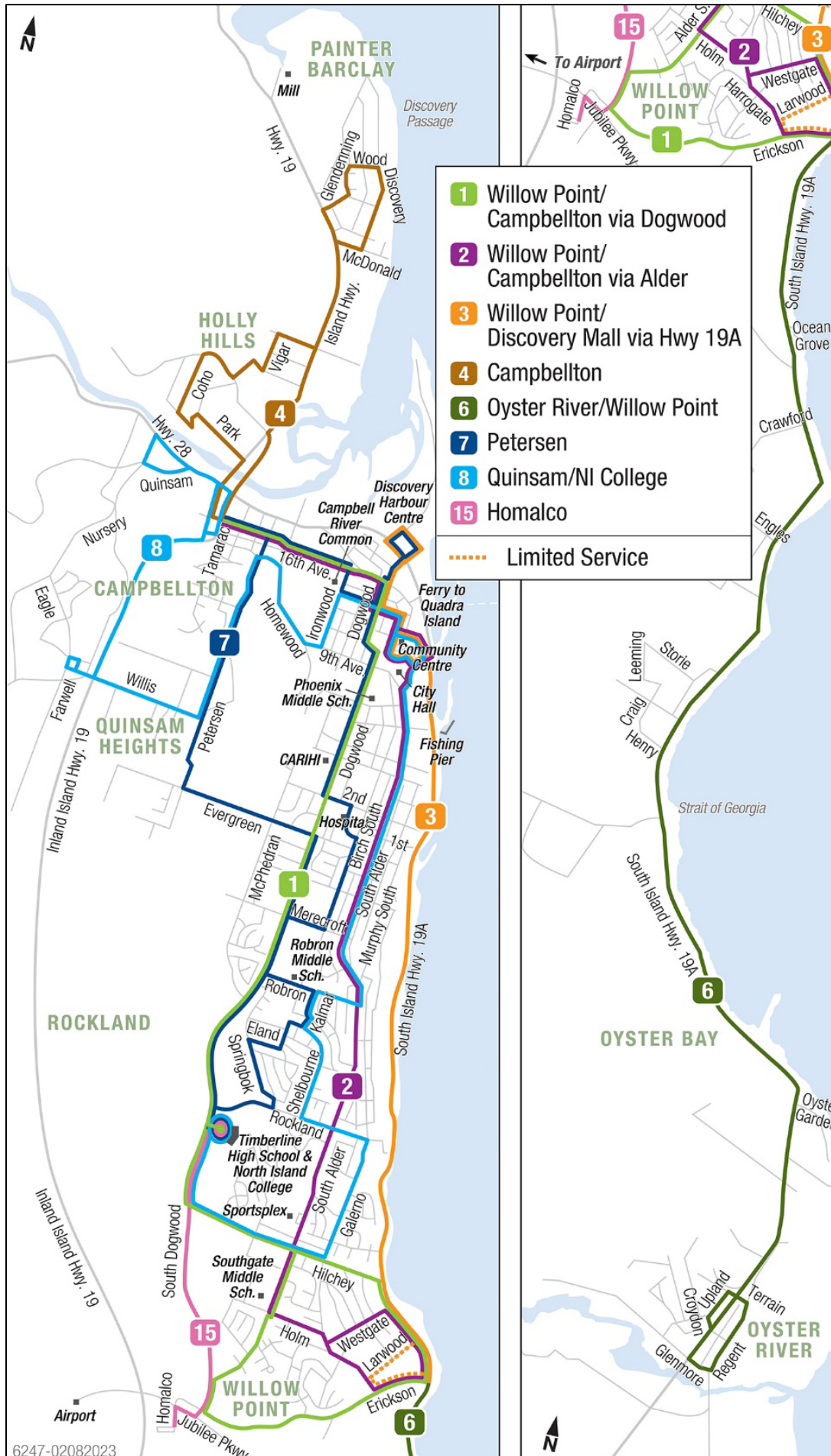
- **Infrastructure** – Bus stop infrastructure is varied in quality throughout the City. Bus stops range from modern shelters with seating and direct sidewalk connectivity to nearby destinations, to an uncovered bench with a sidewalk adjacent but no accessible crossings to nearby destinations, to a bare concrete pad with no dedicated pedestrian facilities in the area. Even though there are some locations with basic bus stops, Campbell River fares well compared to other communities in terms of number of transit shelters.
- **Infrequent Service** – Through the online survey from Phase 1 of the MTP, respondents identified infrequency as one of the top challenges to using transit. Except for routes 1 and 2, all other routes in the system operate at 60-minute frequency or greater.
- **Indirect Service** – Respondents from online survey no.1 also identified a lack of direct routes to get to destinations as another challenge to using transit. Routes that are less direct (i.e., circuitous routes with longer trips) have lower ridership in the city compared to more direct routes along the Dogwood and Alder corridors.
- **Limited Appeal to the Public** – Transit represents 2% of the City's mode share, and over 80% of bus stops see fewer than 30 passengers a day. The limited appeal of the transit system may be attributed to low service frequency, travel times and ease of vehicle use (free parking, minimal congestion).

Although service is provided and operated through BC Transit, the City has responsibility for setting service levels and service priorities. Further, the City owns and maintains the bus stops used for service and works in partnership with BC Transit's Transit Shelter Program to upgrade existing bus stop infrastructure.

See [Map 7: Campbell River Transit System](#) for current BC Transit service routes.



# Map 7: Campbell River Transit System



## 7.2 | Looking Ahead

Building on the details of the Campbell River Transit Future Plan (2011), the *Campbell River Transit Expansion Implementation Service Discussion Document* (2017) and its subsequent changes implemented in August 2017, and recommendations from the 2026 Transit Future Action Plan (TFAP), other areas for improvement to enhance ridership and the overall transit experience in Campbell River include:

- Bus Stop Infrastructure Improvements
- Service Frequency Expansion
- OnDemand Transit

### Bus Infrastructure Improvements

Recommended amenities for bus stops according to BC Transit's 2010 Infrastructure Design Guidelines and 2018 Infrastructure Design Summary are summarized in the table below.

A list of bus stops (including stop ID, stop name, and stop location) is available on BC Transit's Open Data portal. The City should work with BC Transit to confirm the existing amenities available at each bus stop and formalize criteria for prioritizing bus stop upgrades. Specifically, a three-step process is recommended:

- Complete a bus stop inventory to confirm amenities at each bus stop;
- Formalize the prioritization criteria; and
- Create a prioritized list of bus stop upgrades.

Bus stop upgrades should be prioritized based on boardings, and whether the route provides service to key destinations. The City may also want to consider proximity to locations serving people with limited mobility (such as medical facilities, group homes, retirement homes, etc.), particularly as it pertains to the provision of accessible landing pads. A short-term focus should be on installing bus shelters on the Frequent Transit Routes, with priority to Dogwood Street.

In addition to the amenities listed in [Table 16 – Recommended Amenities for Bus Stops](#), a sidewalk gap analysis should be undertaken to improve connectivity to bus stops.

## WHAT DID WE HEAR FROM THE COMMUNITY?

The community shared feedback on the transit network in the first and final rounds of engagement. In the first round, the most common themes of feedback included [a] a desire to increase transit frequency to make it more appealing to use; [b] support for prioritizing implementation of the Frequent Transit Corridor; and [c] increasing service levels on evenings and weekends.

While there was limited feedback in the final round of engagement, some of the open house participants and online survey respondents indicated that the City should prioritize transit related improvements first, before any significant investments are made to the pedestrian and cycling networks.

### 7.2.1 | Table 16 – Recommended Amenities for Bus Stops

Amenity	Local Transit Routes (Routes 2, 4, 6, 7, 8, 15)	Frequent Transit Routes (Routes 1, 3)
<p><b>Transit shelter</b></p> <p>The BC Transit Shelter Program classifies shelter designs by “Type” based on the expected number of users and application, ranging from free-standing benches to heated enclosed shelters for harsh weather conditions.</p>	✓	✓
<p><b>Universally accessible</b></p> <p>Minimum standard:</p> <ul style="list-style-type: none"> <li>• Bus stop ID/pole that indicates an accessible stop</li> <li>• A solid and level wheelchair landing pad and a curb letdown in the vicinity of the bus stop</li> <li>• Sufficient street lighting, nearby streetlight, and/or built-in shelter light</li> <li>• Customer landing pad</li> </ul> <p>Further improvements can include tactile warning strips, wayfinding signage and tactile information panels.</p>	✓	✓
<p><b>Bench</b></p> <p>Options can include a free-standing bench with back rest or stop ID pole mounted seat with 1- or 2-seater bench.</p>	✓	✓
<p><b>Bike storage</b></p> <p>Similar to bus shelters, bicycle storage must be designed so that it is durable and not easily subject to vandalism and theft. In addition, providing proper lighting and implementing these facilities close to bus stops is important for the convenience and safety of users.</p>	May be considered at higher ridership terminus points that offer connection to surrounding neighbourhoods and rural areas.	✓
<p><b>Quality customer information</b></p> <p>Customer information include the transit schedule, route maps, and information about real-time apps such as NextRide.</p>	At select stops with higher usage	✓
<p><b>Garbage cans</b></p> <p>In concert with the Parks Department, install garbage cans at bus stops with higher usage to promote cleaner transit stops.</p>	At select stops with higher usage	✓

## Service Frequency Expansion

Based on a review of existing service levels, the following improvements should be considered in consultation with BC Transit. These improvements also align with the Campbell River Transit Future Action Plan, which is currently in development.

- In coordination with BC Transit, develop overarching Service Design Standards and Performance Guidelines for the transit system--potentially in tandem with any other larger transit plan initiative undertaken in the region--which can then be used to chart out the path to develop transit route frequency and service span (hours of service) of the shorter- medium- and longer terms. These Standards would align with the long-term Transit Future Network and would assist the system in prioritizing improvements and expansion investments going forward.
- Short-term priority improvements include:
  - Improve on-time performance on Route 1 (Dogwood)
  - Service improvements and increased weekday frequency on Route 1 (Dogwood)
  - Introduction of stat holiday service across the transit network
  - Improve service frequency on Route 3 (Highway 19A)
  - Service improvements and improved thru-connections on Route 15 (Homalco)
  - Introduction of service to Campbell River Airport and Maryland via Route 15 (Homalco)
- Medium and long-term improvements include:
  - Service improvements on Route 2 (Alder)
  - Service improvements on Route 8 (Quinsam)
  - Service improvements on Route 6 (Oyster River)
  - Introduction of seasonal service to Mclvor Lake and Tyee Spit

## Local & Regional Connection Improvements

BC Transit is currently undertaking a Transit Future Action Plan for the Campbell River transit system. As part of that review, there is an opportunity to explore improvements to both local and regional destinations. This could include the existing connection to the Comox Valley transit system and future connections to the BC Ferries terminal and Campbell River Airport to facilitate regional and inter-regional travel.

### 7.3 | Summary of Key Actions

A key starting point is improving the quality and consistency of bus stop infrastructure. The City plans to inventory existing bus stop amenities and prioritize upgrades, ensuring that stops are more accessible and comfortable.

In the short term, the main priority is improving service frequency and reliability in collaboration with BC Transit. This includes developing clear service standards to guide future investments, improving on-time performance, and increasing weekday frequency on key routes like Route 1 (Dogwood). Additional enhancements will include expanding service coverage such as introducing stat holiday service, adding new destinations like the airport and Maryland via Route 15, and piloting seasonal routes to recreational areas like McIvor Lake and Tyee Spit. The City will also explore improving connections and efficiency across routes, particularly for Route 3 (Highway 19A) and Route 15 (Homalco).

In the longer term, service improvements will extend to other routes, including Alder, Quinsam, and Oyster River, helping to create a more reliable and frequent transit network overall.

Beyond fixed-route improvements, the City is also exploring more flexible solutions such as OnDemand Transit for lower-ridership areas. There are planned enhancements to regional links such as the Comox Valley transit system and future connections to the airport and BC Ferry terminal.

All key actions are listed in [Table 5 – Action Plan – Transit Facilities](#).



Image Credit: Kaylee Wallis



## 8 | PARKING AND TRANSPORTATION DEMAND MANAGEMENT

### 8.1 | Summary of the Key Challenges

The summary of parking related challenges are as follows:

- **Off-street Parking Supply Requirements** – the off-street parking requirements in the Zoning Bylaw are high compared to other representative communities in British Columbia. The requirements have not been comprehensively updated to reflect best practices and current trends. This has and will continue to result in parking lots being underutilized. These requirements will be reviewed during the Zoning bylaw review in 2026. All residential parking rates were amended in 2024.
- **Outdated Standards for Accessible Parking** – like the above, the current Zoning Bylaw includes outdated requirements for accessible parking. It also does not include any requirements to encourage electric vehicle charging and transportation demand management. As part of the review of its OCP and Zoning Bylaw, the City will review on-street and off-street parking requirements.
- **Lack of an Integrated On-street Parking Strategy** – Campbell River has several distinct neighbourhoods with their own unique on-street parking needs. While the City has been conducting downtown parking counts every 5 years, there is a need to better understand the management and delivery of parking and how often spaces and stalls are being used and when. This assessment will help identify which area of the downtown are well-served and which areas are not. It will also provide recommendations to improve the management of existing parking to meet the demand.

### 8.2 | Looking Ahead

There are several ways the City can address the challenges above, as detailed in the following sections.

#### Off-Street Parking Supply Rates

The minimum off-street parking supply required to be provided by development is regulated by the City's Zoning Bylaw 3250. Section 4.21 of the bylaw stipulates the requirements for off-street parking, including the number of spaces for each use, and the minimum design requirements for parking facilities.

#### Apartment Use

The City has recently amended the parking rate for apartment in the Zoning Bylaw. The previous requirement for the multi-family "Apartment" use was 1.3 spaces per dwelling unit plus one visitor parking space per 5 dwelling units. The previous requirement for the "Apartment (Townhouse or Patio Home style complex)" use was 2 spaces per dwelling unit plus one visitor parking space per 8 dwelling units.

These are blanket rates that do not reflect parking demand factors such as housing tenure (e.g., affordable, market rental, owned condominium), location (urban vs suburban), and unit size / number of bedrooms. These factors determine the required amount of parking.

The City has lowered apartment parking rate from the 1.3 per unit plus 0.2 for visitor to 1.1 per unit for ownership and 1.0 per unit for rental, plus 0.2 for visitor. Townhouse type uses were lowered to 1.0 per unit plus 0.2 for visitor. Per the requirements of provincial Bill 44, 1 to 4 residential dwelling units per lot have been lowered to 1 per dwelling unit. The City should monitor parking use in newer developments to determine if the new, lower rates are adequate or can be adjusted downward even further.

## Mobility Scooter Parking

Campbell River's population, like many communities on Vancouver Island, is aging. According to the Statistics Canada 2021 Census, those aged 65 and older make up over 25% of the City's population, and projections indicate that the City's senior population will continue to increase. Even though a small percentage of Campbell River's residents currently use a mobility scooter as their main mode of transportation, this is anticipated to grow in the future. The current Zoning Bylaw does not provide mobility scooter parking requirements or design standards.

The recommended off-street parking review should include appropriate requirements for mobility scooters, including which land uses they would be applied to.

## Accessible Parking

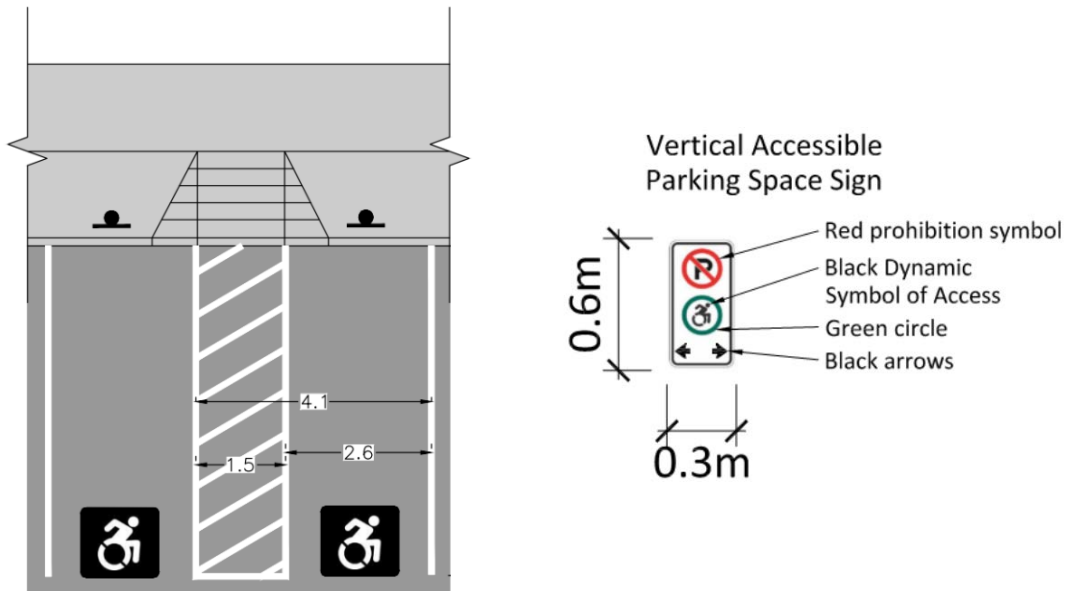
Section 4.21(e) of Zoning Bylaw 3250 contains the requirements for accessible off-street parking and defers to Section 3.8.3.4 of the BC Building Code. In the 2018 revision of the Building Code, the above-noted section applies to passenger loading zones only. Furthermore, the 2018 Building Code does not provide specific requirements for accessible parking.

Since 2018, several communities have adopted accessibility parking requirements within their parking and/or zoning bylaws. Typically, the parking requirements cover four areas:

1. The number of accessible parking spaces required (typically a ratio)
2. Dimensions & Layout – the overall size and location of the stalls and specific differences for “van accessible” and “standard accessible” spaces
3. Signage
4. Pavement Marking

The specific accessible parking requirements for the City could be determined through the recommended off-street parking review; however, at minimum, it should consider the following:

- **Dimensions & Layout** – A standard accessible space is typically 6.0m in length and 3.9m in width. A van accessible space—intended for persons who use a wheelchair (manual or motorized) or a mobility scooter—is typically 6.0m in length and 4.8m in width. The 4.8m width comprises 3.3m for the parking space and 1.5m for the access aisle. The access aisle should be a minimum of 1.5m wide and be provided adjacent to all van accessible parking spaces. The access aisle is to be marked with a diagonal hatched pavement marking.
- **Signage** – Accessible parking spaces should be marked with a visible sign at the end of the space identifying its intended use by individuals displaying an accessible parking placard. All signage associated with van accessible spaces should include the blue tab sign identifying the space as “Van Accessible”.
- **Pavement Marking** – The pavement marking should have a blue background with the new International Symbol of Access in white for high tonal contrast. Further, the curb that is directly adjacent an accessible parking space should be painted blue the length of the parking space.



*Example of accessible parking requirements in zoning bylaws. Image shown above left is from the City of Colwood's recently updated parking bylaw while the image shown above right shows the accessible parking signage requirements in the City of Victoria's parking bylaw.*

## Electric Vehicle Ready Requirement

The City's Zoning Bylaw does not currently include a requirement for electric vehicle (EV) charging. Several municipalities in BC have amended their zoning bylaws to include specific requirements for EV charging in new developments as part of an overall strategy to provide access to charging opportunity at home or at work.

There are two approaches to including EV charging in new developments:

- Parking spaces in a new development can be “EV Ready”, which future-proofs the parking by providing an energized outlet capable of providing Level 2 charging (220/240V plug) or higher to make it easier for future occupants / tenants to install charging stations. This approach is more economical for developers and builders through the construction process and allows for the future installation of EV charging stations when demand dictates. Several communities on Vancouver Island contain EV Ready regulations in their zoning bylaws, including Saanich, Nanaimo, Victoria, and Sidney.
- A less common approach is to require dedicated EV charging infrastructure as part of the new construction. This can include a 110/120V outlet (Level 1) charging, or faster charging with a 220/240V (Level 2) outlet. The Town of View Royal is currently the only community on Vancouver Island that has this requirement in its Zoning Bylaw.

The City should adopt an “EV-ready” requirement in its Zoning Bylaw for its ‘Apartment’ use and for all of the commercial uses. The specific percentage requirement for EV-ready will need to be determined through consultation as part of the recommended off-street parking review.

## Transportation Demand Management and Parking Management

Transportation Demand Management (TDM) refers to policies, programs and services that influence why, when, where, and how people travel. TDM initiatives typically aim to encourage travel options such as walking, cycling, public transit, and shared rides. Successful TDM initiatives can result in the reduction of parking demand, fewer vehicle trips, and associated benefits of improved personal health and wellbeing, reduced traffic congestion, and lower infrastructure costs.

Some municipalities have taken the approach to include specific TDM regulations within their zoning or parking bylaws to incentivize these forms of transportation and reduce the amount of vehicle parking required. The most common mechanism is a reduction in the required parking supply, expressed as either a percentage reduction in the total requirement or a specific number of spaces.

The City of Campbell River will need to determine whether it is more appropriate to add TDM provisions to its Zoning Bylaw or adopt a TDM / parking variance policy. The appropriate option for the City should be determined through the recommended off-street parking review.

## On-Street Parking

Even though the City will need to consider several amendments to its off-street parking requirements, equally important is how it will manage its public parking supplies, which primarily include on-street stalls. The City only has an inventory of its on-street parking supply in the downtown area.

The City's Traffic and Highways Regulation Bylaw is the only regulatory document that contains specific regulations for on-street parking. As Campbell River continues to grow, and its “Intended Growth Areas” see more residential and commercial density over time, there will be more pressure on the City's on-street parking supplies.

The City can explore various ways to improve its on-street parking management, including undertaking the following:

1. **Downtown parking and curbside management study** | the 2019 downtown parking study included an inventory and parking utilization findings but did not provide detailed recommendations for parking management solutions. It is recommended that the City undertake a more comprehensive study of its downtown parking conditions to include specific strategies on how to manage both its on-street (curbside) and off-street parking supplies which could include the introduction of pay parking downtown.
2. **Integrated on-street parking strategy for the “neighbourhood areas”** | there are several neighbourhood areas in the city including Quinsam Heights, Campbellton, and Willow Point, for example. Each one may have its own unique on-street parking challenges that may require tailored solutions. It is recommended that the City [a] create a formal on-street parking inventory for each neighbourhood, [b] explore whether these neighbourhoods have any parking related challenges, and [c] whether policies are required to address parking challenges, which could include a residential parking permit program, time restrictions, and more targeted parking enforcement, for example.

### 8.3 | Summary of Key Actions

In the short term, the City is looking to undertake a comprehensive review of its off-street parking regulations. This review will explore how much parking is required and what types. A key direction is expanding requirements beyond just vehicle parking to include bicycle parking, mobility scooter spaces, accessible parking, and electric vehicle (EV) infrastructure.

A dedicated parking and curbside management study is planned to be conducted downtown. This will examine both on-street and off-street parking in a more integrated way, with the aim of improving how curb space is used. Better curbside management is expected to improve access for businesses and enhance overall downtown vitality.

In the medium term, the City plans to expand this work into neighbourhoods by developing an integrated on-street parking strategy. This involves building a detailed inventory of parking conditions in each area and introducing targeted solutions where needed, such as residential permit systems, time limits, or enhanced enforcement to ensure parking is managed more efficiently.

All key actions are listed in [Table 6 – Action Plan – Supportive Policies and Programs](#).



KV5-14S

EXCEPT FOR  
ELECTRIC  
VEHICLE  
CHARGING

## 9 | EMERGING MOBILITY

While gas powered vehicles and single-occupancy vehicle travel dominated the 20<sup>th</sup> century, advances in technology and telecommunications along with societal changes have resulted in several new mobility services ranging from car sharing, ride-hailing, micromobility vehicles (e.g., e-bikes/e-scooters), and more. There has also been increasing interest in electric transportation—from electric vehicles to e-bikes and e-scooters—and how these emerging modes of mobility can help reduce emissions in the transportation sector. All these new mobility options will have some impact on how the community moves around and are important for the City's future network.



### Electric Vehicles

Electric vehicles (EVs) are a class of vehicles that run entirely or partially on electricity. These vehicles have a battery instead of a gasoline tank, and an electric motor instead of an internal combustion engine.



Image credit: Urban Arrow

### Electric Bicycles

Electric bicycles (e-bikes) are bicycles with an electric motor of 500 watts or less, and functioning pedals that are limited to a top speed of 32 km/h without pedaling. Electric bicycles make cycling more attractive for a greater diversity of the population, particularly for seniors, people with disabilities and novice cyclists, as they increase the maximum length of bicycle trips, minimize the impact of hills and other terrain challenges, and allow people to bike with heavier cargo loads.



### Electric Scooters & Micromobility

Micromobility refers to a range of small, lightweight vehicles operating at speeds typically below 25 km/h by a child or adult. Micromobility is a broad term that includes electric scooters, electric skateboards, hoverboards, solo wheels, e-bikes and even bicycles. This variety of vehicle types has grown in popularity in recent years and is often used in combination with transit or car trips because of their compactness and often their ability to fold.



### Carsharing

Carshare is a form of car rental where people can rent vehicles for varying lengths of time. They are usually co-operatives or businesses, and users must sign up as a member to be able to use the vehicles and pay the costs associated with it. Carshare is a viable option for those who sometimes need access to a vehicle but may not be able to pay the costs associated with owning a vehicle or do not need to rent for an entire day.



### Ride Sharing

Ride sharing is a service provided for a person to travel in a private vehicle, driven by its owner, for a fee, generally booked through a website or an app. Rides may be individual or shared with other people. Common examples of ride sharing are Uber and Lyft.

Image Credit: Uber

## 9.1 | Summary of the Key Challenges

The main challenges with respect to emerging mobility are the lack of options available to Campbell River residents.

## 9.2 | Looking Ahead

### Electric Vehicle Charging Infrastructure Gap Analysis

As discussed in the *Campbell River MTP Phase 2 Report*, there are several publicly accessible electric vehicle (EV) charging stations currently available in the City. However, the total number of EV charging stations may not be adequate to serve the growing EV market. According to the province's *CleanBC Road Map to 2030*, by 2030 zero emission vehicles will account for 90% of all new light-duty vehicle sales in the province. Further, while Campbell River has shown strong support for EV adoption, it will be important for the City to strategically increase the number and diversity of EV charging options to its residents and visitors.

As a first step, the City should undertake an EV Infrastructure Gap Analysis, which is intended to determine where there are gaps in the current public EV charging network and to identify priority areas in the city for new publicly accessible charging stations. This analysis should consider demand on the electrical system, preference for charging locations to be in visible public locations, and consideration of sharing under-utilized charging stations.

#### *What is a publicly accessible EV charging station?*

Publicly accessible stations are on public or private property and are freely available for any EV user in the community to access. These stations are typically located at public parking facilities, shopping centres and other businesses, gas stations, and civic/municipal facilities (e.g., municipal halls, parks, recreation/community centre, or curbside). Stations on public property may be owned directly by local government, provincial government, or a service/utility provider (e.g., BC Hydro, FortisBC).

Private EV charging stations are typically restricted to certain user groups including residents, employees, or are exclusive to patrons only. They are on private property such as residential properties (e.g., single-detached house, multi-family residential building), workplaces (e.g., office building), and businesses that restrict EV charging to their clientele.



*Image Credit: Capital Region Public Electric Vehicle Charging Guide (CRD, 2023)*

Undertaking a gap analysis would begin with a detailed understanding of Campbell River's current conditions and consider a variety of criteria. Public access to EV charging stations is important to consider in this analysis because publicly accessible charging stations will be the most desirable for prospective EV owners, and a long-term approach to a functioning EV network cannot rely on private charging stations. Publicly accessible EV charging stations are typically found at civic and municipal facilities like City Hall and the Community Centre but can also be located on private lands such as shopping centres, public parking facilities and other types of businesses. Most importantly, publicly accessible charging stations do not restrict EV charging to a certain demographic or clientele and are available for all EV owners to use regardless of their connection with the EV charging station provider.

Once the analysis has identified all existing and publicly accessible stations, it would then explore specific built environment and transportation criteria such as land use mix, traffic volumes, curbside parking space, and equity to determine opportunities for future EV charging sites and provide recommendations on how to efficiently fill identified infrastructure gaps and support the uptake of EVs throughout Campbell River.

### **Funding for EV-Ready Retrofits**

Most EV owners charge their vehicle at home overnight. However, many existing multi-family residential buildings (especially those constructed before 2010) frequently lack EV charging infrastructure or dedicated space for all residents and require other EV charging options to consider EV adoption. One way to mitigate this issue is through retrofits to these buildings, which can be supported by the BC Government's EV Charger Rebate Program that offers \$2,000 to \$14,000 for the installation of Level 2 chargers in multi-family residential or commercial buildings with workplace parking.

### **Municipal E-bike Incentive Top-up**

In June 2023, the province introduced an e-bike rebate program with rebates ranging from \$350 to \$1,400 in value. The program builds on the province's ongoing implementation of the Clean Transportation Action Plan. Prior to the provincial program, several communities across BC had already established their own municipal e-bike incentive programs including the District of Saanich, City of Nelson, and City of North Vancouver, for example. Each program is designed differently with varying rebate amounts, eligibility requirements, and overall incentive structures. However, they all have the same objective, which is to accelerate e-bike adoption.

### **Micromobility Readiness Assessment**

Micromobility vehicles are available for purchase at any number of local retailers (e.g., London Drugs, Canadian Tire, bike shops) and online for as little as \$500. Higher end micromobility vehicles exist and feature higher quality components but can also feature powerful motors that allow speeds exceeding 60 km/hr. The province regulates the use of these vehicles on-street through the Motor Vehicle Act and allows municipalities to apply for a Pilot to allow the private use of low-speed vehicles on-street. Operations on pathways are subject to local regulations. There are several cities in North America that have "shared micromobility" systems which refer to fleets of micromobility vehicles that are typically owned by a municipality or a company for short-term rentals.

Electric scooters (e-scooters) are a form of micromobility that could be a popular option in Campbell River with the right policy support and supportive infrastructure. As a first step to support electric scooters, it is recommended that the City undertake a micromobility readiness assessment. This would determine what bylaws need to be changed, identify similarities/differences between pedestrians / cyclists, where micromobility vehicles should be allowed, what risks and mitigations exist, summarize best practices in Canada, and provide a framework for what a private shared system could look like if permitted.

## Carsharing in Campbell River

Currently, there are no carsharing operators in Campbell River. Carsharing programs exist in other communities across Vancouver Island including the Capital Region and Nanaimo. Even though Campbell River is a smaller market with lower densities that may not be optimal for a carsharing service provider, it is recommended that the City approach organizations such as Modo and Evo to determine if carsharing service could be a feasible option in the community.

### 9.3 | Summary of Key Actions

The City intends to conduct an EV charging infrastructure gap analysis to identify where public charging is lacking and where new stations should be prioritized. This is paired with a funding initiative to top up the provincial EV charger rebate program, making it more feasible for existing multi-residential and commercial buildings to install charging infrastructure.

At the same time, the City is looking ahead to the rise of micromobility, such as e-scooters and other small electric devices, by undertaking a readiness assessment. This work will clarify how these devices should be regulated, where they should operate, and how to address safety risks. The assessment will also explore what a potential shared micromobility system could look like if introduced.

The City is exploring the feasibility of introducing carsharing services. This would provide residents with another flexible transportation option, particularly for those who may not own a vehicle or only need occasional access to one.

All key actions are listed in [Table 6 – Action Plan – Supportive Policies and Programs](#).



## APPENDIX A: SPEED LIMIT DECISION MATRIX CRITERIA

Criteria	Points
<b>ICBC collision data:</b> Within the neighbourhood, are there any locations that have an ICBC collision record?	0 points: no locations 3 points: 1-5 locations 5 points: 6 or more
<b>Proximity to schools:</b> Within the neighbourhood, are there any schools? A school area is signed with just the school sign. A school zone has both a school sign and a 30 km/hr speed limit.	0 points: no school 3 points: school area 5 points: school zone
<b>Proximity to playgrounds:</b> Within the neighbourhood, are there any playgrounds? A playground area is signed with just the playground sign. A playground zone has both a playground sign and a 30 km/hr speed limit.	0 points: no playground 3 points: playground area 5 points: playground zone
<b>Presence or absence of sidewalks:</b> Within the neighbourhood, are there any streets that are missing sidewalks?	0 points: all streets have sidewalks both sides 3 points: at least one street has sidewalks one side only 5 points: at least one street is missing sidewalks both sides
<b>Bike route:</b> Within the neighbourhood, is there a bike route, eligible for a 30 km/hr neighbourhood bikeway?	0 points: no bike route 5 points: bike route
<b>Total</b>	Maximum of 25 points. Minimum of 10 points required for a reduced speed limit zone.

## APPENDIX B: 10+ YEAR PROJECTS

Action	Location	Facility	Cost	Rationale
<b>Future Pedestrian Projects (10+ Years)</b>				
5-11	East end of Evergreen Rd to Highway 19A	New pedestrian connection to provide better access to the waterfront.	\$311,700	OCP land use designations (waterfront) are among the criteria used to prioritize pedestrian infrastructure projects due to the likelihood of growth. This site is also a noted gap in the pedestrian network based on the Pedestrian Needs Analysis, completed in Phase 2 of the MTP project.
5-12	East end of Merecroft Rd (at South McLean St) to Hwy 19A	New pedestrian connection to provide better access to the waterfront.	\$373,100	Create additional pedestrian connections from the top of the ridge to the Seawalk for better access to the waterfront. This site is also a noted gap in the pedestrian network based on the Pedestrian Needs Analysis, completed in Phase 2 of the MTP project.
5-13	Ash St to Hwy 19A (80m south of Frances Ave)	New pedestrian connection to provide better access to the waterfront.	\$384,100	There are no intersections between Rockland Road and 1 <sup>st</sup> Avenue and this project would create a pedestrian pathway between the two. This site is also a noted gap in the pedestrian network based on the Pedestrian Needs Analysis, completed in Phase 2 of the MTP project.
5-14	East end of Croation Rd to 2 <sup>nd</sup> Ave	New multi-use pathway connection	\$350,100	This site fills in a gap in the pedestrian network, based on the Pedestrian Needs Analysis, completed in Phase 2 of the MTP project. A new multi-use pathway will provide better access to the ERT.
5-15	Seawalk, Hidden Harbour to downtown	Extend Seawalk along the waterfront	\$1.4 million	Creates additional pedestrian connections from the downtown to the Seawalk for better access to the waterfront. Maximizes safety for pedestrians by creating a pathway along the waterfront away from the high-volume, high-speed traffic on Highway 19A. Road classification (in this case an arterial road) is used to prioritize pedestrian projects as a proxy for vehicle speed. Roads with faster traffic warrant a need for pedestrian facilities.
5-16	Homewood Rd	A concrete sidewalk on the east side from	\$1,205,600	Homewood Road is an arterial road with high vehicle volumes and speeds, as well as minimal

Action		Location	Facility	Cost	Rationale
	(Maple St to 9 <sup>th</sup> Ave)	Maple Street to 9 <sup>th</sup> Avenue.			crossing points between Maple and 9 <sup>th</sup> Avenue. This second sidewalk would alleviate the need for pedestrians to cross the road.
5-17	Westgate Rd (Galerno Rd to Island Hwy)	A concrete sidewalk on the south side from Galerno Road to Island Highway to provide greater sidewalk coverage.	\$498,300		Encourage walking to school by building a safe and comfortable sidewalk in the neighbourhood around the school. This project would also provide a link to the Willow Point village node.  The Active School Travel Pilot Program aims to support more students to walk, bike, and scoot to / from school.
5-18	McPhedran Rd (north end to Pinecrest Rd)	New concrete sidewalk on the west side of McPhedran from the north end to Pinecrest Road to connect the proposed pathway and the existing sidewalk.	\$534,600		As a collector road, McPhedran sees higher vehicle volumes and speeds. It is also well used as a run route for Carihi High School. There is currently no sidewalk facilities between Pinecrest to the north. In addition, the block between Pinecrest and Evergreen is rural and narrow without shoulders.

Future Cycling Projects (10+ Years)					
6-31	Homewood Rd (Maple St to Ironwood St)	Bi-directional protected bike lanes on one side from Maple Street to Ironwood Street.	\$300K		The BC Active Transportation Design Guide recommends increased separation between vehicles and people cycling on arterial roads, where higher traffic volumes and speeds are present, to enhance safety for all road users.  Links the ERT and downtown.  Addresses a known gap in connectivity as there is currently no existing cycling facility.
6-32	McPhedran Rd (2 <sup>nd</sup> Ave to south end)	Buffered bicycles lanes on both sides of the street from 2 <sup>nd</sup> Avenue to the south end. This would serve as one of the main north-south cycling corridors west of Dogwood Street.	\$1.863 million		Building safer and more comfortable cycling facilities will improve cycling mode share and will appeal to all ages and all abilities of cyclists. This is a long north-south corridor and would join the Dogwood MUP, project 2A-18, 2A-23 and connect schools and residential areas.

## APPENDIX C: CROSSWALK POLICY

Some definitions used in the Policy:

Simple crosswalk: signage and pavement markings only

Rapid rectangular flashing beacons (RRFBs): these are safer and more comfortable for pedestrians as the lights assist drivers to see pedestrians

Pedestrian desire line: would the crosswalk provide system connectivity for pedestrians and link origins and destinations?

Equivalent Adult Unit (EAU): based on both Ministry of Transportation and Transit (MoTT) and Transportation Association of Canada (TAC) guidelines, it assigns higher weights to children (2.0), seniors (1.5) and pedestrians with physical impairment (2.0) compared to an adult (unit of 1.0)

